



1255 Imperial Avenue, Suite 1000
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Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

9:00 a.m.

Meeting will be held via webinar

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. Meeting webinar/teleconference instructions can be accessed at the following link:

<https://www.sdmts.com/about-mts-meetings-and-agendas/board-meetings>

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - October 15, 2020 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.
4. Appointment of Ad Hoc Nominating Committee for Recommending Appointments to MTS Committees for 2021 (Sharon Cooney) Appoint
Action would appoint an Ad Hoc Nominating Committee to make recommendations to the Board with respect to the appointment of the Vice Chair, Chair Pro-Tem as well as MTS and non-MTS committees for 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. | <p><u>Federal Transit Administration (FTA) Section 5310 Grant Application, and Transnet Senior Mini-Grant Application, Apportioned Through San Diego Association of Governments (SANDAG)</u></p> <p>Action would 1) Adopt Resolution No. 20-20 agreeing to comply with all terms and conditions of A) the FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program as set forth by the FTA and SANDAG; B) the TransNet Senior Mini Grant Program as set forth by TransNet and SANDAG; 2) Authorize the Chief Executive Officer (CEO) to submit the following applications and execute any grant agreements awarded by SANDAG: A) \$600,000 in Federal Fiscal Year (FY) 2022 FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program funding for Americans with Disabilities Act (ADA) Paratransit vehicle replacements; B) \$61,200 in the FY 2021 TransNet Senior Mini Grant funding for the MTS Access Travel Training Program. C) \$61,200 in the FY 2022 TransNet Senior Mini Grant funding for the MTS Access Travel Training Program; 3) Authorize the commitment of up to \$150,000 in local matching funds to fully fund the purchase of seven (7) ADA Paratransit vehicles if awarded. 4) Authorize the commitment of up to \$30,600 in local matching funds to fully fund the MTS Access Travel Training Program.</p> | Approve |
| 7. | <p><u>Provision of Network Equipment for the Interstate 15 (I-15) Bus Rapid Transit (BRT) Stations - Purchase Order</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order to NetXperts Inc., a Small Business (SB), for the provision of Network Equipment for the I-15 BRT Stations in the amount of \$133,742.60.</p> | Approve |
| 8. | <p><u>Beech Street Construction Management Services – Work Order Amendment</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA2017-CM06 under MTS Doc. No. G2017.0-17 with CH2M Hill, Inc. not to exceed \$185,775.60 for the Beech Street Double Crossover Construction Management (CM) Services.</p> | Approve |
| 9. | <p><u>Investment Report – Quarter Ending September 30, 2020</u></p> | Informational |
| 10. | <p><u>Replacement of Damaged Conduit at 43rd Street – Award Work Order Under a Job Order Contract (JOC)</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-16 to MTS Doc. No. PWG275.0-19 with ABC Construction, Inc. (ABC) for trenching and replacing the damaged conduits at 43rd Street in the amount of \$169,138.09 plus the payment of applicable JOC administrative fees of \$2,976.83, for a total cost of \$172,114.92.</p> | Approve |
| 11. | <p><u>Fare Validator Infrastructure Construction Management Services – Work Order</u></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA2019-CM06 under MTS Doc. No. G2019.0-17 with Kleinfelder – Simon Wong not exceed \$236,485.52 for the Fare Validator Infrastructure Construction Management (CM) Services.</p> | Approve |

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| 12. | <u>Provision of Hewlett-Packard Enterprise (HPE) Configure to Order (CTO) Servers and Support for Closed-Circuit Television (CCTV) Network Video Recorders (NVR) for the Mid-Coast Trolley Extension Project– Purchase Order</u>
Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order to Nth Generation Computing Inc. for the provision of HPE CTO Servers and ongoing support services for CCTV NVR for the Mid-Coast Trolley Extension Project in the amount of \$201,439.15 . | Approve |
| 13. | <u>Revisions to San Diego Metropolitan Transit System (MTS) Ordinance No. 11</u>
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,” and 2) 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 |
| 14. | <u>Provision of Media Converters for Next Generation (NextGen) Fare Collection System - Purchase Order</u>
Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order to Graybar Electric Co. Inc. for the provision of Media Network Converter for the NextGen Fare Collection System in the amount of \$118,069.85. | Approve |
| 15. | <u>Janitorial Services – Contract Amendment</u>
Action would 1) Ratify Amendment 17 to MTS Doc. No. G1931.0-16 with NMS Management Inc. (NMS), a Disadvantaged Business Enterprise (DBE), in the amount of \$472.34; and 2) Approve Amendment 18 to MTS Doc. No. G1931.0-16 (in substantially the same format as Attachment B) with NMS, for janitorial services, for a total of \$187,782.00. | Approve |
| 16. | <u>Digital Signage (DS) and Variable Message Sign (VMS) Maintenance and As-Needed Repairs - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to:1) Execute MTS Doc. No. PWG318.0-20 (in substantially the same format as Attachment A), with Brault, Inc., dba Electro Specialty Systems (ESS), for the provision of DS and VMS maintenance and as-needed repair services for a period of five (5) years in the amount of \$803,346.25; and 2) Exercise two (2) optional one-year extensions in the amount of \$359,534.53 for a total contract value of \$1,162,880.78, at the CEO's discretion. | Approve |
| 17. | <u>San Diego Metropolitan Transit System (MTS) Intranet & Internet Website: Maintenance, Support and Development- Sole Source Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2424.0-21 with The Steer Group, for Intranet & Internet Website Maintenance, Support and Development for three (3) years in the amount of \$148,160.00. | Approve |

- | | | |
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| 18. | <u>Blue Line Right of Way Fence Improvements – Award Work Order Under a Job Order Contract (JOC)</u>
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-13 to MTS Doc. No. PWG275.0-19 with ABC Construction Company, Inc. (ABC) for the replacement of a portion of the chain link fence along the Blue Line right-of-way in the amount of \$189,597.05 plus the payment of applicable JOC administrative fees of \$3,336.91, for a total cost of \$192,933.96. | Approve |
| 19. | <u>Design Services for the Green Line Imperial Avenue Main Terminal (IMT) Double Track Project – Work Order Amendment</u>
Action would; 1) Ratify Work Order WOA1949-AE-31.01 under MTS Doc No. G1949.0-17 with Jacobs Engineering Group, Inc. (Jacobs) totaling \$269.46, for hourly rate increases for various classifications; 2) Ratify Work Order WOA1949-AE-31.03 under MTS Doc No. G1949.0-17 with Jacobs totaling \$20,142.01, to exercise the alternative design; 3) Ratify Work Order WOA1949-AE-31.04 under MTS Doc No. G1949.0-17 (Attachment C) with Jacobs totaling \$79,474.41, for additional Project Management, design, and bid support; and 4) Authorize the Chief Executive Officer (CEO) to execute Work Order WOA1949-AE-31.05 under MTS Doc. No. G1949.0-17 (in substantially the same format as Attachment D) with Jacobs in the amount of \$275,915.56 for design support during construction (DSDC) services for the Bayside Terminal Double Track project. | Approve |

CLOSED SESSION

- | | | |
|-----|--|-----------------|
| 24. | CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
<u>Agencies:</u> San Diego Transit Corporation (“SDTC”), San Diego Trolley, Inc. (SDTI)
<u>Employee Organization:</u> International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART)
<u>EMPLOYEE ORGANIZATION:</u> Transit Enforcement Officers Association (TEOA)
<u>EMPLOYEE ORGANIZATION:</u> International brotherhood of electrical workers, local 465 (“IBEW”), representing flaggers
<u>Agency- Designated Representative:</u> Jeff Stumbo, Chief Human Resources Officer | Possible Action |
|-----|--|-----------------|

NOTICED PUBLIC HEARINGS

- | | |
|-----|-------|
| 25. | None. |
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DISCUSSION ITEMS

- | | | |
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| 30. | <u>Fiscal Year 2020 Comprehensive Annual Financial Report (Erin Dunn And Larry Marinesi; Ken Pun of The Pun Group)</u>
Action would receive the Fiscal Year (FY) 2020 Comprehensive Annual Financial Report (CAFR). | Receive |
|-----|--|---------|

- | | | |
|-----|---|---------|
| 31. | <u>2021 State and Federal Legislative Program (Julia Tuer)</u>
Action would approve the 2021 State and Federal Legislative Program. | Approve |
| 32. | <u>Declaration of Surplus Property Site (Karen Landers)</u>
Action would declare the property located at 9805 Prospect Avenue and 8547 Cuyamaca Street in Santee, California as “surplus land” for purposes of Government Code sections 54220, et seq. | Approve |

REPORT ITEMS

- | | | |
|-----|--|---------------|
| 45. | <u>Women’s Safety and Public Transportation (Angelica Rocha, Circulate SD)</u> | Informational |
| 46. | <u>Operations Budget Status Report for September 2020 (Gordon Meyer)</u> | Informational |

OTHER ITEMS

- | | | |
|-----|---|---------------|
| 60. | <u>Chair Report</u> | Informational |
| 61. | <u>Chief Executive Officer’s Report</u> | Informational |
| 62. | <u>Board Member Communications</u> | Informational |
| 63. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | |
| 64. | <u>Next Meeting Date:</u> December 10, 2020. | |
| 65. | <u>Adjournment</u> | |

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

DRAFT MINUTES

October 15, 2020

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. Note that the meeting was conducted via webinar to comply with public health orders].

1. Roll Call

Chair Fletcher called the Board meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Chair Fletcher moved to approve the minutes of the September 17, 2020 MTS Board of Directors meeting. Board Member Hall seconded the motion, and the vote was 13 to 0 in favor with Board Member McClellan and Board Member Arambula absent.

3. Public Comment

There were no Public Comments.

CONSENT ITEMS

6. Approve Fiscal Year 2020-21 State Transit Assistance (STA) Claim

Action would adopt Resolution No. 20-19 approving the Fiscal Year (FY) 2020-21 STA claim.

7. Adoption of the 2021 San Diego Metropolitan Transit System (MTS) Executive Committee and Board of Directors Meeting Schedule

Action would adopt the 2021 Executive Committee and Board of Directors meeting schedule.

8. Traction Power Substations Buildings Repair – Work Order Under A Job Order Contract (JOC) Award

Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC312-01 under MTS Doc. No. PWL312.0-20 with HMS Construction, Inc. (HMS) for the repair of exteriors and roofs of seven (7) traction power substations (TPSS) along the Green and Orange Trolley lines in the amount of \$134,992.78 plus the payment of applicable JOC administrative fees, for a total cost of \$137,368.65.

9. Supply of Rail Noise Suppression Lubricant – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1544.0-20, with Synco Chemical Corporation (Synco) for the supply of rail noise suppression lubricant in the amount of \$869,330.45.

10. Regional Transit Management System (RTMS) Radio Post-Warranty Maintenance Services Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1887.3-16 (Amendment 3) with Motorola Solutions Inc. to extend the RTMS post-warranty radio system maintenance agreement from January 1, 2021 through December 31, 2021 in the amount of \$419,984.75.

11. Transit Bus Driver Barriers – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0720.0-21 with The Aftermarket Parts Company, LLC (Aftermarket Parts) for the purchase of up to 508 driver protection barriers with options for installation in the amount of \$2,750,515.25

12. Fare Validator Infrastructure Construction – Contract Award

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. PWG316.0-20, with Chula Vista Electric Co., a Small Business (SB), for the construction of new fare validator infrastructure at various trolley stations for the Fare System Upgrade Project in the amount of \$1,354,714.00; and 2) Approve a 15% contingency for change orders in the amount of \$203,207.10.

13. Beech Street Double Crossover Construction – Contract Award

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. PWL315.0-20, with Herzog Technologies, Inc. for the Beech Street Double Crossover Construction in the amount of \$3,935,686.84; and 2) Approve a 15% contingency for change orders in the amount of \$590,353.03.

14. El Cajon Third Track Project– Award Work Order Contract

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1951-AE-61 under MTS Doc No. G1951.0-17, with Mott MacDonald, Inc. (MM) totaling \$719,944.69 for design services for the construction of an additional track and platform for the El Cajon Third Track Project.

15. Iris Rapid – Charging Infrastructure At South Bay Maintenance Facility (SBMF) - Additional Engineering Services - Work Order Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA2075-AE-50.01 under MTS Doc No. G2075.0-18 with Dokken Engineering (Dokken) in the amount of \$663,346.87 to provide additional engineering services for Phase I of the SBF electric bus charging infrastructure project.

16. San Diego Metropolitan Transit System (MTS) Internet Website Upgrade – Sole Source Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2431.0-21 (in substantially the same format as Attachment A) with The Steer Group, in the amount of \$159,000.

17. Beyer Blvd Track and Slope – Fund Transfer

Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 98 to the Memorandum of Understanding (MOU) between the San Diego Association of Governments (SANDAG) and MTS for the Beyer Blvd Track and Slope Repair project in the amount of \$590,200.00.

18. Point Loma Telecommunications Site Sublease with the State of California

Action would authorize the Chief Executive Officer (CEO) to execute the sublease agreement G2433.0-21, with the State of California for 8 years and 8 months in the amount of \$125,647.57.

19. Sycuan Casino Green Line Naming Rights - Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to amend the Sycuan Green Line Naming Rights agreement, MTS Doc. No. G2066.0-18, modifying the term and the compensation owed to MTS.

Action on Recommended Consent Items

Chair Fletcher moved to approve Consent Agenda Item Nos. 6 – 19. Board Member Sandke seconded the motion, and the vote was 13 to 0 in favor with Board Member Sandke and Board Member Arambula absent.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS (TAKEN PRIOR TO CLOSED SESSION)

30. Fiscal Year 2020 Final Budget Comparison (Gordon Meyer)

Gordon Meyer, MTS Operating Budget Supervisor, presented on the Fiscal Year 2020 Final Budget Comparison. He outlined the Federal Transit Administration (FTA) CARES Act funding; total operating revenues; total operating expenses; total operating variance; subsidy revenue category descriptions; total non-operating revenue; total revenues less expenses; contingency reserve balance; and the staff recommendation.

Action Taken

Vice Chair Sotelo-Solis moved to approve the allocation of \$4.1M in FY 2020 excess net operating subsidy as follows: (a) allocate \$1.5M to Contingency Reserve balance to remain at 12.5% target; and (b) transfer \$2.6M to CIP to reflect Board's decision to accelerate Zero Emission Bus (ZEB) purchases in FY 2022. Board Member Sandke seconded the motion, and the vote was 14 to 0 in favor with Board Member Arambula absent.

REPORT ITEMS (TAKEN PRIOR TO CLOSED SESSION)

45. SANDAG 2021 Regional Plan (Hasan Ikhata, Ray Major, Jennifer Williamson and Coleen Clementson)

Hasan Ikhata, Ray Major, Jennifer Williamson and Coleen Clementson with SANDAG presented on the 2021 Regional Plan. They discussed the following items: the vision for the 2021 Regional Plan; three challenges; congestion in the San Diego region; state and federal legislative mandates; data-driven planning; making critical connections; 5 Big Moves; initial commuter rail routes; refining proposed commuter rail routes; initial transit leap network; proposed transit leap network; mobility hub network; flexible fleet services; and next steps.

Board Member Sandke asked why the jobs at the Navy base in Coronado are classified as activity centers. Board Member Sandke noted the Navy had introduced an intra-base shuttle and asked to get better rapid service to the mobility hub located at the base gate on North Island. Board Member Sandke voiced his enthusiasm for the ferry boat initiative. He also commented that the trolley to the airport project was missing from the presentation. Board Member Sandke noted he liked the planning hubs throughout the region and asked that the smaller hubs be instituted first to have the projects be active sooner.

Mr. Ikhata responded that the trolley to the airport project is one of the four alternatives. He also noted there are 31 mobility hubs throughout the region all with various sizes and they are

open to looking into phasing alternatives. Mr. Ikhata noted that Assembly Bill 2731 was signed into law last week and the region will not have to wait 30 years to see the projects implemented.

Vice Chair Sotelo-Solis commented about ensuring there is significant public engagement during this process. Mr. Ikhata noted that the goal is to engage the public and community stakeholders in various ways. He noted that MTS did not go forward with a ballot measure, but MTS made big strides with community engagement efforts. Mr. Ikhata stated that they will work collaboratively with MTS on continuing public engagement efforts.

Chair Fletcher commented that is important to have a collaborative effort between SANDAG and MTS and looks forward to successfully advancing the whole region forward.

Action Taken

No action taken. Informational item only.

46. Fiscal Year (FY) 2020 Performance Monitoring Report (Denis Desmond, Mike Wygant, Wayne Terry)

Denis Desmond, MTS Director of Planning; Michael Wygant, MTS Chief Operating Officer – Transit Services; and Wayne Terry, MTS Chief Operating Officer – Rail, presented on the FY 2020 Performance Monitoring Report. Mr. Desmond outlined Policy 42 evaluation criteria, and discussed results for annual total passengers; ridership; passengers per revenue hour; on-time performance; other various metrics; farebox recovery; and performance monitoring.

Mr. Wygant discussed the following items related to transit services: COVID-19; FY 2020 highlights; safety camera system highlights; pedestrian detection beta testing; Support Services highlights; fleet highlights; MTS Access Service highlights; South Bay Rapid 225; passenger amenities; and the ZEB Pilot Program.

Mr. Terry discussed the following items related to rail operations: master concessionaire services; FY 2020 event statistics; LRV maintenance facility flash flood damages; annual capital program – state-of-good-repair; operations control center (OCC) refresh; Euclid Avenue parking lot; Euclid Avenue channel; Dairy Mart Road fencing project; Sampson Street fencing project; Cleveland Avenue freight track removal; F Street freight track removal; Eighth Avenue crossing replacement; 65th Street crossing replacement; High Street crossing replacement; Taylor Street crossing replacement; Washington Street crossing replacement; Palm Avenue crossing replacement; I-8 bridge tie and rail replacement in La Mesa; Amaya Station track replacement; Grossmont Station track replacement; Hill Street retaining wall construction in El Cajon; San Ysidro/Beyer track replacement; rail grinding program; new traction power substations; SD 9 procurement; new vehicle upholstery; SD-10 procurement and replacement of the SD-100 high floor LRVs; INIT ticket vending machine test lab; 62nd Street Station mural restoration; LRV 1001 restoration; early warning device for track worker safety; Old Town signal cutover; MTS response to COVID-19; and COVID-19 Impacts.

Board Member Montgomery thanked staff for the presentation and the work that has been done over the past year. She acknowledged that there are still needed repairs and upgrades in areas of her jurisdiction and looks forward to addressing those in the future.

Action Taken

No action taken. Informational item only.

47. Summary of Senior/Disabled/Medicare (SDM) Discount Fare Program and Recent Updates to Eligibility Forms (Sharon Cooney)

Sharon Cooney, MTS Chief Executive Officer, presented on the SDM discount fare program and recent updates to the eligibility forms. She provided information related to regional fares; ridership and fare revenue significance; rider dependency rates; discounted fares; boardings and fare revenue shares; reduced fare IDs on Compass Cards; methods for obtaining a Compass ID Card; and recent changes to the form and program.

Action Taken

No action taken. Informational item only.

48. Semi-Annual Security Report (January 1, 2020 Through June 30, 2020) (Tim Curran)

The Board waived the staff report for this item.

Action Taken

No action taken. Informational item only.

OTHER ITEMS (TAKEN PRIOR TO CLOSED SESSION)

60. Chair Report

There was no Chair report.

61. Chief Executive Officer's Report

There was no Chief Executive Officer's Report.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

Janelle Sisting – A local business owner from Pacific Beach provided a written and verbal statement to the Board during the meeting. Sisting provided a written statement of her comments, which are included in the final meeting packet and posted on the MTS website.

64. Next Meeting Date

The next regularly scheduled Board meeting is November 12, 2020.

CLOSED SESSION – TAKEN OUT OF ORDER

24. Closed Session Items

The Board convened to Closed Session at 11:05 a.m.

- a. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8
Property: Assessor's Parcel Number (APN) 384-041-07; 8733 Cuyamaca Street, Santee, California
Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets
Negotiating Parties: Alfred Smith and Adeline Woodward
Under Negotiation: Price and Terms of Payment

- b. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8
Property: Assessor's Parcel Number (APN) 549-181-05; 6645 Imperial Avenue, San Diego, California
Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets
Negotiating Parties: CRP Affordable Housing and Community Development
Under Negotiation: Price and Terms of Payment

The Board reconvened to Open Session at 11:14 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 from staff and gave instructions to real property negotiators.

65. Adjournment

The meeting was adjourned at 11:19 a.m.

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit
System

Attachment: Roll Call Sheet

MEETING OF (DATE):	October 15, 2020	CALL TO ORDER (TIME):	9:03AM
RECESS:		RECONVENE:	
CLOSED SESSION:	11:05AM	RECONVENE:	11:14AM
PUBLIC HEARING:		RECONVENE:	
ORDINANCES ADOPTED:		ADJOURN:	11:19AM

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
AGUIRRE	<input checked="" type="checkbox"/>	(Spriggs)	<input type="checkbox"/>	9:03 AM	11:19AM
ARAMBULA	<input type="checkbox"/>	(Mendoza)	<input type="checkbox"/>	-	-
FAULCONER	<input type="checkbox"/>	(Moreno)	<input checked="" type="checkbox"/>	9:03 AM	11:19AM
FLETCHER	<input checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>	9:03 AM	11:19AM
FRANK	<input checked="" type="checkbox"/>	(Mullin)	<input type="checkbox"/>	9:03 AM	11:19AM
GALVEZ	<input checked="" type="checkbox"/>	(Diaz)	<input type="checkbox"/>	9:03 AM	11:19AM
GOMEZ	<input type="checkbox"/>	(Campbell)	<input checked="" type="checkbox"/>	9:03 AM	11:00 AM
HALL	<input checked="" type="checkbox"/>	(McNelis)	<input type="checkbox"/>	9:03 AM	11:19AM
MCCLELLAN	<input checked="" type="checkbox"/>	(Goble)	<input type="checkbox"/>	9:10AM	11:19AM
MONTGOMERY	<input checked="" type="checkbox"/>	(Bry)	<input type="checkbox"/>	9:03 AM	11:19AM
SALAS	<input checked="" type="checkbox"/>	(Diaz)	<input type="checkbox"/>	9:03 AM	9:59AM
SANDKE	<input checked="" type="checkbox"/>	(Donovan)	<input type="checkbox"/>	9:03 AM	11:19AM
SOTELO-SOLIS	<input checked="" type="checkbox"/>	(Quintero)	<input type="checkbox"/>	9:03 AM	11:00AM
WARD	<input checked="" type="checkbox"/>	(Kersey)	<input type="checkbox"/>	9:03 AM	11:19AM
WEBER	<input checked="" type="checkbox"/>	(Arapostathis)	<input type="checkbox"/>	9:03 AM	10:50AM

SIGNED BY THE CLERK OF THE BOARD: /S/ Dalia Gonzalez

CONFIRMED BY THE GENERAL COUNSEL: /S/ Karen Landers



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Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

APPOINTMENT OF AD HOC NOMINATING COMMITTEE FOR RECOMMENDING
APPOINTMENTS TO MTS COMMITTEES FOR 2021 (SHARON COONEY)

RECOMMENDATION:

That the Board of Directors appoint an Ad Hoc Nominating Committee to make recommendations to the Board with respect to the appointment of the Vice Chair, Chair Pro-Tem as well as MTS and non-MTS committees for 2021.

Budget Impact

None.

DISCUSSION:

Each year, the Board makes appointments to various committees, including the Accessible Services Advisory Committee (ASAC), Airport Authority Advisory Committee, Audit Oversight Committee, Budget Development Committee, Executive Committee, Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), Public Security Committee, San Diego Regional Building Authority and the Taxicab Advisory Committee. The Executive Committee membership is governed by MTS Board Policy 22.8. The Audit Oversight Committee membership is governed by MTS Board Policy 22.9. Attachment B is a table of committee appointments for 2020.

MTS Board Policy No. 22 (Attachment A) specifies that on or before the Board's first meeting in November, the Board shall appoint less than a quorum of members to an Ad Hoc Nominating Committee.

The Ad Hoc Nominating Committee shall review the list of MTS committees and make recommendations to the Board with respect to the appointment of members of the Board to serve on each committee. The Ad Hoc Nominating Committee is also tasked with



reviewing the list of outside boards and/or committees and making recommendations to the Board with respect to the appointment of members of the Board to represent MTS on each outside board or committee.

The Ad Hoc Nominating Committee normally meets in late December or early January, after the upcoming appointments to the MTS Board are generally known, and forwards its recommendations for appointments of officers and committee members on or before the first Board meeting in January.

The election procedures to appoint an Ad Hoc Nominating Committee pursuant to Robert's Rules of Order are as follows:

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

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Board Policy No. 22
B. Table of MTS Committees for 2020

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Policies and Procedures

No. 22

Board Approval: 6/13/19

SUBJECT:

RULES OF PROCEDURE FOR THE SAN DIEGO METROPOLITAN TRANSIT
SYSTEM (MTS) BOARD OF DIRECTORS

PURPOSE:

To define and clarify Board Rules of Procedure and incorporate them in Board Policy.

BACKGROUND:

In 1977, the Board adopted Rules of Procedure by resolution and from time to time amendments have been adopted. The Rules shall be contained in Board Policy for ease of reference and periodic updating. The Board is established and governed by the Mills-Deddeh Transit Development Act, set forth in the Sections 120000 through 120702 of the California Public Utilities Code ("MTS Enabling Legislation"). Section 120101 requires to the Board to "establish rules for its proceedings." In the event the rules of procedure set forth herein conflict with the MTS Enabling Legislation, or other applicable law, the applicable law shall supersede these rules.

22.1 Membership and Organization

22.1.1 Membership in this Board is established by Sections 120050 through 120051.6 of the MTS Enabling Legislation.

22.1.2 The Board consists of 15 members selected as follows:

- a. One member of the County of San Diego Board of Supervisors appointed by the Board of Supervisors.
- b. Four members of the City Council of the City of San Diego, one of whom shall be the mayor, appointed by the City Council.
- c. One member of each city council appointed individually by the City Councils of the Cities of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee.



- d. Two members of the City Council of the City of Chula Vista, one of whom shall be the mayor, appointed by the City Council.
- e. The chairperson of the board shall be selected from the board membership 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.

22.1.3 [RESERVED]

22.1.4 Alternate members of the Board shall be appointed as follows:

- a. The County of San Diego Board of Supervisors shall appoint as its alternate member a county supervisor not already appointed as the primary board member under Section 22.1.2(a), who represents one of the two supervisorial districts within MTS's jurisdiction with the greatest percentage of its area within the incorporated area of the County of San Diego.
- b. The City Councils of the Cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego and Santee shall each individually appoint a member of their respective city councils not already appointed as a primary board member to serve as an alternate member for each member of the city on the board.
- c. At its discretion, a city council or the county board of supervisors may appoint a second alternate member to serve on the board in the event that neither a member nor the alternate member is able to attend a meeting of the board.

22.1.5 This Board shall exercise all powers authorized by the laws of the State of California.

22.1.6 Only the duly selected official representative, or in his or her absence his or her duly selected alternate, shall be entitled to represent a member agency in the deliberations of the Board.

22.1.7 Names of the official representatives and alternates shall be communicated in writing to the Board by each participating member agency and shall thereafter be annually communicated or reaffirmed prior to the February meeting of the Board and at such other times as changes in representation are made by member agencies.

- 22.1.8 The Board shall have the authority to appoint committees or subcommittees and may provide for the appointment of alternates to these committees or subcommittees.
- 22.1.9 Standing committees shall be appointed by the Board as may be required to carry out general and continuing functions and shall be abolished only upon specific action by the Board.
- 22.1.10 Ad hoc specialized subcommittees may be appointed by the Board as the need arises to accomplish specific tasks. Upon completion of its assignment, each ad hoc subcommittee shall disband.
- 22.1.11 Board members serving on such subcommittees shall be compensated as provided by Board ordinance. The Chief Executive Officer is authorized to enter into agreements to compensate individuals who were Board members at the time of their appointments to such subcommittees and who continue to serve on such subcommittees after their terms of office as Board members, subject to the same limitations as exist for compensation of Board members, and subject to replacement by the Board.

22.2 Meetings

- 22.2.1 On or before the first regular meeting of the Board in December of each year, the Board shall adopt a schedule of its meetings by date, time, and location for the coming year. The schedule of the meetings shall be published in the local newspaper of general circulation prior to the next regular meeting. The schedule of meetings shall also be published on the MTS website and posted at the MTS Executive Offices.
- 22.2.2 The Board may, when necessary, change the time and place of regular meetings. Notice of such change shall be posted pursuant to the Ralph M. Brown Act.
- 22.2.3 The Clerk of the Board shall forward written notice of the annual schedule of regular meetings and any changes thereto stating the dates, times, and locations to each member's agency and to the respective members and alternates of the Board and the standing committees.
- 22.2.4 Special meetings may be called and noticed under the provisions of the Ralph M. Brown Act as applicable and, specifically, Section 54956 of the California Government Code. The call and notice shall be posted in an area accessible to the public at least 24 hours prior to the meeting.

Special meetings normally shall be called by a majority of the Board or Executive Committee only upon a finding that

extraordinary circumstances require Board action prior to the next scheduled Board meeting, such as to discuss a work stoppage or significant litigation, or that a special meeting is necessary to hold a workshop, a joint meeting with another agency, or for other special purposes at a future date beyond the next Board meeting. The Chair may call such meetings only when such extraordinary circumstances arise after the last Board or Executive Committee meeting and Board action is required prior to the next regularly scheduled Board or Executive Committee meeting.

- 22.2.5 A majority of the members of the Board shall constitute a quorum for the transaction of business, and all official acts of the Board shall require the affirmative vote of a majority of the members of the Board present.
- a. After a vote of the members is taken, a weighted vote may be called by the members of any two jurisdictions in accordance with Section 120102.5 of the MTS Enabling Legislation and MTS Board Policy No. 27 (Weighted Vote).
- 22.2.6 Parliamentary procedure at all meetings shall be governed by Robert's Rules of Order Newly Revised except as otherwise modified herein.
- 22.2.7 Prior to each regular meeting, the Clerk of the Board shall forward a copy of the agenda to each member in accordance with the schedule adopted by the Board. The agendas shall also be mailed to each person or entity previously requesting such in writing. The Clerk shall post the agenda in an area accessible to the public at least 72 hours before the meeting in accordance with the Ralph M. Brown Act. Agenda materials shall be available as public record in accordance with the Ralph M. Brown Act and, specifically, Section 54957.5 of the California Government Code.
- 22.2.8 The Board may take action on items of business not appearing on the posted agenda in accordance with the Ralph M. Brown Act.
- 22.2.9 Requests for Board action may be initiated by any member of the Board or any staff officer.
- 22.2.10 Communication requests may be initiated by an individual and submitted to the Clerk by letter or on forms provided by the Clerk and must state the subject matter and the action which the writer wishes the Board to take. The Clerk shall review all communication requests so received and shall list them on the Board's docket under those items which the Clerk deems to be proper areas of discussion or action by the Board. When a Communications item is listed on the docket, it is not debatable and must be referred to an appropriate committee, other public agency, or to staff to prepare a report or response.

- 22.2.11 Any permanent rule of the Board as set forth herein and unless otherwise established by law may be suspended temporarily by a two-thirds vote of the members present.

22.3 Amendments

- 22.3.1 The Board shall be responsible for making all amendments to these rules.
- 22.3.2 Proposed amendments may be originated by the Board, or any member of such, or by the Chief Executive Officer.
- 22.3.3 Each proposed amendment shall be considered by the Board and a copy thereof forwarded by the Clerk of the Board to the official representative of each member agency.

22.4 Ordinances

- 22.4.1 Every ordinance shall be signed by the Chairperson of the Board and attested by the Clerk of the Board.
- 22.4.2 On the passage of all ordinances, the votes of the several members of the Board shall be entered on the minutes.
- 22.4.3 Ordinances shall not be passed at other than a regular meeting or at an adjourned regular meeting. However, an urgency ordinance may be passed at a special meeting. Except when, after reading the title, further reading is waived by regular motion adopted by unanimous vote of the Board members present, all ordinances shall be read in full either at the time of introduction or passage. When ordinances, other than urgency ordinances, are altered after introduction, they shall be passed only at a regular or at an adjourned regular meeting held at least five days after alteration. Corrections of typographical or clerical errors are not alterations within the meaning of this section.
- 22.4.4 Consistent with Section 120109 of the MTS Enabling Legislation, the Clerk of the Board shall cause a proposed ordinance or proposed amendment to an ordinance, and any ordinance adopted by the Board, to be published at least once, in a newspaper of general circulation published and circulated in the Board's area of jurisdiction.
- 22.4.5 The publication of an ordinance, as required by subdivision 22.4.4, may be satisfied by either of the following actions:
- a. The Board may publish a summary of a proposed ordinance or proposed amendment to an ordinance. The summary shall be prepared by the Clerk of the Board and General Counsel. The summary shall be published and a certified copy of the full text of the proposed ordinance or proposed amendment shall be posted in the office of the

Clerk of the Board at least five (5) days prior to the Board meeting at which the proposed ordinance or amendment is to be adopted. Within 15 days after adoption of the ordinance or amendment, the Board shall publish a summary of the ordinance or amendment with the names of those Board members voting for and against the ordinance or amendment, and the Clerk of the Board shall post in the office of the clerk a certified copy of the full text of the adopted ordinance or amendment along with the names of those Board members voting for and against the ordinance or amendment.

- b. If the person designated by the Board determines that it is not feasible to prepare a fair and adequate summary of the proposed ordinance or amendment, and if the Board so orders, a display advertisement of at least one-quarter of a page in a newspaper of general circulation in the Board's area of jurisdiction shall be published at least five (5) days prior to the Board meeting at which the proposed ordinance or amendment is to be adopted. Within 15 days after adoption of the ordinance or amendment, a display advertisement of at least one-quarter of a page shall be published. The advertisement shall indicate the general nature of, and provide information regarding, the adopted ordinance or amendment, including information sufficient to enable the public to obtain copy of the complete text of the ordinance or amendment and the name of those Board members voting for and against the ordinance amendment.

22.4.6 Ordinances shall take effect thirty days after their final passage. An ordinance takes effect immediately, if it is an ordinance for the immediate preservation of the public peace, health, or safety, containing a declaration of the facts constituting the urgency and is passed by a four-fifths vote of the Board.

22.5 Public Comment

22.5.1 At a public hearing of the Board, persons wishing to provide comment and testimony shall be permitted to address the Board after submitting a written request to speak to the Clerk identifying the person and the subject agenda item. The Chairperson may limit the time for each presentation and may permit additional time to speakers representing a group of individuals or organizations to avoid duplicative testimony. Ordinarily, each speaker will be allowed no more than three minutes.

22.5.2 Persons wishing to comment on agenda items other than a public hearing must submit a written request to speak in advance to the Clerk identifying the person and the subject agenda item. Comments must be limited to issues relevant to the particular agenda item. The Chairperson may limit the time for each presentation and may permit additional time to speakers

representing a group of individuals or organizations to avoid duplicative testimony. Ordinarily, each speaker will be allowed no more than three minutes.

22.5.3 Public comment on matters not on the agenda will be permitted on items of interest to the public that are within the subject matter jurisdiction of the Board. Persons wishing to comment must submit a written request in advance to the Clerk identifying the person and subject matter. The Chairperson may limit the time for each speaker. Ordinarily, each speaker will be allowed no more than three minutes.

22.6 Chairperson

Prior to the expiration of a Chairperson's term, the Executive Committee shall make a recommendation to the Board on whether to reelect the current Chairperson. In the event that the Board does not reelect a chairperson, or in the event of a vacancy in the position of Chairperson, the Executive Committee shall create an ad hoc nominating committee that shall, by whatever means it deems appropriate, recommend to the Board a candidate or candidates for the position of Chairperson. The Board shall then vote to elect a Chairperson in accordance with Section 22.1.2(e).

22.7 Election of Board Officers and Appointments to Committees

22.7.1 On or before the Board's first meeting in November, the Board shall appoint less than a quorum of members to an Ad Hoc Nominating Committee. The Ad Hoc Nominating Committee shall review the list of MTS committees and make recommendations to the Board with respect to the appointment of members of the Board or former Board members to serve on each MTS committee.

22.7.2 The Ad Hoc Nominating Committee shall also review the list of outside boards and/or committees and make recommendations to the Board with respect to the appointment of members of the Board to represent MTS on each outside board or committee.

22.7.3 The Ad Hoc Nominating Committee shall also make a recommendation to the Board with respect to the appointment of the Vice Chairperson and the Chair Pro Tem and any other board officers.

22.7.4 The Ad Hoc Nominating Committee shall forward its recommendations for appointments of officers and committee members on or before the first Board meeting in January.

22.7.5 At its first meeting in January, the Board shall elect a Vice Chairperson and a Chair Pro Tem from amongst its members. The Vice Chairperson shall preside in the absence of the Chairperson. In the event of the absence or inability to act by the Chairperson and Vice Chairperson, the Chair Pro Tem shall preside.

22.7.6 The Board shall then vote on the recommendations made by the Ad Hoc Nominating Committee with respect to all other committee appointments.

22.7.7 In the event that a Board member vacates his or her position on the Board, at the next meeting, the Chairperson shall take nominations from the floor to fill any opening in any Committee positions vacated by that Board member.

22.8 Executive Committee

22.8.1 The Executive Committee of the Board shall consist of the Chairperson, the Vice Chairperson (if he or she is not already a voting member), a member from the County of San Diego, a member from the City of San Diego, the Transportation Committee Representative (if he or she is not already a voting member), one member who represents the cities of Chula Vista, National City, Coronado, and Imperial Beach (the "South Bay Cities' representative"), and one member who represents the cities of Lemon Grove, La Mesa, El Cajon, Poway, and Santee (the "East County Cities' representative"). The South Bay Cities' representative and the East County Cities' representative shall serve as members of the Executive Committee for a term of two years each. The terms of these two members shall be staggered so as to avoid replacement of both members at the same time.

22.8.2 The East County and South Bay representatives shall serve in the following order:

East County: El Cajon, La Mesa, Lemon Grove, Santee, Poway—each serving a two-year term.

South Bay: Chula Vista, Coronado, Imperial Beach, National City—each serving a two-year term.

After each member has served as either the East County or South Bay representative, the rotation schedule shall repeat.

22.8.3 The alternates to the Executive Committee members shall be as follows:

22.8.3.1 The alternate for the County of San Diego shall be the alternate appointed by the County of San Diego to serve as the alternate for the Board.

2.8.3.2 The alternate for the City of San Diego shall be selected by the City of San Diego from amongst the three remaining City of San Diego Board members.

- 2.8.3.3 The alternates for the East County Cities' and the South Bay Cities' representatives shall be the representative from the city that is next in the rotation order set forth in section 22.8.2 above (for example, if the City of El Cajon is currently the primary Executive Committee member, then the City of La Mesa member shall be the alternate Executive Committee member). Alternates shall be appointed for a term of two years or such lesser term as necessary to coincide with the term of the member for whom the alternate is appointed.
- 22.8.4 The Vice Chairperson shall attend each Executive Committee meeting as a voting member. The Vice Chairperson shall serve as the alternate to the Chairperson in his or her absence and as a second alternate at large for any of the Executive Committee representatives and shall be a voting member when serving in this capacity.
- 22.8.5 At its first meeting in January, the Board shall vote on the Ad Hoc Nominating Committee's recommendation for the representative and alternate to the San Diego Association of Governments (SANDAG) Transportation Committee to serve for a term of one year. In the event that the Board votes to appoint a member of the Board who does not serve on the Executive Committee, then the appointed SANDAG Transportation Committee representative, or the alternate in his or her absence, shall attend the Executive Committee meetings as a voting member.
- 22.8.6 The primary purpose of the Executive Committee shall be to review and recommend consent items for the agenda of the next MTS Board of Directors meeting; add or delete items as appropriate; and provide input and direction on emerging policies, plans, and issues, in advance, for Board consideration. The Executive Committee shall have the authority to create ad hoc subcommittees for purposes of carrying out its duties and responsibilities.
- 22.8.7 Three members shall constitute a quorum of the Executive Committee, and a majority vote of the members present shall be required to approve any item. In the absence of a quorum, the Chairperson may review and recommend consent items for the agenda, establish the order of items, and add or delete items.
- 22.8.8 The Executive Committee shall adopt operating procedures as are necessary for the conduct of its business.
- 22.9 Audit Oversight Committee
- 22.9.1 The Audit Oversight Committee shall be comprised of the same members that make up the Executive Committee and such other

individuals as the Board may appoint at the first MTS Board meeting each calendar year. The Board may also appoint individuals who are not members of the Board to serve as non-voting advisory members to the Audit Oversight Committee

22.9.2 No additional compensation shall be paid to the members of the Audit Oversight Committee unless a meeting takes place on a day other than a regularly scheduled MTS Board meeting or MTS Executive Committee meeting. Compensation shall be paid to any additional voting members who are appointed to serve on the Audit Oversight Committee. No compensation shall be paid to any non-voting advisory member appointed by the MTS Board.

22.9.3 The primary duties and responsibilities of the Audit Oversight Committee shall be to ensure that management is maintaining a comprehensive framework of internal control, to ensure that management's financial reporting practices are assessed objectively, and to determine to its own satisfaction that the financial statements are properly audited and that any problems uncovered in the course of the audit are properly reported and resolved.

22.9.4 The Audit Oversight Committee shall:

- a. Review the scope of the annual financial statement audit and any other audits the committee feels are appropriate. The financial statement or CAFR audit should be conducted by an external, independent, public accounting firm experienced in municipal financial audits (external auditor).
- b. Review the purpose and scope of any nonaudit services to be performed by the external auditor.
- c. Oversee the procurement of the external auditor and any related advisory services with final approval by the Board.
- d. Oversee the preparation of annual financial statements, the annual financial reporting process, internal controls, and the external auditor using an appropriate degree of professional skepticism.
- e. Assess the performance of the external auditor.
- f. Provide a forum for internal auditor(s) to report findings during committee meetings. Internal auditor(s) are MTS employee(s) who report to management and primarily perform operational and compliance audits. In unusual circumstances involving significant fraud, waste, or abuse, the internal auditors must contact the Chairperson of the Audit Oversight Committee.

- g. Establish a procedure for receipt, retention, and treatment of complaints regarding accounting, internal controls, or auditing matters.

22.9.5

The Audit Oversight Committee shall perform the following tasks each year and, to the extent possible, adhere to this timetable:

- a. Prior to the fiscal year end, review the independent audit engagement letter.
- b. Prior to the fiscal year end establish a plan for review of the audits with external auditor.
- c. In October or November, review a draft of the Comprehensive Annual Financial Report
- d. Prior to the fiscal year end, review the management letter and management's response to the letter from the previous year.

22.9.6

At a minimum, and no later than the MTS Board meeting for the CAFR final adoption, the Audit Oversight Committee shall publically ask the following questions of MTS management and/or the external auditors:

- a. What is the name of the audit firm performing the audit, and how long has such firm been under contract to perform such audits?
- b. Was the audit performed in accordance with generally accepted auditing standards and generally accepted government auditing standards? If not, why?
- c. Has the external auditor prepared an unqualified opinion regarding the financial statements? If not, what type of opinion was issued and why?
- d. Did the external auditor issue a management letter?
- e. Did the external auditor find any nonmaterial weaknesses or reportable conditions?
- f. How did the external audit firm maintain its independence during the course of the audit?
- g. Describe, in general, the audit procedures performed.
- h. Were any new accounting principles adopted? If so, what was their effect?

- i. Does the external auditor recommend any changes in the accounting policies used or their application? Did management apply the best accounting principles or merely permitted ones?
- j. Describe any significant accounting adjustments affecting the financial statements (prior year as well as current year).
- k. Did the external auditor encounter any difficulties in dealing with management in performing the audit?
- l. Were there any disagreements with management regarding any accruals, estimates, reserves, or accounting principles?
- m. Did the external auditor have the full cooperation of MTS management and staff?
- n. Assess the quality of the accounting, internal controls, and the competency of staff.
- o. Were there any accounting issues on which the audit firm sought the advice of other audit firms or regulatory bodies?
- p. Are there new pronouncements and/or risks affecting future financial statements which the Audit Oversight Committee should be aware of?

22.9.8 A majority of the members of the Audit Oversight Committee shall constitute a quorum, and a majority vote of the members present shall be required to approve any item.

22.9.9 The Audit Oversight Committee shall adopt operating procedures as are necessary for the conduct of its business.

22.10 Board Member Standards of Conduct

22.10.1 The purpose of this policy is to emphasize that each Board member occupies a position of public trust that demands the highest moral and ethical standard of conduct.

22.10.2 This policy shall be supplemental and in addition to the Conflict of Interest Code of the Board and any applicable laws or regulations (including, but not limited to, the Brown Act, Government Code section 1090 and the Political Reform Act) and is not intended to supersede any provisions thereof.

22.10.3 Board members shall not engage in any business or transaction or have a financial or other personal interest, actual, potential, or

apparent, which is incompatible with the proper discharge of his or her official duties or would tend to impair his or her independence of judgment or action in the performance of such duties. Such business, transaction, or interest shall constitute a conflict of interest.

22.10.4

No Board member shall engage in any enterprise or activity that shall result in any of the following:

- a. Using the prestige or influence of the Board office for private gain or advantage of the member or another person.
- b. Using time, facilities, equipment, or supplies of the Board for the private gain or advantage of the member or another person.
- c. Using official information not available to the general public for private gain or advantage of the member or another person.
- d. Receiving or accepting money or other consideration from anyone other than the Board for the performance of acts done in the regular course of duty.
- e. Receiving or accepting, directly or indirectly, any gift or favor from any one doing business with the Board under circumstances from which it could reasonably be inferred that such was intended to influence such person in such person's duties or as a reward for official action.
- f. Soliciting any gift or favor in such person's official capacity, either directly or indirectly, when such solicitation might reasonably be inferred as to have a potential effect on such person's duties or decision, or when the individual's position as a Board member would in any way influence the decision of the person being solicited.
- g. Engaging in or accepting private employment or rendering services for private interest, direct or indirect, which may conflict with such person's responsibility or duty, or which, because of that person's position, may influence a decision to the benefit of the organization in which such person has an interest.

22.10.5

If a Board member has an actual, potential, or apparent conflict of interest in the subject of an agenda item, and the Board will make a decision regarding this agenda item during an open session meeting, the Board member must recuse himself or herself or, in the case of uncertainty, request a binding determination from the Board's General Counsel. If the Board member has a conflict, he

or she may observe, but not participate, in the decision-making process.

- 22.10.6 If a Board member has an actual, potential, or apparent conflict of interest in the subject of an agenda item to be discussed during a closed session meeting, the Board member shall be disqualified and not present during such discussion so as not to make, participate in making, or in any way attempt to use his or her official position to influence the discussion or decision. In such case, the Board member must recuse himself or herself or, in the case of uncertainty, request a binding determination from the Board's General Counsel. In accordance with the Brown Act, the Board member would be entitled to any information that is publicly reported. The Board member would not, however, be privy to any confidential or privileged information or communications pertaining to the closed session agenda item.
- 22.10.7 No Board member shall disclose to any person, other than members of the Board and other Board staff designated to handle such confidential matters, the content or substance of any information presented or discussed during a closed session meeting unless the Board authorizes such disclosure by the affirmative vote by a majority of the Board.
- 22.10.8 No Board member may disclose confidential or privileged information or communications to any person other than a Board member, General Counsel to the Board, or other Board staff designated to handle such matters, unless disclosure is mandated by law or the Board authorizes such disclosure by the affirmative vote of a majority of the Board.
- 22.10.9 A Board member shall not be privy to confidential or privileged information or communications concerning threatened, anticipated, or actual litigation affecting the Board where the Board member has an actual, potential, or apparent conflict of interest. In the case of uncertainty as to whether a conflict of interest exists, the Board's General Counsel shall issue a binding determination.
- 22.10.10 No Board member shall represent a position on an issue to be the Board's unless the Board has formally adopted such position at a public meeting.
- 22.10.11 Any violation of this policy shall constitute official misconduct if determined by an affirmative vote of the majority of the Board in an open and public meeting. The Board may elect to censure the Board member and the violation may be subject to criminal and/or civil penalties as provided for by applicable law.

Original Policy approved on 4/5/84.
Policy revised on 1/12/84.

Policy revised on 7/11/85.
Policy revised on 1/8/87.
Policy revised on 1/11/90.
Policy revised on 8/23/90.
Policy revised on 1/10/91.
Policy revised on 3/24/94.
Policy revised on 1/14/99.
Policy revised on 6/14/01.
Policy revised on 1/10/02.
Policy revised on 1/24/02.
Policy revised on 5/8/03.
Policy revised 2/26/04.
Policy revised 1/12/06.
Policy revised 3/9/06.
Policy revised 3/23/06.
Policy revised 6/14/07.
Policy revised 7/19/07.
Policy revised 2/21/08.
Policy revised 12/11/08.
Policy revised 2/12/15.
Policy revised 11/10/16.
Policy revised 11/9/2017, changes effective 1/1/2018.
Policy revised 6/13/2019.

2020 SLATE OF MTS COMMITTEES AND OUTSIDE AGENCY APPOINTMENTS

Chair Vice Chair Chair Pro Tem	Nathan Fletcher -- Chair Alejandra Sotelo-Solis -- Vice Chair Bill Sandke -- Chair Pro Tem
Accessible Services Advisory Committee (ASAC)	Alejandra Sotelo-Solis -- Chair
Ad Hoc Ballot Measure Committee	Nathan Fletcher -- Chair David Arambula -- Committee Representative Paloma Aguirre -- Committee Representative Ronn Hall -- Committee Representative Mary Salas -- Committee Representative Alejandra Sotelo-Solis -- Committee Representative Chris Ward -- Committee Representative
Airport Authority Advisory Committee	Bill Sandke -- Committee Representative Ronn Hall -- Alternate
Audit Oversight Committee	Nathan Fletcher -- Chair Alejandra Sotelo-Solis -- Vice Chair Plus Executive Committee (listed below)
Budget Development Committee	David Arambula -- Committee Representative Kevin Faulconer -- Committee Representative (<i>Alternate: Vivian Moreno</i>) Nathan Fletcher -- Committee Representative Mary Salas -- Committee Representative Bill Sandke -- Committee Representative
Executive Committee	Nathan Fletcher -- Chair & County Representative (<i>County Alternate: Greg Cox</i>) Alejandra Sotelo-Solis -- Vice Chair David Arambula -- East County Representative (<i>Alternate: Ronn Hall</i>) Mary Salas -- South Bay Representative (<i>Alternate: Bill Sandke</i>) Chris Ward -- City of San Diego Representative (<i>Alternate: Monica Montgomery</i>)
Los Angeles - San Diego Rail Corridor Agency (LOSSAN) Board	Caylin Frank -- Board Representative Bill Sandke -- Alternate
Public Security Committee	Monica Montgomery -- Chair Paloma Aguirre -- Vice Chair David Arambula -- Committee Representative Jill Galvez -- Committee Representative Bill Sandke -- Committee Representative Akilah Weber -- Committee Representative
SANDAG Board	Paloma Aguirre -- Board Representative Bill Sandke -- Alternate
SANDAG Regional Planning Committee	Jill Galvez -- Committee Representative OPEN -- Alternate
SANDAG Transportation Committee	Alejandra Sotelo-Solis -- Committee Representative Ronn Hall -- Alternate
San Diego Regional Building Authority	Bob McClellan -- Committee Representative
Taxicab Advisory Committee	Chris Ward -- Chair



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Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 GRANT APPLICATION,
AND TRANSNET SENIOR MINI-GRANT APPLICATION, APPORTIONED THROUGH
SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)

RECOMMENDATION:

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

- 1) Adopt Resolution No. 20-20 agreeing to comply with all terms and conditions of;
 - A. the FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program as set forth by the FTA and SANDAG;
 - B. the TransNet Senior Mini Grant Program as set forth by TransNet and SANDAG and
- 2) Authorize the Chief Executive Officer (CEO) to submit the following applications and execute any grant agreements awarded by SANDAG:
 - A. \$600,000 in Federal Fiscal Year (FY) 2022 FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program funding for Americans with Disabilities Act (ADA) Paratransit vehicle replacements;
 - B. \$61,200 in the FY 2021 TransNet Senior Mini Grant funding for the MTS Access Travel Training Program.
 - C. \$61,200 in the FY 2022 TransNet Senior Mini Grant funding for the MTS Access Travel Training Program
- 3) Authorize the commitment of up to \$150,000 in local matching funds to fully fund the purchase of seven (7) ADA Paratransit vehicles if awarded; and



- 4) Authorize the commitment of up to \$30,600 in local matching funds to fully fund the MTS Access Travel Training Program.

Budget Impact

Section 5310 and the TransNet Mini Grant require that at least 20% of the total project cost is funded by local matching funds. SANDAG has set a maximum Section 5310 and Mini Grant request amount per year at \$600,000. Based on vehicle pricing estimates, the project will require \$150,000 in local matching funds for the replacement of seven (7) ADA Paratransit vehicles, and \$30,600 in local matching funds for the MTS Access Travel Training Program for a total local match of \$180,600 between the two programs.

DISCUSSION:

The FTA provides capital and operating assistance to agencies providing transportation through the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. TransNet provides mobility management, and operating assistance for enhancing transportation for seniors through the TransNet Senior Mini Grant. These funds are apportioned by SANDAG through a competitive grant application process.

Based on the requirements of this funding opportunity, MTS typically applies for ADA Paratransit vehicles, up to the maximum funding availability, which is also consistent with MTS's long term fleet plan. MTS has also requested funding through the TransNet Senior Mini Grant to provide training for seniors to use the MTS Access Program.

SANDAG is currently accepting applications for the available funding for Federal FY 2021 and FY 2022. SANDAG requirements include submission of a resolution by the MTS Board of Directors agreeing to comply with the terms and conditions of the Section 5310 program and the TransNet Program, authorizing the CEO to submit applications and execute any grant agreements, and authorizing the commitment of local matching funds to the project.

Therefore, staff recommends that the Board of Directors:

- 1) Adopt Resolution No. 20-20 agreeing to comply with all terms and conditions of;
 - A. the FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program as set forth by the FTA and SANDAG;
 - B. the TransNet Senior Mini Grant Program as set forth by TransNet and SANDAG;
- 2) Authorize the Chief Executive Officer (CEO) to submit the following applications and execute any grant agreements awarded by SANDAG:
 - A. \$600,000 in Federal FY 2022 FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities funding for ADA Paratransit vehicle replacements;

- B. \$61,200 in FY 2021 TransNet Senior Mini Grant funding for the MTS Access Travel Training Program.
- C. \$61,200 in FY 2022 TransNet Senior Mini Grant funding for the MTS Access Travel Training Program
- 3) Authorize the commitment of up to \$150,000 in local matching funds to fully fund the purchase of 7 ADA paratransit vehicles if awarded; and
- 4) Authorize the commitment of up to \$30,600 in local matching funds to fully fund the MTS Access Travel Training Program.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Resolution No. 20-20

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 20-20

Resolution Authorizing the Filing of an Application for Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds for MTS Access Fleet Replacement, and the TransNet Senior Mini-Grant program for the MTS Access Travel Training Program, both apportioned together through the San Diego Association of Governments (SANDAG), Committing the Necessary Local Match for the Project(s), and Stating the Assurance of the San Diego Metropolitan Transit System to Complete the Project

WHEREAS, SANDAG is making available funds for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, and the TransNet Senior Mini-Grant Program through a competitive process for Federal Fiscal Year (FY) 2021 and 2022 funding; and

WHEREAS, San Diego Metropolitan Transit System (MTS) wishes to receive up to \$600,000 in Section 5310 Program funds for the following project(s): MTS Access Fleet Replacement, and \$122,400 in TransNet Senior Mini Grant funds for the MTS Access Travel Training Program; and

WHEREAS, MTS understands that the Section 5310 Program funding and the TransNet Senior Mini Grant Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded through the Section 5310 Program or TransNet Program; and

WHEREAS, MTS understands that all funds awarded from SANDAG are subject to a use it or lose it policy enunciated in SANDAG Board of Directors Policy No. 035; and

WHEREAS, MTS understands that projects funded through the Section 5310 Program, and TransNet Senior Mini Grant Program, require matching funds to be provided by the project sponsor;

NOW THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the MTS Board of Directors that MTS is authorized to submit an application to SANDAG for Section 5310 funding in the amount of \$600,000 for MTS Access Fleet Replacement, and \$122,400 for TransNet Senior Mini Grant Program funding for the MTS Access Travel Training Program; and

BE IT FURTHER RESOLVED that if an award is made by SANDAG to fund the MTS Access Fleet Replacement project the Board of Directors commits to providing up to \$150,000 of matching funds which is not less than the required amount of \$150,000 based on the required proportion to the grant request amount for Section 5310, and authorizes the MTS Chief Executive Officer to accept the grant funding, execute a Grant Agreement with SANDAG in the form that has been provided by SANDAG, and complete the MTS Access Fleet Replacement Project; and

BE IT FURTHER RESOLVED that if an award is made by SANDAG to fund the MTS Access Travel Training, the Board of Directors commits to providing up to \$30,600 of matching funds which is not less than the required amount of \$30,600 based on the required proportion to the grant request amount for the TransNet Senior Mini Grant Program, and authorizes the MTS Chief Executive Officer to accept the grant funding, execute a Grant Agreement with SANDAG in the form that has been provided by SANDAG, and complete the MTS Access Travel Training Project.

PASSED AND ADOPTED, by the Board of Directors this 12th day of November 2020 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

Resolution No. 20-20



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

November 12, 2020

SUBJECT:

PROVISION OF NETWORK EQUIPMENT FOR THE INTERSTATE 15 (I-15) BUS
RAPID TRANSIT (BRT) STATIONS - PURCHASE ORDER

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute a Purchase Order to NetXperts Inc., a Small Business (SB), for the provision of Network Equipment for the I-15 BRT Stations in the amount of \$133,742.60.

Budget Impact

The total budget for this project shall not exceed \$133,742.60 (inclusive of CA 7.75% Sales Tax). This project is funded by the MTS Capital Improvement Program (CIP) 1009103601 – Fiscal Year (FY) 2018 Miscellaneous Capital.

DISCUSSION:

In 2014 I-15 Express Lanes began supporting a new BRT service called Rapid, the first of its kind in San Diego County. The Express Lanes are connected to Direct Access Ramps (DARs) that allow transit services to be a reliable, timely, and a predictable way to travel. Rapid vehicles were designed to make the ride more comfortable, accessible, and convenient for passengers.

The scope of this project is to purchase network equipment for the I-15 BRT stations network connectivity. These stations are located in Del Lago, Rancho Bernardo, Sabre Springs, Miramar, Escondido, and I-15 Centerline Station / University Avenue. The network devices will support the core communication components for video systems and bus signs.



On September 18, 2020, MTS issued a Request for Quote (RFQ) for the provision of Cisco Network Equipment with License and Service Support. Six (6) bids were received on the due date of October 8, 2020 as follows:

Company	Bid Total
NetXperts Inc. (SB)	\$133,742.60
AAA Network Solutions	\$157,537.96
Howard Technology	\$165,708.00
Kambrian Corporation (SB, WBE, MBE)	\$174,739.05
Tech Masters LLC (SB)	\$208,414.58
Wireless Investors dba Ensemble Solutions Group	\$265,456.64

After the review of bids received, staff determined that NetXperts Inc. was the lowest responsive and responsible bidder.

NetXperts Inc. California Multiple Award Schedule (CMAS) reference number 3-17-70-0622S was utilized for this pricing. The CMAS is an established California agreement that provides the same products and services available under the General Services Administration (GSA) Authorized Federal Supply Service Schedule.

The CMAS pricing is equal to or has lower prices to that of GSA Schedules. The network communication devices and services are one of such items available in CMAS. The submitted pricing was determined to be a fair and reasonable price in comparison to the Independent Cost Estimate (ICE) and Manufacturer Bill of Material (BOM) price estimate.

Therefore, the staff recommends that the MTS Board of Directors authorize the CEO to execute a Purchase Order with NetXperts Inc. for the provision of Network Equipment for the I-15 BRT Station in the amount of \$133,742.60.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Bid Price Form

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) BID FORM
I-15 BUS RAPID TRANSIT (BRT) STATION NETWORK EQUIPMENT
MTS DOC NO. G2427.0-21**

Cooperative Purchasing Program reference number: (e.g.GSA, NASPO, CMAS, OMNI reference): 3-17-70-0622S

*Please specify the reference number of the Cooperative Purchasing Agreement used as the basis of your bid.

Line Item #	Part Number	Description	Quantity Requested	Unit of Measure	Taxable Yes or No	Unit Price	Extended Price
1	C9300-48P-A	Catalyst 9300 48-port PoE+, Network Advantage	6	EA	yes	\$ 4,107.43	\$ 24,644.58
2	CON-SSSNT-C93004PA	SOLN SUPP 8X5XNBD Catalyst 9300 48-port PoE+, Network Adva (60 months)	6	EA	no	\$ 3,050.10	\$ 18,300.60
3	C9300-NW-A-48	C9300 Network Advantage, 48-port license (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
4	S9300UK9-1612	Cisco Catalyst 9300 XE 16.12 UNIVERSAL (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
5	PWR-C1-715WAC-P	715W AC 80+ platinum Config 1 Power Supply (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
6	PWR-C1-715WAC-P/2	715W AC 80+ platinum Config 1 SecondaryPower Supply	6	EA	yes	\$ 511.99	\$ 3,071.94
7	CAB-TA-NA	North America AC Type A Power Cable (must be included as part of the Bill of Materials at no cost)	12	EA		\$ 0.00	\$ 0.00
8	C9300-SSD-NONE	No SSD Card Selected (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
9	C9300-STACK-NONE	No Stack Cable Selected (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
10	C9300-SPWR-NONE	No Stack Power Cable Selected (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
11	C9300-DNA-P-48	C9300 48-Port DNA-Premier License (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
12	C9300-DNA-P-48-5Y	C9300 DNA Premier, 48-Port, 5 Year Term License (60 months)	6	EA	no	\$ 3,153.86	\$ 18,923.16
13	CON-SSTCM-C93P48	SOLN SUPP SW SUBC9300 48Port DNAPr (60 months)	6	EA	no	\$ 669.45	\$ 4,016.70
14	ISE-BASE-T	ISE BASE Term License (must be included as part of the Bill of Materials at no cost)	300	EA		\$ 0.00	\$ 0.00
15	ISE-BASE-TRK-5Y	ISE BASE Tracker Term 5Y or 60 mos (must be included as part of the Bill of Materials at no cost)	300	EA		\$ 0.00	\$ 0.00
16	ISE-PLS-T	ISE PLS Term License (must be included as part of the Bill of Materials at no cost)	300	EA		\$ 0.00	\$ 0.00
17	ISE-PLS-TRK-5Y	ISE PLS Tracker Term 5Y or 60 mos (must be included as part of the Bill of Materials at no cost)	300	EA		\$ 0.00	\$ 0.00
18	SWATCH-T	StealthWatch 1 FPS Term License (must be included as part of the Bill of Materials at no cost)	600	EA		\$ 0.00	\$ 0.00
19	SWATCH-TRK-5Y	ISE BASE Tracker Term 5Y or 60 mos (must be included as part of the Bill of Materials at no cost)	600	EA		\$ 0.00	\$ 0.00
20	CAT-DNA-P-ADD	Catalyst DNA Premier Add-On, Term Licenses (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
21	CAT-DNA-P-ADD-5Y	DNA Premier Catalyst Add-on, 5 Year Term License (60 months)	6	EA	no	\$ 507.90	\$ 3,047.40
22	CON-SSTCM-CATPADD	SOLN SUPP SW SUBCatalyst DNA Premier (60 months)	6	EA	no	\$ 121.75	\$ 730.50
23	ISE-BASE-T	ISE BASE Term License (must be included as part of the Bill of Materials at no cost)	300	EA		\$ 0.00	\$ 0.00
24	ISE-BASE-TRK-5Y	ISE BASE Tracker Term 5Y or 60 mos (must be included as part of the Bill of Materials at no cost)	300	EA		\$ 0.00	\$ 0.00
25	ISE-PLS-T	ISE PLS Term License (must be included as part of the Bill of Materials at no cost)	300	EA		\$ 0.00	\$ 0.00
26	ISE-PLS-TRK-5Y	ISE PLS Tracker Term 5Y or 60 mos (must be included as part of the Bill of Materials at no cost)	300	EA		\$ 0.00	\$ 0.00
27	SWATCH-T	StealthWatch 1 FPS Term License (must be included as part of the Bill of Materials at no cost)	600	EA		\$ 0.00	\$ 0.00
28	SWATCH-TRK-5Y	ISE BASE Tracker Term 5Y or 60 mos (must be included as part of the Bill of Materials at no cost)	600	EA		\$ 0.00	\$ 0.00
29	PI-LFAS-T	Prime Infrastructure Lifecycle & Assurance Term - Smart Lic (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
30	PI-LFAS-AP-T-5Y	PI Dev Lic for Lifecycle & Assurance Term 5Y or 60 mos (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
31	C9300-NM-2Q	Catalyst 9300 2 x 40GE Network Module	6	EA	yes	\$ 1,044.46	\$ 6,266.76
32	NETWORK-PNP-LIC	Network Plug-n-Play Connect for zero-touch device deployment (must be included as part of the Bill of Materials at no cost)	6	EA		\$ 0.00	\$ 0.00
33	QSFP-40G-LR4-S=	QSFP 40GBASE-LR4 Trnscvr Mod, LC, 10km, Enterprise-Class	12	EA	yes	\$ 4,029.95	\$ 48,359.40
Subtotal:							\$ 127,361.04

SHIPPING AND HANDLING/ FREIGHT (NO COST):		\$ -
SAN DIEGO, CALIFORNIA SALES TAX (7.75%):		\$ 6,381.56
(BASIS OF AWARD) GRAND TOTAL (All inclusive of all charges e.g Tax etc.):		\$ 133,742.60

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

Read attached Request for Quote (RFQ) carefully. They are a part of your bid/ proposal. Unit prices will prevail regardless of extensions submitted by the Proposer. Proposal must be firm and valid for a minimum of 120 days from proposal due date. The following Addenda have been noted and attached hereto:

FOB POINT: SDMTS-IADP
100 16th Street
San Diego, California 92101

Bidder to check one: All parts shall be delivered within thirty (30) calendar days after Purchase Order issuance.
☒ Yes, I can meet the 30 calendar day delivery time
☐ No, I cannot meet the 30 calendar day delivery time

DATE: 30-Sep-20

FIRM: NETXPERS, INC

SIGNATURE: *Nicole Gretkowski*

TYPE OR PRINT NAME: Nicole Gretkowski

TITLE: Inside Sales

ADDRESS: 1777 BOTELHO DRIVE

CITY, STATE & ZIP: WALNUT CREEK, CA 94596

PHONE NUMBER: 732-600-4705

FAX NO.: _____

E-MAIL ADDRESS: ngretkowski@netxperts.com

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



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

Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

BEECH STREET CONSTRUCTION MANAGEMENT SERVICES – WORK ORDER
AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA2017-CM06 under MTS Doc. No. G2017.0-17 (in substantially the same format as Attachment A) with CH2M Hill, Inc. not to exceed \$185,775.60 for the Beech Street Double Crossover Construction Management (CM) Services.

Budget Impact

The total budget for this contract is \$185,775.60. This contract is funded by MTS Capital Improvement Project (CIP) 2005107901 – Beech Street Double Crossover.

DISCUSSION:

The construction services contract for the Beech Street Double Crossover Construction Project was approved by the MTS Board of Directors on October 15, 2020 (Agenda Item 13). The project consists of the following:

- Upgrade the manual switches to power operated switches at the existing double crossover between Beech Street and Ash Street
- Extend the Centralized Train Control signaling system from Cedar Street to Santa Fe Depot
- Realign the mainline track south of Sassafras Street to Middletown Station
- Extend the signal fiber from Broadway Wye to Cedar Street
- Modify the Overhead Catenary System (OCS) to facilitate single tracking



MTS requires CM services for the overall planning, coordination, and control of this project from beginning through completion (collectively "CM Services"), and the proposed Work Order for CM Services include the following:

- Resident Engineer
- Field Inspector

The San Diego Association of Governments (SANDAG) issued a Request for Statement of Qualifications (RFSQ) for CM Services on October 17, 2014 and MTS was assigned the right to utilize this contract through an assignment agreement on June 7, 2017. The RFSQ resulted in the approval of eight firms qualified to perform CM services. One of the options MTS has to assign work orders is through a direct award based on qualifications. CH2M Hill, Inc. was selected as the most qualified firm for Work Order WOA2017-CM06.

The price proposal prepared by CH2M Hill, Inc. was determined to be fair and reasonable as compared to the Independent Cost Estimate.

Therefore, staff recommends that the Board of Directors authorize the CEO to execute Work Order WOA2017-CM06 under MTS Doc. G2017.0-17 (in substantially the same format as Attachment A) with CH2M Hill, Inc. not to exceed \$185,775.60 for the Beech Street Double Crossover CM Services.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Draft MTS Doc. No. G2017.0-17 WOA WOA2017-CM06
B. WOA2017-CM06, Cost Proposal
C. Scope of Work MTS Doc. No. G2017.0-17 WOA WOA2017-CM06

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466

November 17, 2020

MTS Doc. No. G2017.0-17
Work Order No. WOA2017-CM06

Allan Tanjuaquio, PE
Vice President
CH2M Hill, Inc.
402 West Broadway, Suite 1450
San Diego, CA 92101

Dear Mr. Tanjuaquio:

Subject: MTS DOC. NO. G2017.0-17, WOA2017-CM006, BEECH ST. CONSTRUCTION
MANAGEMENT SERVICES – WORK ORDER AGREEMENT.

This letter shall serve as our agreement, MTS Doc. No. G2017.0-17, WOA2017-CM006, for
Construction Management services under the Construction Management Consultant Agreement, as
further described below.

SCOPE OF SERVICES

Provide Inspection Services in accordance with MTS and SANDAG policies and procedures. Please
see Attachment A, Scope of Services, for a detailed summary of the services to be provided.

SCHEDULE

See project schedule for PWL315.0-20.

PAYMENT

Payment shall be based on actual costs in the amount not to exceed without prior authorization of
\$185,775.60.

Sincerely,

Accepted:

Sharon Cooney
Chief Executive Officer

Allan Tanjuaquio
CH2M Hill, Inc.

Date: _____

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



Work Order Estimate Summary

Att. B, AI 8, 11/12/2020

MTS Doc. No. **G2017.0-17**

Work Order No. **WOA2017-CM06**

Attachment: **B**

Work Order Title: CM & Track Inspection Services for Beach Street Construction

Project No: **CHMTSCM6**

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0100	PROJECT MANAGEMENT	\$85,522.20
2	0255	INSPECTION	\$100,253.40

Totals = **\$185,775.60**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	ADMIN	PM & COORDINATION	720.00	\$85,522.20
2.1	ENGINEERING	INSPECTION	544.00	\$100,253.40

Totals = **1,264.00** **\$185,775.60**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	Jacobs	1,104.00	\$145,665.12
X		X		Destination Enterprises	160.00	\$40,110.48

Totals = **1,264.00** **\$185,775.60**

Contract No.: **G0217.0-17**Work Order No **WOA2017-CM06**Attachment A**WORK ORDER TITLE: Inspection Service MTS Doc. No. WOA2017-CM06****I. PROJECT DESCRIPTION**

This task order is for construction management and inspection services for the Beech Street Construction project.

II. EXPECTED RESULTS

The contractor will provide construction management services.

III. SCOPE OF WORK

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

1.1 Project Management:

Provide weekly progress reports (via email) that follow MTS format and includes a summary of the work during the billing period, anticipated work in the following period, and identification of any issues. Provide monthly invoices that follow the standard MTS format for on-call task order invoices. Maintain and update a project schedule

1.2 CM Services:

The Contractor will provide a Resident Engineer (RE) to handle submittals, RFI's, schedule, etc., a track inspector and a signal/electrical inspector for the work order. The approximate hours are shown in the table below:

IV. PERIOD OF PERFORMANCE

January 4, 2021 to July 30, 2021.

V. DELIVERABLES

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

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES**A. Tasks Schedule**

<u>Task</u>	<u>Begin/End Dates</u>
CM & Inspection Services	January 4, 2021 to July 30, 2021

B. Milestones/Deliverables Schedule

<u>Milestone/Deliverable</u>	<u>Due Date</u>
N/A	N/A

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

Not Applicable.

VIII. SPECIAL CONDITIONS

Not Applicable.

IX. MTS ACCEPTANCE OF SERVICES:

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

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

X. DEFICIENT WORK PRODUCT:

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

- Paying applicable delay fees,
- Revising provided documents,

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

XI. DELIVERABLE REQUIREMENTS

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

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

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

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

XII. ADDITIONAL INFORMATION

Prevailing wage rates apply to the field inspector.

Work Order Estimate Summary

MTS Doc. No. **G2017-0-17**

Work Order No. **WOA2017-CM06**

Attachment: **B**

Work Order Title: CM Inspection Services for Beech Street Construction

Project No: **CHMTSCM6**

**Table
1 -**

Item	Cost Codes	Cost Codes Description	Total Costs
1	0100	PROJECT MANAGEMENT	\$87,511.70
2	0255	INSPECTION	\$98,263.90

Totals = **\$185,775.60**

**Table
2 -**

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1.1	ADMIN	INVOICING / SCHEDULING / PROGRESS REPORTING / ADMIN	540.00	60,304.30
1.2	ADMIN	COORDINATION W/MTS, BUS OPERATORS, MTS PROCUREMENT	40.00	5,869.00
1.3	ADMIN	COORDINATION/OVERSIGHT OF SUBS DESIGN WORK	30.00	4,625.20
1.4	ADMIN	QA/QC ON DELIVERABLES	120.00	16,713.20
2.1	ENGINEERING	TRACK INSPECTION	384.00	60,142.92
2.2	ENGINEERING	SIGNAL INSPECTION	100.00	24,029.25
2.3	ENGINEERING	OCS INSPECTION	50.00	14,091.73

Totals = **1,264.00** **\$185,775.60**

**Table
3 -**

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	Jacobs	1,104.00	\$145,665.12
X		X		Destination Enterprises	160.00	\$40,110.48

Totals = **1,264.00** **\$185,775.60**

Work Order Estimate Summary

Total Hours = **1,104**
Total Costs = **\$145,665.12**

CH2M HILL INC. (Jacobs Project
Management Co.)

MTS Doc. No.: **G2017.0-17**

Work Order No.: **WOA2017-CM06**

CM Inspection Services for Beech Street Construction

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Michael Albanese	Jean Shin	Sean Kearns	Sean Kearns	Sean Kearns	Sheryl Estey	Total Hours	Totals
				Project Manager	Resident Engineer	Inspector 1 (PW)	Inspector 1 (OT-Sat)	Inspector 1 (OT-Sun/holiday)	Admin 3		
				\$ 213.76	\$ 124.38	\$ 128.51	\$ 176.89	\$ 225.27	\$ 75.19		
				90.39 Non PW							
1	ADMIN	PM & COORDINATION									
1.1	0100	INVOICING / SCHEDULING / PROGRESS REPORTING / ADMIN		80	150				300	530	\$58,314.80
1.2	0100	COORDINATION W/MTS, BUS OPERATORS, MTS PROCUREMENT		10	30					40	\$5,869.00
1.3	0100	COORDINATION/OVERSIGHT OF SUBS DESIGN WORK		10	20					30	\$4,625.20
1.4	0100	QA/QC ON DELIVERABLES		20	100					120	\$16,713.20
		Subtotals (Hours) =	720	120	300				300	720	\$85,522.20
		Subtotals (Costs) =		\$25,651.20	\$37,314.00				\$22,557.00	720	\$85,522.20
2	ENGINEERING	INSPECTION									
2.1	0255	TRACK INSPECTION	\$345.00			240	72	72		384	\$60,142.92
		Subtotals (Hours) =	384			240	72	72		384	\$60,142.92
		Subtotals (Costs) =	\$345.00			\$30,842.40	\$12,736.08	\$16,219.44		384	\$60,142.92
Totals (Summary) =										1,104	\$145,665.12
Total (Hours) =				1,104	120	300	240	72	72	300	
Total (Costs) =				\$345.00	\$25,651.20	\$37,314.00	\$30,842.40	\$12,736.08	\$16,219.44	\$22,557.00	
Percentage of Total (Hours) =				0.76%	11%	27%	22%	7%	7%	27%	100%
Percentage of Total (Costs) =				0.24%	18%	26%	21%	9%	11%	15%	100%

Consultant/ Subconsultant: CH2M HILL INC. (Jacobs Project Management Co.)

Contract No.: G2017.0-17

Task Order No.: WOA2017-CM06

Work Order Title: CM Inspection Services for Beech Street Construction

Attachment: B

ODC Item	TASKS/WBS (1-5)												
	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	TRAVEL EXPENSES	NTE	\$345.00			1	\$345.00						
2													
3													
4													
5													
Subtotal =					Subtotal =		\$345.00	Subtotal =			Subtotal =		

TASKS/WBS (6-10)													
ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	TRAVEL EXPENSES											1	\$345.00
2													
3													
4													
5													
Subtotal =				Subtotal =				Subtotal =				Totals = \$345.00	

Total Hours =	160
Total Costs =	\$40,110.48

Consultant/Subconsultant: **Destination Enterprises**

MTS Doc. No.: **G2017.0-17**

Work Order Title: **CM Inspection Services for Beech Street Construction**

Work Order No.: **WOA2017-CM06**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs	Marcy Szarama	Wes Mays	Wes Mays	Wes Mays	George Flowers	George Flowers	George Flowers	Total Hours	Totals
				Task Manager	Senior Inspector (PW-ST)	Senior Inspector (PW-OT)	Senior Inspector (PW-DT)	Senior Inspector (PW-ST)	Senior Inspector (PW-OT)	Senior Inspector (PW-DT)		
				\$ 198.95	\$ 160.20	\$ 240.29	\$ 320.39	\$ 187.89	\$ 281.83	\$ 375.78	\$ -	
1	Admin	Work Order Management										
1.1	0100	INVOICING / SCHEDULING / PROGRESS REPORTING / ADMIN		10							10	\$1,989.50
		Subtotals (Hours) =	10	10							10	\$1,989.50
		Subtotals (Costs) =		\$1,989.50							10	\$1,989.50
2	Engineering	Field Survey										
2.2	0255	SIGNAL INSPECTION			25	50	25				100	\$24,029.25
2.3	0255	OCS INSPECTION						10	30	10	50	\$14,091.73
		Subtotals (Hours) =	150		25	50	25	10	30	10	150	\$38,120.98
		Subtotals (Costs) =			\$4,005.00	\$12,014.50	\$8,009.75	\$1,878.90	\$8,455.04	\$3,757.80	150	\$38,120.98
Totals (Summary) =												Totals =
Total (Hours) =												160
Total (Costs) =												\$40,110.48
Percentage of Total (Hours) =												100%
Percentage of Total (Costs) =												100%



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

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

INVESTMENT REPORT – QUARTER ENDING SEPTEMBER 30, 2020

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of September 30, 2020. The combined total of all investments has increased quarter to quarter from \$124.2 million to \$173.9 million. This \$49.7 million increase is attributable to \$62.5 million in Federal Transit Administration (FTA) revenue, \$22.9 million in Transit and Intercity Rail Capital Program (TIRCP) revenue, and \$11.6 million in capital expenditures subsidy reimbursement from SANDAG relating to the light-rail vehicle procurement, partially offset by \$38.5 million in capital expenditures, as well as normal timing differences in other payments and receipts.

The first column provides details about investments restricted for capital improvement projects. The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.

MTS remains in compliance with Board Policy 30 and is able to meet expenditure requirements for a minimum of the next six months as required.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, julia.tuer@sdmts.com

Attachment: A. Investment Report for the Quarter Ending September 30, 2020.



**San Diego Metropolitan Transit System
Investment Report
September 30, 2020**

Institution / Issuer	Function	Investment Type	Restricted	Unrestricted	Total	Avg. Rate of Return	Benchmark	
J.P. Morgan Chase	Operating Funds	Depository Bank	-	96,228,501	96,228,501	0.04%	*	0.190% WSJ Money Market
U.S. Bank - Retention Trust Account	Restricted for Capital Support	Depository Bank	8,323,317	-	8,323,317	N/A	**	-
San Diego County Treasurer's Office	Prop 1B TSGP Grant Funds	Investment Pool	18,267,578	-	18,267,578	1.721%		0.794% S&P US T-Bill 0-3 Mth Index
Subtotal: Restricted for Capital Support			26,590,895	-	26,590,895			
Local Agency Investment Fund (LAIF)	Investment of Surplus Funds	Investment Pool	-	36,593,461	36,593,461	0.685%		0.794% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	Investment of Surplus Funds	Investment Pool	-	14,521,026	14,521,026	1.721%		0.794% S&P US T-Bill 0-3 Mth Index
Subtotal: Investment Surplus Funds			-	51,114,487	51,114,487			
Grand Total Cash and Investments			\$ 26,590,895	\$ 147,342,988	\$ 173,933,882			

*-The .04% is an annual percentage yield on the average daily balance that exceeds \$30 million

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



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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

REPLACEMENT OF DAMAGED CONDUIT AT 43RD STREET – 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 MTSJOC275-16 to MTS Doc. No. PWG275.0-19 (in substantially the same format as Attachment A) with ABC Construction, Inc. (ABC) for trenching and replacing the damaged conduits at 43rd Street in the amount of \$169,138.09 plus the payment of applicable JOC administrative fees of \$2,976.83, for a total cost of \$172,114.92.

Budget Impact

The total budget for this project shall not exceed \$172,114.92 inclusive of a direct cost of \$169,138.09 and the administrative fees totaling \$2,976.83. This project is funded by MTS Capital Improvement Project (CIP) 2006106701 – Low Voltage Power Upgrade.

DISCUSSION:

During a recent inspection, MTS Maintenance of Wayside (MOW) staff discovered a section of conduits and vaults near the 43rd Street traction power substation were damaged and required replacement. In order to prevent further breakage of the conduits, and a potential short circuit of the signaling system, the conduits and wirings/vaults will need to be replaced as soon as possible. A short circuit could interrupt the signaling indication, negatively impacting train operations within this area.

On April 12, 2019, MTS issued an Invitation for Bids (IFB) 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.

The JOC program includes a catalog of pricing for a variety of potential tasks to be performed under the contract that have been pre-priced by the contractor, the Gordian Group. All potential contractors are subject to the pricing within this catalog. Each contractor then includes an adjustment factor, escalating their proposed price from the catalog price, to determine the total cost of the task order. The adjustment factor represents an average percentage increase over the catalog price (i.e. 1.25 adjustment factor represents 25% above the catalog price) for that respective task within the project. In order to select the lowest responsive and responsible bidder, MTS staff compares each contractor's proposed adjustment factor.

Three (3) bids were received and MTS determined that ABC was the lowest responsive and responsible bidder. On June 13, 2019, the MTS Board of Directors authorized the CEO to execute MTS Doc. No. PWG275.0-19 with ABC for Civil Construction Services.

Today's proposed action would issue a work order to ABC under this JOC master agreement. Pricing for this repair work order was reviewed and determined to be fair and reasonable. ABC will be providing all materials, labor, equipment for trenching and replacing the damaged conduits. Work is expected to be completed by January 2021.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC275-16 to MTS Doc. No. PWG275.0-19 (in substantially the same format as Attachment A) with ABC for trenching and replacing the damaged conduits at 43rd Street in the amount of \$169,138.09 plus the payment of applicable JOC administrative fees of \$2,976.83, for a total cost of \$172,114.92.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft Work Order Contract MTSJOC275-16

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

**JOB ORDER CONTRACT
WORK ORDER**

PWG275.0-19
CONTRACT NUMBER

MTSJOC275-16
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2020, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: ABC Construction Co., 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.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$169,138.09

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ABC CONSTRUCTION CO., INC.
By: <u>Sharon Cooney, Chief Executive Officer</u>	Firm: _____
Approved as to form:	By: _____ Signature
By: <u>Karen Landers, General Counsel</u>	Title: _____



EXHIBIT A (Scope of Work)

San Diego Metropolitan Transit System

1255 Imperial Ave
 San Diego, CA 92101

Final Scope of Work

Date: 10/20/2020

Job Order Contracting

To:

From:

Contract No: PWG275.0-19

Job Order No: MTSJOC275-16

Job Order Title: Trenching at 43rd St

Location: Orange Line ROW
 1255 Imperial Ave
 San Diego, CA 92101

Brief Scope: This Section specifies the work required to modify the 43rd Street Substation site on the San Diego Trolley, Inc. Orange line.

The Contractor shall complete the construction of this project in its entirety and shall provide all labor, materials, equipment, and traffic control, procuring all materials and performing all other work necessary to complete the work in accordance with the Detailed Scope of Work.

This work consists of the followings:

The contractor shall:

1. Mark all underground Utilities and Signal lines around work area.
2. Grade and dig to install two new utility vaults (PB-3 and PB-5) (Vaults provided by MTS)
3. Verify depth and position of existing vault (PB-4), adjust as necessary.
4. Remove ~120 linear feet of perimeter fencing and relocate **existing** fence slightly north of current position. (Any Fencing needed for access purposes beyond this must be repaired as needed)
5. Trench along WB main for ~600 feet at a depth of ~3'7" and ~1'4" wide.
6. Trench under East and West mains at similar dimensions.
7. Trench from PB-4 ~20 ft to reach OCS Pole for Feeder Riser.
8. Trench from PB-5 ~20Ft to reach OCS pole for feeder Riser.
9. install conduit between OCS Poles and new/existing vaults according to schematics provided by MTS for Feeder Risers. (Conduit provided by MTS)
10. Other than "spare" conduit leading to OCS poles will stub up and be capped off 4ft. above top of cement or at least to first conduit strap spot to avoid the need for a Power Down of OCS.
11. Install conduit between PB-1 and PB-3, PB-3 to PB-4 and PB-4 to PB-5 per duct bank detail section in prints (All vaults other than existing vault PB-1 should be of knockout design, PB-1 vault might be stubbed up 90 degree sweeps under rim of vault)
12. All conduits shall have fish pull line installed from location to location.
13. Hand excavating must be done where required near the substation due to Fiber, 12kv, signal lines. Etc.
14. Red Cement over conduit, backfill **with excavated native material**, and grade.
15. Most materials to be supplied by MTS, a list of available materials will be made in the near future, missing materials will be acquired by contractor.
16. **Directional boring of track, soils conditions that are free of rock, cobble, rip rap and/or and**

manmade or natural condition. If we discover conditions that are deemed obstructive and extra costs may be occur

Att. A, AI 10, 11/12/2020

17. Minor tree trimming for access to trench line
18. Include RFI #1

San Diego Trolley Responsibilities:

1. MOW/ project manager overseeing project.
2. MOW will power down and isolate 43rd Street substation. Grounding will be conducted on the transformer and feeder cables will be removed from OCS. With 43rd Street isolated, contractor can access PB-1 vault for connecting conduit for day time access. 43rd Street should remain isolated and tied through for ~2 weeks or as needed for work.
3. Track department will make site visit to oversee under track trenching.

Flagging:

Flagging is required when working within the San Diego Trolley, Inc. Right of Way The contractor shall give 48-hour notice and submit the flagging request to the Operations Department.

Additional Instructions:

Scheduling of any portion of the job will be done with San Diego Trolley Assistant Training Supervisor of Maintenance. Mark Soberg who can be reached at 858-333-1531 (Cell).

Submittals:

Work Schedule, materials submittal

Work Windows

Monday-Friday from 6 AM to 4 PM

Thang Nguyen, Systems Engineer

Date

EXHIBIT B (Cost Breakdown)



JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: 2019 - General Civil - ABC
Contract Number: PWG275.0-19
Job Order Number: MTSJOC275-16
Job Order Title: Trenching at 43rd St
Location: Orange Line ROW
Cost Proposal Date: October 2, 2020
Proposal Value: \$169,138.09

Division		Division Totals
01	General Requirements	\$64,113.97
03	Concrete	\$12,668.48
26	Electrical	\$29,489.87
31	Earthwork	\$26,981.21
32	Exterior Improvements	\$24,614.96
33	Utilities	\$11,269.60
Proposal Total(Filterd):		\$169,138.09
The Percentage of Non Pre-Priced on this Proposal:		0.00%



JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: 2019 - General Civil - ABC
Contract Number: PWG275.0-19
Job Order Number MTSJOC275-16
Job Order Title Trenching at 43rd St
Location: Orange Line ROW
Cost Proposal Date: October 2, 2020
Proposal Value: \$169,138.09

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
01 General Requirements							
1	012216000004		EA	Reimbursable Fees			
	Accepted				Quantity x Unit Price x Factor =		LineTotal
		Installation	EA		1,500.00 x \$1.00 x 1.0000 =		\$1,500.00
							\$1,500.00
	User Note: PW set up fee 500 PW truck fee 200 per truck x 5 truck						
	Item Note: Reimbursable Fees will be paid to the contractor for eligible costs. The base cost of the Reimbursable Fee is \$1.00. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee (e.g. quantity of 125 = \$125.00 Reimbursable Fee). If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.						
2	012216000004		EA	Reimbursable Fees			
	Accepted				Quantity x Unit Price x Factor =		LineTotal
		Installation	EA		1,080.00 x \$1.00 x 1.0000 =		\$1,080.00
							\$1,080.00
	User Note: RWP class fee 8 x 135 =1080						
	Item Note: Reimbursable Fees will be paid to the contractor for eligible costs. The base cost of the Reimbursable Fee is \$1.00. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee (e.g. quantity of 125 = \$125.00 Reimbursable Fee). If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.						
3	012220000017		HR	Laborer			
	Accepted				Quantity x Unit Price x Factor =		LineTotal
		Installation	HR		48.00 x \$68.23 x 1.1363 =		\$3,721.43
							\$3,721.43
	User Note: for training class 8 guys x 4 hrs tc plan from city 16 hrs						
	Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.						



Att. A - Al 10, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/02/2020 04:17:13 PM PST

4	012223000278	DAY	3,000 LB Capacity, 78" Wide, Tracked Skid-Steer Loader With Full-Time Operator						
Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	DAY	2.00	x	\$1,198.46	x	1.1918	=	\$2,856.65
									\$2,856.65

User Note:

Item Note:

5	012223000279	WK	3,000 LB Capacity, 78" Wide, Tracked Skid-Steer Loader With Full-Time Operator						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	WK	4.00	x	\$5,086.31	x	1.1918	=	\$24,247.46
									\$24,247.46

User Note: 1 to knock down piles at dump site x 2 weeks
1 to load into trucks x 2 weeks

Item Note:

6	012223001313	DAY	6 CY Rear Dump Truck With Full-Time Truck Driver						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	DAY	2.00	x	\$997.92	x	1.1918	=	\$2,378.64
									<u>\$2,378.64</u>

User Note:

Item Note:

7	012223001314	WK	6 CY Rear Dump Truck With Full-Time Truck Driver							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	WK		4.00	x	\$4,003.78	x	1.1918	=	\$19,086.82
										\$19,086.82

User Note: 2 trucks to haul dirt to dump site x 2 weeks

Item Note:

8	012223001347	DAY	500 To 600 Gallon Water Trailer With Pump						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	DAY	1.00	x	\$117.05	x	1.1918	=	\$139.50
									\$139.50

User Note:

Item Note:

9	012223001348	WK	500 To 600 Gallon Water Trailer With Pump						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	WK	2.00	x	\$300.25	x	1.1918	=	\$715.68
									<u>\$715.68</u>

User Note:

Item Note:



Att. A - Al 10 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/02/2020 04:17:13 PM PST

10 015526000028 DAY 28" Cone With Reflective Collar

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation DAY	50.00	x	\$0.47	x	1.1918	=	\$28.01
							\$28.01

User Note:

Item Note:

11 015526000029 WK 28" Cone With Reflective Collar

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation WK	100.00	x	\$1.42	x	1.1918	=	\$169.24
							\$169.24

User Note: 50 cones for 2 weeks

Item Note:

12 015526000052 DAY Up To 10' Wide A Frame Barricade

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation DAY	50.00	x	\$2.58	x	1.1918	=	\$153.74
							\$153.74

User Note: 25 no parking sign for 2 days

Item Note:

13 015526000053 WK Up To 10' Wide A Frame Barricade

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation WK	50.00	x	\$7.75	x	1.1918	=	\$461.82
							\$461.82

User Note: 25 no parking signs

Item Note:

14 015526000084 DAY Mesh Or Vinyl Roll-up Sign With Stand

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation DAY	10.00	x	\$4.58	x	1.1918	=	\$54.58
							\$54.58

User Note:

Item Note:

15 015526000085 WK Mesh Or Vinyl Roll-up Sign With Stand

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation WK	20.00	x	\$13.75	x	1.1918	=	\$327.75
							\$327.75

User Note: 10 construction signs x 2 weeks

Item Note:



Att. A - Al 10, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/02/2020 04:17:13 PM PST

16 015526000103

EA Place And Remove Up To 250 Cones Using Truck

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation EA	250.00	x	\$3.66	x	1.1918	=	\$1,090.50
							\$1,090.50

User Note: 25 cones x 10 days = 250

Item Note:

17 015526000107

EA Place And Remove Up To 250 Barricades Using Truck

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation EA	100.00	x	\$7.33	x	1.1918	=	\$873.59
							\$873.59

User Note: 25 no parking signs set once
10 construction sign x 10 days

Item Note:

18 017113000002

EA First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Rollback Flatbed Truck

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation EA	2.00	x	\$236.94	x	1.1918	=	\$564.77
							\$564.77

User Note: 2 bobcats

Item Note: Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as trenchers, skid-steer loaders (bobcats), industrial warehouse forklifts, sweepers, scissor platform lifts, telescoping and articulating boom manlifts with up to 40' boom lengths, etc.

19 017113000004

EA First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' Bed

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation EA	1.00	x	\$734.34	x	1.1918	=	\$875.19
							\$875.19

User Note: 1 backhoe

Item Note: Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom manlifts with >40' boom lengths, etc.

20 017123160019

ACR Survey Clear Area For Underground Utilities

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation ACR	0.50	x	\$5,247.63	x	1.1918	=	\$3,127.06
							\$3,127.06

User Note:

Item Note:

21 017419000021

MO Rampless Concrete Washout Bin

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation MO	1.00	x	\$555.08	x	1.1918	=	\$661.54
							\$661.54

User Note:

Item Note: Includes delivery.



Att. A - AL 10, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/02/2020 04:17:13 PM PST

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
03 Concrete							
22	030500000021		CY	Premium Color (See Davis Colors Color Card), Concrete Admixture			
				Accepted	Quantity	x	Unit Price
						x	Factor
							=
							LineTotal
		Installation	CY		50.00	x	\$74.01
						x	1.1918
							=
							\$4,410.26
							\$4,410.26
User Note:							
Item Note:							
23	033113000102		HR	35 CY/HR, 66 HP Trailer Mounted Concrete Pump			
				Accepted	Quantity	x	Unit Price
						x	Factor
							=
							LineTotal
		Installation	HR		60.00	x	\$113.96
						x	1.1918
							=
							\$8,149.05
							\$8,149.05
User Note:							
Item Note: Includes hoses							
24	033113000111		CY	Delivery Fee For Concrete Purchases Per CY For Each CY Less Than 9 CY			
				Accepted	Quantity	x	Unit Price
						x	Factor
							=
							LineTotal
		Installation	CY		5.00	x	\$18.32
						x	1.1918
							=
							\$109.17
							\$109.17
User Note:							
Item Note: The task quantity is 9 minus the number of CY's delivered. For example, the delivery fee for 2CY's is: (9-2) = 7.							



Att. A - AL 10, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/02/2020 04:17:13 PM PST

Record #	CSI Number	MOD	UOM	Description	Unit Price		Factor		Total	
26 Electrical										
25	260529000211		EA	4" Conduit, Clamp Back Spacer						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	250.00	x	\$1.81	x	1.1918	=	\$539.29
										\$539.29
User Note:										
Item Note:										
26	260533131448		LF	4" Schedule 40 Polyvinyl Chloride (PVC) Conduit With Coupled End						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	LF	1,800.00	x	\$10.68	x	1.1918	=	\$22,911.16
										\$22,911.16
User Note: install conduit provided by MTS										
Item Note:										
27	260533131448		LF	4" Schedule 40 Polyvinyl Chloride (PVC) Conduit With Coupled End						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	LF	300.00	x	\$12.98	x	1.1918	=	\$4,640.87
										\$4,640.87
User Note: install conduit purchase by contractor										
Item Note:										
28	260533131832		EA	4" Polyvinyl Chloride (PVC) Conduit Bell End And Plug, Direct Burial						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	12.00	x	\$37.70	x	1.1918	=	\$539.17
										\$539.17
User Note:										
Item Note:										
29	260533132237		EA	4" Plastic Conduit Field Bending						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	12.00	x	\$60.09	x	1.1918	=	\$859.38
										\$859.38
User Note:										
Item Note:										



Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
31 Earthwork							
30	310516000015		CY	#10 Stone Aggregate Fill (#8 To 3/4)			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	CY		10.00 x \$61.39 x 1.1918	=	\$731.65
							\$731.65
	User Note: rock under vaults						
	Item Note:						
31	310516000015	0053	CY	For Up To 10, Add			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	CY		10.00 x \$17.79 x 1.1918	=	\$212.02
							\$212.02
	User Note:						
	Item Note:						
32	311316000003		LF	Tree Trimming, Medium Cutting >6" To 12" Diameter For Pole Line Construction			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	LF		100.00 x \$2.33 x 1.1918	=	\$277.69
							\$277.69
	User Note:						
	Item Note:						
33	312316130005		CY	Over 12" Wide, Excavation for Trenching by Machine in Loose Rock			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	CY		115.00 x \$9.85 x 1.1918	=	\$1,350.01
							\$1,350.01
	User Note: 100 cy excavation of trench 15 cy excavation for vaults						
	Item Note:						
34	312316130005		CY	Over 12" Wide, Excavation for Trenching by Machine in Loose Rock			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	CY		10.00 x \$9.85 x 1.1918	=	\$117.39
							\$117.39
	User Note: boring pit						
	Item Note:						
35	312316130005	0059	CY	For >50 To 250, Add			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	CY		115.00 x \$2.46 x 1.1918	=	\$337.16
							\$337.16
	User Note:						
	Item Note:						



Att. A - AL 10 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/02/2020 04:17:13 PM PST

36 312316130008 CY Excavation For Trenching By Hand In Loose Rock

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
30.00	x	\$176.35	x	1.1918	=	\$6,305.22
						\$6,305.22

User Note:

Item Note: Includes stockpiling excess materials and trimming sides and bottom of trench.

37 312316130010 CY Backfilling or Placing Subbase for Trenches with Imported or Stockpiled Materials by Machine

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
10.00	x	\$3.11	x	1.1918	=	\$37.06
						\$37.06

User Note: boring pits

Item Note:

38 312316130011 CY Backfilling or Placing Subbase for Trenches with Imported or Stockpiled Materials by Hand

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
114.00	x	\$28.56	x	1.1918	=	\$3,880.31
						\$3,880.31

User Note: 80 cy x 1.42 shrinkage =114 cy

Item Note:

39 312316130014 CY Compaction of Fill or Subbase for Trenches by Hand

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
134.00	x	\$32.21	x	1.1918	=	\$5,143.98
						\$5,143.98

User Note: 20 cy subgrade
114 cy backfill

Item Note:

40 312316130014 CY Compaction of Fill or Subbase for Trenches by Hand

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
10.00	x	\$32.21	x	1.1918	=	\$383.88
						\$383.88

User Note: boring pits

Item Note:

41 312316130016 CY Load Excess Material by Machine for Removal from Excavation for Trenching

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
114.00	x	\$5.41	x	1.1918	=	\$735.03
						\$735.03

User Note:

Item Note:



42 312316130016 0074 CY For >50 To 250, Add

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	CY	99.00	x	\$1.36	x	1.1918	=	\$160.46
								\$160.46

User Note:

Item Note:

43 312316360024 SY Rough Grading For Building Foundations And Other Structures by Machine

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	SY	93.00	x	\$0.96	x	1.1918	=	\$106.40
								<hr/>
								\$106.40

User Note: top of trench

Item Note:

44 312316360026 SY Finish Grading For Building Foundations And Other Structures by Hand

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	SY	93.00	x	\$9.52	x	1.1918	=	\$1,055.17
								<u>\$1,055.17</u>

User Note: bottom of trench

Item Note:

45 312316360032 CY Spread Excess Or Imported Material On Site By Hand

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	CY	114.00	x	\$41.60	x	1.1918	=	\$5,651.99
								\$5,651.99

User Note:

Item Note:

46 312316360032 CY Spread Excess Or Imported Material On Site By Hand

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	CY	10.00	x	\$41.60	x	1.1918	=	\$495.79
								\$495.79

User Note: boring pits

Item Note:



Att. A - AL 10, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/02/2020 04:17:13 PM PST

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
32 Exterior Improvements							
47	321313330011		SY	15" 4,500 PSI Concrete Paving Assembly			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	SY		100.00 x \$141.78 x 1.1918	=	\$16,897.34
							\$16,897.34
	User Note: conduit encasement						
	Item Note:						
48	321313330011	0022	SY	For 3,500 PSI Concrete, Deduct			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	SY		100.00 x -\$4.19 x 1.1918	=	-\$499.36
							-\$499.36
	User Note:						
	Item Note:						
49	321313330011	0031	SY	For >100 To 250, Add			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	SY		100.00 x \$32.05 x 1.1918	=	\$3,819.72
							\$3,819.72
	User Note:						
	Item Note:						
50	323113130004		VLF	2-1/2" Diameter Hole, Auger By Machine Fence Post Hole In Soil			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	VLF		36.00 x \$8.41 x 1.1918	=	\$360.83
							\$360.83
	User Note:						
	Item Note:						
51	323113130021		VLF	2-1/2" Diameter, Concrete Fill For Post Hole			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	VLF		36.00 x \$5.59 x 1.1918	=	\$239.84
							\$239.84
	User Note:						
	Item Note:						
52	323113130069		LF	1-5/8" Outside Diameter Galvanized Steel Post, 7' To 10' In Length			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	LF		96.00 x \$7.16 x 1.1918	=	\$819.20
		Demo	LF		96.00 x \$1.80 x 1.1918	=	\$205.94
							\$1,025.14
	User Note:						
	Item Note:						



Att. A - Al 10, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/02/2020 04:17:13 PM PST

53 323113130118 EA 26" Driven Post Support For 1-5/8" Round Chain Link Fence Post

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation EA	12.00	x	\$49.14	x	1.1250	=	\$663.39
							\$663.39

User Note: for temporary fence

Item Note: OZ-Post GB-700.

54 323113130176 LF 6' Full Height Fabric Galvanized Chain Link #9 Gauge, 1.2 Oz Coating, 2" Mesh

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation LF	240.00	x	\$7.37	x	1.1918	=	\$2,108.06
							\$2,108.06

User Note: move 120 lf for temp + move back 120 lf to original location

Item Note:

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total			
33 Utilities										
55	330507130026		LF	4" Diameter Directional Boring For Horizontal Pipe, Underground						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	LF	70.00	x	\$32.98	x	1.2322	=	\$2,844.66
										\$2,844.66
User Note:										
Item Note:										
56	330507130036		EA	Up To 6" Horizontal Directional Boring Minimum Set-up Charge						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	1.00	x	\$2,852.46	x	1.2322	=	\$3,514.80
										\$3,514.80
User Note:										
Item Note: For projects where the total horizontal directional boring charge is less than the minimum set-up charge, use this task exclusively. This task should not be used in conjunction with any other tasks in this section.										
57	330563000024		EA	6' x 6' x 7' Precast Concrete Underground Utility Vault						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	2.00	x	\$1,992.43	x	1.2322	=	\$4,910.14
										\$4,910.14
User Note: vaults supply by MTS										
Item Note: 6" thick walls and 8" thick top.										
Total:										\$169,138.09
Proposal Total(Filterd):										\$169,138.09
The Percentage of Non Pre-Priced on this Proposal:										0.00%

EXHIBIT C
(Subcontractor Listing)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 10/20/2020

Job Order Contracting

Contract #: PWG275.0-19
Job Order #: MTSJOC275-16
Job Order Title: Trenching at 43rd St
Location: Orange Line ROW
Contractor: ABC Construction Co., Inc.
Subcontractor: ACE ELECTRIC

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
ACE ELECTRIC 6061 FAIRMOUNT AVE, San Diego, CA 92120	935109	install conduit		\$104,903.00	62.02%



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

FARE VALIDATOR INFRASTRUCTURE CONSTRUCTION MANAGEMENT SERVICES
– WORK ORDER

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA2019-CM06 under MTS Doc. No. G2019.0-17 (in substantially the same format as Attachment A) with Kleinfelder – Simon Wong in an amount not to exceed \$236,485.52 for the Fare Validator Infrastructure Construction Management (CM) Services.

Budget Impact

The total budget for this contract shall not exceed \$236,485.52. This project is funded by the MTS Capital Improvement Project (CIP) 1009004902 – Fare System Upgrades.

DISCUSSION:

As part of the new Fare System Upgrade project, MTS is looking to provide our customers with increased payment flexibility via an Account- based fare system and installing new INIT fare validators at each of our stations. On October 15, 2020 (agenda item 12), the MTS Board approved the Fare Validator Infrastructure construction service contract with Chula Vista Electric Co. To ensure on-time completion of the construction work, MTS requires CM services for the overall planning, coordination, and control of this project from beginning through completion (collectively “CM Services”), and the proposed Work Order for CM Services include the following:

- Resident Engineer
- Field Inspector



The San Diego Association of Governments (SANDAG) issued a Request for Statement of Qualifications (RFSQ) for CM Services on October 17, 2014 and MTS was assigned the right to utilize this contract through an assignment agreement on June 7, 2017. The RFSQ resulted in the approval of eight firms qualified to perform CM services. Tasks are assigned to the firms through a work order process, and MTS selects the most qualified firm based on the scope of work to be performed.

On August 12, 2020, MTS issued a Request for Proposal (RFP) for the Validator Infrastructure Construction CM and Inspection Services to the CM services panel. MTS evaluation team committee reviewed three (3) proposals and awarded Kleinfelder – Simon Wong the highest score based on their technical and pricing score shown below;

Ranking	Proposer Name	Total Score
1	KLEINFELDER	95.00
2	PGH WONG	71.00
3	ANSER	60.00

Therefore, staff recommends that the Board of Directors authorize the CEO to execute Work Order WOA2019-CM06 to MTS Doc. G2019.0-20 (in substantially the same format as Attachment A) with Kleinfelder – Simon Wong not exceed \$236,485.52 for the Fare Validator Infrastructure Construction Management Services.

/s/ Sharon Cooney _____
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Draft MTS Doc. No. G2019.0-20 WOA2019-CM06
B. Work Order Estimate Summary

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

November 17, 2020

MTS Doc. No. G2019.0-17
Work Order No. WOA2019-CM06

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

Dear Mr. Gentile:

Subject: MTS DOC. NO. G2019.0-17, WOA2019-CM06, FARE VALIDATOR INFRASTRUCTURE
CONSTRUCTION MANAGEMENT SERVICES – WORK ORDER AGREEMENT

This letter shall serve as our agreement MTS Doc. No. G2019.0-17 WOA2019-CM06, for Construction Management services under the Construction Management Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide construction management and inspection staff for the Traction Power Substations Installation for Blue Line Trolley, Schedule A work, in accordance with MTS and SANDAG policies and procedures. Please see Attachment A, Scope of Services, for a detailed summary of the services to be provided.

SCHEDULE

Aligned with Validator Infrastructure Project (PWG316.0-20)

PAYMENT

Payment shall be based on actual costs in the amount not to exceed without prior authorization of \$236,485.52.

Sincerely,

Accepted:

Sharon Cooney
Chief Executive Officer

Hank Gentile
Kleinfelder | Simon Wong Engineering

Date: _____



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

ATTACHMENT A**SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)****SCOPE OF WORK****WORK ORDER TITLE: VALIDATOR INFRASTRUCTURE CONSTRUCTION CM AND INSPECTION SERVICES****I. PROJECT DESCRIPTION**

This project consists of upgrading new fare validators at 10 existing trolley stations.

II. EXPECTED RESULTS

Provide quality assurance inspection services to verify compliance with the plans and specifications on a daily basis during demolition and construction of the new fare validators at various trolley stations.

III. SCOPE OF WORK

The scope of work shall be conducted in accordance with the Master On-call Agreement, the SANDAG Construction Manual, this scope of work, and the contract documents.

1.0 Project/Task Order Manager**Project/Task Order Manager**

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

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

2.0 Quality Assurance Inspection Services

Inspection tasks consist of the following:

1. Attend conference calls and or site meetings with the Contractor and related subcontractors;
2. Provide technical support if needed to MTS
3. Provide monitoring and inspections for compliance with plans and specifications on a daily basis
4. Provide code compliant direction on issues that arise within established authority levels of the field services
5. Provide other related services as requested by MTS regarding new fare validators project
6. Track and monitor drawings and markups for producing as-built drawings.

IV. PERIOD OF PERFORMANCE

6 Months

V. DELIVERABLES

Deliverables will consist of the daily work products produced under direct supervision by MTS management which include:

- a. Inspector's daily reports and photographs
- b. Construction Managers weekly status reports and updates, if required
- c. Two sets of 11x17 size prints of the field copy, hand marked-up red-line plans
- d. Associated correspondence files
- e. Testing submittal reviews and inspection
- f. Request for Information (RFIs) and responses

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

Tasks Schedule

Task	Begin/End Dates
Construction Management Services	See Construction schedule for project PWG316.0-29

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

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

VIII. SPECIAL CONDITIONS

None

IX. MTS ACCEPTANCE OF SERVICES:

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

Firm shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice. Moreover, 100% acceptance and final completion will be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments.

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

X. DEFICIENT WORK PRODUCT:

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

1. Paying applicable delay fees,
2. Revising provided documents,

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

XI. DELIVERABLE REQUIREMENTS

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

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

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

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

XII. PREVAILING WAGE

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

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

Work Order Estimate Summary

Att. B, AI 11, 11/12/2020

MTS Doc. No.	TBD
Work Order No.	09
Attachment:	B

Work Order Title: **MTS Validator Infrastructure Construction Management and Inspection Services**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0270	Construction Management and Inspection Services	\$236,485.52

Totals = **\$236,485.52**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	1	Project Task Order Management	14.0	\$1,686.25
2	2	Engineering and Inspection Services	1,540.0	\$234,799.26

Totals = **1,554.0** **\$236,485.52**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	Kleinfelder Construction Services*	494.0	\$70,764.07
		X		CA Wehsener Engineering	1,060.0	\$165,721.44

Totals = **1,554.0** **\$236,485.52**

NOTES

- *Kleinfelder Construction Services (KCS), formerly known as Simon Wong Engineering (SWE) is a wholly-owned subsidiary of Kleinfelder (KLF) and maintains an independent tax i.d. number and overhead rate.
- Field inspection rates have been adjusted as necessary to comply with prevailing wage DIR Determination SD-23-63-3-2016-1D which included a predetermined increase on 7/1/17.
- Billing rates included in this cost proposal are based upon the base rates, overhead rates, profit, escalation, other direct costs (ODCs) and other terms included in the Fee and Payment Schedule incorporated into Contract 5007804 between SANDAG and KCS.



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Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

PROVISION OF HEWLETT-PACKARD ENTERPRISE (HPE) CONFIGURE TO ORDER (CTO) SERVERS AND SUPPORT FOR CLOSED-CIRCUIT TELEVISION (CCTV) NETWORK VIDEO RECORDERS (NVR) FOR THE MID-COAST TROLLEY EXTENSION PROJECT– PURCHASE ORDER

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute a Purchase Order to Nth Generation Computing Inc. for the provision of HPE CTO Servers and ongoing support services for CCTV NVR for the Mid-Coast Trolley Extension Project in the amount of \$201,439.15 .

Budget Impact

The total budget for this purchase order is \$201,439.15 (inclusive of CA 7.75% Sales Tax). This project is funded by the MTS Capital Improvement Project (CIP) 2002010601 – Mid-Coast CCTV Equipment, which will be reimbursed by the SANDAG Mid-Coast Light Rail Transit Project #1257001.

DISCUSSION:

The Mid-Coast Trolley Extension Project will extend the UC San Diego Blue Line service from Santa Fe Depot in Downtown San Diego to the University City community, serving major activity centers such as Old Town, Mission Bay, UC San Diego and Westfield UTC.

The route begins just north of the Old Town Transit Center, travels in existing railroad right-of-way, and alongside Interstate 5, to serve UC San Diego and University City. The extension will serve nine new stations: Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, Pepper Canyon (serving the UC San Diego west campus), Voigt Drive (serving the UC San Diego east campus), Executive Drive, and the terminus station at the Westfield UTC transit center.



To keep MTS passengers, employees, equipment and infrastructure safe and secure, MTS has video surveillance cameras and Network Video Recorders throughout the system. For this project, the MTS IT department will procure and build the NVRs in-house to save cost for the new Mid Coast Trolley Extension and ensure the new system is compatible with the current MTS video surveillance system platform. Beyond security, video surveillance also helps MTS improve efficiency and enhance the overall passenger experience. Video surveillance is considered essential to monitor and capture clear incident images from the MTS Operation Control Center and keep operations running smoothly.

On September 25, 2020, MTS issued a Request for Quotation (RFQ) to procure twelve (12) HPE CTO Servers for CCTV NVRs for the Mid-Coast Trolley Extension Project. The servers were to include a 36-month support license with call center troubleshooting. Five (5) bids were received on the due date of October 15, 2020 from the following bidders.

The overall total amounts, including delivery charges and CA sales tax is as follows:

Proposer Name	Overall Total Amount
NTH GENERATION COMPUTING INC.	\$201,439.15
GOLDEN STAR TECHNOLOGY	\$210,969.35
PLANET CELLULAR	\$229,194.33
HYPERTEC USA	\$229,894.56
DATTEL SYSTEM	\$234,893.29

MTS staff has deemed Nth Generation Computing Inc. the lowest bidder, to be responsive and responsible, and the bid submitted has been determined to be fair and reasonable by comparison of bids received and MTS's Independent Cost Estimate.

Nth Generation Computing Inc. California Multiple Award Schedule (CMAS) reference number 3-17-70-2784E was utilized for this pricing. The General Services Administration (GSA) and CMAS awards contracts for multiple services at a significantly lower rate than the national average, and the network communication devices and service is one of such items available on the schedule.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute a Purchase Order to Nth Generation Computing Inc. for the provision of HPE CTO Servers and ongoing support services for CCTV NVR for the Mid-Coast Trolley Extension Project in the amount of \$201,439.15.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Nth Generation Computing Inc.- Bid Price Form

SECTION 7.0 – MTS BID PRICING FORM
MID COAST CCTV HPE CONFIGURE TO ORDER (CTO) SERVER

ITEM#	PRODUCT NUMBER	PRODUCT DESCRIPTION	QTY	TAXABLE Y(YES) or N(NO)	UNIT PRICE (USD)	EXTENDED PRICE (USD)
1	P19718-B21	HPE ProLiant DL380 Gen10 12LFF NC Configure-to-order Server	12	Y	\$ 1,274.00	\$ 15,288.00
2	P19718-B21 ABA	HPE DL380 G10 CTO Mod-X 12LFF WO NIC	12	Y	\$ -	\$ -
3	P23549-L21	Intel Xeon-Silver 4210R (2.4GHz/10-core/100W) FIO Processor Kit for HPE ProLiant DL380 Gen10	12	Y	\$ 711.00	\$ 8,532.00
4	P00920-B21	HPE 16GB (1x16GB) Single Rank x4 DDR4-2933 CAS-21-21-21 Registered Smart Memory Kit	24	Y	\$ 223.00	\$ 5,352.00
5	P00920-B21 OD1	Factory Integrated	24	Y	\$ -	\$ -
6	826687-B21	HPE DL38X Gen10 2SFF Premium HDD Front NVMe or Front/Rear SAS/SATA Kit	12	Y	\$ 183.00	\$ 2,196.00
7	826687-B21 OD1	Factory Integrated	12	Y	\$ -	\$ -
8	P18422-B21	HPE 480GB SATA 6G Read Intensive SFF (2.5in) SC 3yr Wty Multi Vendor SSD	24	Y	\$ 175.00	\$ 4,200.00
9	P18422-B21 OD1	Factory Integrated	24	Y	\$ -	\$ -
10	819201-B21	HPE 8TB SAS 12G Midline 7.2K LFF (3.5in) SC 1yr Wty 512e Digitally Signed Firmware HDD	98	Y	\$ 647.00	\$ 63,406.00
11	819201-B21 OD1	Factory Integrated	98	Y	\$ -	\$ -
12	R2U55C	NVIDIA Quadro P2200 Graphics Accelerator for HPE	12	Y	\$ 613.00	\$ 7,356.00
13	R2U55C OD1	Factory Integrated	12	Y	\$ -	\$ -
14	P01366-B21	HPE 96W Smart Storage Lithium-ion Battery with 145mm Cable Kit	12	Y	\$ 66.00	\$ 792.00
15	P01366-B21 OD1	Factory Integrated	12	Y	\$ -	\$ -
16	804338-B21	HPE Smart Array P816i-a SR Gen10 (16 Internal Lanes/4GB Cache/SmartCache) 12G SAS Modular Controller	12	Y	\$ 533.00	\$ 6,396.00
17	804338-B21 OD1	Factory Integrated	12	Y	\$ -	\$ -
18	629135-B22	HPE Ethernet 1Gb 4-port FLR-T BCM5719 Adapter	12	Y	\$ 174.00	\$ 2,088.00
19	629135-B22 OD1	Factory Integrated	12	Y	\$ -	\$ -
20	865414-B21	HPE 800W Flex Slot Platinum Hot Plug Low Halogen Power Supply Kit	24	Y	\$ 177.00	\$ 4,248.00
21	865414-B21 OD1	Factory Integrated	24	Y	\$ -	\$ -
22	E5Y43A	HPE OneView for ProLiant DL Server including 3yr 24x7 Support FIO Bundle Physical 1-server LTU	12	Y	\$ 615.00	\$ 7,380.00
23	867809-B21	HPE Gen10 2U Bezel Kit	12	Y	\$ 61.00	\$ 732.00
24	867809-B21 OD1	Factory Integrated	12	Y	\$ -	\$ -
25	733662-B21	HPE 2U Large Form Factor Easy Install Rail Kit	12	Y	\$ 44.00	\$ 528.00
26	733662-B21 OD1	Factory Integrated	12	Y	\$ -	\$ -
27	826706-B21	HPE DL380 Gen10 High Performance Heat Sink Kit	12	Y	\$ 102.00	\$ 1,224.00
28	826706-B21 OD1	Factory Integrated	12	Y	\$ -	\$ -
29	H7J34A5 SVN	HPE One View w/lo Support	12	N	\$ 193.00	\$ 2,316.00
30	H7J34A5 WAH	HPE DL38x Gen10 Support	12	N	\$ 4,948.00	\$ 59,352.00
Subtotal:						\$ 191,386.00
San Diego, California Sales Tax (7.75%) for Taxable line items only:						\$ 10,053.15
Freight Charges/ Shipping FOB specified destination (No Charge):						\$ -
GRAND TOTAL (Basis of Award):						\$ 201,439.15

BID FORM**Refer to Attachment: ATT 1 Bid Form**

Bidder shall submit pricing for all the work described in the Scope of Work section. In preparing a cost bid, Bidders are requested to provide a total all-inclusive cost for each product or services. Estimated quantities are for bid purposes only. The quantities do not reflect guaranteed usage by MTS and may be more or less than indicated.

Read attached General Provisions carefully. **They are a part of your bid.** Unit prices will prevail regardless of extensions submitted by the Bidder.

All bidders must complete bid forms as provided, failure to do so will deem the bid non-responsive.

Bidder accepts responsibility for accuracy and presentation of the numbers included in the cost/price form under Section 3.

Submit the bid following instructions as specified in Submission Requirements section.

F.O.B. POINT: **SDMTS-IADP.**
100 16th Street,
San Diego, California 92101,

Bidder to check one:

All parts shall be delivered within thirty (30) calendar days after Purchase Order issuance.

☒ Yes, I can meet the 30 calendar day delivery time

☐ No, I cannot meet the 30 calendar day delivery time

DATE: 10/15/2020

FIRM: Nth Generation Computing, Inc.

SIGNATURE: Joyce F Russell

TYPE OR PRINT NAME: Joyce Russell

TITLE: EVP/CFO

ADDRESS: 17055 Camino San Bernardo

CITY, STATE & ZIP: San Diego, CA 92127

PHONE NUMBER: 858-451-2383

FAX NUMBER: 858-673-8431

E-MAIL ADDRESS: bids@nth.com

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



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

Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

REVISIONS TO SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)
ORDINANCE NO. 11

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); and
- 2) Upon adoption of the proposed amendments, grant the Chief Executive Officer (CEO) the discretion to enforce MTS Ordinance No. 11 in its amended form.

Taxicab Advisory Committee (TAC) Recommendation:

On October 14, 2020, the following proposed revisions were provided to TAC as an informational item. Positive feedback was received.

Budget Impact

None with this action.

DISCUSSION:

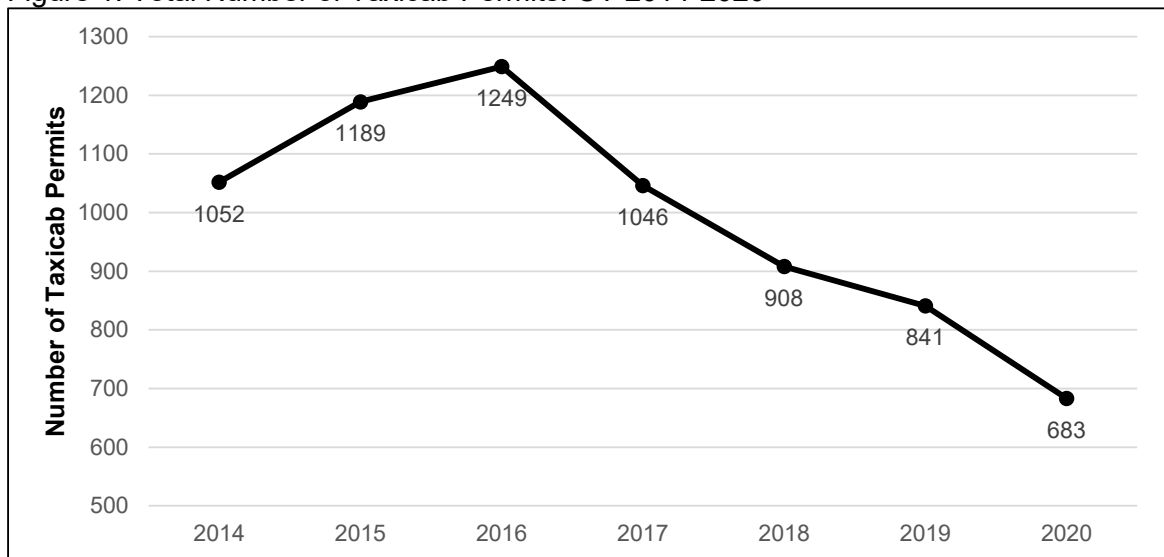
The MTS For-Hire Vehicle Administration regulates for-hire vehicles that operate in the following cities: San Diego, Imperial Beach, Chula Vista, National City, El Cajon, La Mesa, Lemon Grove, Santee and Poway. Responsibilities include: determining permit eligibility; inspecting vehicles; monitoring compliance with administrative and operational safety regulations; and investigating passenger complaints. All oversight activities by the MTS For-Hire Vehicle Administration must be full cost-recovery. Permit and



regulatory fees, which are adopted annually by MTS, fund the MTS For-Hire Vehicle Administration operations.

The taxicab industry has requested the MTS For-Hire Vehicle Administration remove and/or reduce regulations in order to maintain the economic viability of the taxicab market. Increased competition from transportation network companies and increased operating costs may be the likely reasons for the decline in number of taxicab businesses. As shown in Figure 1, in Calendar Year (CY) 2016 there were 1,249 taxicab permits. As of October 16 2020, there were only 683 taxicab permits for CY 2020. This represents a 45% decline in the number of taxicab permits since CY 2016.

Figure 1: Total Number of Taxicab Permits: CY 2014-2020



Per agreement with the City of San Diego (the City), the City retains the right to make decisions or provide recommendations to MTS regarding fundamental policy for taxicabs. San Diego City Council Policy No. 500-02 (Policy No. 500-02) sets forth the overall policy framework for taxicab permits. MTS Ordinance No. 11, which sets forth the various minimum safety and vehicle inspection standards, enforces the policy framework described within Policy No. 500-02. In order to remove and/or reduce regulations, a review of Policy No. 500-02 was necessary.

Several proposed revisions of Policy No. 500-02 were identified that would address the concerns from the taxicab industry while also meeting MTS's goals of ensuring public safety and consumer protections. The revisions were discussed with TAC on July 15, 2020 and the Workshop on Regulatory Matters (WORM) Subcommittee on July 29, 2020. WORM approved the proposed revisions and recommended approval by the City. On October 27, 2020, the City Council approved the proposed revisions (as shown in Attachment B).

In order to implement the changes to Policy No. 500-02, as well as to remove other unnecessary administrative barriers to operating a for-hire vehicle business and applying for a new permit, MTS recommends the Board of Directors approve the MTS Ordinance No. 11 revisions detailed below.

Policy No. 500-02 Revisions: Various Sections of MTS Ordinance No. 11

The following proposed revisions in MTS Ordinance No. 11 relate to requirements removed or revised in Policy No. 500-02:

- 6 months driving experience: Remove the requirement that permit applicants have 6 months of commercial driving experience, as it is an unnecessary barrier to employment.
- Dispatch service: Removing the requirement that dispatch staff be physically on duty at its storefront 24 hours a day, so long as dispatch service storefront is open and staffed for lost and found pick-ups and drop-offs during reasonable hours or by appointment, and that the dispatch service can respond (i.e. via telephone) to service requests and operational questions, 24 hours a day.
- Business Address: Allow permit holders to use a Post Office Box or Dispatch Service as their business address. Previously permit holders could only use home or office address as their business address.
- Off-street vehicle parking: Remove prohibition that taxicab vehicles cannot park on residential streets when not in operation and instead rely on existing City parking regulations (i.e. 72-hour parking requirement).
- Global Positioning System (GPS): Allow taxicab drivers to use their phone's GPS for wayfinding purposes. Previously Policy No. 500-02 required the taxicab vehicle itself be equipped with GPS functionality.
- Model Age and Vehicle Title: Remove prohibition that taxicabs cannot be older than 10 years and cannot have a salvage title. The required 49-point vehicle safety inspections ensure the vehicle is safe to operate.
- Permits Held by a Corporation or Limited Liability Company (LLC): Remove deadline for existing taxicab permit holders held as a corporation or LLC to comply with Policy No. 500-02 by February 12, 2020 (extended administratively by MTS to January 1, 2021). Since the revised Policy No. 500-02 removed the model age and vehicle title requirements, this deadline is no longer necessary to ensure existing permit holders come into compliance. Now, all existing taxicab permit holders comply with the revised Policy No. 500-02 as it is written.
- Security Cameras: Although Policy No. 500-02 originally required security cameras, MTS never enforced under MTS Ordinance No. 11 due to a conflicting legal statute. Policy No. 500-02 has removed the requirement to install security cameras. After further legal review and recent technological advances, MTS will allow security camera installation as an optional security measure if a permit holder chooses to install this equipment.
- Wheelchair Accessible Taxicabs: Remove requirement that taxicab permit holders with two or more vehicles purchase wheelchair accessible vehicles for 50% of those vehicles, since permit holders avoid purchasing more

vehicles so as not to fall under this requirement. MTS will instead work with industry and community stakeholders to develop a Wheelchair Accessible Taxicab Policy to incentivize the purchase of accessible vehicles.

- Customer Service Plan: Currently, new permit applicants are required to provide a Customer Service Plan that address such areas as: customer service complaints, administrative functions, vehicle maintenance, and financial ability to operate taxicab business. With many of these requirements now removed from Policy No. 500-02, MTS will no longer require a Customer Service Plan and instead provide applicants an overview of estimated costs and overall requirements to operate taxicabs, leading to a reduction of paperwork and streamlining of the application process.

Certified Repair Facility: MTS Ordinance No. 11, Section 1.8 (e)

MTS currently performs annual vehicle inspection directly at its Inspection Facility. To save on rental lease costs, MTS will be vacating the Inspection Facility in the coming months. Once vacated, Permit Holders will be required to take their vehicles to a certified repair facility to perform the annual and any other MTS required mechanical inspection. This model of having a certified mechanic, instead of MTS Regulatory Inspector, perform the mechanical inspection is already implemented by all other For-Hire Vehicle Regulators in California, and will comply with the requirements set forth at Government Code Section 53075.5 regarding mechanical inspections being performed at a certified repair facility.

Pull-Notice Program: MTS Ordinance No. 11, Section 1.8 (d)

Per the requirements at Government Code Section 53075.5, permit holders must participate in the pull-notice program and regularly check the driving records of all taxicab drivers, whether employees or contractors. The proposed revisions will require permit holders who fall under one or more of the following categories to enroll its drivers in the DMV pull-notice program: if registered with the State of California as a Corporation and or LLC; if own more than one (1) vehicle; employs or contracts a lease driver(s); and/or vehicle is otherwise driven by more than one (1) driver.

Jitneys: MTS Ordinance No. 11, Section 1.1 (q)(2), 6.2 (h)

Currently, jitney vehicles may only operate along a fixed-route as approved by MTS. This method of operation has become restrictive and hinders the ability of Jitneys to provide transportation service that could benefit passengers and businesses located in the communities were Jitneys operate. The proposed revisions would allow Jitneys to operate flexible routes within a geographic boundary and specific timeframes as approved by MTS, and require permit holders to provide relevant and reasonable information associated with the operation of the flexible route.

Notice of Fee Schedule Changes: MTS Ordinance No. 11, Section 1.5 (1), (2)

Currently, any changes in fee schedules affecting permits are required to be mailed to permit holders. The propose revisions would allow MTS to post changes in fee schedules on the MTS website. In lieu of mailing notice of the changes in fee schedules, notice of the posting will be sent to the permit holder's e-mail address.

County of San Diego Taxicab Regulation: MTS Ordinance No. 11, Section 1.1 (f)

In 2018, County of San Diego was planning to transfer taxicab oversight to MTS in order to comply with state law that allowed only public transit operators or joint powers agencies to perform taxicab regulation. However, changes in state law later permitted counties to continue to perform taxicab regulation in the unincorporated area. The proposed revisions would accurately reflect this within MTS Ordinance No. 11.

All other proposed revisions (as shown in Attachment A) to MTS Ordinance No. 11 that are not described here are minor and not substantive.

/s/ Sharon Cooney _____
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Proposed Revisions to MTS Ordinance No. 11 (shown in track changes)
B. Policy No. 500-02 (as revised on October 27, 2020 at City Council Meeting)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 11

(as amended through ~~December 12, 2019~~November 12, 2020)

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

TABLE OF CONTENTS

Description	Page No.
SECTION 1.0 - GENERAL REGULATIONS	1
Section 1.1 - Definitions	1
Section 1.2 - Operating Permits	5
Section 1.3 - Application for Permit	5
Section 1.4 - Issuance of Permit	7
Section 1.5 - Transfer and Administration of Permits	8
Section 1.6 - Blank	9
Section 1.7 - Blank	9
Section 1.8 - Equipment and Operating Regulations	9
Section 1.9 - Public Liability	16
Section 1.10 - Financial Ownership and Operating Records: Reporting Requirements.....	<u>17</u> 16
Section 1.11 - Destruction, Permanent Replacement, Retirement or Inactive Status of For-Hire Vehicles	18
Section 1.12 - Driver's Identification Cards	19
Section 1.13 - Suspension and Revocation of Permit	21
Section 1.14 - Suspension and Revocation of Driver's Identification Cards	23
Section 1.15 - Surrender of Medallion	24
Section 1.16 - Right of Administrative Appeal from Denial, Suspension or Revocation of Permit or Driver's Identification Card or Related Adverse Action.....	24 24
Section 1.17 - Procedure Upon Administrative Appeal	<u>25</u> 24
Section 1.18 - Exceptions to Provisions	25
Section 1.19 - Chief Executive Officer's Authority to Adopt Rules and Promulgate a Schedule of Fines	26
Section 1.20 - Americans with Disabilities Act.....	26
SECTION 2.0 - TAXICABS AND/OR LSVs	<u>27</u> 26
Section 2.1 - Types of Service.....	<u>27</u> 26
Section 2.2 - Rates of Fare	<u>27</u> 26
Section 2.3 - Equipment and Specifications	29
Section 2.4 - Operating Regulations.....	31
Section 2.5 - Stands	<u>34</u> 33
Section 2.6 - Dispatch Services.....	34
Section 2.7 - Driver Safety Requirements	35
Section 2.8 - Prearranged Trips by Taxicabs	<u>36</u> 35
SECTION 3.0 - CHARTER VEHICLES	36
Section 3.1 - Rates of Fare	36

Section 3.2 - Operating Regulations.....	36
SECTION 4.0 - SIGHTSEEING VEHICLES	37
Section 4.1 - Rates of Fare	37
Section 4.2 - Operating Regulations.....	37
SECTION 5.0 - NONEMERGENCY MEDICAL VEHICLES	38 37
Section 5.1 - Rates of Fare	38 37
Section 5.2 - Operating and Equipment Regulations	38
Section 5.3 - Driver Identification Cards	38
SECTION 6.0 - JITNEY VEHICLES	39 38
Section 6.1 - Rates of Fare	39 38
Section 6.2 - Jitney Routes	39
Section 6.3 – Operating Regulations.....	40
Section 6.4 - Jitney Holding Zones.....	41 40
Section 6.5 - Equipment and Specifications	42 41
SECTION 7.0 – LOW-SPEED VEHICLES	42 41
Section 7.1 – Low-Speed Vehicle (LSV) Definition	42 41
Section 7.2 – Establishment of Zones	42
Section 7.3 – Zone Rates of Fare.....	42
Section 7.4 – Spare Vehicle Policy.....	43 42
Section 7.5 – LSV Driver Identification Cards	44 43
Section 7.6 - Equipment and Specifications	44 43
SECTION 8 - EFFECTIVE DATE OF ORDINANCE	45 44

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 11

(as amended through ~~December 12, 2019~~ November 12, 2020)

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, if entered into a contractual agreement with MTS for the licensing and regulation of transportation services.

(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;
and

(2) Follows a fixed route of travel between specified locations along its route on a variable schedule ~~points or operates a flexible route within a geographic boundary and specific timeframes as approved by MTS,~~ 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. It shall only operate within a geographic boundary as approved by

MTS 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 11/12/2020)
(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 may include, but is not limited to, a Post Office [PO] Box or dispatch service address), e-mail 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;~~

(23) 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;~~

(36) 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);~~

(84) 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)(5) Where~~ If the application is for a limited permit/jitney or LSV, a detailed description of the geographic area in which said permit shall be in existence; and

~~(11)(6)~~ 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 11/12/2020)

~~(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 or renewed, 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. No permit shall be approved or issued after April 1, 2015 shall be renewable annually upon renewed unless 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. evidence of compliance with applicable MTS regulations.~~

~~(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)

(d) 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 11/12/2020)

(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:~~

~~(b)(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.~~

(e) 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 posted, at a minimum, on the MTS website and notice of such posting will be sent to all permit holders' email address.~~ Changes shall be effective thirty (30) calendar days thereafter.

(2) Any person objecting to a particular fee or charge may file, within ten (10) ~~calendar~~ days of ~~the mailing~~posting 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 11/12/2020)

(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 an ~~aan~~ ~~business~~email address, ~~a~~ mailing address ~~where he or she~~that can accept mail directed to ~~his or her~~ company, and a business telephone in which the permit holder can be reached in working order which must be answered during normal reasonable 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 businessemail 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) If a taxicab, permit holders must participate in the pull-notice program pursuant to Section 1808.1 of the Vehicle Code and enroll all employed or contracted drivers who drive a vehicle for permit holder.

(12)

(d) Upon the termination of the employee or contractor driver, the permit holder shall notify the DMV to discontinue the driver's enrollment in the pull notice system.

(2) Permit holders shall present upon request, during regular business hours, to MTS and/or the Sheriff's Department, as well as during annual permit renewal, proof of enrollment and names of any and all drivers enrolled in the DMV driver pull-notice program pursuant to Section 1.8(d) of this Ordinance.

(3) Permit holders who fall under one or more of the following categories must enroll in the DMV pull-notice program: if registered with the State of California as a Corporation and or LLC; if own more than one vehicle; employs or contracts a lease driver(s); and/or vehicle is otherwise driven by more than one driver.

(e) Before a for-hire vehicle is placed in service and at least annually thereafter, the for-hire vehicle shall be delivered to a certified Automotive Service Excellence or Bureau of Automotive Repair registered facility for mechanical inspections, or other 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.~~ Certified mechanics and 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 within a timeframe determined by MTS shall be cause for suspension or revocation of the permit for such vehicle.

(ef) 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.

(fg) 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.

(gh) 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 certified mechanics or MTS inspector.

(3) The medallion shall be reaffixed when the MTS inspector finds that the vehicle meets prescribed standards.

(hi) 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.

(ii) 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.

(jk) 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.

(kl) 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 (kj), it shall be unlawful to operate a for-hire vehicle without the medallion affixed and visible.

(lm) 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/For-Hire Vehicle 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.

(mn) 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.

(no) 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.

(~~ep~~) 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 comply with Section 2.2(d) of this Ordinance.

(~~pg~~) 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 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.

(~~qr~~) 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.

(~~rs~~) 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.

(~~st~~) 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.

(~~tu~~) It is unlawful for any person to refuse to pay the lawful fare of a for-hire vehicle after employing or hiring the same.

(~~uv~~) The driver of any for-hire vehicle shall promptly obey all lawful orders or instructions of any peace officer, fire fighter, or MTS inspector.

(~~vw~~) 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.

(~~wx~~) 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.

(~~xy~~) 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.

(~~yz~~) 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.

(~~zaa~~) 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.

(~~aabb~~) Smoking is not permitted at any time inside a MTS-permitted vehicle.

(~~bbcc~~) 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.

(~~eedd~~) 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.

(~~edee~~) 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.

(~~eeff~~) 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.

(ggff) 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.

(hh) If a taxicab, proof that vehicle(s) meet California Air Resources Board criteria for zero emissions/low emissions.

(Section 1.8 amended 11/12/2020)

(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~~ be received 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 11/12/2020)

(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 upon permit renewal,~~ As a condition of permit renewal, 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 mailing address, e-mail 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); and

(5) Proof of enrollment and names of any and all drivers enrolled in the DMV driver pull-notice program pursuant to Section 1.8(d) of this Ordinance.

(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. Failure to produce the statement may result in permit suspension or denial of permit renewal.

(Section 1.10 amended 11/12/2020)

(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: 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, and compliance with the ADA, and. As determined by the Chief Executive Officer, a corresponding qualification examination may be required.

(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~~For-Hire Vehicle 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~~11/12/2020)

(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 (fg) 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 reattached to a vehicle until the violation under Sections 1.8 (fg) or 1.9 has been corrected.

(Section 1.6 amended 11/12/2020)

(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) public transit vehicles owned, operated, or contracted for by MTS and operators and drivers of such vehicles;

(3) 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 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. 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 dispatch service, permit holder, or driver from agreeing with prospective passenger(s) to a rate of fare which is equal to or less than the maximum rates of fare if the agreement is entered into in advance of the passenger(s) hiring the taxicab for the trip. To ensure the fare agreement is equal to or less than the maximum rates of fare, the taximeter shall remain in recording position until the termination of the trip.

(Section 2.2 amended 12/12/2019)

(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 dispatch service, or driver 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 (sf).

(Section 2.3 amended 11/12/2020)

(Section 2.3 amended 12/12/2019)

(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 Dispatch~~ service organizations shall, be able to receive and respond to service requests or other operational questions 24 hours a day, have dispatch staff on duty ~~at the business location for lost and found pick-ups and drop offs during reasonable hours or by appointment, which must be at~~ a preapproved physical commercial business location 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~~ 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 11/12/2020)
(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 or any other emergency electronic communication 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 11/12/2020)

(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 (fg) as a public health, safety and welfare measure.

(Section 2.8 amended 11/12/2020)

(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 (vx).

(Section 5.0 amended 11/12/2020)

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.

(h) A permit holder may apply for a non-fixed, flexible route within an MTS determined geographic boundary and operational timeframe that MTS determines to be beneficial to passengers and businesses located within such boundaries. The application for a non-fixed, flexible 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 map in sufficient detail to clearly indicate the proposed operation within the MTS approved geographic boundary;

(3) The fare to be charged; and

(4) Such other reasonable information as the Chief Executive Officer may, in his or her discretion, require.

(Section 6.2 amended 11/12/2020)

(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 shall 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: 11/12/2020

Amended: 12/12/2019

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

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CLEAN

SUBJECT: TAXICAB PERMITS
POLICY NO.: 500-02
EFFECTIVE DATE: October XX, 2020

BACKGROUND:

Regulation of taxicab service is critical to providing residents and visitors to the City of

San Diego with a good quality local transportation service. Toward this end, the City finds it desirable to regulate the issuance of taxicab permits. On June 28, 1988, the City and the

San Diego Metropolitan Transit Development Board, now the San Diego Metropolitan Transit System (MTS), entered into an agreement that authorized MTS to regulate taxicabs and other for-hire vehicles for the City. Under this agreement, the City retains the right to make fundamental policy decisions relating to taxicab regulation. On August 11, 1988, MTS adopted “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 Ordinance No. 11), which provides the minimum safety and vehicle inspection standards that for-hire vehicles must meet. MTS regularly amends Ordinance 11 to account for updated policy direction from the City.

PURPOSE:

To establish a policy for the issuance of additional taxicab permits so that the taxi industry may expand to meet growing demand for taxi service throughout the City, and to provide opportunity for existing and new taxi operators and for experienced drivers. This policy sets forth the minimum requirements for the issuance of taxicab permits that will be further addressed and enforced through MTS Ordinance No. 11 and other MTS regulations.

POLICY:

MTS will issue taxicab permits to applicants who can demonstrate that they have the experience and resources to provide outstanding quality service to customers and the community.

New permits will be issued on a full cost recovery basis. All applicants must first submit an application and satisfy Screening Criteria based on quality and customer service standards.

Permit holders of newly awarded permits must demonstrate that they are in compliance with Screening Criteria as a condition of annual permit renewal or the permit may be suspended or revoked.

When any taxicab permit is transferred, the transferee must satisfy Screening Criteria at time of transfer and thereafter as a condition of annual permit renewal or the permit may be suspended or revoked.

COUNCIL POLICY**CLEAN**

All existing permits shall comply with Screening Criteria as a condition of annual permit renewal.

IMPLEMENTATION:

Screening Criteria will be evaluated on a pass-fail basis. Each element must be a “pass” in order for the applicant to satisfy the screening. Applicants are responsible for providing complete and accurate information needed for the screening evaluations.

1. Screening Criteria

- A.** Applicants must meet regulatory requirements for a taxicab permit holder and operator specified in applicable ordinances and regulations.
- B.** Vehicles must:
 - a.** Meet regulatory requirements for vehicles specified in applicable ordinances and regulations;
 - b.** Be maintained in a safe condition;
 - c.** Meet California Air Resources Board criteria for Zero Emission Vehicle or Low Emission Vehicle;
 - d.** Meet the requirements of the Americans with Disabilities Act ; and
 - e.** Be consistent with MTS Taxicab Administration regulations and policies involving accessible vehicles (i.e. wheelchair accessible).
- C.** Dispatch must be:
 - a.** Able to receive and respond to service requests or other operational questions 24 hours a day;
 - b.** Computerized; and
 - c.** Able to locate vehicles in service using a Global Positioning System (GPS) or similar technology.
- D.** Operations plan must include:
 - a.** Acceptance of credit cards;
 - b.** Customer complaint system;

CITY OF SAN DIEGO, CALIFORNIA

COUNCIL POLICY

CLEAN

- c. Record keeping of every call, dispatch, trip, and complaint;
 - d. Use of GPS or similar technology for trip planning and directional purposes;
 - e. Safety and security measures for drivers and passengers; and
 - f. Lost and found procedures.
- E. Additional screening criteria may be added as needed by regulatory action to fulfill the purpose of improving industry standards and customer service and keeping current with technology.

HISTORY:

“Taxicabs - Certificates of Convenience and Necessity”

Adopted by Resolution R-72292 - 08/21/1962

Amended by Resolution R-216590 - 08/11/1976

Amended by Resolution R-217293 - 12/15/1976

Amended by Resolution R-222474 - 12/19/1978

Repealed by Resolution R-258090 - 03/14/1983

“Taxicabs - Permits”

Added by Resolution R-260636 - 05/07/1984

Amended by Resolution R-261739 - 10/15/1984

Amended by Resolution R-271307 - 06/28/1988

Amended by Resolution R-295355 - 08/06/2001

Amended by Resolution R-302130 - 12/06/2006

Amended by Resolution R-307494 - 06/26/2012

Amended by Resolution R-309308 - 11/25/2014



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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

PROVISION OF MEDIA CONVERTERS FOR NEXT GENERATION (NEXTGEN) FARE
COLLECTION SYSTEM - PURCHASE ORDER

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute a Purchase Order to Graybar Electric Co. Inc. for the provision of Media Network Converter for the NextGen Fare Collection System in the amount of \$118,069.85.

Budget Impact

The total budget for this contract is \$118,069.85 (inclusive of CA 7.75% Sales Tax). This project is funded by the MTS Capital Improvement Program (CIP) 1009004902 – Fare System Upgrades.

DISCUSSION:

This project is for media converter installations at all MTS Trolley stations in support of the NextGen Fare Collection System. These devices will support network communications between new installed fare systems devices and network switches at the stations.

MTS will purchase two (2) types of Power over Ethernet (PoE) media converters. Single media converters will be set up in communication cabinets, and the dual media converters will be set up in the fare system devices at the Trolley stations. These PoE converters will function as power sources providing power to fare system validators and Ticket Vending Machines, this will decrease the need for both power and network cabling thereby reducing overall costs.



On September 1, 2020, MTS issued an Invitation for Bid (IFB) for the provision of Media Converter. Four (4) bids were received on the due date of September 28, 2020 as follows:

Company	Bid Total
Graybar Electric Co	\$118,069.85
Tech Master	\$139,190.00
Howard Industries	\$149,589.33
Mvation Worldwide	\$182,632.89

After the review of bids received, the staff determined that Graybar Electric Co. is the lowest responsive and responsible bidder. The submitted pricing was determined to be a fair and reasonable price in comparison to the Independent Cost Estimate (ICE) and received bids from other providers.

Therefore, the staff recommends that the MTS Board of Directors authorize the CEO to execute Purchase Order with Graybar Electric Co. Inc. for the provision of Media Network Converter for the NextGen Fare Collection System in the amount of \$118,069.85.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Graybar Electric Co. Bid Price Form

ATTACHMENT 1
MTS BID PRICING FORM- MEDIA CONVERTERS FOR NEXTGEN FARE SYSTEM (G2417.0-21)

BID DUE DATE: September 28, 2020TIME: 2:00 P.M., Prevailing Local Time

DEL. LEAD TIME (ARO) 8 - 12 weeks

Item#	Product Part Number	Product Description	QTY	Taxable Yes (Y) or No (N)	Unit Price (USD)	Extended List Price (USD)
1	OMNITRON SYS 9363-1-21W	OmniConverter FPoE/SE 2x10/100T PoE/PSE to 100FX/SC/SM/1310/30km 100-240 US Wide Temperature (-40 to 60C) (Dual port)*	243		274.13	66,613.59
2	OMNITRON SYS 9363-1-11W	AC powered OmniConverter FPoE/SE 1x10/100T PoE/PSE to 100FX/SC/SM/1310/30km 100-240 US; Wide Temp (-40 Deg C to +60 Deg C; -20 Deg C cold start) (Single port)*	184		233.56	42,664
Subtotal:						\$ 109,577.59
San Diego, California Sales Tax (7.75%) for Taxable line items only:						\$ 8,492.26
Freight Charges/ Shipping FOB specified destination (No Charge):						\$ 0.00
GRAND TOTAL (Basis of Award):						\$ 118,069.85

*Please include your Product Technical/Data Sheet with your Bid Form Submission

Read attached Request for Quote (RFQ) carefully. They are a part of your proposal. Unit prices will prevail regardless of extensions submitted by the Proposer. Proposal must be firm and valid for a minimum of 120 days from proposal due date. The following Addenda have been noted and attached hereto:

DATE:

28-Sep-20

FIRM:

GRAYBAR ELECTRIC

SIGNATURE:



TYPE OR PRINT NAME:

Lance Bourassa

TITLE:

Manager, Specialty Business

ADDRESS:

8606 Miralani Drive

CITY, STATE & ZIP:

San Diego, CA 92126

PHONE NUMBER:

619-247-2717

FAX NUMBER: _____

E-MAIL ADDRESS:

edward.carlin@graybar.com

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



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San Diego, CA 92101-7490
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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

JANITORIAL SERVICES – CONTRACT AMENDMENT

RECOMMENDATION:

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

- 1) Ratify Amendment 17 to MTS Doc. No. G1931.0-16 (Attachment A) with NMS Management Inc. (NMS), a Disadvantaged Business Enterprise (DBE), in the amount of \$472.34; and
- 2) Approve Amendment 18 to MTS Doc. No. G1931.0-16 (in substantially the same format as Attachment B) with NMS, for janitorial services, for a total of \$187,782.00.

Budget Impact

The additional janitorial services (Amendments 17 and 18) total \$188,254.34, increasing the overall contractual total to \$8,766,915.18. This contract is funded by the Light Rail Vehicle Operations Budget 350016-571210 for San Diego Trolley Inc. (SDTI), and Facility Maintenance Operations Budget 331014-536400 for San Diego Transit Corporation (SDTC).

Description	Amount
Current Board Approved Amount	\$8,578,660.84
Ratify Amendment 17	\$472.34
Approve Amendment 18	\$187,782.00
New Board Approved Amount	\$8,766,915.18

DISCUSSION:

In January 2017, MTS contracted with NMS Management to provide janitorial services for SDTC and SDTI buildings and the Light Rail Vehicle (LRV) fleet. Should there be



new locations or additional services required, MTS amends the contract in order to ensure they are included. The contract terminates December 31, 2022.

The ongoing COVID-19 public health emergency has required MTS to increase cleaning frequencies at various locations for the protection of staff and passengers. MTS Board Policy No. 41 gives the Chief Executive Officer (CEO) spending authority up to \$100,000.00. Under this authority, the CEO authorized Amendment 17 on September 11, 2020 for \$472.34 to extend cleaning services for the Maintenance of Wayside (MOW) Roadway Worker Protection training room.

Under Amendment 18, MTS is extending additional COVID-19 cleaning from December 1, 2020 to June 30, 2021. The Contractor's original proposal was \$200,188.80, and the final negotiated cost is \$187,782.00, an MTS savings of \$12,406.80, which staff deems to be fair and reasonable.

The cost breakdown is as follows:

Buildings	Cost
MOW	\$1,680.00
SDTI	\$79,758.00
SDTC	\$106,344.00
Total	\$187,782.00

The overall contract cost is summarized below:

Date	Description	Amount
11/10/16	Board approved amount for base term	\$3,990,618.63
11/10/16	Board approved amount for option term	\$4,111,539.10
07/25/19	Board approved Amendments 1 to 9	\$171,057.07
05/14/20	Board approved Amendments 10 to 13	\$143,083.74
07/30/20	Board approved Amendments 14, 15 and 16	\$162,362.30
11/12/20	Board to ratify Amendment 17	\$472.34
11/12/20	Board to approve Amendment 18	\$187,782.00
New Not-To-Exceed Contract Amount		\$8,766,915.18

Therefore, staff recommends that the MTS Board of Directors: (1) Ratify Amendment 17 to MTS Doc. No. G1931.0-16 with NMS, a DBE, in the amount of \$472.34; and (2) Approve Amendment 18 to MTS Doc. No. G1931.0-16 with NMS, for janitorial services, for a total of \$187,782.00.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Amendment 17 to MTS Doc. No. G1931.0-16
B. Draft Amendment 18 to MTS Doc. No. G1931.0-16
C. Cost Splits 11/12/20



Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

September 11, 2020

MTS Doc. No. G1931.17-16

NMS Management, Inc.
David Guaderrama, President
155 West 35th St., Suite D
National City, CA 91950

Subject: AMENDMENT NO. 17 TO MTS DOC. NO. G1931.0-16
JANITORIAL SERVICES

Mr. Guaderrama:

This shall serve as Amendment No. 17 to our agreement for janitorial services as further described below.

SCOPE

Contractor has been providing janitorial services to MTS since January 1, 2017.

Due to Covid-19, MTS moved its Roadway Worker Protection training from its contractor Jacobs Engineering Group's offices to the MOW Training Room from April 1, 2020 to September 11, 2020.

As Covid-19 continues, MTS is extending the services to November 30, 2020. This schedule may change as MTS continues to re-evaluate the situation, and the number of weeks may be more or less than indicated.

SCHEDULE

There are no changes to the overall schedule provision of the contract which remains December 31, 2022.

PAYMENT

The total cost of the amendment is $\$42.94 \times 11 \text{ weeks} = \472.34 as shown in Exhibit A. The overall contract total increases from \$8,578,660.84 to a new not-to-exceed amount of \$8,579,133.18.

Please sign and return the copy marked "Original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

A handwritten signature in black ink that reads "Sharon Cooney".

Sharon Cooney
Chief Executive Officer

Agreed:

A handwritten signature in black ink that reads "David Guaderrama".

David Guaderrama, President
NMS Management, Inc.

Cc: A. Pereyra, F. Byle, Procurement File

Date: 9/18/20

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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.



MANAGEMENT, INC.
The Environmental Care Specialist

9/11/20

Diana Singleton, MBA, CPPB
Procurement Specialist
Metropolitan Transit System
1255 Imperial Avenue, # 1000
San Diego, CA 92101

RE: NMS PROPOSAL TO CONTINUE JANITORIAL SERVICES TO MTS' MOW TRAINING ROOM

Ms. Singleton,

On behalf of NMS Management, Inc., I would like to thank you for allowing us to provide you with this proposal to provide janitorial service on a weekly basis to MTS' MOW Training Room.

The proposed price is as follows:

MTS			
MOW Training Room Janitorial-Weekly Service			
Service	Unit Cost	Amt of Weeks	Total Cost
Weekly Janitorial	\$ 42.94	11	\$ 472.34

If you have any questions regarding the contents of this proposal, please feel free to contact me at (619) 425-0440, or alternatively I can be reached at nmsmanagement@msn.com.

Respectfully,

David Guaderrama
Director of Business
Development
NMS Management, Inc.

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

December 1, 2020

MTS Doc. No. G1931.18-16

NMS Management, Inc.
David Guaderrama, President
155 West 35th St., Suite D
National City, CA 91950

Subject: AMENDMENT NO. 18 TO MTS DOC. NO. G1931.0-16
SDTI/SDTC JANITORIAL SERVICES

Mr. Guaderrama:

This shall serve as Amendment No. 18 to our agreement for janitorial services as further described below.

SCOPE

Contractor has been providing janitorial services to San Diego Transit Corporation (SDTC) & San Diego Trolley Inc., (SDTI) buildings; and the Light Rail Vehicle (LRV) fleet since January 1, 2017.

Due to Covid-19, the scope of work was modified to provide additional cleaning services at SDTC and SDTI facilities. The current services end November 30, 2020.

This amendment extends these services through June 30, 2021. This schedule may change as MTS continues to re-evaluate the situation, and the term may be more or less than indicated.

SCHEDULE

There are no changes to the schedule provision of the overall contract which remains December 31, 2022.

PAYMENT

The total for Amendment 18 is \$187,782.0, broken down as shown below, and detailed in Exhibit A:

1. Extend additional cleaning services on SDTC buildings for \$106,344.00;
2. Extend additional cleaning services on SDTI buildings for \$79,758; and
3. Extend additional cleaning for the MOW Roadway Worker Protection training room for \$1,680.00

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The overall contract total increases \$8,766,915.18. This amount shall not be exceeded without MTS prior approval.

Please sign and return the copy marked "Original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,

Agreed:

Sharon Cooney
Chief Executive Officer

David Guaderrama, President
NMS Management, Inc.

Date: _____

Cc: A. Goddard, T. Burrie, F. Byle, Procurement File

DRAFT

SDTC

NMS MANAGEMENT, INC

Dated: 10/19/2020

44-METROPOLITAN TRANSIT SYSTEMS BUSS DIVISION

6 Month Extension-Amendment # _____

Period: 12/01/2020-06/30/2021

PANDEMIC MITIGATION-COVID-19

"All surfaces and touchpoints are to be wiped, this includes sink countertops, towel and toilet paper dispensers, restrooms stall doors, handicap bars, doors, door handles, door knobs, door push plates, light switches, public tables, chairs, benches, tables, conference/training/break room tables, exercise equipment, escalator handrails, elevator buttons, elevator walls, elevator handrails, entrance doors, drinking fountains, holding cells areas control by the Sheriff Department and any additional surfaces that people may touch."

IMPERIAL AVE. DIVISION		SERVICES SUNDAY TO SATURDAY 7 DAYS A WEEK		Total Labor and Material Price Daily	Dec 20 31 Days	Jan-21 30 Days	Feb-21 28 Days	Mar-21 31 Days	Apr-21 30 Days	May-21 31 Days	Jun-21 30 Days	Total Labor and Material Price Daily
LOC #		1ST SERVICE (Hours) 10:00am to 1:00pm	2nd SERVICE (Hours) 1:00pm to 4:00pm									
IAD Facility		6.00	6.00	\$ 378.00	\$ 11,718.00	\$ 11,340.00	\$ 10,584.00	\$ 11,718.00	\$ 11,340.00	\$ 11,718.00	\$ 11,340.00	\$ 79,758.00
		6.00	6.00	\$ 378.00	\$ 11,718.00	\$ 11,340.00	\$ 10,584.00	\$ 11,718.00	\$ 11,340.00	\$ 11,718.00	\$ 11,340.00	\$ 79,758.00

KEARNY MESA AVENUE DIVISION		SERVICES SUNDAY TO SATURDAY 7 DAYS A WEEK		Total Labor and Material Price Daily	Dec 20 31 Days	Jan-21 30 Days	Feb-21 28 Days	Mar-21 31 Days	Apr-21 30 Days	May-21 31 Days	Jun-21 30 Days	Total Labor and Material Price Daily
LOC #		1ST SERVICE (Hours) 12:00pm to 2:00pm	2nd SERVICE (Hours) 2:00pm to 4:00pm									
KMD Facility		2.00	2.00	\$ 126.00	\$ 3,906.00	\$ 3,780.00	\$ 3,528.00	\$ 3,906.00	\$ 3,780.00	\$ 3,906.00	\$ 3,780.00	\$ 26,586.00
		2.00	2.00	\$ 126.00	\$ 3,906.00	\$ 3,780.00	\$ 3,528.00	\$ 3,906.00	\$ 3,780.00	\$ 3,906.00	\$ 3,780.00	\$ 26,586.00

NMS MANAGEMENT, INC

Dated: 10/15/2020

44-METROPOLITAN TRANSIT SYSTEMS TROLLEY BUILDINGS

6 Month Extension-Amendment # _____

Period: 12/01/2020-06/30/2021

PANDEMIC MITIGATION-COVID-19

"All surfaces and touchpoints are to be wiped, this includes sink countertops, towel and toilet paper dispensers, restrooms stall doors, handicap bars, doors, door handles, door knobs, door push plates, light switches, public tables, chairs, benches, tables, conference/training/break room tables, exercise equipment, escalator handrails, elevator buttons, elevator walls, elevator handrails, entrance doors, drinking fountains, holding cells areas control by the Sheriff Department and any additional surfaces that people may touch."

TROLLEY BUILDINGS		SERVICES SUNDAY TO SATURDAY 7 DAYS A WEEK		Total Labor and Material Price Daily	Dec 20 31 Days	Jan-21 30 Days	Feb-21 28 Days	Mar-21 31 Days	Apr-21 30 Days	May-21 31 Days	Jun-21 30 Days	Total Labor and Material Price Daily
LOC #	LEVEL/ FLOOR	1ST SERVICE (Hours) 10:00am -1:00pm	2nd SERVICE (Hours) 1:00pm-4:00pm									
Building A	1	1.50	1.50	\$ 94.50	\$ 2,929.50	\$ 2,835.00	\$ 2,646.00	\$ 2,929.50	\$ 2,835.00	\$ 2,929.50	\$ 2,835.00	\$ 19,939.50
Building B	2	1.50	1.50	\$ 94.50	\$ 2,929.50	\$ 2,835.00	\$ 2,646.00	\$ 2,929.50	\$ 2,835.00	\$ 2,929.50	\$ 2,835.00	\$ 19,939.50
Building C	3	2.00	2.00	\$ 126.00	\$ 3,906.00	\$ 3,780.00	\$ 3,528.00	\$ 3,906.00	\$ 3,780.00	\$ 3,906.00	\$ 3,780.00	\$ 26,586.00
Yard Tower	4	0.50	0.50	\$ 31.50	\$ 976.50	\$ 945.00	\$ 882.00	\$ 976.50	\$ 945.00	\$ 976.50	\$ 945.00	\$ 6,646.50
LRV Trailer	6	0.50	0.50	\$ 31.50	\$ 976.50	\$ 945.00	\$ 882.00	\$ 976.50	\$ 945.00	\$ 976.50	\$ 945.00	\$ 6,646.50
		6.00	6.00	\$ 378.00	\$ 11,718.00	\$ 11,340.00	\$ 10,584.00	\$ 11,718.00	\$ 11,340.00	\$ 11,718.00	\$ 11,340.00	\$ 79,758.00

NMS MANAGEMENT, INC

Dated: 10/15/2020

44-METROPOLITAN TRANSIT SYSTEMS MOW TRAINING ROOM

6 Month Extension-Amendment # _____

Period: 12/01/2020-06/30/2021

JANITORIAL SERVICES

MOW TRAINING ROOM

LOC #	SERVICES	Monthly Price Labor and Material								Total Price Labor and Material
			Dec 2020	Jan 2021	Feb 2021	Mar 2021	Apr 2021	May 2021	Jun 2021	
MOW TRAINING ROOM	Once a week service (Tuesday)	\$	240.00	\$ 240.00	\$ 240.00	\$ 240.00	\$ 240.00	\$ 240.00	\$ 240.00	\$ 1,680.00
		\$	240.00	\$ 240.00	\$ 240.00	\$ 240.00	\$ 240.00	\$ 240.00	\$ 240.00	\$ 1,680.00

				Base Term (1/1/17 to 12/31/19)	Option Term (1/1/20 to 12/31/22)	11/12/20 Board Meeting			
#	Date	Description	Agreement Approved by the Board 11/10/16	Amendments approved by the Board 07/25/19		Amendments approved by the Board 5/14/20	Amendments approved by the Board 7/30/20	CEO Authority Amendment Pending Board Ratification	Board Approval Pending
G1931.0-16	Base Years	SDTC buildings	\$ 498,758.38						
G1931.0-16	Base years	LRV cleaning	\$ 3,286,556.27						
G1931.0-16	Base Years	SDTI buildings	\$ 205,303.98						
G1931.0-16	Option Years	SDTC buildings	\$ 513,872.52						
G1931.0-16	Option Years	LRV cleaning	\$ 3,386,142.02						
G1931.0-16	Option Years	SDTI buildings	\$ 211,524.56						
AM 1	04/10/17	Change to bi-weekly from monthly invoicing. No cost change.		\$ -	\$ -				
AM 2	07/06/17	Due to Courthouse Station construction project, temporarily add restroom at American Plaza station (\$1,081.85 x 8 months).		\$ 8,654.80	\$ -				
AM 3	02/16/18	Extend America Plaza restroom services due to delays in the Courthouse project (\$1,081.85 x 2 months).		\$ 2,163.70	\$ -				
AM 4	05/01/18	Add the MTS SDSU Security Office.		\$ 22,624.22	\$ 42,625.46				
AM 5	04/24/18	Replace LRV terminal cleaning at the Santa Fe Depot with the new Courthouse Station. No cost change.		\$ -	\$ -				
AM 6	04/24/18	Add America Plaza restroom services permanently into the contract.		\$ 21,231.15	\$ 42,162.60				
AM 7	05/22/19	Add Revenue restroom located in Building B.		\$ 2,014.86	\$ 10,020.21				
AM 8	06/11/19	Add A-yard LRV Maintenance Trailer.		\$ 2,951.93	\$ 16,608.14				
AM 9	07/25/19	Exercise option years and board ratification of amendments 1 to 8.		\$ -	\$ -				
AM 10	01/23/20	Add SDTI Revenue Building effective 2/1/20.							
AM 11	03/17/20	Due to Covid-19, MTS is adding additional cleaning to SDTI facilities. Services are for 60 days after which MTS will determine if to end or extend.		\$ 77,253.18					
				\$ 21,600.00					
AM 12	03/27/20	Due to Covid-19, SDTI is moving its Roadway Worker Protection training from Jacobs Engineering Group's offices to the MOW Training Room. Currently, this is expected to last approximately 24 weeks from 4/1/20 to 9/11/20.		\$ 1,030.56					
AM 13	04/09/20	Due to Covid-19, effective April 9, 2020 additional daily cleaning services are added for both IAD and KMD locations. Currently, cleaning is scheduled for 90 calendar days from 4/9/20 to 7/7/20.		\$ 43,200.00					
AM 14	03/17/20	Due to continued Covid-19, SDTI is extending services currently under amendment 11 to 11/30/20.			\$ 71,280.00				
AM 15	07/01/20	Due to continued Covid-19, SDTC is extending services currently under Amendment 13 to 11/30/20.			\$ 70,080.00				
AM 16	07/01/20	Due to continued Covid-19, MTS is adding cleaning and disinfecting services at any MTS property after a confirmed case.			\$ 21,002.30				
AM 17	09/10/20	Due to continued Covid-19, MOW is extending AM 12 that moved its Roadway Worker Protection training from Jacobs offices to the MOW Training Room from 9/11/20 to 11/30/20.					\$ 472.34		
AM 18	11/12/20	Due to continued Covid-19, extend additional cleaning services for SDTC, SDTI and MOW Training Room from 12/1/20 to 6/30/21.						\$ 187,782.00	
								\$ 472.34	\$ 187,782.00

Amounts split as follows:

SDTI PO # 9219 Current Board Approved Amount	\$ 7,452,749.94
SDTC PO # 9222 Current Board Approved Amount	\$ 1,125,910.90
Current Board Approved Amount	<u>\$ 8,578,660.84</u>

CEO Authority Pending Board Ratification (Executed 9/11/20) \$ 472.34

Board Approval Required for 12/1/20 to 6/30/21 \$ 187,782.00

New Board Approved Amount Effective 11/12/20 \$ 8,766,915.18



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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

DIGITAL SIGNAGE (DS) AND VARIABLE MESSAGE SIGN (VMS) MAINTENANCE
AND AS-NEEDED REPAIRS - CONTRACT AWARD

RECOMMENDATION:

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

- 1) Execute MTS Doc. No. PWG318.0-20 (in substantially the same format as Attachment A), with Brault, Inc., dba Electro Specialty Systems (ESS), for the provision of DS and VMS maintenance and as-needed repair services for a period of five (5) years in the amount of \$803,346.25; and
- 2) Exercise two (2) optional one-year extensions in the amount of \$359,534.53 for a total contract value of \$1,162,880.78, at the CEO's discretion.

Budget Impact

The total budget for this contract shall not exceed \$1,162,880.78. This project is funded by the Information Technology (IT) Operations Budget 661010 – 571250.

DISCUSSION:

MTS is seeking to secure a contract for maintenance and as-needed repair of existing DS and VMS equipment throughout the MTS service area. The signs are a valuable tool for our patrons, as they provide route and travel time information for the Bus Rapid Transit (BRT) and Trolley services. MTS currently employs one staff person to maintain the existing 350 VMS and DS units. When the Mid-Coast project opens, the total count of signs will expand to 407. The signs have been installed over a number of years, as part of different Capital Improvement Project (CIP) and San Diego Association of Governments (SANDAG) TransNet projects.



Over time, spare parts for some of the signs are no longer available, requiring in-house MTS efforts to re-condition and attempt to bring the signs back to working order. Given the growth in the number of signs, MTS needs the assistance of a contractor to provide preventive maintenance and as-needed repair to ensure the units work properly.

On July 10, 2020, MTS issued a Request For Proposal (RFP) for DS and VMS Maintenance and As-Needed Repairs. On August 28, 2020, MTS received a total of three (3) proposals from ESS, Keyser Industries, Inc. (Keyser) and Nanov Display, Inc. (Nanov).

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

1. Qualifications of Firm or Individual	30%
2. Staffing, Organization and Management Plan	10%
3. Work Plan	25%
4. Cost/Price	35%
Total 100%	

After the initial evaluations, the selection committee determined that only ESS and Nanov were within the technical competitive range. The committee requested further questions and clarifications from both firms, and re-evaluated their respective proposals.

After the second evaluation, the selection committee determined that only ESS remained in the competitive range, largely due to the cost differential between Nanov and ESS, and requested a Best and Final Offer (BAFO) from the firm. ESS reduced their proposed pricing by \$333,112.68 from the original offer of \$1,495,993.46 to a revised offer of \$1,162,880.78.

After a thorough review of the technical and pricing proposal, the MTS evaluation committee team has scored ESS the highest to perform this work and the best value to MTS.

Proposer Name	Technical (max 65%)	Cost (max 35%)	Total (max 100%)	Proposed Cost	Ranking
ESS	54.50	35.00	89.50	\$1,162,880.78	1
Nanov	56.40	9.28	65.68	\$4,384,346.00	2
Keyser	35.00	26.22	61.22	\$1,552,416.14	3

Therefore, staff recommends that the MTS Board of Directors authorize the Chief Executive Officer (CEO) to:

- 1) Execute MTS Doc. No. PWG318.0-20 (in substantially the same format as Attachment A), with Brault, Inc., dba Electro Specialty Systems (ESS), for the provision of DS and VMS maintenance and as-needed repair services for a period of five (5) years in the amount of \$803,346.25; and

- 2) Exercise two (2) optional one-year extensions in the amount of \$359,534.53 for a total contract value of \$1,162,880.78, at the CEO's discretion.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Draft Standard Services Agreement MTS Doc. No. PWG318.0-20
B. ESS Cost Proposal Form MTS Doc. No. PWG318.0-20

1255 Imperial Avenue, Suite 1000
 San Diego, CA 92101
 Tel 619.231.1466 Fax 619.234.3407

**STANDARD AGREEMENT
FOR
MTS DOC. NO. PWG318.0-20
DS AND VMS MAINTENANCE AND AS-NEEDED REPAIR SERVICES**

THIS AGREEMENT is entered into this _____ day of _____, 2020 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Brault, Inc., dba Electro Specialty Systems Address: 7940 Convoy Ct.
San Diego CA 92111
City State Zip
 Form of Business: Corporation
 (Corporation, Partnership, Sole Proprietor, etc.) Email : dan@ess4.net
 Telephone: 858.571.7746

Authorized person to sign contracts Daniel Brault President
Name Title

The Contractor agrees to provide services with goods as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E),

The contract term is for up to 5 base years and 2 option years, exercisable at MTS's sole discretion, for a total of 7 years. Base period shall be effective December 15, 2020 through December 14, 2025 and option years shall be effective December 15, 2025 through December 14, 2027, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$803,346.25 for the base years and \$359,534.53 for the option years, for a contract total not to exceed \$1,162,880.78 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ELECTRO SPECIALTY SYSTEMS
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	Title: _____
By: <u>Karen Landers, General Counsel</u>	



Instructions: For Table I, please provide the Unit price for preventive maintenance for each type of equipment in the columns labeled "Unit Price". The Unit Price will be multiplied by the equipment quantity and then by the Annual Service Frequency to determine the Item Total. **Proposers may enter an alternative Annual Service Frequency based on their knowledge of each equipment type, locations, and site conditions.** For Table II, please enter the hourly rate for each type of as-needed labor, and equipment in the column labeled "Unit Price." For Table III, please enter the mark up percentage (rounding to the nearest hundredth) in the % Mark Up field for each year. The annual As-Needed Materials/Parts amount is the sum of Items 1 and 2 for each year. For Table IV, please enter the hourly rate for the cost of floater equipment. The *Grand Total* is the sum of the *Subtotals* for Tables I, II & III. This table contains formulas that will automatically calculate your pricing.

Table I: DS & VMS PREVENTIVE MAINTENANCE SERVICES						Year One		Year Two		Year Three		Year Four		Year Five		Optional Year One		Optional Year Two		
Group	Item	Make	Model	Qty	Annual Service Frequency	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	
BRT	Trolley	1	Daktronics	PD 192x40x7.62 UBA DS	118	1	\$ 117.00	\$ 13,806.00	\$ 121.68	\$ 14,358.24	\$ 126.55	\$ 14,932.57	\$ 131.61	\$ 15,529.87	\$ 136.87	\$ 16,151.07	\$ 142.35	\$ 16,797.11	\$ 148.04	\$ 17,468.99
		2	Daktronics	AF-6700-40-192-8-a-DF	8	1	\$ 117.00	\$ 936.00	\$ 121.68	\$ 973.44	\$ 126.55	\$ 1,012.38	\$ 131.61	\$ 1,052.87	\$ 136.87	\$ 1,094.99	\$ 142.35	\$ 1,138.79	\$ 148.04	\$ 1,184.34
		3	Daktronics	PD 192x40x7.62 UBA SS	23	1	\$ 117.00	\$ 2,691.00	\$ 121.68	\$ 2,798.64	\$ 126.55	\$ 2,910.59	\$ 131.61	\$ 3,027.01	\$ 136.87	\$ 3,148.09	\$ 142.35	\$ 3,274.01	\$ 148.04	\$ 3,404.97
		4	Daktronics	PD 192x40x7.62 DS UBS	64	1	\$ 117.00	\$ 7,488.00	\$ 121.68	\$ 7,787.52	\$ 126.55	\$ 8,099.02	\$ 131.61	\$ 8,422.98	\$ 136.87	\$ 8,759.90	\$ 142.35	\$ 9,110.30	\$ 148.04	\$ 9,474.71
		5	Daktronics	PD 192x40x7.62 SMT/A D/S	21	1	\$ 117.00	\$ 2,457.00	\$ 121.68	\$ 2,555.28	\$ 126.55	\$ 2,657.49	\$ 131.61	\$ 2,763.79	\$ 136.87	\$ 2,874.34	\$ 142.35	\$ 2,989.32	\$ 148.04	\$ 3,108.89
		6	Daktronics	AF-6300-32X48-8-A-DF	24	1	\$ 117.00	\$ 2,808.00	\$ 121.68	\$ 2,920.32	\$ 126.55	\$ 3,037.13	\$ 131.61	\$ 3,158.62	\$ 136.87	\$ 3,284.96	\$ 142.35	\$ 3,416.36	\$ 148.04	\$ 3,553.02
		7	Samsung	Samsung LH460MD (Pylon)	22	4	\$ 273.00	\$ 24,024.00	\$ 283.92	\$ 24,984.96	\$ 295.28	\$ 25,984.36	\$ 307.09	\$ 27,023.73	\$ 319.37	\$ 28,104.68	\$ 332.15	\$ 29,228.87	\$ 345.43	\$ 30,398.02
		8	Keyser	BRT47 47" DISPLAY	9	4	\$ 223.00	\$ 8,028.00	\$ 231.92	\$ 8,349.12	\$ 241.20	\$ 8,683.08	\$ 250.84	\$ 9,030.41	\$ 260.88	\$ 9,391.62	\$ 271.31	\$ 9,767.29	\$ 282.17	\$ 10,157.98
		9	Daktronics	PD 128x40x05 UBA	33	1	\$ 161.00	\$ 5,313.00	\$ 167.44	\$ 5,525.52	\$ 174.14	\$ 5,746.54	\$ 181.10	\$ 5,976.40	\$ 188.35	\$ 6,215.46	\$ 195.88	\$ 6,464.08	\$ 203.72	\$ 6,722.64
		10	NANOV	NISDM-460LH-SAN	28	4	\$ 223.00	\$ 24,976.00	\$ 231.92	\$ 25,975.04	\$ 241.20	\$ 27,014.04	\$ 250.84	\$ 28,094.60	\$ 260.88	\$ 29,218.39	\$ 271.31	\$ 30,387.12	\$ 282.17	\$ 31,602.61
Table I Subtotals							\$ 92,527.00		\$ 96,228.08		\$ 100,077.20		\$ 104,080.29		\$ 108,243.50		\$ 112,573.24		\$ 117,076.17	

Table II: AS-NEEDED LABOR & EQUIPMENT			Est. Qty/Annual No. of Hours	Year One		Year Two		Year Three		Year Four		Year Five		Optional Year One		Optional Year Two	
Item	Description	Unit Price		Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	
1	Single Person Crew - Straight Time Hourly Rate	120	\$ 108.00	\$ 12,960.00	\$ 112.32	\$ 13,478.40	\$ 116.81	\$ 14,017.54	\$ 121.49	\$ 14,578.24	\$ 126.34	\$ 15,161.37	\$ 131.40	\$ 15,767.82	\$ 136.65	\$ 16,398.53	
2	Single Person Crew - Outside of MTS Normal Business Hours	20	\$ 124.00	\$ 2,480.00	\$ 128.96	\$ 2,579.20	\$ 134.12	\$ 2,682.37	\$ 139.48	\$ 2,789.66	\$ 145.06	\$ 2,901.25	\$ 150.86	\$ 3,017.30	\$ 156.90	\$ 3,137.99	
3	Two Person Crew - Straight Time Hourly Rate	40	\$ 184.00	\$ 7,360.00	\$ 191.36	\$ 7,654.40	\$ 199.01	\$ 7,960.58	\$ 206.97	\$ 8,279.00	\$ 215.25	\$ 8,610.16	\$ 223.86	\$ 8,954.57	\$ 232.82	\$ 9,312.75	
4	Two Person Crew - Outside of MTS Normal Business Hours	20	\$ 208.00	\$ 4,160.00	\$ 216.32	\$ 4,326.40	\$ 224.97	\$ 4,499.46	\$ 233.97	\$ 4,679.43	\$ 243.33	\$ 4,866.61	\$ 253.06	\$ 5,061.28	\$ 263.19	\$ 5,263.73	
5	Scissor Lift - Hourly Rate	10	\$ 160.00	\$ 1,600.00	\$ 166.40	\$ 1,664.00	\$ 173.06	\$ 1,730.56	\$ 179.98	\$ 1,799.78	\$ 187.18	\$ 1,871.77	\$ 194.66	\$ 1,946.64	\$ 202.45	\$ 2,024.51	
Table II Subtotals:				\$ 28,560.00		\$ 29,702.40		\$ 30,890.50		\$ 32,126.12		\$ 33,411.16		\$ 34,747.61		\$ 36,137.51	

Table III: AS-NEEDED REPLACEMENT PARTS					Year One		Year Two		Year Three		Year Four		Year Five		Optional Year One		Optional Year Two	
Item	Description	% Mark Up	Item Total		% Mark Up	Item Total		% Mark Up	Item Total		% Mark Up	Item Total		% Mark Up	Item Total		% Mark Up	Item Total
1	Annual Materials/Parts Allowance	18%	\$ 25,000.00		18%	\$ 25,000.00		18%	\$ 25,000.00		18%	\$ 25,000.00		18%	\$ 25,000.00		18%	\$ 25,000.00
2	Materials markup		\$ 4,500.00			\$ 4,500.00			\$ 4,500.00			\$ 4,500.00			\$ 4,500.00			\$ 4,500.00
Table III Subtotals:			\$ 29,500.00			\$ 29,500.00			\$ 29,500.00			\$ 29,500.00			\$ 29,500.00			\$ 29,500.00

Grand Total \$ 1,162,880.78

*Proposers must use this bid form, and provide the pricing for all the line items in this bid form. This will be the basis for award. Failure to do so may deem the bid nonresponsive



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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) INTRANET & INTERNET
WEBSITE: MAINTENANCE, SUPPORT AND DEVELOPMENT- 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. G2424.0-21 (in substantially the same format as Attachment A) with The Steer Group, for Intranet & Internet Website Maintenance, Support and Development for three (3) years in the amount of \$148,160.00.

Budget Impact

The total budget for this agreement shall not exceed \$148,160.00. This project is funded by the Information Technology (IT) Operations Budget 661010-571250.

Description	Est. Quantity	Hourly Rate	Extended Price
YR 1 – Intranet/Internet Maintenance, Support, Development	320	\$150.00	\$48,000
YR 2 – Intranet/Internet Maintenance, Support, Development	320	\$154.00	\$49,280
YR 3 – Intranet/Internet Maintenance, Support, Development	320	\$159.00	\$50,880
Total			\$148,160



DISCUSSION:

On October 15, 2020 (AI 16), MTS awarded The Steer Group the upgrade of the internet website: www.sdmts.com, under MTS Doc. No. G2431.0-21. The upgrade will include several enhancements to the user interface, technical stack and infrastructure, various accessibility, California Consumer Privacy Act (CCPA) compliance and security improvements.

MTS requires continuous internet and intranet website maintenance, support, and development to provide a seamless website communication, assistance and information to all employees and the public. As the original developer of current MTS intranet and internet websites, The Steer Group (formerly Steer, Davies & Gleaves, Inc.) has been providing these maintenance, support and development services under a contract executed on May 5, 2016, which expires on December 31, 2020 (MTS Doc. No. G1866.0-16 as amended).

These services must continue on an ongoing basis during and after the website upgrade approved by the Board last month. A sole-source contract for the maintenance support and development with The Steer Group is necessary due to their familiarity with the configuration, proprietary design and implementation of proprietary custom code.

The continued maintenance, support, and development of the websites with The Steer Group ensures that they are secure, available, and up-to-date with the agency's current needs, maintaining operational continuity and aligning with MTS's initiative to upgrade the Internet website to coincide with the deployment of the new INIT Fare System and Pronto branding.

The cost proposal from the Steer Group was determined to be fair and reasonable based on comparison to the Independent Cost Estimate (ICE) and previous contract.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2424.0-21 (in substantially the same format as Attachment A) with The Steer Group, for Intranet & Internet Website Maintenance, Support and Development for three (3) years in the amount of \$148,160.00.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft Standard Procurement Agreement MTS Doc. No. G2424.0-21

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

**STANDARD AGREEMENT
FOR
MTS DOC. NO. G2424.0-21
INTRANET & INTERNET MAINTENANCE, SUPPORT AND DEVELOPMENT**

THIS AGREEMENT is entered into this _____ day of _____, 2020 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: 63TThe Steer Group Address: 800 Wilshire Ave, Suite 1320
Los Angeles, CA 90017

Form of Business: _____
(Corporation, Partnership, Sole Proprietor, etc.) Email: Carmen.correalafuente@steergroup.com
Telephone: 213-425-0975

Authorized person to sign contracts	Carmen Correa Lafuente	Head of NAPL
	Name	Title

The Contractor agrees to provide services as specified in the conformed Scope of Work (Exhibit A), Contractor's Bid/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Forms (Exhibit D), and Policy 44C Travel Guidelines for Contractors (Exhibit F).

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$148,160.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	64T63TTHE STEER GROUP
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____



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

November 12, 2020

SUBJECT:

BLUE LINE RIGHT OF WAY FENCE IMPROVEMENTS – 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 MTSJOC275-13 to MTS Doc. No. PWG275.0-19 (in substantially the same format as Attachment A) with ABC Construction Company, Inc. (ABC) for the replacement of a portion of the chain link fence along the Blue Line right-of-way in the amount of \$189,597.05 plus the payment of applicable JOC administrative fees of \$3,336.91, for a total cost of \$192,933.96.

Budget Impact

The total budget for this project shall not exceed \$192,933.96 inclusive of a direct cost \$189,597.05 and the contractor share of administrative fees totaling \$3,336.91. This project is funded by the MTS Capital Improvement Project (CIP) 2006112001 – Blue Line Fencing Improvement.

DISCUSSION:

MTS has chain link fence along the UC San Diego Blue Line right-of-way that is at the end of its useful service life and needs to be removed and replaced. This project will remove and replace approximately 2,200 linear feet at various locations on the Blue Line, resulting in improved security.

On April 12, 2019, MTS issued an Invitation for Bids (IFB) 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.

The JOC program includes a catalog of pricing for a variety of potential tasks to be performed under the contract that have been pre-priced by the contractor, the Gordian Group. All potential contractors are subject to the pricing within this catalog. Each contractor then includes an adjustment factor, escalating their proposed price from the catalog price, to determine the total cost of the task order. The adjustment factor represents an average percentage increase over the catalog price (i.e. 1.25 adjustment factor represents 25% above the catalog price) for that respective task within the project. In order to select the lowest responsive and responsible bidder, MTS staff compares each contractor's proposed adjustment factor.

Three (3) bids were received and MTS determined that ABC was the lowest responsive and responsible bidder. On June 13, 2019, the MTS Board of Directors authorized the CEO to execute MTS Doc. No. PWG275.0-19 with ABC for Civil Construction Services.

Today's proposed action would issue a work order to ABC under this JOC master agreement. Pricing for this repair work order was reviewed and determined to be fair and reasonable. ABC will be providing all materials, labor, equipment for the removal, disposal and replacement of the fencing along the Blue Line. Work is expected to be completed in early spring 2021.

Therefore, staff recommends that the MTS Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-13 to MTS Doc. No. PWG275.0-19 (in substantially the same format as Attachment A) with ABC Construction Company, Inc. (ABC) for the replacement of a portion of the chain link fence along the Blue Line right-of-way in the amount of \$189,597.05 plus the payment of applicable JOC administrative fees of \$3,336.91, for a total cost of \$192,933.96.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft Work Order Contract MTSJOC275-13

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

**JOB ORDER CONTRACT
WORK ORDER**

PWG275.0-19
CONTRACT NUMBER

MTSJOC275-13
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2020, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: ABC Construction Co., 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.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$189,597.05

<u>SAN DIEGO METROPOLITAN TRANSIT SYSTEM</u>	<u>ABC CONSTRUCTION CO., INC.</u>
--	-----------------------------------

By: <u>Sharon Cooney, Chief Executive Officer</u>	Firm: _____
---	-------------

Approved as to form:	By: _____ Signature
----------------------	------------------------

By: <u>Karen Landers, General Counsel</u>	Title: _____
---	--------------



EXHIBIT A (Scope of Work)



San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Detailed Scope of Work

Date: 9/13/2020

Job Order Contracting

To:

From:

Jim Cappadocia
Contractor Project Manager
ABC Construction, Inc.
3120 National Ave
San Diego, CA 92113

Gabriel McKee
Project Engineer
San Diego Metropolitan Transit System
1255 Imperial Ave, Suite 900
San Diego, CA 92101

Contract No: PWG275.0-19
Job Order No: MTSJOC275-13
Job Order Title: BL Fence Replacement
Location: Blue Line ROW (Various Locations)

Brief Scope: This work consists of the removal and replacement of 2,200 LF of existing chain link fence along the MTS right-of-way on the Blue Line.

The Contractor shall complete the construction of this project in its entirety and shall provide all labor, materials, equipment, and traffic control, procuring all materials and performing all other work necessary to complete the work in accordance with the Detailed Scope of Work along with Conformed Special Provisions.

This work consists of the removal and replacement of 2,200 LF of existing chain link fence along the MTS right-of-way on the Blue Line.

The contractor shall:

- Segment #1: Palomar Trolley Station to Anita St

Contractor is to remove and replace 1,330 LF of 6' chain link fence from Palomar Trolley Station (Exhibit A) to Anita St (Exhibit B) along the eastbound right-of-way. Existing posts are to be cut flush at ground level and existing footings are to be abandoned in place. New footings spoils to be spread on site. Fence to be standard 6' high with 2" mesh and top rail per SDM-112 as provided by MTS.

- Segment #2: Anita St to Exhibit D

Contractor is to remove and replace 560 LF of 6' chain link fence from Anita St (Exhibit C) (Exhibit D) along the eastbound right-of-way. Existing posts are to be cut flush at ground level and existing footings are to be abandoned in place. New footings spoils to be spread on site. Fence to be standard 6' high with 2" mesh and top rail per SDM-112 as provided by MTS.

- Segment #3: Beyer Bridge

Contractor is to remove and replace 310 LF of 6' chain link fence per the Segment #3 drawing as provided by MTS. Existing posts are to be cut flush at ground level and existing footings are to be

abandoned in place. New footings spoils to be spread on site. Fence to be standard 6' high with anti-climb hurricane mesh and top rail per SDM-112 as provided by MTS. Att. A, AI 18, 11/12/2020

Contractor is to remove and replace one (1) EA 14' swing gate and one (1) EA 17.5' swing gate per the Segment #3 drawing as provided by MTS. Gates shall match the gate detail SDRSD-M-20 and as provided by MTS, and shall have anti-climb hurricane mesh.

- Survey MTS Right of Way

Contractor shall survey approximately 25,000 SF of MTS right-of-way located on the northeast corner of Palm Ave and Industrial Blvd as shown on Exhibit E.

Specifications:

Refer to MTSJOC275-13_Drawings and MTSJOC275-13_Details
Traffic Control:

Contractor is responsible for all traffic control, if necessary.

Flagging:

The contractor shall request flaggers from MTS/SD trolley, a minimum of three business days in advance of any work activity that has a potential to foul the tracks.

All Contractor employees or representatives shall be trained through the MTS Railroad Worker Safety Training Program prior to the work.

Existing Utilities:

The contractor shall notify the Engineer and Underground Service Alert (USA) (800) 422-4133 at least two working days, but not more than 14 calendar days, prior to performing any excavation or other work close to any underground pipeline, conduit, wire or other structure.

Contractor is to locate and protect in-place all existing underground facilities. The contractor shall coordinate with MTS personnel in order to have said facilities located and marked out by Cable, Pipe & Leak Detection (CPL) (619) 660-0844, or other approved utility locating subcontractor familiar with MTS facilities. All coordination and costs associated with (CPL) shall be provided by the contractor. If the Contractor cannot protect in-place existing underground facilities, the Contractor shall replace any damaged or removed underground facilities in a timely manner as to not allow for extended delays to the trolley services. If the services are subject to extended delays, the contractor shall notify MTS prior to the expiring of the original scheduled work time. All existing MTS underground facilities located shall be as-built and included on the contractor's as-built drawings.

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

Schedule:

All work shall be completed as soon as possible within 90 calendar days from issuance of NTP.

Gabriel McKee

Gabriel McKee, Owner Project Manager

9/13/2020

Date

EXHIBIT B (Cost Breakdown)



Att. A - AL 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: 2019 - General Civil - ABC
Contract Number: PWG275.0-19
Job Order Number: MTSJOC275-13
Job Order Title: BL Fence Replacement
Location: Blue Line ROW
Cost Proposal Date: October 20, 2020
Proposal Value: \$189,597.05

Division		Division Totals
01	General Requirements	\$70,976.48
03	Concrete	\$21,648.15
32	Exterior Improvements	\$96,972.42
Proposal Total(Filterd):		\$189,597.05
The Percentage of Non Pre-Priced on this Proposal:		0.00%



JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: 2019 - General Civil - ABC
Contract Number: PWG275.0-19
Job Order Number MTSJOC275-13
Job Order Title BL Fence Replacement
Location: Blue Line ROW
Cost Proposal Date: October 20, 2020
Proposal Value: \$189,597.05

Record #	CSI Number	MOD	UOM	Description	Unit Price		Factor		Total
01 General Requirements									
1	012216000004		EA	Reimbursable Fees					
	Accepted			Quantity	x	Unit Price	x	Factor	= LineTotal
		Installation	EA	1,500.00	x	\$1.00	x	1.0000	= \$1,500.00
									\$1,500.00
	User Note: permit allowance								
	Item Note: Reimbursable Fees will be paid to the contractor for eligible costs. The base cost of the Reimbursable Fee is \$1.00. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee (e.g. quantity of 125 = \$125.00 Reimbursable Fee). If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.								
2	012220000017		HR	Laborer					
	Accepted			Quantity	x	Unit Price	x	Factor	= LineTotal
		Installation	HR	40.00	x	\$68.23	x	1.1363	= \$3,101.19
									\$3,101.19
	User Note: 10 guys x 4 hrs for class								
	Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.								
3	012220000055		EA	Railway Safety Training - Online					
	Accepted			Quantity	x	Unit Price	x	Factor	= LineTotal
		Installation	EA	75.00	x	\$15.00	x	1.1363	= \$1,278.34
									\$1,278.34
	User Note: 10 guy x 126 fee = 1260								
	Item Note:								
4	012220000068		HR	Senior Engineer					
	Accepted			Quantity	x	Unit Price	x	Factor	= LineTotal
		Installation	HR	4.00	x	\$154.38	x	1.1363	= \$701.69
									\$701.69
	User Note: tc plans development								
	Item Note:								



Att. A - AL 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

5 012223000269 DAY 1,500 LB Capacity, 60" Wide, Skid-Steer Loader With Full-Time Operator

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
3.00	x	\$1,002.17	x	1.1918	=	\$3,583.16
						\$3,583.16

User Note: segment 1
Equipment for dem and install

Item Note:

6 012223000269 DAY 1,500 LB Capacity, 60" Wide, Skid-Steer Loader With Full-Time Operator

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
3.00	x	\$1,002.17	x	1.1918	=	\$3,583.16
						\$3,583.16

User Note: segment 2
Equipment for demo and install

Item Note:

7 012223000269 DAY 1,500 LB Capacity, 60" Wide, Skid-Steer Loader With Full-Time Operator

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
2.00	x	\$1,002.17	x	1.1918	=	\$2,388.77
						\$2,388.77

User Note: segment 3
Equipment for demo and install

Item Note:

8 012223000270 WK 1,500 LB Capacity, 60" Wide, Skid-Steer Loader With Full-Time Operator

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
2.00	x	\$4,285.11	x	1.1918	=	\$10,213.99
						\$10,213.99

User Note: segment 1
Equipment for dem and install

Item Note:

9 012223000270 WK 1,500 LB Capacity, 60" Wide, Skid-Steer Loader With Full-Time Operator

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
1.00	x	\$4,285.11	x	1.1918	=	\$5,106.99
						\$5,106.99

User Note: segment 2
equipment for dem and install

Item Note:

10 012223000270 WK 1,500 LB Capacity, 60" Wide, Skid-Steer Loader With Full-Time Operator

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
1.00	x	\$4,285.11	x	1.1918	=	\$5,106.99
						\$5,106.99

User Note: segment 3
equipment for demo and install

Item Note:



Att. A - AL 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

11	012223001348	WK	500 To 600 Gallon Water Trailer With Pump								
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	WK	1.00	x	\$300.25	x	1.1918	=	\$357.84	
										\$357.84	

User Note: segment 1

Item Note:

12	012223001348	WK	500 To 600 Gallon Water Trailer With Pump								
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	WK	1.00	x	\$300.25	x	1.1918	=	\$357.84	
										\$357.84	

User Note: segment 2

Item Note:

13	012223001348	WK	500 To 600 Gallon Water Trailer With Pump								
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	WK	1.00	x	\$300.25	x	1.1918	=	\$357.84	
										\$357.84	

User Note: segment 3

Item Note:

14	015526000029	WK	28" Cone With Reflective Collar								
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	WK	100.00	x	\$1.42	x	1.1918	=	\$169.24	
										\$169.24	

User Note: segment 3
50 cones x 2 week = 100

Item Note:

15	015526000047	WK	Type III Barricade, Up To 5' Wide With Three Reflective Rails								
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	WK	20.00	x	\$7.73	x	1.1918	=	\$184.25	
										\$184.25	

User Note: segment 3
10 no parks x 2 weeks = 20

Item Note:

16	015526000085	WK	Mesh Or Vinyl Roll-up Sign With Stand								
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	WK	20.00	x	\$13.75	x	1.1918	=	\$327.75	
										\$327.75	

User Note: segment 3
10 construction sign x 2 weeks = 20

Item Note:



Att. A - AL 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

17 015526000103 EA Place And Remove Up To 250 Cones Using Truck

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
10.00	x	\$3.66	x	1.1918	=	\$43.62
						\$43.62

User Note: segment 3
50 cones x 10 days

Item Note:

18 015526000107 EA Place And Remove Up To 250 Barricades Using Truck

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
10.00	x	\$7.33	x	1.1918	=	\$87.36
						\$87.36

User Note: segment 3
10 no parks

Item Note:

19 015526000110 EA Place And Remove Portable Sign And Stand Using Truck

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
100.00	x	\$4.39	x	1.1918	=	\$523.20
						\$523.20

User Note: segment 3
10 construction sign x 10 days = 100

Item Note:

20 015626000175 LF 48" High With Posts At 8' On Center, Plastic Mesh Temporary Safety Fence

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
1,330.00	x	\$2.49	x	1.1918	=	\$3,946.88
						\$3,946.88

User Note: segment 1
temp fence to be put up / taken down daily at any open location and daily moving at all site

Item Note:

21 015626000175 LF 48" High With Posts At 8' On Center, Plastic Mesh Temporary Safety Fence

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
560.00	x	\$2.49	x	1.1918	=	\$1,661.85
						\$1,661.85

User Note: segment 2
temp fence to be put up / taken down daily at any open location and daily moving at all site

Item Note:

22 015626000175 LF 48" High With Posts At 8' On Center, Plastic Mesh Temporary Safety Fence

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
310.00	x	\$2.49	x	1.1918	=	\$919.95
						\$919.95

User Note: segment 3
temp fence to be put up / taken down daily at any open location and daily moving at all site

Item Note:



Att. A - Al 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

23 017113000002

EA First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Rollback Flatbed Truck

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	EA		1.00	x	\$236.94	x	1.1918	=	\$282.39
									\$282.39

User Note: segment 1
bobcat

Item Note: Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as trenchers, skid-steer loaders (bobcats), industrial warehouse forklifts, sweepers, scissor platform lifts, telescoping and articulating boom manlifts with up to 40' boom lengths, etc.

24 017113000002

EA First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Rollback Flatbed Truck

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	EA		1.00	x	\$236.94	x	1.1918	=	\$282.39
									\$282.39

User Note: segment 3
bobcat

Item Note: Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as trenchers, skid-steer loaders (bobcats), industrial warehouse forklifts, sweepers, scissor platform lifts, telescoping and articulating boom manlifts with up to 40' boom lengths, etc.

25 017123160004

ACR Survey Clear Area With Few Structures, And/Or Wooded (5-25% Buildings)

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	ACR		1.00	x	\$3,948.26	x	1.1918	=	\$4,705.54
									\$4,705.54

User Note: segment 3
surveying

Item Note:

26 017413000003

CY Collect Existing Debris And Load Into Truck Or Dumpster

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	CY		100.00	x	\$20.09	x	1.1918	=	\$2,394.33
									\$2,394.33

User Note: segment 1

Item Note: Per CY of debris removed.

27 017413000003

CY Collect Existing Debris And Load Into Truck Or Dumpster

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	CY		25.00	x	\$20.09	x	1.1918	=	\$598.58
									\$598.58

User Note: segment 2

Item Note: Per CY of debris removed.

28 017413000003

CY Collect Existing Debris And Load Into Truck Or Dumpster

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	CY		25.00	x	\$20.09	x	1.1918	=	\$598.58
									\$598.58

User Note: segment 3

Item Note: Per CY of debris removed.



29 017419000036 TON General Refuse

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation TON	200.00	x	\$42.61	x	1.1918	=	\$10,156.52
							\$10,156.52

User Note: segment 2

Item Note:

30 017419000036 TON General Refuse

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation TON	50.00	x	\$42.61	x	1.1918	=	\$2,539.13
							\$2,539.13

User Note: segment 2

Item Note:

31 017419000036 TON General Refuse

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation TON	50.00	x	\$42.61	x	1.1918	=	\$2,539.13
							\$2,539.13

User Note: segment 3

Item Note:

32 017419000047 EA Hauling With 16 To 20 CY Dump Truck, Up To 15 Miles

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation EA	5.00	x	\$128.47	x	1.1918	=	\$765.55
							\$765.55

User Note: segment 1

Item Note: Each first 15 miles per trip

33 017419000047 EA Hauling With 16 To 20 CY Dump Truck, Up To 15 Miles

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation EA	2.00	x	\$128.47	x	1.1918	=	\$306.22
							\$306.22

User Note: segment 2

Item Note: Each first 15 miles per trip

34 017419000047 EA Hauling With 16 To 20 CY Dump Truck, Up To 15 Miles

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation EA	2.00	x	\$128.47	x	1.1918	=	\$306.22
							\$306.22

User Note: segment 3

Item Note: Each first 15 miles per trip



Att. A - AL 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

Record #	CSI Number	MOD	UOM	Description	Unit Price		Factor		Total		
03 Concrete											
35	033113000056		CF	Hand Mix And Place Concrete							
	Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	CF		405.00	x	\$26.91	x	1.1918	=	\$12,988.89
											\$12,988.89
	User Note: segment 1 133 x 1 sf x 3										
	Item Note: For use where conventional equipment access is limited or when directed by the owner.										
36	033113000056		CF	Hand Mix And Place Concrete							
	Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	CF		162.00	x	\$26.91	x	1.1918	=	\$5,195.56
											\$5,195.56
	User Note: segment 2 56 each x 1 x 23										
	Item Note: For use where conventional equipment access is limited or when directed by the owner.										
37	033113000056		CF	Hand Mix And Place Concrete							
	Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	CF		108.00	x	\$26.91	x	1.1918	=	\$3,463.70
											\$3,463.70
	User Note: segment 3 31 each x 1 x 3										
	Item Note: For use where conventional equipment access is limited or when directed by the owner.										



Att. A - AL 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
32 Exterior Improvements							
38	323113130010		VLF	12" Diameter Hole, Auger By Machine Fence Post Hole In Soil			
	Accepted				Quantity x	Unit Price x	Factor =
		Installation	VLF		399.00 x	\$16.81 x	1.1918 =
							\$7,993.63
							\$7,993.63
	User Note: segment 1 133 each x 3 =399						
	Item Note:						
39	323113130010		VLF	12" Diameter Hole, Auger By Machine Fence Post Hole In Soil			
	Accepted				Quantity x	Unit Price x	Factor =
		Installation	VLF		168.00 x	\$16.81 x	1.1918 =
							\$3,365.74
							\$3,365.74
	User Note: segment 2 56 each x 3 =168						
	Item Note:						
40	323113130010		VLF	12" Diameter Hole, Auger By Machine Fence Post Hole In Soil			
	Accepted				Quantity x	Unit Price x	Factor =
		Installation	VLF		93.00 x	\$16.81 x	1.1918 =
							\$1,863.18
							\$1,863.18
	User Note: segment 3 31 each x 3 = 93						
	Item Note:						
41	323113130083		LF	2-1/2" Outside Diameter Galvanized Steel Post, 7' To 10' In Length			
	Accepted				Quantity x	Unit Price x	Factor =
		Installation	LF		1,179.00 x	\$9.74 x	1.1918 =
							\$13,685.99
							\$13,685.99
	User Note: segment 1 131 x 9' =1179						
	Item Note:						
42	323113130083		LF	2-1/2" Outside Diameter Galvanized Steel Post, 7' To 10' In Length			
	Accepted				Quantity x	Unit Price x	Factor =
		Installation	LF		504.00 x	\$9.74 x	1.1918 =
							\$5,850.50
							\$5,850.50
	User Note: segment 2 56 each x 9' =504						
	Item Note:						
43	323113130083		LF	2-1/2" Outside Diameter Galvanized Steel Post, 7' To 10' In Length			
	Accepted				Quantity x	Unit Price x	Factor =
		Installation	LF		69.00 x	\$9.74 x	1.1918 =
							\$800.96
							\$800.96
	User Note: segment 3 23 x 3' = 69						
	Item Note:						



Att. A - AL 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

44 323113130083 0136 LF For Each Top Rail Fitting, Add

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
131.00	x	\$1.35	x	1.1918	=	\$210.77
						\$210.77

User Note:

Item Note:

45 323113130083 0136 LF For Each Top Rail Fitting, Add

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
56.00	x	\$1.35	x	1.1918	=	\$90.10
						\$90.10

User Note:

Item Note:

46 323113130083 0136 LF For Each Top Rail Fitting, Add

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
23.00	x	\$1.35	x	1.1918	=	\$37.01
						\$37.01

User Note:

Item Note:

47 323113130090 LF 3" Outside Diameter Galvanized Steel Post, 7' To 10' In Length

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
18.00	x	\$12.98	x	1.1918	=	\$278.45
						\$278.45

User Note: segment 1
2 each x 9' = 18

Item Note:

48 323113130090 LF 3" Outside Diameter Galvanized Steel Post, 7' To 10' In Length

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
18.00	x	\$12.98	x	1.1918	=	\$278.45
						\$278.45

User Note: segment 2
2 each x 9 = 18

Item Note:

49 323113130090 LF 3" Outside Diameter Galvanized Steel Post, 7' To 10' In Length

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
72.00	x	\$12.98	x	1.1918	=	\$1,113.81
						\$1,113.81

User Note: segment 3
8 each x 9 = 72

Item Note:



Att. A - AL 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

50 323113130090 0139 LF For Each Top Rail Fitting, Add

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	LF	2.00	x	\$1.85	x	1.1918	=	\$4.41
								<u>\$4.41</u>

User Note:

Item Note:

51 323113130090 0139 LF For Each Top Rail Fitting, Add

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	LF	2.00	x	\$1.85	x	1.1918	=	\$4.41
								<hr/>
								\$4.41

User Note:

Item Note:

52 323113130090 0139 LF For Each Top Rail Fitting, Add

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	LF	8.00	x	\$1.85	x	1.1918	=	\$17.64
								\$17.64

User Note:

Item Note:

53 323113130097 LF 4" Outside Diameter Galvanized Steel Post, 7' To 10' In Length

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	LF	32.00	x	\$18.39	x	1.1918	=	\$701.35
								<u>\$701.35</u>

User Note: segment 3
4 gate post x 9 = 32

Item Note:

54 323113130097 0142 LF For Each Top Rail Fitting, Add

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	LF	4.00	x	\$2.60	x	1.1918	=	\$12.39
								\$12.39

User Note:

Item Note:



Att. A - AL 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

55	323113130147	LF	6' Galvanized Chain Link Fence, 9 Gauge Coiled Spring Mesh, Top And Bottom Rails, 2-1/2" Line Post At 10' On Center, 3" Corner Post						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	0.00	x	\$29.74	x	1.1918	=	\$0.00
									\$0.00

User Note:

Item Note:

56	323113130147	LF	6' Galvanized Chain Link Fence, 9 Gauge Coiled Spring Mesh, Top And Bottom Rails, 2-1/2" Line Post At 10' On Center, 3" Corner Post						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	0.00	x	\$29.74	x	1.1918	=	\$0.00
									\$0.00

User Note:

Item Note:

57	323113130147	LF	6' Galvanized Chain Link Fence, 9 Gauge Coiled Spring Mesh, Top And Bottom Rails, 2-1/2" Line Post At 10' On Center, 3" Corner Post						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	0.00	x	\$29.74	x	1.1918	=	\$0.00
									\$0.00

User Note:

Item Note:

58	323113130166	LF	1-5/8" Galvanized Steel Rail, 0.085" Wall Thickness, Tie Wires And Fittings						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	1,330.00	x	\$5.37	x	1.1918	=	\$8,511.95
									\$8,511.95

User Note: segment 1
top rail

Item Note:

59	323113130166	LF	1-5/8" Galvanized Steel Rail, 0.085" Wall Thickness, Tie Wires And Fittings						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	560.00	x	\$5.37	x	1.1918	=	\$3,583.98
									\$3,583.98

User Note: segment 2
top rail

Item Note:

60	323113130166	LF	1-5/8" Galvanized Steel Rail, 0.085" Wall Thickness, Tie Wires And Fittings						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	310.00	x	\$5.37	x	1.1918	=	\$1,983.99
									\$1,983.99

User Note: segment 3
top rail

Item Note:



Att. A - AL 18, 11/12/2020

Price Proposal Detail

By Division Report

Version: 2.0

Approved 10/20/2020 01:47:36 PM PST

61	323113130176		LF	6' Full Height Fabric Galvanized Chain Link #9 Gauge, 1.2 Oz Coating, 2" Mesh							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	LF	1,330.00	x	\$11.94	x	1.1918	=	\$18,926.02	
											\$18,926.02
	User Note: segment 1 fabric										
	Item Note:										
62	323113130176		LF	6' Full Height Fabric Galvanized Chain Link #9 Gauge, 1.2 Oz Coating, 2" Mesh							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	LF	560.00	x	\$11.94	x	1.1918	=	\$7,968.85	
											\$7,968.85
	User Note: segment 2 fabric										
	Item Note:										
63	323113130257		LF	6' Non-Climbable Fabric Galvanized Chain Link #9 Gauge, 3/8" Mesh							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	LF	310.00	x	\$34.82	x	1.1918	=	\$12,864.53	
											\$12,864.53
	User Note: segment 3 fabric										
	Item Note:										
64	323113130257		LF	6' Non-Climbable Fabric Galvanized Chain Link #9 Gauge, 3/8" Mesh							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	LF	32.00	x	\$34.82	x	1.1918	=	\$1,327.95	
											\$1,327.95
	User Note: segment 3 gate fabric										
	Item Note:										
65	323113130316		EA	14' Wide x 6' High Double Gate Galvanized Steel Without Barbed Wire							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	EA	1.00	x	\$1,171.32	x	1.1918	=	\$1,395.98	
											\$1,395.98
	User Note: segment 3										
	Item Note:										
66	323113130318		EA	18' Wide x 6' High Double Gate Galvanized Steel Without Barbed Wire							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal	
		Installation	EA	1.00	x	\$1,482.50	x	1.1918	=	\$1,766.84	
											\$1,766.84
	User Note: segment 3 gate										
	Item Note:										

67	323113130726		LF	7 Gauge, Galvanized Steel, Reinforcing Wire Coiled Spring						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	LF	1,330.00	x	\$0.89	x	1.1918	=	\$1,410.73
										\$1,410.73
	User Note: segment 1 bottom wire									
	Item Note:									
68	323113130726		LF	7 Gauge, Galvanized Steel, Reinforcing Wire Coiled Spring						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	LF	560.00	x	\$0.89	x	1.1918	=	\$593.99
										\$593.99
	User Note: segment 2 bottom wire									
	Item Note:									
69	323113130726		LF	7 Gauge, Galvanized Steel, Reinforcing Wire Coiled Spring						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	LF	310.00	x	\$0.89	x	1.1918	=	\$328.82
										\$328.82
	User Note: segment 3 bottom wire									
	Item Note:									
Total:										\$189,597.05
Proposal Total(Filterd):										\$189,597.05
The Percentage of Non Pre-Priced on this Proposal:										0.00%

EXHIBIT C

(Subcontractor Listing)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 10/20/2020

Job Order Contracting

Contract #: PWG275.0-19
Job Order #: MTSJOC275-13
Job Order Title: BL Fence Replacement
Location: Blue Line ROW
Contractor: ABC Construction Co., Inc.
Subcontractor:

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
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1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

DESIGN SERVICES FOR THE GREEN LINE IMPERIAL AVENUE MAIN TERMINAL
(IMT) DOUBLE TRACK PROJECT – WORK ORDER AMENDMENT

RECOMMENDATION:

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

- 1) Ratify Work Order WOA1949-AE-31.01 under MTS Doc No. G1949.0-17 (Attachment A) with Jacobs Engineering Group, Inc. (Jacobs) totaling \$269.46, for hourly rate increases for various classifications;
- 2) Ratify Work Order WOA1949-AE-31.03 under MTS Doc No. G1949.0-17 (Attachment B) with Jacobs totaling \$20,142.01, to exercise the alternative design;
- 3) Ratify Work Order WOA1949-AE-31.04 under MTS Doc No. G1949.0-17 (Attachment C) with Jacobs totaling \$79,474.41, for additional Project Management, design, and bid support; and
- 4) Authorize the Chief Executive Officer (CEO) to execute Work Order WOA1949-AE-31.05 under MTS Doc. No. G1949.0-17 (in substantially the same format as Attachment D) with Jacobs in the amount of \$275,915.56 for design support during construction (DSDC) services for the Bayside Terminal Double Track project.

Budget Impact

The total budget for this contract shall not exceed \$1,082,607.00. This project is funded by the MTS Capital Improvement Project (CIP) 2005108201 – Green Line IMT Double Tracking.



Work Order No.	Purpose	Amount	Board Approval Date
WOA1949-AE-31	Original Work Order	\$706,805.56	02/14/2019, Item 10
WOA1949-AE-31.01	Increase Hourly Rates (Survey)	\$269.46	CEO approval 8/23/19 per Board Policy No. 41
WOA1949-AE-31.02	No Cost Time Extension	\$0.00	n/a
WOA1949-AE-31.03	Exercise Alternative Design	\$20,142.01	CEO approval 06/17/2020 per Board Policy No. 41
WOA1949-AE-31.04	Project Management, Additional Design, and Bid Support	\$79,474.41	CEO approval 10/14/2020 per Board Policy No. 41
WOA1949-AE-31.05	Design Support During Construction (DSDC)	\$275,915.56	Today's Proposed Action
		\$1,082,607.00	

DISCUSSION:

MTS contracted with Jacobs to provide design services to double track the Bayside Terminal on the Green Line located at 12th and Imperial Avenue. The present Green Line terminus at the 12th and Imperial Transit center has one track which can result in train congestion and delays. The additional track will allow two trains to occupy the station, providing more flexibility for operations, improvement in on-time performance, and more easily accommodate special event schedule changes. The additional track will allow maintenance work and track service to occur on one track without impacting passengers and operations.

On February 14, 2019 (Agenda Item 10), the MTS Board approved Jacobs for design services for the Bayside Terminal Double Track project. At the start of the design process, the Jacobs design team focused on the original MTS track configuration. As design progressed from 30% complete to 60% complete, and the team submitted cost estimates for the proposed work, the project cost was exceeding the project budget. The Jacobs and MTS team conducted a joint evaluation of an alternate track layout previously submitted by Jacobs as part of their original proposal, and determined the alternative layout would provide the same operational flexibility with a lower construction cost. In addition, the team determined the alternate configuration could be expanded in future years with the addition of a third track. Finding the short-term cost saving measure also provides longer term flexibility and room for additional growth, the change in design was the MTS staff recommended option.

Thus, Amendment 3 adopted the “Jacobs Alternative” design, at a slight cost increase, to significantly reduce overall construction costs.

Amendment 4 provided additional design services for a more direct pedestrian connection between the passenger platform and 11th Avenue, to accommodate passengers headed to the ballpark area and local business and hotels. The project is currently out to bid for construction services and the Amendment 4 scope of work also includes design support during the bid process, to answer questions from prospective construction firms.

Under proposed work order Amendment 5, Jacobs shall provide DSDC. Once a construction contract has been awarded, which is anticipated in early 2021, these services will be required.

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 scope of work to be performed.

The original work order was the culmination of a competitive selection process via a Request for Proposals (RFP) to approved A&E firms, in which Jacobs was selected as the most qualified firm.

The proposed amount of the amendment is \$275,915.56 which was \$7,860.50 less than MTS's Independent Cost Estimate (ICE) of \$283,776.06.

Therefore, staff recommends that the MTS Board of Directors:

- 1) Ratify Work Order WOA1949-AE-31.01 under MTS Doc No. G1949.0-17 (Attachment A) with Jacobs totaling \$269.46, for hourly rate increases for various classifications;
- 2) Ratify Work Order WOA1949-AE-31.03 under MTS Doc No. G1949.0-17 (Attachment B) with Jacobs totaling \$20,142.01, to exercise the alternative design;
- 3) Ratify Work Order WOA1949-AE-31.04 under MTS Doc No. G1949.0-17 (Attachment C) with Jacobs totaling \$79,474.41, for additional Project Management, design, and bid support; and
- 4) Authorize the CEO to execute Work Order WOA1949-AE-31.05 under MTS Doc. No. G1949.0-17 (insubstantially the same format as Attachment D) with Jacobs in the amount of \$275,915.56 for DSDC services for the Bayside Terminal Double Track project.

/s/ Sharon Cooney _____
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Executed Work Order WOA1949-AE-31.01, MTS Doc No. G1949.0-17
B. Executed Work Order WOA1949-AE-31.03, MTS Doc No. G1949.0-17
C. Executed Work Order WOA1949-AE-31.04, MTS Doc No. G1949.0-17
D. Draft Work Order WOA1949-AE-31.05, MTS Doc No. G1949.0-17



Metropolitan Transit System

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

August 19, 2019

MTS Doc. No. G1949.0-17
Work Order No. WOA1949-AE-31.01

Jacobs Engineering Group, Inc.
Lewis P. Cornell, Vice President
725 West Town & Country Road, Suite 300
Orange CA, 92868

Dear Mr. Cornell:

Subject: AMENDMENT NO. 1 TO WORK ORDER WOA1949-AE-31, MTS DOC. NO. G1949.0-17
GENERAL ENGINEERING DESIGN SERVICES TO DOUBLE TRACK THE BAYSIDE
TERMINAL

This letter shall serve as Amendment No. 1 to Work Order WOA1949-AE-31 to MTS Doc. No. G1949.0-17, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

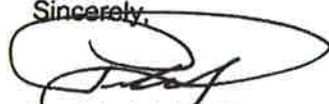
There shall be no change to the Scope of Services. This amendment shall increase the hourly rates for Party Chief and Rodman classifications only for subconsultant Project Design Consultants (PDC) to the rates PDC currently uses as subcontractor under MTS Doc No. G1948.0-17 with HNTB. This action is in resolution to a difference of interpretation concerning application of prevailing wage rates between MTS and PDC for the aforementioned classifications.

PAYMENT

As a result of this Amendment the payment shall be increased by \$269.46. The revised amount of the Work Order shall not to exceed \$707,075.02 without prior authorization from MTS.

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,


Paul C. Jablonski
Chief Executive Officer

Accepted:


Lewis Cornell Kosal Krishnan
Jacobs Engineering Group, Inc.

Date: 10/3/2019

Attachments: Attachment B, Revised Negotiated Fee Proposal

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



ATTACHMENT B

NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

Att. A, AI 19, 11/12/2020

MTS Doc. No. **G1949.0-17**
Work Order No. **WOA1949-AE-31.01**
Attachment: **B**

Work Order Title: Design Services to Double Track the Bayside Terminal

MTS Alternative

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0100	PROJECT MANAGEMENT	\$23,563.24
2	0255	ENGINEERING	\$683,511.78

Totals = **\$707,075.02**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	ADMIN	PM & COORDINATION	130.00	\$23,563.24
2	ENGINEERING	FIELD SURVEY & ROW	105.00	\$15,991.37
3	ENGINEERING	GEOTECHNICAL INVESTIGATION	3.00	\$39,363.76
6	ENGINEERING	UTILITY RESEARCH (Existing/Relocation)	250.00	\$52,666.28
7	ENGINEERING	30% DESIGN	806.00	\$111,555.82
8	ENGINEERING	60% DESIGN	1,306.00	\$178,005.83
9	ENGINEERING	90% DESIGN	1,251.00	\$167,316.64
	ENGINEERING	100% DESIGN	572.00	\$82,768.30
10	ENGINEERING	QA/QC	180.00	\$35,843.78
11				

Totals = **4,603.00** **\$707,075.02**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	JACOBS	3,471.00	\$570,127.84
X				Pacific Railway Enterprises	984.00	\$119,148.00
		X		Project Design Consultants	148.00	\$17,799.18

Totals = **4,603.00** **\$707,075.02**

Work Order Estimate
Summary
MTS ALTERNATIVE

Att. A, AI 19, 11/12/2020

Total Hours = 2,471
Total Costs = \$579,127.84

JACOBS ENGINEERING GROUP, INC.

DESIGN SERVICES TO DOUBLE TRACK THE BAYSIDE TERMINAL

MTS Doc. No.: G1948.5-17
Work Order No.: WOA1949-AE-31-21
Attachment: B

INTERNAL ONLY			OCCs (See Attachment)	PRESADAR, KEYVAN	MAHONEY, PATRICK	LEE, CHRISTOPHER	AMEL GONZALEZ	SHAPRO, JAMES	KAMRAN HADIGHI	SHERVIN SHARI	ADAME, CLARK	FREDIE SILVA	JOE TINARI	STAN GLASBECK	CELESTE WENART	VIC MONTELLANO	AMY LAM	DRAG LESZKIEWICZ	ANTHONY ZELUTIS	VISHI MAHLEY	PATRICK NELSON	JON HENRY MICHAEL	SHAWN BERGMAN	RUDOLFO LAYTO	MATT REIFER	KEDAN ALTAI	MINA ROFAEL	CYNTHIA DANAN	MARY HANES	Total Hours	Totals		
Item	TASKS/WSBS	TASKS/WSBS Description		Manager of Projects II	Engineering Project Manager IV	Civil Design VI	Project Engineering III	Project Engineering II	Engineering Project Manager IV	Structural Engineering I	Engineering Project Manager IV	Structural Design VI	Engineering Project Manager IV	Project Engineering VI (Design Architect VI)	Project Engineering I (Architect)	Electrical Engineering VI	Electrical Design VI	Civil Engineering VI (Geotechnical)	Manager of Projects II	Electrical Engineering VI	Electrical Engineering V	Electrical Engineering IV	Electrical Engineering III	CAAD Design IV	Management of Project II	Project Coordinator Design I	Project Controls II (Geotechnical)	Technical Writer/Editor II	Civil Design II				
			\$ 260.25	\$ 227.31	\$ 136.38	\$ 144.48	\$ 114.13	\$ 227.33	\$ 187.86	\$ 227.33	\$ 108.36	\$ 227.33	\$ 144.48	\$ 97.64	\$ 186.61	\$ 126.30	\$ 189.37	\$ 260.25	\$ 196.61	\$ 147.28	\$ 147.28	\$ 128.31	\$ 91.34	\$ 211.68	\$ 72.43	\$ 101.82	\$ 104.68	\$ 74.65					
1	ADMIN	PM & COORDINATION																															
1.1	0100	PROJECT MANAGEMENT		48	24	12																									843	\$10,386.24	
1.2	0100	PROJECT MANAGEMENT																								36						12	\$1,008.00
1.3	0100	PROJECT MANAGEMENT																														18	\$2,160.00
1.4	0100	PROJECT MANAGEMENT																														120	\$2,160.00
		Subtotals (Hours) =	N/A	48	24	12																					36					130	\$2,160.00
		Subtotals (Costs) =		\$12,492.00	\$5,455.92	\$1,838.32																					\$2,089.20					130	\$2,160.00
2	ENGINEERING	FIELD SURVEY & ROW																															
2.1	0205	FIELD SURVEY																														15	\$2,532.11
2.2	0205	FIELD SURVEY																														19	\$2,532.11
		Subtotals (Hours) =	N/A																													19	\$2,532.11
		Subtotals (Costs) =																														19	\$2,532.11
3	ENGINEERING	GEOTECHNICAL INVESTIGATION																															
3.1	0205	GEOTECHNICAL INVESTIGATION																														3	\$39,363.76
		Subtotals (Hours) =	N/A																													3	\$39,363.76
		Subtotals (Costs) =																														3	\$39,363.76
4	ENGINEERING	UTILITY RESEARCH (Existing/Relocation)																															
4.1	0205	UTILITY RESEARCH																														70	\$13,000.18
4.2	0205	UTILITY RESEARCH																														20	\$3,953.00
4.3	0205	UTILITY RESEARCH																														82	\$15,953.00
4.4	0205	UTILITY RESEARCH																														14	\$19,760.10
		Subtotals (Hours) =	N/A																													250	\$42,666.28
		Subtotals (Costs) =																														250	\$42,666.28
5	ENGINEERING	90% DESIGN																															
5.1	0205	CIVIL (TRUCK DESIGN)		16	32	48	160	24																								284	\$38,720.40
5.2	0205	CIVIL (TRUCK DESIGN)																														10	\$1,408.00
5.3	0205	CIVIL (TRUCK DESIGN)																														80	\$11,057.60
5.4	0205	CIVIL (TRUCK DESIGN)																														30	\$13,984.75
5.5	0205	CIVIL (TRUCK DESIGN)																														32	\$12,959.84
5.6	0205	CIVIL (TRUCK DESIGN)																														22	\$14,432.35
5.7	0205	CIVIL (TRUCK DESIGN)																														40	\$5,552.00
5.8	0205	CIVIL (TRUCK DESIGN)																														20	\$2,777.60
		Subtotals (Hours) =	N/A	2	3	2	3	2		48		4	24	36	48	41		8	16	17	12	22		12	40		40				645	\$81,472.88	
		Subtotals (Costs) =		\$4,684.80	\$7,959.36	\$7,393.44	\$14,881.44	\$2,967.36		\$6,714.48		\$4,343.20	\$999.32	\$1,487.62	\$3,611.44	\$8,847.48	\$5,137.36		\$2,342.24	\$1,179.68	\$2,356.16	\$2,801.42	\$1,839.72	\$2,009.48	\$889.48	\$4,072.80		\$2,896.00	645	\$81,472.88			
6	ENGINEERING	90% DESIGN																															
6.1	0205	CIVIL (TRUCK DESIGN)		12	32	42	53	15																								189	\$28,128.82
6.2	0205	CIVIL (TRUCK DESIGN)																														110	\$13,945.32
6.3	0205	CIVIL (TRUCK DESIGN)																														83	\$12,450.48
6.4	0205	CIVIL (TRUCK DESIGN)																														30	\$16,041.51
6.5	0205	CIVIL (TRUCK DESIGN)																														330	\$49,379.03
6.6	0205	CIVIL (TRUCK DESIGN)																														39	\$5,552.00
6.7	0205	CIVIL (TRUCK DESIGN)																														22	\$2,777.60
6.8	0205	CIVIL (TRUCK DESIGN)																														914	\$138,837.91
		Subtotals (Hours) =	N/A	2	3	3	3	3		48		4	24	36	48	41		8	16	17	12	22		12	40		40				914	\$138,837.91	
		Subtotals (Costs) =		\$4,740.00	\$9,895.87	\$6,543.28	\$9,890.68	\$2,954.34		\$9,937.68		\$4,343.20	\$2,955.29	\$3,779.20	\$6,047.48	\$10,927.11	\$6,874.40		\$10,416.00	\$3,332.20	\$9,424.64	\$10,399.20	\$6,415.90	\$7,852.24	\$742.40	\$3,563.76	\$2,817.99	\$2,815.76	914	\$138,837.91			
7	ENGINEERING	90% DESIGN																															
7.1	0205	CIVIL (TRUCK DESIGN)		6	24	32	40	12																								154	\$21,576.70
7.2	0205	CIVIL (TRUCK DESIGN)																														122	\$14,816.82
7.3	0205	CIVIL (TRUCK DESIGN)																														150	\$17,872.40
7.4	0205	CIVIL (TRUCK DESIGN)																														92	\$14,876.17
7.5	0205	CIVIL (TRUCK DESIGN)																														200	\$38,448.91
7.6	0205	CIVIL (TRUCK DESIGN)																														22	\$2,777.60
7.7	0205	CIVIL (TRUCK DESIGN)																														20	\$2,777.60
7.8	0205	CIVIL (TRUCK DESIGN)																														28	\$3,836.80
7.9	0205	CIVIL (TRUCK DESIGN)																															

Work Order Estimate Summary

Att. A, AI 19, 11/12/2020

Consultant/ Subconsultant: **JACOBS ENGINEERING GROUP, INC.**

Contract No: **G1949.0-17**
Task Order No. **WOA1949-AE-31.01**
Attachment: **B**

Work Order Title: **DESIGN SERVICES TO DOUBLE TRACK THE BAYSIDE TERMINAL**

TASKS/WBS (1-5)													
ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	miles	\$0.59									50	\$29.25
2	Airline Tickets	trip	\$600.000									1	\$600.00
3	Hotel	night	\$200.00									2	\$400.00
4	See below									1	\$10,255.00		
5	Geotechnical Investigation							1	\$38,795.65				
6													
7													
8													
9													
10													
Subtotal =						Subtotal =				Subtotal =			
									\$38,795.65				\$10,255.00
													\$1,029.25

TASKS/WBS (6-10)													
ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	50	\$29.25									100	\$58.50
2	Airline Tickets	1	\$600.00									2	\$1,200.00
3	Hotel	2	\$400.00									4	\$800.00
4	See below											1	\$10,255.00
5	Geotechnical Investigation											1	\$38,795.65
6													
7													
8													
9													
10													
Subtotal =			\$1,029.25	Subtotal =				Subtotal =				Subtotal =	
												Totals =	
												\$51,109.15	

Work Order Estimate Summary

Att. A, AI 19, 11/12/2020

Total Hours =

984

Total Costs =

\$119,148.00

Consultant/Subconsultant: Pacific Railway Enterprises, Inc.

MTS Doc. No.:

Work Order No.:

Work Order Title: Design Services to Double Track Bayside Terminal

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Sr. Systems Engineer	Sr. Railroad Systems Technologist I	Signal Designer III	Sr. Railroad Systems Technologist III	Sr. Railroad Systems Technologist II								Total Hours	Totals
				\$ 227.60	\$ 126.45	\$ 75.87	\$ 164.38	\$ 152.79					\$ -	\$ -	\$ -		
1	Task 1	0600-0255 Field Survey & Investigation															
1.1	0255	Field Survey			16		16									32	\$4,653.28
		Subtotals (Hours) =	N/A		16		16									32	\$4,653.28
		Subtotals (Costs) =			\$2,023.20		\$2,630.08									32	\$4,653.28
2	Task 2	0600-0255 Signaling Design															
2.1	0255	30% Signaling Design		4	40	40	24	16								124	\$15,392.96
		60% Signaling Design		8	120	120	60	24								332	\$39,628.96
		90% Signaling Design		8	120	120	60	24								332	\$39,628.96
		100% Signaling Design		4	24	24	8	4								64	\$7,692.28
		Subtotals (Hours) =	N/A	24	304	304	152	68								852	\$102,343.16
		Subtotals (Costs) =		\$5,462.40	\$38,440.80	\$23,064.48	\$24,985.76	\$10,389.72								852	\$102,343.16
3	Task 3	0600-0255 Station Communications Design															
3.1	0255	30% Station Communications Design		4		8		2								14	\$1,822.94
		60% Station Communications Design		8		24		4								36	\$4,252.84
		90% Station Communications Design		8		24		4								36	\$4,252.84
		100% Station Communications Design		4		8		2								14	\$1,822.94
		Subtotals (Hours) =	N/A	24		64		12								100	\$12,151.56
		Subtotals (Costs) =		\$5,462.40		\$4,855.68		\$1,833.48								100	\$12,151.56

Att. A, Al 19, 11/12/2020

148
\$17,799.18

MTS Doc. No.:	
Work Order No.:	

Attachment: **B**

A - 7

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

June 12, 2020

MTS Doc. No. G1949.0-17
Work Order No. WOA1949-AE-31.03

Jacobs Engineering Group, Inc.
Julian Hoyle, Vice President
725 West Town & Country Road, Suite 300
Orange CA, 92868

Dear Mr. Hoyle:

Subject: AMENDMENT NO. 3 TO WORK ORDER WOA1949-AE-31, MTS DOC. NO. G1949.0-17
GENERAL ENGINEERING DESIGN SERVICES TO DOUBLE TRACK THE BAYSIDE
TERMINAL

This letter shall serve as Amendment No. 3 to Work Order WOA1949-AE-31 to MTS Doc. No. G1949.0-17, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

This amendment exercises the "Jacob's Alternative" design as provided in the original Scope of Work, and provides additional design services for a stub ended track and split platform not included in the original Scope of Work (Attachment A). Furthermore, this amendment eliminates any further design efforts by the consultant for the "MTS Alternative" as selected by MTS, and provided for in the original Scope of Work. Unused funds for the "MTS Alternative" will be redirected towards the "Jacobs Alternative" and the additional design services.

SCHEDULE

There shall be no change to the schedule as a result of this amendment. The schedule shall remain in effect through June 30, 2020.

PAYMENT

This amendment shall increase the current payment amount of \$707,075.02 by \$20,142.01. The revised Work Order amount shall not exceed \$727,217.03 without prior authorization from MTS.

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,



Sharon Cooney
Chief Executive Officer

Accepted:



Julian Hoyle
Jacobs Engineering Group, Inc.

Date: 4/19/20

Attachments: Attachment A, Scope of Services
Attachment B, Negotiated Fee Proposal

ATTACHMENT A

SCOPE OF SERVICES

MTS Doc. No. G1949.0-17

Work Order No. WOA1949-AE-31.03

**WORK ORDER TITLE: DESIGN SERVICES TO DOUBLE TRACK THE BAYSIDE
TERMINAL- ADDITIONAL SCOPE OF WORK**

I. PROJECT DESCRIPTION

This amendment exercises the “Jacob’s Alternative” design as provided in the original Scope of Work, and provides additional design services for a stub ended track and split platform not included in the original Scope of Work.

II. SCOPE OF WORK

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

Task 1 – Project Management and Coordination

- 1.1 Includes invoicing, scheduling, monthly project progress, and administration costs for additional 6 months.
- 1.2 Provide project coordination with MTS as well as coordination with other agencies as needed.

Task 2 – Feasibility Study

- 2.1 The work performed for phase 1 is as follows:
 - Provide additional field visit and analysis of As-Builts of TPSS4 was performed to determine the extent of the scope.
 - Provide a ROM construction estimate prior to the completion of 30% to determine if the available funds would cover the scope of work for phase 1.
 - Revise Phase 1 plans to reflect changes in scope per MTS’ direction.
- 2.2 The work performed for phase 2 is as follows:
 - Provide three alternatives for Phase 2.
 - Provide analysis between Phase 2 preferred alternative and Phase 1 to reduce throw away work in the future.
 - Provide ROM construction estimate for phase 2.

Task 3 – Field Survey & ROW

- 3.1 Plat Exhibit & Legal Description
- 3.2 Boundary and Encumbrance Survey

Task 4 – Waste Soil Assessment

- 4.1 Perform field and lab work to determine level of soil contamination

Consultant shall collect soil samples under a soil sampling and analysis plan (SAP) that will provide analytical data and general insight as to what waste classification(s) is likely for soil in the immediate vicinity of 5 hand auger borings to be advanced 6 feet below grade. A brief letter report will be prepared to document findings, identify waste type(s) for soil samples collected, and to provide general cost estimates and recommendations for disposal of tested soil at the closest client-approved TSDF.

TASK 5 - UTILITY RESEARCH

- 5.1 Provide The layout & design of the MTS electrical and communications plans not included in original scope.
- 5.2 Provide Additional effort to track down secured as-built drawings.
- 5.3 Perform utility investigation to cover work being done for both Phase 1 and Phase 2
- 5.4 Preparation of exhibits for SDG&E coordination

TASK 6 - Additional Design Effort

The scope of work consists of additional signal and communications work identified within the Phase 1 conceptual drawing. The scope of work shall include the tasks/subtasks identified below.

6.1 – Center Platform Alternative

The Consultant shall produce the following design additions:

The original scope and fee accounted for 6 power switch machines (M23-A) and 6 switch indicators for the new double crossover and single crossover that is east of the station platform and all signal work associated with the new B37RC. Also accounted for was the power switch (M23-A) and three switch indicators for T-1 connection/Blue Line on South Track.

The following items were not part of our original scope:

- Addition of 3 power switch machines (embedded track), 5 switch indicators, 5 H&K track circuits and TWC loops on the station platform for MT 2 and T1 track and all signal modifications inside of the existing 12th and Imperial signal case.
- Removal of B131RC. This case houses the fiber for CTC (SCADA) indication in the Bayside Line.
- Analysis and coordination of aerial fiber impacts on OCS pole in potential conflict with the new center platform track alignment.
- Additional design (data cable and power cable) for the MTS validator project future installation on the Bayside platform.

6.2 Feasibility Study

The consultant shall produce the following design additions:

- For various track feasibility concepts provide feedback for impacts to signal and communications infrastructure.
- Replacement and electrification of Left Hand Turnout (Switch #25) at south end of project
- Interlaced Turnout and upgrade of existing track to be fully guarded for Green Line Connection to Blue Line (switch #31 and 33)
- Electrification of switch 35 (existing yard lead at east end of project)
- Addition of left hand single crossover #39 to serve as yard lead at the west end of the project
- Reconfiguration of yard tracks due to the installation of Single Crossover #39
- Location plans for 3 new power switch machines and 5 switch indicators east of the platform
- Reconfiguration of sectionalizing so the proposed alignment is fed from the Yard
- :
- Update Electrical feed to eliminate dependency from Mills Building

III. DELIVERABLES

Phase 1 & Phase 2 ROM Estimates

Phase 1 Revised ROM Estimate

Phase 2 Layout

Soil sample report

MTS Bayside SDG&E Sections Exhibit

third layout sheet to show the section insulators and major revision on the proposed sectionalizing diagram

ATTACHMENT B

NEGOTIATED FEE PROPOSAL

**Work Order Estimate
Summary**

JACOBS ALTERNATIVE

Att. B, AI 19, 11/12/2020
MTS Doc. No. G1949.0-17
Work Order No. WOA1949-AE-31.03
Attachment: B

Work Order Title:	Design Services to Double Track the Bayside Terminal _Additional Scope Fee Request
--------------------------	---

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0100	PROJECT MANAGEMENT	\$3,505.92
2	0255	ENGINEERING	\$16,636.09

Totals =

\$20,142.01

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	ADMIN	PM & COORDINATION	16.00	\$3,505.92
2	ENGINEERING	FIELD SURVEY & ROW		
3	ENGINEERING	WASTE SOIL ASSESMENT	16.00	\$2,146.02
4	ENGINEERING	UTILITY RESEARCH (Existing/Relocation)		
5	ENGINEERING	ADDITIONAL DESIGN - PRE		
6	ENGINEERING	TRACTION SYSTEM- REDESIGN SECTIONALIZING	9.00	\$1,551.32
7	ENGINEERING	FEASIBILITY	86.00	\$12,938.75

Totals =

127.00

\$20,142.01

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	JACOBS	127.00	\$20,142.01
X				Pacific Railway Enterprises		
		X		Project Design Consultants		

Totals =

127.00

\$20,142.01

Work Order Estimate
Summary

JACOBS

Att. B, AI 19, 11/12/2020

JACOBS ENGINEERING GROUP, INC.

DESIGN SERVICES TO DOUBLE TRACK THE BAYSIDE
TERMINAL - ADDITIONAL SCOPE FEE REQUEST

MTS Doc. No.: G1949.0-17

Work Order No.: WOA1949-AE-31.03

Attachment: B

			ODCs (See Attachment)	PIRBAZAR, KEYVAN	MAHONEY, PATRICK	LEE, CHRISTOPHER	AXEL GONZALEZ	FREDIE SILVA	JOE TNARI	ANTHONY ZELOYLE	VISH MOWLEY	PATRICK NELSON	SHAWN BERGMAN	RUDOLFO LAYGO	MATT REIFER	AHMED ABEEDO	DAVID POLEY	SREEKAR PUJALA	KENAN ALTAY	DAVID GARCIA	CAROLYN KOSIK	Total Hours	Totals	
Item	TASKS/WBS	TASKS/WBS Description		Manager of Projects III	Engineering Project Manager IV	Civil Design VI	Project Engineering IV	Structural Design VI	Engineering Project Manager IV	Manager of Projects III	Electrical Engineering VI	Electrical Engineering V	Electrical Engineering IV	CADD Design IV	Management of Project III	Civil Engineering II	Engineering Project Manager I	Civil Engineering V	Project Coordinator - Design II	Civil Engineering IV	Project Engineering Manager II			
				\$ 260.25	\$ 227.33	\$ 136.36	\$ 144.48	\$ 108.58	\$ 227.33	\$ 260.25	\$ 196.61	\$ 147.26	\$ 128.31	\$ 91.34	\$ 211.50	\$ 87.38	\$ 148.16	\$ 151.67	\$ 72.45	\$ 124.39	\$ 202.95			
1	ADMIN	PM & COORDINATION																						
1.1	0100	PROJECT MANAGEMENT		4			4			4					4								16	\$3,505.92
1.2	0100	SCHEDULING/CONTRACT ADMINISTRATION																						
			Subtotals (Hours) =	N/A			4			4					4								16	\$3,505.92
			Subtotals (Costs) =				\$577.92			\$1,041.00					\$846.00								16	\$3,505.92
2	ENGINEERING	FEASIBILITY STUDY																						
2.1	0255	FEASIBILITY/ALTERNATIVE ANALYSIS I & II	\$81.36	4	5	8	30		2	1	8		4	2	3					14	5		86	\$12,938.75
2.2	0255	FIELD VISITS																						
			Subtotals (Hours) =	N/A			30		2	1	8		4	2	3					14	5		86	\$12,938.75
			Subtotals (Costs) =	\$81.36	\$1,136.65	\$1,090.88	\$4,334.40		\$454.66	\$260.25	\$1,672.88		\$513.24	\$182.68	\$634.50					\$1,014.30	\$621.95		86	\$12,938.75
3	ENGINEERING	FIELD SURVEY & ROW																						
3.1	0255	FIELD SURVEY																						
3.2	0255	ROW																						
			Subtotals (Hours) =	N/A																				
			Subtotals (Costs) =																					
4	ENGINEERING	WASTE SOIL ASSESSMENT																						
4.1	0255	WASTE SOIL ASSESSMENT														5	3	7			1		16	\$2,146.02
4.2	0255	WASTE SOIL ASSESSMENT- MILLENNIUM ENVIRONMENTAL																						
4.3	0255	WASTE SOIL ASSESSMENT- EUROFUNG TEST AMERICA																						
4.4	0255	WASTE SOIL ASSESSMENT- ODC																						
			Subtotals (Hours) =	N/A												5	3	7			1		16	\$2,146.02
			Subtotals (Costs) =													\$436.90	\$444.48	\$1,061.69			\$202.95		16	\$2,146.02
5	ENGINEERING	UTILITY RESEARCH (Existing/Relocation)																						
5.1	0255	ALL UTILITIES																						
5.2	0255	UTILITIES RELOCATION																						
5.3	0255	SEWER/WATER																						
5.4	0255	COMMUNICATION/SIGNAL/POWER/LIGHTING																						
5.5	0255	COMMUNICATION/SIGNAL/POWER/LIGHTING-C-BELOW ADDITIONAL																						
			Subtotals (Hours) =	N/A																				
			Subtotals (Costs) =																					
6	ENGINEERING	ADDITIONAL DESIGN EFFORT 30%, 60%, 90% & 100% DESIGN																						
6.1	0255	CIVIL (TRACK DESIGN)																						
6.2	0255	ARCHITECTURAL																						
6.3	0255	STRUCTURAL																						
6.4	0255	MECHANICAL																						
6.5	0255	ELECTRICAL																						
6.6	0255	COMMUNICATIONS & SIGNAL SYSTEM																						
6.7	0255	TRACTION SYSTEM (POWER + OCS)																						
6.8	0255	COST ESTIMATE								2		7											9	\$1,551.32
6.9	0255	TRACTION SYSTEM (POWER + OCS) -REDESIGN SECTIONALIZING																						
			Subtotals (Hours) =	N/A						2		7											9	\$1,551.32
			Subtotals (Costs) =							\$520.50		\$1,030.82											9	\$1,551.32
7	ENGINEERING	QA/QC																						
7.1	0255	QUALITY CONTROL/ QUALITY ASSURANCE																						
			Subtotals (Hours) =	N/A																				
			Subtotals (Costs) =																					
Totals (Summary) =																								
Total (Hours) =																								
Total (Costs) =																								
Percentage of Total (Hours) =																								
Percentage of Total (Costs) =																								

Work Order Estimate Summary

Att. B, AI 19, 11/12/2020

Consultant/ Subconsultant: JACOBS ENGINEERING GROUP, INC.

Contract No: G1949.0-17
Task Order No. WOA1949-AE-31.03
Attachment: B

Work Order Title: DESIGN SERVICES TO DOUBLE TRACK THE BAYSIDE TERMINAL - ADDITIONAL SCOPE FEE REQUEST

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage - Addtl	miles	\$0.59										
2	Airline Tickets - Addtl	trip	\$600.000										
3	Hotel	ea	\$150.00										
4	Millenium Environmental												
5	Eurofins Test America												
6	Waste Soil-ODC	0											
7	Misc.	1	\$81.36			1	\$81.36						
8	C Below												
9													
10													

Subtotal = Subtotal = \$81.36 Subtotal = Subtotal = Subtotal =

TASKS/WBS (6-10)

ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage -Add Addtl												
2	Airline Tickets -Add addtl												
3	Hotel												
4	Millenium Environmental												
5	Eurofins Test America												
6	Waste Soil-ODC												
7	Misc.											1	\$81.36
8	C Below												
9													
10													

Subtotal = Subtotal = Subtotal = Subtotal = Subtotal = Totals = \$81.36

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

June 12, 2020

MTS Doc. No. G1949.0-17
Work Order No. WOA1949-AE-31.04

Jacobs Engineering Group, Inc.
Julian Hoyle, Vice President
725 West Town & Country Road, Suite 300
Orange CA, 92868

Dear Mr. Hoyle:

Subject: AMENDMENT NO. 4 TO WORK ORDER WOA1949-AE-31, MTS DOC. NO. G1949.0-17
GENERAL ENGINEERING DESIGN SERVICES TO DOUBLE TRACK THE BAYSIDE
TERMINAL

This letter shall serve as Amendment No. 4 to Work Order WOA1949-AE-31 to MTS Doc. No. G1949.0-17, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

This amendment provides additional design services for a west platform access study and design, and bid support services to the work order (Attachment A).

SCHEDULE

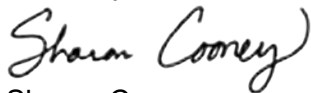
This amendment shall add an additional six (6) months to the work order. The schedule shall remain in effect through December 31, 2020.

PAYMENT

This amendment shall increase the current payment amount of \$727,217.03 by \$79,474.41 (Attachment B). Payment for bid support services shall be based on actual costs. The revised Work Order amount shall not exceed \$806,691.44 without prior authorization from MTS.

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,



Sharon Cooney
Chief Executive Officer

Accepted:



Julian Hoyle
Jacobs Engineering Group, Inc.

Date: 10/22/20

Attachments: Attachment A, Scope of Services
Attachment B, Negotiated Fee Proposal

ATTACHMENT A

SCOPE OF SERVICES

SDMTS Bayside Double Track Project Additional Scope Of Work

INTRODUCTION

The 100% PSE have been submitted and the project is now entering into the bid and construction phase and any additional design changes that are generated from third parties and agency. MTS directed Jacobs to submit amendment 4 to cover four distinct tasks:

1. Project Management
2. West Platform Access study and design plans
3. Bid Support

Under this Work Order Consultant will provide continuing project management, any changes and updates that are generated after PSE submittal, support during bidding phase.

SCOPE OF ADDITIONAL DESIGN SERVICES

TASK 1_PROJECT MANAGEMENT AND COORDINATION

It is anticipated that project will be advertised by first of the year 2021 and awarded by spring and 24 months of construction time with end date summer of 2023.

- 1.1 Project Management & Coordination (12 months @ 4hrs/month)
- 1.2 Contract Administration (36 months @ 6hrs/month)

TASK 2_West Platform Access Study and Design

- 2.1 Study the relocation of west platform access further east where three car trains can be accommodated and various access point from Imperial Ave. along existing parking garage.
- 2.2 Prepare final design plan for the proposed access location and modify the IFB plans to reflect the approved change

TASK 3_Bid Support (Issue For Bid)

- 3.1 Prebid phase- consultant modifies plans and specifications and cost for IFB plans per MTS comments and prepare IFB amendment as needed as directed by MTS per City of San Diego and or SDGE.
- 3.2 Bid Support- Consultant will prepare for and attend the pre-bid meeting and respond to RFI's from the construction contractor(s) during the bid process.

- 3.3 Prepare Conformed Plans and Specifications- Consultant will prepare conformed plans and specifications by incorporating any relevant construction contractor RFI's and bid addendum affective during the Bid Phase.

ATTACHMENT B

NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

JACOBS ALTERNATIVE

Att. C, AI 19, 11/12/2020
MTS Doc. No. G1949.0-17

Work Order No. WOA1949-AE-31.04

Attachment: B

Work Order Title: Design Services to Double Track the Bayside Terminal -Amendment 4

Provide Bid Support & DSDC

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0100	PROJECT MANAGEMENT	\$2,951.40
2	0255	ENGINEERING	\$76,523.01

Totals = **\$79,474.41**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	ADMIN	PM & COORDINATION	20.00	\$2,951.40
2	ENGINEERING	WEST PLATFORM ACCESS STUDY & DESIGN PLANS	196.00	\$37,839.16
3	ENGINEERING	BID SUPPORT	234.00	\$38,683.85
4	ENGINEERING			
5	ENGINEERING			
6	ENGINEERING			
7	ENGINEERING			

Totals = **450.00** **\$79,474.41**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	JACOBS	402.00	\$71,027.85
X				Pacific Railway Enterprises	48.00	\$8,446.56

Totals = **450.00** **\$79,474.41**

Work Order Estimate Summary

Att. C, AI 19, 11/12/2020

JACOBS

JACOBS ENGINEERING GROUP, INC.

MTS Doc. No.: G1949.0-17

Work Order No.: WOA1949-AE-31.04

Attachment: B

Design Services to Double Track the Bayside Terminal -Amendment 4
Provide Bid Support & DSDC

Total Hours =	402
Total Costs =	\$71,027.85

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	PIRBAZARI, KEYVAN	LEE, CHRISTOPHER	AXEL GONZALEZ	ANTHONY ZELOYE	PATRICK NELSON	MATT REIFER	XIAOFENG WANG	BILL DENG	KENAN ALTAY	CYNTHIA DANAN	Total Hours	Totals
				Manager of Projects III	Civil Design VI	Project Engineering IV	Manager of Projects III	Electrical Engineering V	Management of Project III	Project Engineering III	Structural Engineering V	Project Coordinator - Design II	Technical Writer/Editor III		
				\$ 260.25	\$ 136.36	\$ 144.48	\$ 260.25	\$ 147.26	\$ 211.50	\$ 114.13	\$ 167.86	\$ 72.45	\$ 104.68		
1	ADMIN	PM & COORDINATION													
1.1	0100	PROJECT MANAGEMENT & COORDINATION (12 MOS, 4HRS/Mo)		8										8	\$2,082.00
1.2	0100	INVOICING/CONTRACT ADMINISTRATION(36 MOS, 6HR/MO)										12		12	\$869.40
		Subtotals (Hours) =	N/A	8								12		20	\$2,951.40
		Subtotals (Costs) =		\$2,082.00								\$869.40		20	\$2,951.40
2	ENGINEERING	WEST PLATFORM ACCESS STUDY & DESIGN PLANS													
2.1	0255	STUDY THE RELOCATION OF WEST PLATFORM ACCESS FURTHER EAST		2	12	3			30					47	\$8,935.26
2.2	0255	PREPARE FINAL DESIGN PLAN FOR THE PROPOSED ACCESS LOCATION		2	28	9			110					149	\$28,903.90
		Subtotals (Hours) =	N/A	4	40	12			140					196	\$37,839.16
		Subtotals (Costs) =		\$1,041.00	\$5,454.40	\$1,733.76			\$29,610.00					196	\$37,839.16
3	ENGINEERING	BID SUPPORT													
3.1	0255	PRE-BID PHASE		5	12	15	3	11	3	7	4		11	71	\$10,761.71
3.2	0255	BID SUPPORT- ISSUE IFB	\$1,101.00	5	15	23	5	15	10	8	5		7	93	\$15,880.94
3.3	0255	ISSUE CONFORMED PLANS & SPECIFICATIONS		2	2	3	2	3	2	2	2		4	22	\$3,594.64
		Subtotals (Hours) =	N/A	12	29	41	10	29	15	17	11		22	186	\$30,237.29
		Subtotals (Costs) =	\$1,101.00	\$3,123.00	\$3,954.44	\$5,923.68	\$2,602.50	\$4,270.54	\$3,172.50	\$1,940.21	\$1,846.46		\$2,302.96	186	\$30,237.29
4	ENGINEERING	DESIGN SUPPORT DURING CONSTRUCTION													
4.1	0255	ATTEND WEEKLY CONSTR. PROGRESS MEETINGS (30 MTGS @ 3hrs/ea)													
4.2	0255	REVIEW & APPROVE SUBMITTALS (110 SUBM @ 2.5HRS/EA)													
4.3	0255	RESPOND TO RFIS (160 RFIS @ 3HR/EA)													
4.4	0255	FIELD OBSERVATIONS (3HR/MO FOR 18 MOS)													
4.5	0255	PREPARE DCN'S (10 CN @ 4 HR/EA)													
4.6	0255	PUNCHLIST & CLOSEOUT ACTIVITIES													
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
Totals (Summary) =															
Total (Hours) =				N/A	24	69	53	10	29	155	17	11	12	22	402
Total (Costs) =				\$1,101.00	\$6,246.00	\$9,408.84	\$7,657.44	\$2,602.50	\$4,270.54	\$32,782.50	\$1,940.21	\$1,846.46	\$869.40	\$2,302.96	\$71,027.85
Percentage of Total (Hours) =				N/A	6%	17%	13%	2%	7%	39%	4%	3%	3%	5%	100%
Percentage of Total (Costs) =				2%	9%	13%	11%	4%	6%	46%	3%	3%	1%	3%	100%

Work Order Estimate Summary

Att. C, AI 19, 11/12/2020

Consultant/ Subconsultant: JACOBS ENGINEERING GROUP, INC.

Contract No: G1949.0-17
Task Order No. WOA1949-AE-31.04
Attachment: B

Work Order Title: =Summary!E6

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage - Addtl	miles	\$0.585					600	\$351.00				
2	Airline Tickets - Addtl	trip	\$600.000					1	\$600.00				
3	Hotel	ea	\$150.00					1	\$150.00				
4	Millenium Environmental												
5	Eurofins Test America												
6	Waste Soil-ODC	0											
7													
8	C Below												
9													
10													
Subtotal =						Subtotal =		Subtotal =	\$1,101.00	Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage -Add Addtl											600	\$351.00
2	Airline Tickets -Add addtl											1	\$600.00
3	Hotel											1	\$150.00
4	Millenium Environmental												
5	Eurofins Test America												
6	Waste Soil-ODC												
7													
8	C Below												
9													
10													
Subtotal =				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	\$1,101.00

Work Order Estimate Summary

Att. C, AI 19, 11/12/2020

Total Hours =	48
Total Costs =	\$8,446.56

Consultant/Subconsultant: Pacific Railway Enterprises, Inc.

MTS Doc. No.: G1949.0-17
Work Order No.: WOA1949-AE-31.04

Work Order Title: Design Services to Double Track Bayside Terminal - Additional Scope & Fee Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Sr. Systems Engineer	Sr. Railroad Systems Technologist I	Signal Designer III	Sr. Railroad Systems Technologist III	Sr. Railroad Systems Technologist II					Total Hours	Totals
				\$ 227.60	\$ 126.45	\$ 75.87	\$ 164.38	\$ 152.79						
1	Task 1	Bid Support Services												
1.1	0255	Bid Support		8			8						16	\$3,135.84
		Prepare Conformed Plans & Specs		12		8	12						32	\$5,310.72
		Subtotals (Hours) =	N/A	20		8	20						48	\$8,446.56
		Subtotals (Costs) =		\$4,552.00		\$606.96	\$3,287.60						48	\$8,446.56

2	Task 2	DesignSupport during Construction-DSDC												
2.1	0255	Weekly Construction Meetings (Assume 14@ 2hrs/mtg)												
		Review & Approve Submittals												
		Respond to Request for Information (RFI)												
		Field												
		Prepare Design												
		Punchlist & Closeout Activities												
		Subtotals (Hours) =	N/A											
		Subtotals (Costs) =												

Totals (Summary) =

Total (Hours) =

Total (Costs) =

Percentage of Total (Hours) =

Percentage of Total (Costs) =

N/A	20		8	20						48	\$8,446.56
	\$4,552.00		\$606.96	\$3,287.60							\$8,446.56
N/A	42%		17%	42%						100%	100%
	54%		7%	39%							

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

November 12, 2020

MTS Doc. No. G1949.0-17
Work Order No. WOA1949-AE-31.05

Jacobs Engineering Group, Inc.
Julian Hoyle, Vice President
725 West Town & Country Road, Suite 300
Orange CA, 92868

Dear Mr. Hoyle:

Subject: AMENDMENT NO. 5 TO WORK ORDER WOA1949-AE-31, MTS DOC. NO. G1949.0-17
GENERAL ENGINEERING DESIGN SERVICES TO DOUBLE TRACK THE BAYSIDE
TERMINAL

This letter shall serve as Amendment No. 5 to Work Order WOA1949-AE-31 to MTS Doc. No. G1949.0-17, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

This amendment adds design support during construction (DSDC) services to the work order (Attachment A).

SCHEDULE

This amendment shall add an additional thirty (30) months to the work order. The schedule shall remain in effect through June 30, 2023.

PAYMENT

This amendment shall increase the current payment amount of \$806,691.44 by \$275,915.56 (Attachment B). Payment for DSDC services shall be based on actual costs. The revised Work Order amount shall not exceed \$1,082,607.00 without prior authorization from MTS.

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,

Accepted:

Sharon Cooney
Chief Executive Officer

Julian Hoyle
Jacobs Engineering Group, Inc.

Date: _____

Attachments: Attachment A, Scope of Services
Attachment B, Negotiated Fee Proposal

ATTACHMENT A

SCOPE OF SERVICES

SDMTS Bayside Double Track Project Additional Scope Of Work

INTRODUCTION

The 100% PSE have been submitted and the project is now entering into the bid and construction phase and any additional design changes that are generated from third parties and agency. MTS directed Jacobs to submit amendment 5 to cover two distinct tasks:

1. Project Management
2. Design Services During Construction (DSDC)

Under this Work Order Consultant will provide continuing project management, any changes and Design Services During Construction (DSDC).

SCOPE OF SERVICES

TASK 1_PROJECT MANAGEMENT AND COORDINATION

It is anticipated that project will be advertised by first of the year 2021 and awarded by spring and 24 months of construction time with end date summer of 2023.

1.1 Project Management & Coordination (12 months @ 4hrs/month)

1.2 Contract Administration (36 months @ 6hrs/month)

TASK 4_DESIGN SUPPORT DURING CONSTRUCTION (DSDC) SERVICES (AS-NEEDED)

4.1 Weekly Construction Meetings

Consultant shall attend 30 weekly construction progress meetings (virtual) at the request of the MTS Project Manager. Appropriate representatives will attend when requested depending on progress and phase of construction. (30 meetings @ 3hrs/meeting)

4.2 Review & Approve Submittals

Consultant will review and approve or take other appropriate action in respect to Contractor-prepared submittals (for those forwarded from the MTS Construction Management (CM) team) required by the specifications, including shop drawings, product catalog cut sheets, certificates of compliance, samples, and other data which the Construction 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 or to related safety precautions and programs.

Consultant will have ten working days for review each submittal. Once the review is complete the submittal will receive a notification stamp indicating results of review including notes for additional action by the Construction contractor as may be deemed necessary.
(110 Submittals @ 2.5hrs/each)

4.3 Respond to Requests for Information (RFI)

Consultant will review and respond to Construction contractor RFIs forwarded from the MTS Construction Management (CM) team and issue necessary clarifications and interpretations of

the Contract Documents as appropriate to the orderly completion of the Construction contractor's work. Any orders authorizing variations from the Contract Documents will be made by the MTS CM.
(160 RFIs @ 3hrs/each)

4.4 Field Observations

At the request of MTS, the Consultant staff will perform site visits to assist in a response to RFI's, to gather data for developing Change Orders, or to perform other specific tasks such observation of Change in Condition, Construction contractor implementation for substitution, field verifications, pre-testing and in-service testing, etc. Maximum of 18 site visits.
(1 visit/month for 18 months @ 3hrs/month)

4.5 Prepare Design Revisions/Design Change Notices (DCN's)

Consultant will prepare revisions to design plans and technical specifications as directed. Modifications to the project plans and specifications may be required prior to and during the construction phase of the project. The Consultant will work with the MTS construction team to assess the purpose for implementing a potential change, to develop an appropriate solution, and develop corresponding revisions to the plans and specifications. Design revisions may be in response to action required by an RFI, CCO, an unforeseen site condition, value-engineering, etc. If requested by MTS, the Consultant will develop cost estimates to coincide with the proposed changes. Design revisions will be transmitted in PDF file format
(10 DCNs @ 4hrs/each)

4.6 Punchlist and Closeout Activities

As the project nears Substantial Completion, the Consultant will assist the CM team in preparing a punchlist of items to be addressed by the Construction contractor. Assistance with the punchlist will entail site walks as directed by the CM team.

ATTACHMENT B

NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

JACOBS ALTERNATIVE

Att. D, AI 19, 11/12/2020
MTS Doc. No. **G1949.0-17**

Work Order No. **WOA1949-AE-31.05**

Attachment: **B**

Work Order Title: Design Services to Double Track the Bayside Terminal -Amendment 5

Provide DSDC

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	0100	PROJECT MANAGEMENT	\$25,189.80
2	0255	ENGINEERING	\$250,725.76

Totals = **\$275,915.56**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	ADMIN	PM & COORDINATION	244.00	\$25,189.80
2	ENGINEERING			
3	ENGINEERING			
4	ENGINEERING	DESIGN SUPPORT DURING CONSTRUCTION	1,599.00	\$250,725.76
5	ENGINEERING			
6	ENGINEERING			
7	ENGINEERING			

Totals = **1,843.00** **\$275,915.56**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
			X	JACOBS	1,241.00	\$182,142.54
X				Pacific Railway Enterprises	602.00	\$93,773.02

Totals = **1,843.00** **\$275,915.56**

Work Order Estimate Summary

Att. D, AI 19, 11/12/2020

Consultant/ Subconsultant: JACOBS ENGINEERING GROUP, INC.

Contract No: G1949.0-17
Task Order No. WOA1949-AE-31.05
Attachment: B

Work Order Title: =Summary!E6

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage - Addtl	miles	\$0.585							2,000	\$1,170.00		
2	Airline Tickets - Addtl	trip	\$600.000							2	\$1,200.00		
3	Hotel	ea	\$150.00							2	\$300.00		
4	Millenium Environmental												
5	Eurofins Test America												
6	Waste Soil-ODC	0											
7													
8	C Below												
9													
10													
Subtotal =						Subtotal =		Subtotal =		Subtotal =	\$2,670.00	Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage -Add Addtl											2,000	\$1,170.00
2	Airline Tickets -Add addtl											2	\$1,200.00
3	Hotel											2	\$300.00
4	Millenium Environmental												
5	Eurofins Test America												
6	Waste Soil-ODC												
7													
8	C Below												
9													
10													
Subtotal =				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	\$2,670.00

Work Order Estimate Summary

Att. D, AI 19, 11/12/2020

Total Hours =	602
Total Costs =	\$93,773.02

Consultant/Subconsultant: Pacific Railway Enterprises, Inc.

MTS Doc. No.: G1949.0-17
Work Order No.: WOA1949-AE-31.04

Work Order Title: Design Services to Double Track Bayside Terminal - Additional Scope & Fee Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Sr. Systems Engineer	Sr. Railroad Systems Technologist I	Signal Designer III	Sr. Railroad Systems Technologist III	Sr. Railroad Systems Technologist II					Total Hours	Totals
				\$ 227.60	\$ 126.45	\$ 75.87	\$ 164.38	\$ 152.79						
3	Task 3	Bid Support Services												
3.1	0255	Bid Support												
		Prepare Conformed Plans & Specs												
		Subtotals (Hours) =	N/A											
		Subtotals (Costs) =												

4	Task 4	DesignSupport during Construction-DSDC												
4.1	0255	Weekly Construction Meetings (Assume 14@ 2hrs/mtg)		20			20						40	\$7,839.60
		Review & Approve Submittals		24	36		40						100	\$16,589.80
		Respond to Request for Information (RFI)		24	30		40						94	\$15,831.10
		Field		16	80		40						136	\$20,332.80
		Prepare Design		24	24		24						72	\$12,442.32
		Punchlist & Closeout Activities		20	40	60	40						160	\$20,737.40
		Subtotals (Hours) =	N/A	128	210	60	204						602	\$93,773.02
		Subtotals (Costs) =		\$29,132.80	\$26,554.50	\$4,552.20	\$33,533.52						602	\$93,773.02

Totals (Summary) =

Total (Hours) =

Total (Costs) =

Percentage of Total (Hours) =

Percentage of Total (Costs) =

N/A	128	210	60	204							602	\$93,773.02
	\$29,132.80	\$26,554.50	\$4,552.20	\$33,533.52								\$93,773.02
N/A	21%	35%	10%	34%							100%	100%
	31%	28%	5%	36%								



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

November 12, 2020

SUBJECT:

FISCAL YEAR 2020 COMPREHENSIVE ANNUAL FINANCIAL REPORT (ERIN DUNN
AND LARRY MARINESI; KEN PUN OF THE PUN GROUP)

RECOMMENDATION:

That the Board of Directors receive the Fiscal Year (FY) 2020 Comprehensive Annual
Financial Report (CAFR).

Budget Impact

None.

DISCUSSION:

The San Diego Metropolitan Transit System (MTS) staff and external auditors, The Pun
Group, will present the FY 2020 CAFR and discuss the FY 2020 Audit.

A draft of the FY 2020 CAFR was presented to the Audit Oversight Committee on
November 5, 2020 as well as a review of the FY 2020 Independent Audit by Ken Pun
and Coley Delaney from The Pun Group. During the presentation, it was noted that they
are issuing an "Unmodified Opinion" and that our financial statements are presented
fairly in all material respects.

/S/ Sharon Cooney _____

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, julia.tuer@sdmts.com

Attachment: A. FY20 Comprehensive Annual Financial Report





Comprehensive Annual Financial Report

for the Fiscal Years Ended
June 30, 2020 and 2019

San Diego, California



Metropolitan Transit System



San Diego Metropolitan Transit System

San Diego, California

***Comprehensive Annual Financial Report
and Independent Auditors' Report***

For the Years Ended June 30, 2020 and 2019

PREPARED BY SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FINANCE DEPARTMENT

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San Diego Metropolitan Transit System

Table of Contents

	Page
Introductory Section (Unaudited):	
Letter of Transmittal	i
Listing of Board of Directors and Management	vii
Executive Level Organization Chart.....	ix
Certificate of Achievement for Excellence in Financial Reporting – GFOA	x
Financial Section:	
Independent Auditors' Report.....	1
Management's Discussion and Analysis – Required Supplementary Information (Unaudited)	3
Basic Financial Statements:	
Statements of Net Position	9
Statements of Revenues, Expenses and Changes in Net Position	10
Statements of Cash Flows	11
Notes to Basic Financial Statements	17
Required Supplementary Information (Unaudited):	
Schedule of Proportionate Share of the Net Pension Liability	75
Schedule of Changes in Net Pension Liability and Related Ratios	76
Schedule of Contributions.....	79
Schedule of Changes in the Total OPEB Liability and Related Ratios.....	83
Supplementary Information:	
Combining Schedule of Net Position	89
Combining Schedule of Revenues, Expenses, and Changes in Net Position	90
Combining Schedule of Cash Flows	92
Schedules of Revenues, Expenses and Changes in Net Position - Budget and Actual:	
Combined Operations	94
General Operations	
General Fund	95
Taxicab Administration	96
San Diego and Arizona Eastern Railway	97
MTS – Contracted Services	98
San Diego Transit Corporation.....	99
San Diego Trolley, Inc.	100

San Diego Metropolitan Transit System

Table of Contents (Continued)

	Page
Statistical Section (Unaudited):	
Financial Trends:	
Net Position by Component.....	104
Changes in Net Position.....	106
Revenue Capacity:	
Operating Revenues by Source.....	111
Fare Structure.....	112
Farebox Recovery Percentage.....	114
Debt Capacity:	
Ratio of Outstanding Debt by Type.....	116
Demographic and Economic Statistics:	
Regional Population and Personal Income Statistics.....	118
Full-Time and Part-Time Employees by Function.....	119
Ten Largest Employers in San Diego County.....	120
Operating Information:	
Operating Indicators by Function.....	122
Service Performance Data.....	124
Capital Asset Statistics by Function.....	126
Ridership.....	128
Operating Subsidy.....	130
Independent Auditors' Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>.....	133

INTRODUCTORY SECTION

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Metropolitan Transit System

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

Board of Directors and Transit Riders
San Diego Metropolitan Transit System

The comprehensive annual financial report of the San Diego Metropolitan Transit System (MTS) for the fiscal years ended June 30, 2020 and 2019 is hereby submitted. Responsibility for both the accuracy of the data, and the completeness and fairness of the presentation, including all disclosures, rests with management. The MTS Board of Directors has established an Audit Oversight Committee to provide an additional level of scrutiny to the preparation of the comprehensive annual financial report. Management of MTS is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of MTS are protected from loss, theft, or misuse and to ensure that adequate accounting data are compiled to allow for preparation of financial statements in conformity with generally accepted accounting principles in the United States of America (U.S. GAAP). The internal control structure is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived and (2) the valuation of costs and benefits requires estimates and judgments by management. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

State statutes require an annual audit by independent certified public accountants. The Pun Group LLP, Accountants and Advisors, has been retained to meet this requirement. The goal of the independent audit was to provide reasonable assurance that the financial statements of MTS for the fiscal years ended June 30, 2020 and 2019 are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditors concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that MTS's financial statements for the fiscal years ended June 30, 2020 and 2019 are fairly presented, in all material respects, in conformity with U.S. GAAP. The independent auditors' report is presented as the first component of the financial section of this report.

The independent audit was also designed to meet the requirements of a broader, federally mandated "Single Audit" and to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements required the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government's internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal awards. The reports related specifically to the Single Audit are issued under separate cover.

U.S. GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The MD&A can be found immediately following the report of the independent auditors.

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • www.sdmts.com



Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

REPORTING ENTITY

The San Diego Metropolitan Transit System was created effective January 26, 1976 to provide the policy setting and overall management coordination of the public transportation system in the San Diego metropolitan service area. This service area encompasses approximately 3 million people residing in a 570 square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, and San Diego and the unincorporated area of the County of San Diego.

MTS's mission statement, adopted by the Board of Directors, is to enhance the personal mobility of San Diego metropolitan area residents and visitors by:

- Obtaining maximum benefit for every dollar spent.
- Being the community's major public transportation advocate.
- Increasing public transportation usage per capita.
- Taking a customer-oriented approach.
- Implementing capital projects on schedule and within budget.
- Offering high-quality public transportation services.
- Responding to the community's socioeconomic interests.

California law establishes the San Diego Association of Governments (SANDAG) as the planning agency for San Diego County. The responsibility and decision-making for all transportation-related planning, programming and development activities occurs within SANDAG's ten member Transportation Committee. Approved transportation plans and programs are subsequently executed by SANDAG staff. Within this structure, MTS and the North County Transit District (NCTD) focus primarily on operating activities.

MTS is effectively an umbrella agency. MTS owns the assets of San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC), the area's two largest transit operators. These two transit units were formed under California law as not-for-profit public corporations and function as operating subsidiaries of MTS. SDTI and SDTC are considered component units and are blended component units for financial reporting purposes. SDTI operates four Light Rail Transit (LRT) routes: the UC San Diego Blue Line from the America Plaza Station to San Ysidro at the International Border, the Orange Line from the Courthouse station through Centre City and then east to El Cajon, the Sycuan Green Line from the 12th and Imperial Transit Center Bayside platform to Santee and the SDG&E Silver Line that makes stops along the downtown loop using three restored vintage cars from the 1940's and 1981. SDTI operates on a total of 54.3 miles of track. SDTC operates 27 routes with an active fleet of 276 buses.

The relationship between MTS and the transit operating subsidiaries, SDTI and SDTC, is formally established through operating agreements and MTS-adopted corporate policies. These agreements and corporate policies specify the roles and responsibilities of each of the organizations and outline the procedures in numerous functional areas including accounting and budgeting, fare setting, marketing and public information, revenue-producing advertising, service contracts, and programming of federal, state and local subsidies. The MTS Board of Directors has the policy-setting responsibility for the operation and development of MTS's transit operating subsidiaries as well as for the planning and approval of capital expenditures by or on behalf of these entities. The day-to-day operating functions, labor matters and maintenance of facilities are managed by the individual transit operators. MTS has centralized and consolidated Security, Planning, Human Resources, Finance, Information Technology, Stores, and Purchasing for MTS and all subsidiaries.

In addition to the bus routes operated by SDTC, MTS is financially accountable for the operation of certain additional bus routes. MTS contracts with outside parties for the operation of 76 fixed-route bus lines and paratransit services with an active fleet of 508 buses. The contracts require full operation and maintenance of the bus services. Contract services are accounted for in the MTS - Contracted Services Fund for financial reporting purposes.

MTS owns the San Diego and Arizona Eastern Railway Company (SD&AE), a not-for-profit railroad holding company entrusted with assets which include 108 miles of rail line and over 2,000 acres of property. MTS has a contract with the San Diego and Imperial Valley Railway Co. (SDIV) for the operation of freight rail services over the UC San Diego Blue Line (downtown San Diego south to San Ysidro) and Orange Line (downtown San Diego east to El Cajon) trolley segments. MTS provides no subsidy to SDIV, but does receive a portion of its gross revenue. SD&AE is considered a blended component unit for financial reporting purposes.

MTS is financially accountable for the operation of Taxicab Administration and currently has contracts with the following cities through June 30, 2024: San Diego, National City, El Cajon, Imperial Beach, La Mesa, Lemon Grove, Poway, Santee and Chula Vista. The agreements include licensing and regulating taxicabs, jitneys, nonemergency medical, charter, low speed vehicle, and sightseeing for-hire vehicles.

The MTS Board of Directors is comprised of 15 members with four appointed from the City of San Diego (the Mayor of San Diego and three San Diego City Council Members), two appointed from the City of Chula Vista (the Mayor of Chula Vista and a Chula Vista City Council Member), one appointed from each City Council of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee, and one appointed from the San Diego County Board of Supervisors.

ECONOMIC CONDITION AND OUTLOOK

San Diego's economy was significantly impacted by response to the global COVID-19 pandemic beginning in March 2020. While we anticipate the effects to last for several years, with the stay at home orders being lifted, we do hope to see some short term improvements. Industries projected to lead the region's growth include Biotech and Healthcare which were not severely impacted by the pandemic. However, hospitality and tourism is a significant source of income for the local economy and that took a big hit in 2020. San Diego's gross domestic product (GDP), accounted for 8.1% of California's GDP at \$219.4 billion, up from 202.0 billion in 2018. Although 2019 closed with an increase in annual growth, 2020 is projected to decline 5% in quarter one, 7.5% in quarter two and 1.25% in quarter three. The unemployment rate was 13.9% in June 2020. Due to COVID-19, this is notably higher than the 3.1% average for the first half of fiscal year 2020, 3.3% in 2019 and 3.3% in 2018. San Diego continues to compare favorably to the unemployment rate in California but slightly higher than the national average.

Long-term financial planning

The long-term goal of MTS is to fund operations solely with recurring revenues, but for the next few years that will not be the case. The global COVID-19 pandemic continues to have a dramatic effect on MTS operations. Over the last four months of the fiscal year, MTS lost \$16 million of passenger fare revenue, from a pre-pandemic forecast of \$31.6 million to actual revenues of \$15.6 million, a reduction of 51%. For FY21, the approved budget assumed a 46% reduction in fare revenues compared to the pre-pandemic run rate. The pandemic will also impact sales tax receipts throughout California, which impacts subsidy revenue available to MTS from both TDA and funds. While that impact was muted for FY20 due to the lag in cash receipts being distributed by the state, the FY21 budget assumes a drop of 17% or \$23 million. State Transit Assistance (STA) funding is also expected to drop from \$30 million to approximately \$17 million, a 43% reduction. On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided \$25 billion to the transit industry nationwide. MTS was apportioned \$220 million in CARES Act funding, which will be utilized over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. For FY20, \$17.9 million was used to supplement lost revenues. The FY21 approved budget assumes another \$101.5 million of CARES will be utilized, leaving a balance of approximately \$100 million for future fiscal years. At this point, the pandemic's effects on passenger fare and sales tax generated revenues are expected to continue into FY23. Additionally, MTS has a contingency reserve balance of 12.7% of the operating budget at its disposal.

Major Initiatives

MTS commissioned the Fermanian Business & Economic Institute at Pt. Loma Nazarene University to conduct a study based on economic data from the fiscal year ending in June 2018. Fermanian specializes in economic studies that discover insights that affect change for organizations around the globe. The report concluded that MTS outperforms the transit systems of the other 15 largest metropolitan areas in the U.S., with highest cost recovery and lowest rider costs. Every dollar the public had invested in MTS, the public received \$2.82 in the form of jobs, infrastructure investment, productivity gains, environmental benefits and money saved by riders. MTS generated \$1 billion in positive economic impact for the region, \$625 million in total personal income, reduced greenhouse gas emissions equivalent to 403 million fewer car miles driven and is a major economic gateway between Mexico and San Diego providing 19,000 bus and trolley trips for U.S.-Mexico workers.

On September 1, 2019, a new fare structure for the San Diego region went into effect and was the first fare change since 2009. The most significant changes include:

- Addition of a \$3 Day Pass for Seniors/Disabled/Medicare (SDM) and Youth riders for non-premium services
- Increase the Adult Day Pass from \$5 to \$6
- Reduce the monthly discounted pass price for Youth from \$36 to \$23 for non-premium services
- Increase the monthly discounted pass price for SDM passengers from \$18 to \$23 for non-premium services
- Increase the minimum age for senior discounts from 60 to 65 years (people born on or before Sept. 1, 1959 will remain eligible for reduced fares)
- Create a single one-way fare price (\$2.50) for non-premium services
- Elimination of free Trolley transfers to align with bus fare policy

In another effort to spur ridership, MTS held its second Free Ride Day on Wednesday, October 2, 2019. MTS recorded more than 100,000 additional riders than on the same Wednesday the prior year. MTS ridership increased by 30 percent and logged a total of 391,359 passenger trips on Free Ride Day. The success of the day was due, in part, to the extensive partnerships across the county. All cities, the county, large employers, the Navy and universities worked in concert to encourage ridership. The day was held in conjunction with California Clean Air Day and the San Diego Association of Government's Rideshare Week. The North County Transit District also provided free rides on the day. Lyft rideshare and Bird scooters offered discounts to transit riders for first and last mile services, as well.

For most of FY19 and through March of 2020, MTS conducted an aggressive marketing campaign to increase system wide ridership in conjunction with the agency's investment in additional frequency and span on highly utilized routes. The efforts were paying off. At the end of February, 2020, eight months into FY20, ridership was up 3.2% for bus and 3.9% for Trolley, or a total of about 2 million more trips. Ridership for FY20 was on its way to break a three-year downward trend before ridership plummeted due to stay-at-home orders for COVID-19. Calendar year 2019 ridership was 86.5 million, an increase of 1.4% over the calendar year 2018 totals of 85.3 million despite the fare increase in September 2019.

As part of this ridership review and ease of use of the system, MTS had undertaken an initiative of upgrading the region's current fare collection system. MTS hired INIT (Innovations in Transportation, Inc.) to develop and implement the region's new fare collection system. INIT has implemented the highly successful HOP system for TriMet in Portland, Oregon. This new fare system will allow MTS to keep pace with technologies riders want, such as guaranteed best fare based on the number of trips, real-time account management and much more. MTS is in the final stages of branding this new fare collection system and will begin introducing it publicly in the second half of 2020. The Compass Card system will be phased out, and the new system will be branded as PRONTO. It will include all new hardware and MTS will sell fares at hundreds of retail outlets (not at just the 50 Vons/Albertsons locations available today). The new fare collection system will be phased in beginning early 2021, and it will become fully operational by the end of the year.

Over the last decade, MTS has made funding the Capital Improvement Plan (CIP) a priority to bring the system up to a state of good repair, with almost \$900 million of funding spent on Capital. MTS and SANDAG completed the rehabilitation of the UC San Diego Blue Line and replaced both the East County and South Bay Bus facilities. The bus fleet replacement plan has been adjusted to keep the number of buses replaced to a manageable figure each year. The U2 light rail vehicle (LRV) fleet has been replaced and the replacements for the 2000 vehicle series (SD100 fleet), which are now nearing 25-years old, begin arriving in the spring of 2021. This will be the final step for MTS to become 100% low-floor across the entire Trolley fleet. MTS has committed \$100 million for CIP in FY21, funding 45 projects focused on fleet replacement and maintaining a state of good repair.

The 11-mile extension of the UC San Diego Blue Line, named the Mid-Coast Corridor Transit Project (Mid-Coast) is also currently under construction from the Old Town Transit Center to the University City community. It will feature nine new stations, serving major activity centers such as the Veterans Administration Medical Center, UCSD, and Westfield UTC. The project is funded by SANDAG and the Federal Transit Administration (FTA) New Starts Program. The project remains on track and Mid-Coast is anticipated to begin service in November 2021.

MTS has a long record for having one the greenest fleets in the nation. This year, it became a little greener with the launch of the region's first Zero-Emission Bus (ZEB) Pilot Program in November 2019. MTS has acquired eight zero emission electric battery buses, six of which are from New Flyer and two from Gillig. The electric buses have an average estimated range of 150 miles per charge and many MTS bus routes are 150 miles or less, making them appropriate for this pilot program. The pilot program will allow MTS to gather operational knowledge of these new technologies in advance of a full system rollout. The Innovative Clean Transit (ICT) rule passed in December of 2018 by the California Air Resources Board (CARB) mandated purchase requirements of ZEBs for transit operators with fleets larger than 100 buses starting in 2023. The ICT requires transit agencies to submit a Rollout Plan to CARB to indicate compliance with the ZEB purchase mandate. The Rollout Plan approved by the MTS Board details the fleet conversion process through 2040. It is expected this program will require an additional \$850 million in funding over the existing natural gas fleet plan in order for MTS to be compliant with ICT.

AWARDS AND ACKNOWLEDGMENTS



The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to MTS for its Comprehensive Annual Financial Report (CAFR) for the fiscal year ended June 30, 2019. This was the fourteenth consecutive year and the twenty-fourth year overall that MTS has achieved this prestigious award. To be awarded a Certificate of Achievement, MTS must publish an easily readable and efficiently organized Comprehensive Annual Financial Report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

The Certificate of Achievement is valid for a period of one year only. We believe that our current CAFR continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

Acknowledgments

The staff of the finance department is to be commended for their efficient and dedicated service to the production of this report. In addition, we express our appreciation for the assistance and cooperation provided by management and staff in all departments throughout the organization.

Sharon Cooney
Chief Executive Officer

Larry Marinesi
Chief Financial Officer

November 5, 2020

**Dedication to Paul Jablonski,
former Chief Executive Officer of MTS**

A special acknowledgment is due to Paul Jablonski, the Chief Executive Officer of MTS from 2004 until his passing in May 2020. Mr. Jablonski's commitment to fiscal responsibility was instilled into the entire MTS organization. The agency's record of producing award-winning CAFRs is just one manifestation of its overall excellence. CAFRs tell the MTS story in numbers each year. From these numbers, people can see the agency's dedication to operational efficiency. From the capital budget, you can understand its commitment to a State of Good Repair. The numbers, however, are just one way to appreciate the bottom line. For Mr. Jablonski, the real bottom-line was hard work, integrity, and loyalty. By expecting this from all MTS employees – and by the employees giving it their all to meet his expectations – Mr. Jablonski knew that excellence would be the result. The success of his approach is undeniable. MTS has been judged perfect by many independent audits. By almost any metric, the agency is one of the best-run agencies in North America. He was immensely proud of those achievements. More so, he was proud of the people who helped realize his vision. Mr. Jablonski was a true champion of transit, and his 40-plus-years career in transit benefited the entire industry. As a result, Mr. Jablonski was inducted into the American Public Transportation Association's Hall of Fame this year. Of course, Mr. Jablonski will be missed, but we know that his legacy will live on at MTS. And it is to that legacy that we dedicate this CAFR.



San Diego Metropolitan Transit System

Listing of Board of Directors and Management

BOARD OF DIRECTORS

Members	Board position (elected position)
Nathan Fletcher	Chair, since 1/20; Board Member, since 1/19 (Supervisor, County Board of Supervisors)
Alejandra Sotelo-Solis	Vice Chair, since 1/20; Board Member, since 11/19 (Mayor, National City)
Paloma Aguirre	Board Member, since 12/18 (Councilmember, City of Imperial Beach)
David Arambula	Board Member, since 1/17 (Councilmember, City of Lemon Grove)
Kevin Faulconer	Board Member, since 1/18 (Mayor, City of San Diego)
Caylin Frank	Board Member, since 12/18 (Councilmember, City of Poway)
Jill Galvez	Board Member, since 1/19 (Councilmember, City of Chula Vista)
Georgette Gómez	Board Member, since 1/17 (Council President, City of San Diego)
Ronn Hall	Board Member, since 5/17 (Councilmember, City of Santee)
Bob McClellan	Board Member, since 4/08 (Councilmember, City of El Cajon)
Monica Montgomery	Board Member, since 12/18 (Councilmember, City of San Diego)
Mary Salas	Board Member, since 2/13 (Mayor, City of Chula Vista)
Bill Sandke	Chair Pro Tem, since 1/20, Board Member, since 1/17 (Councilmember, City of Coronado)
Chris Ward	Board Member, since 12/18 (Councilmember, City of San Diego)
Akilah Weber	Board Member, since 1/20 (Councilmember, City of La Mesa)

BOARD COMMITTEE MEMBERSHIP

Executive Committee	Accessible Services Advisory Committee	Airport Authority Advisory Committee	Public Security Committee
Nathan Fletcher, Chair Alejandra Sotelo-Solis David Arambula Mary Salas Chris Ward	Alejandra Sotelo-Solis	Bill Sandke Ronn Hall	Monica Montgomery, Chair Paloma Aguirre David Arambula Jill Galvez Bill Sandke Akilah Webber
Audit Oversight Committee	Budget Development Committee	Los Angeles-San Diego Rail Corridor Agency	Taxicab Advisory Committee
Nathan Fletcher, Chair Alejandra Sotelo-Solis David Arambula Mary Salas Chris Ward	Mary Salas, Chair David Arambula Kevin Faulconer Nathan Fletcher Bill Sandke	Caylin Frank Bill Sandke	Chris Ward
SANDAG Board	SANDAG Regional Planning Committee	SANDAG Transportation Committee	
Paloma Aguirre Bill Sandke	Jill Galvez	Alejandra Sotelo-Solis Ronn Hall	

San Diego Metropolitan Transit System

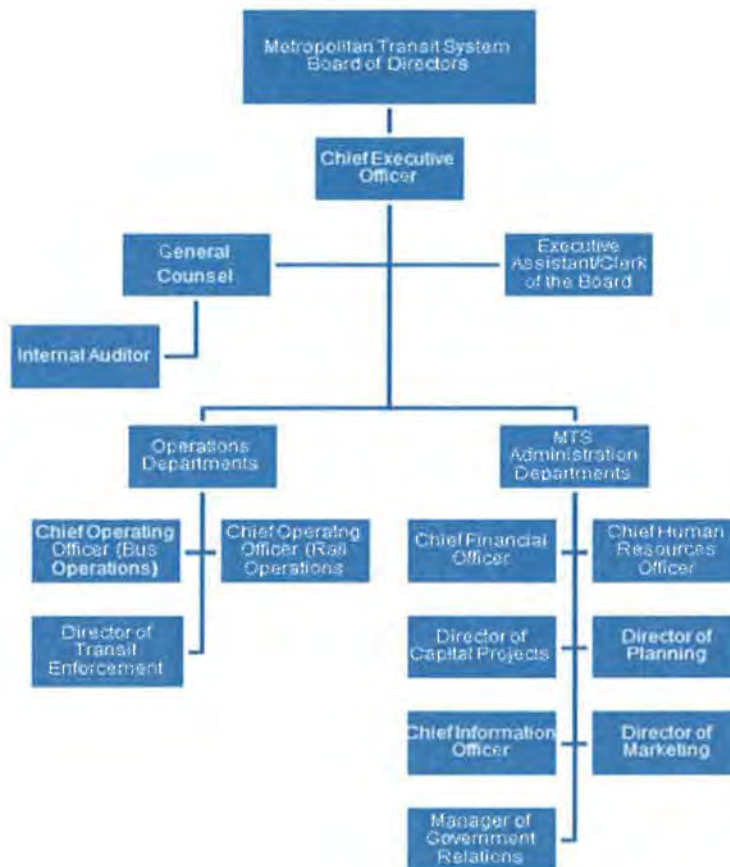
Listing of Board of Directors and Management (Continued)

MTS MANAGEMENT

Staff	Position
Sharon Cooney	Chief Executive Officer
Karen Landers	General Counsel
Larry Marinesi	Chief Financial Officer
Mike Wygant	Chief Operating Officer, Transit Systems
E. Wayne Terry	Chief Operating Officer, Rail
Jeff Stumbo	Chief Human Resources Officer
Karun Kapur	Chief Information Officer
Denis Desmond	Director, Planning
Robert Schupp	Director, Marketing and Communications
Heather Furey	Director, Capital Projects
<i>Current Opening</i>	Director, Transit Enforcement
Julia Tuer	Manager of Government Relations

San Diego Metropolitan Transit System

Executive Level Organization Chart



San Diego Metropolitan Transit System

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Government Finance Officers Association

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**San Diego Metropolitan Transit System
California**

For its Comprehensive Annual
Financial Report
For the Fiscal Year Ended

June 30, 2019

Christopher P. Morrell

Executive Director/CEO

FINANCIAL SECTION

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To the Board of Directors
of the San Diego Metropolitan Transit System
San Diego, California

INDEPENDENT AUDITORS' REPORT

Report on Financial Statements

We have audited the accompanying basic financial statements of the San Diego Metropolitan Transit System (MTS), which comprise the statements of net position as of June 30, 2020 and 2019, and the related statements of revenues, expenses and changes in net position, and cash flows for the years then ended, and the related notes to the basic financial statements.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audits. We conducted our audits in accordance with auditing standards generally accepted in the United States of America, and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of MTS, as of June 30, 2020 and 2019, and the respective changes in financial position, and cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

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To the Board of Directors
of the San Diego Metropolitan Transit System
San Diego, California
Page 2

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, Schedules of Proportionate Share of the Net Pension Liability and Related Ratio, Schedules of Changes in Net Pension Liability and Related Ratios, Schedules of Contributions – Pension Plans, and Schedules of Changes in Total OPEB Liability and Related Ratios be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise MTS's basic financial statements. The introductory section, combining and individual fund financial statements, and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining and individual fund financial statements are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual fund financial statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 5, 2020, on our consideration of MTS's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering MTS's internal control over financial reporting and compliance.

The PwC Group, LLP

San Diego, California
November 5, 2020

San Diego Metropolitan Transit System Management's Discussion and Analysis June 30, 2020 and 2019

The following discussion and analysis of the financial performance of the San Diego Metropolitan Transit System (MTS) is intended to provide an overview of MTS's financial activities for the fiscal years ended June 30, 2020 and 2019. This information should be used in conjunction with the Letter of Transmittal, which can be found on pages i through v of this report.

Financial Highlights

- Net position, as reported in the statement of net position, totaled \$1,863 million as of June 30, 2020, \$1,770 million as of June 30, 2019 and \$1,735 million as of June 30, 2018. Of this amount, \$(12) million was the unrestricted deficit as of June 30, 2020, \$(53) million was the unrestricted deficit as of June 30, 2019 and \$(55) million was the unrestricted deficit as of June 30, 2018. Total net position increased by \$93 million in the current year and increased by \$35 million in the prior year. The current year increase is primarily due to a \$119 million in contributed capital from SANDAG.
- For the year ended June 30, 2020, the combined farebox recovery ratio (the measure of the ability to recover operating costs through fare revenue) for San Diego Trolley, Inc., San Diego Transit Corporation, and MTS - Contracted Services was 28.05% compared to 34.21% for the year ended June 30, 2019 and 33.33% for the year ended June 30, 2018. The current year decrease is primarily due to a decrease in passenger revenue related to Covid-19 and an increase in risk management costs.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to MTS's financial statements. The financial statements are comprised of two components: 1) financial statements and, 2) notes to financial statements. This report also contains other supplementary information in addition to the financial statements themselves.

Financial statements. The financial statements are designed to provide readers with a broad overview of MTS's finances, in a manner similar to a private-sector business.

The *statement of net position* presents information on all of MTS's assets, deferred outflow of resources, liabilities, and deferred inflow of resources with the difference between the four reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of MTS is improving or deteriorating.

The *statement of revenues, expenses and changes in net position* presents information showing how net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., earned but unused vacation leave).

The *statement of cash flows* presents information showing the sources and uses of cash related to operating activities, noncapital financing activities, capital and related financing activities and investing activities. In addition, the statement provides information about significant non-cash investing, capital and financing activities.

Since MTS's primary function is to provide transportation services to the region's citizens and recover costs through user fees and charges, the financial statements include business-type activities. In addition, the financial statements include not only MTS itself (*known as the primary government*), but also two legally separate transit operators and one legally separate freight railway, for which MTS is financially accountable: San Diego and Arizona Eastern Railway Company (SD&AE).

San Diego Metropolitan Transit System
Management's Discussion and Analysis (Continued)
June 30, 2020 and 2019

Notes to basic financial statements. The notes provide additional information that is essential to a full understanding of the data provided in the financial statements.

Other information. In addition to the financial statements and accompanying notes, this report also presents certain required supplementary information concerning MTS's net pension liability and net other post-employment benefits liability for its employees.

Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of an entity's financial stability. In the case of MTS, net position was \$1,863 million at the close of the most recent fiscal year and \$1,770 million at the end of FY2019.

The largest portion of MTS's net position reflects the investment in capital assets, net of accumulated depreciation and reduced by any outstanding bonds or other borrowings and deferred inflows and outflows of resources (Net Investment in Capital Asset). Most of the investment in capital assets is comprised of trolley system assets, buses, and construction-in-progress totaling \$64 million, of which the largest projects are the replacement of our SD100 Light Revenue Vehicles and the new Fare System project, at \$26.9 and \$11.2 million respectively. Prior year construction-in-progress totaled \$42 million, of which the largest projects were the Courthouse trolley station and the Transit Asset Management project, at \$12.8 and \$9.7 million respectively. The capital assets that are represented by construction-in-progress will be used to provide services to citizens; consequently, these assets are not available for future spending. In FY2020, MTS transferred completed projects worth \$33.0 million to SDTC, SDTI and MTS - Contracted Services compared to \$60.2 million in FY2019.

The balance in the unrestricted component of net position increased by \$41.1 million during the current year and increased by \$2.2 million in the prior year. Total assets increased by \$87 million primarily due to capital assets increasing by \$51 million and due from other governments increasing by \$23 million. In FY2019, total assets increased by \$79 million. In the current fiscal year, total liabilities decreased by \$1 million primarily due to a decrease in accounts payable of \$9 million and a decrease in unearned revenue of \$8 million offset by an increase in pension liability of \$16 million. In the previous year, total liabilities increased by \$29 million.

	2020	2019	Change	2018	Change
Current and other assets	\$ 294,393,551	\$ 258,548,635	\$ 35,844,916	\$ 215,737,517	\$ 42,811,118
Capital assets	1,874,319,606	1,823,323,569	50,996,037	1,787,009,020	36,314,549
Total assets	2,168,713,157	2,081,872,204	86,840,953	2,002,746,537	79,125,667
Deferred outflows of resources	44,104,664	39,436,807	4,667,857	54,287,513	(14,850,706)
Current and other liabilities	75,101,849	91,121,531	(16,019,682)	57,240,387	33,881,144
Long-term liabilities outstanding	266,405,664	251,475,903	14,929,761	256,544,202	(5,068,299)
Total liabilities	341,507,513	342,597,434	(1,089,921)	313,784,589	28,812,845
Deferred inflows of resources	8,796,023	8,736,010	60,013	8,303,149	432,861
Net position:					
Net investment in capital assets	1,874,319,606	1,822,922,233	51,397,373	1,785,807,650	37,114,583
Restricted	218,452	212,422	6,030	4,545,522	(4,333,100)
Unrestricted (deficit)	(12,023,773)	(53,159,088)	41,135,315	(55,406,860)	2,247,772
Total net position	\$ 1,862,514,285	\$ 1,769,975,567	\$ 92,538,718	\$ 1,734,946,312	\$ 35,029,255

San Diego Metropolitan Transit System
Management's Discussion and Analysis (Continued)
June 30, 2020 and 2019

The decreases in operating revenue is attributable to a decrease in passenger revenue of \$13 million due to the Covid-19 pandemic. Variances between FY2020 and FY2019 nonoperating revenues are attributable to a significant increase in Federal revenue due to \$18 million in CARES Act revenue, \$28 million increase in State Revenue and \$18 million in Other Local Subsidies. Operating expenses increased due to risk management increasing by \$5.7 million along with depreciation expense increasing by \$4.0 million and slight increases in personnel costs and outside services.

	2020	2019	Change	2018	Change
Revenues:					
Operating revenues:					
Passenger revenue	\$ 79,531,924	\$ 92,225,166	\$ (12,693,242)	\$ 90,235,809	\$ 1,989,357
Other operating revenue	21,193,172	20,434,869	758,303	18,535,281	1,899,588
Nonoperating revenues:					
Federal revenue	90,452,130	66,068,502	24,383,628	86,930,893	(20,862,391)
Transportation Development Act	105,032,033	96,654,680	8,377,353	94,111,445	2,543,235
State Transit Assistance	28,595,958	32,382,645	(3,786,687)	21,680,915	10,701,730
State revenue - other	29,636,442	1,828,998	27,807,444	4,886,993	(3,057,995)
TransNet funds	40,315,353	45,550,475	(5,235,122)	40,195,362	5,355,113
Other nonoperating revenue	22,275,984	659,457	21,616,527	5,623,649	(4,964,192)
Total revenues	417,032,996	355,804,792	61,228,204	362,200,347	(6,395,555)
Expenses:					
Operating expenses	443,146,547	426,696,248	16,450,299	423,132,790	3,563,458
Nonoperating expenses	572,738	671,402	(98,664)	809,318	(137,916)
Total expenses	443,719,285	427,367,650	16,351,635	423,942,108	3,425,542
Increase (decrease) in net position before capital contributions	(26,686,289)	(71,562,858)	44,876,569	(61,741,761)	(9,821,097)
Capital contributions	119,225,007	106,592,113	12,632,894	99,550,659	7,041,454
Increase (decrease) in net position	92,538,718	35,029,255	57,509,463	37,808,898	(2,779,643)
Net position:					
Beginning of year	1,769,975,567	1,734,946,312	35,029,255	1,697,137,414	37,808,898
End of year	<u>\$1,862,514,285</u>	<u>\$1,769,975,567</u>	<u>\$ 92,538,718</u>	<u>\$1,734,946,312</u>	<u>\$ 35,029,255</u>

**San Diego Metropolitan Transit System
Management's Discussion and Analysis (Continued)
June 30, 2020 and 2019**

Capital Asset and Debt Administration

Capital assets. MTS's investment in capital assets net of accumulated depreciation as of June 30, 2020 and 2019 amounted to \$1,874 million and \$1,823 million, respectively. This investment in capital assets includes land, buildings, vehicles, equipment, and construction-in-progress. Major capital asset events during the current fiscal year included the following:

- MTS continues to modernize the bus fleet. In FY2020, MTS placed 12 new buses into service totaling \$7.6 million.
- MTS completed the Courthouse Trolley Station project at a total cost of \$12.0 million as well as the ERP and Transit Asset Management Project for \$9.8 million.
- Completed capital projects totaling \$119 million were transferred from SANDAG to MTS and its component units during FY2020, of which \$107 million were 26 light rail vehicles (LRVs).

CAPITAL ASSETS
(Net of Accumulated Depreciation)

	<u>2020</u>	<u>2019</u>	<u>2018</u>
Land	\$ 256,909,683	\$ 256,922,883	\$ 256,922,883
Buildings	1,002,480,694	1,041,617,309	996,361,733
Vehicles	504,332,108	437,802,630	432,560,716
Equipment & other	46,932,431	45,059,343	48,553,881
Construction-in-progress	63,664,690	41,921,404	52,609,807
Total	<u>\$ 1,874,319,606</u>	<u>\$ 1,823,323,569</u>	<u>\$ 1,787,009,020</u>

Additional information on MTS's capital assets can be found in Note 5 to the financial statements.

Long-term debt. MTS has one finance obligation outstanding relating to Pension Obligation Bonds issued in fiscal year 2005 for a total obligation of \$10.4 million.

Additional information about MTS's long-term debt can be found in Note 8 to the financial statements.

Bond Ratings

Standard & Poor's Ratings Services provided an underlying rating for the Pension Obligation Bonds at "A+", a higher rating than the "AA-" that was received in 2019. Additional information on MTS's long-term debt can be found in Note 8 to the financial statements.

Requests for Information

This financial report is designed to provide a general overview of MTS's finances for all those with an interest in the government's finances. If you have questions concerning any of the information provided in this report or need additional financial information, visit our website at www.sdmts.com or direct inquiries to the Controller, MTS, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

BASIC FINANCIAL STATEMENTS

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San Diego Metropolitan Transit System
Statements of Net Position
June 30, 2020 and 2019

	2020	2019
ASSETS		
Current assets:		
Cash and cash equivalents	\$ 104,119,654	\$ 98,640,856
Cash and cash equivalents restricted for capital support	20,127,449	22,690,668
Accounts and other receivables	11,694,833	10,663,281
Due from other governments	125,312,461	102,071,466
Inventory	27,858,581	20,747,837
Prepaid items and other current assets	5,280,573	3,734,527
Total current assets	294,393,551	258,548,635
Noncurrent assets:		
Capital assets, net of accumulated depreciation	1,874,319,606	1,823,323,569
Total noncurrent assets	1,874,319,606	1,823,323,569
Total assets	2,168,713,157	2,081,872,204
DEFERRED OUTFLOWS OF RESOURCES		
Pension-related deferred outflows of resources	41,198,030	38,028,421
OPEB-related deferred outflows of resources	2,906,634	1,408,386
Total deferred outflows of resources	44,104,664	39,436,807
LIABILITIES		
Current liabilities:		
Accounts payable	20,457,121	29,425,726
Due to other governments	2,343,547	6,908,807
Unearned revenue	24,143,533	32,259,264
Accrued expenses	5,291,408	3,114,362
Retentions payable	8,947,830	5,446,937
Due within one year:		
Compensated absences	6,748,487	6,049,951
Accrued damage, injury, and employee claims	4,479,923	4,998,412
Long-term debt, current portion	2,690,000	2,918,072
Total current liabilities	75,101,849	91,121,531
Noncurrent liabilities:		
Due in more than one year:		
Compensated absences	4,258,619	4,808,050
Accrued damage, injury, and employee claims	11,971,359	10,838,239
Long-term debt	7,665,000	10,355,000
Aggregate net pension liability	194,191,281	178,363,411
Aggregate total OPEB liability	48,319,405	47,111,203
Total noncurrent liabilities	266,405,664	251,475,903
Total liabilities	341,507,513	342,597,434
DEFERRED INFLOWS OF RESOURCES		
Deferred gain on debt refunding related to capital assets	-	38,264
Pension-related deferred inflows of resources	3,646,565	5,306,122
OPEB-related deferred inflows of resources	5,149,458	3,391,624
Total deferred inflows of resources	8,796,023	8,736,010
NET POSITION		
Net investment in capital assets	1,874,319,606	1,822,922,233
Restricted for capital assets	218,452	212,422
Unrestricted (deficit)	(12,023,773)	(53,159,088)
Total net position	\$ 1,862,514,285	\$ 1,769,975,567

See accompanying notes to basic financial statements.

San Diego Metropolitan Transit System
Statements of Revenues, Expenses, and Changes in Net Position
For the Years Ended June 30, 2020 and 2019

	2020	2019
Operating Revenues:		
Passenger revenue	\$ 79,531,924	\$ 92,225,166
Advertising	2,027,212	1,604,025
Miscellaneous	19,165,960	18,830,844
Total operating revenues	<u>100,725,096</u>	<u>112,660,035</u>
Operating Expenses:		
Personnel costs	149,331,486	146,005,624
Outside services	110,590,408	107,845,799
Transit operations funding	522,959	498,181
Materials and supplies	14,274,837	12,926,523
Energy costs	28,587,068	28,784,063
Risk management	7,857,880	2,183,096
Miscellaneous	5,011,017	5,446,266
Depreciation	126,970,892	123,006,696
Total operating expenses	<u>443,146,547</u>	<u>426,696,248</u>
Operating (Loss)	<u>(342,421,451)</u>	<u>(314,036,213)</u>
Public Support and Nonoperating Revenues (Expenses):		
Federal revenue	90,452,130	66,068,502
Transportation Development Act (TDA) funds	105,032,033	96,654,680
State Transit Assistance (STA) funds	28,595,958	32,382,645
State revenue - other	29,636,442	1,828,998
TransNet funds	40,315,353	45,550,475
Other local subsidies	18,673,163	1,058,481
Investment earnings	1,360,307	1,952,467
Interest expenses	(572,738)	(671,402)
Gain (Loss) on disposal of assets	2,242,514	(2,351,491)
Total public support and nonoperating revenues (expenses)	<u>315,735,162</u>	<u>242,473,355</u>
(Loss) Before Contributed Capital	<u>(26,686,289)</u>	<u>(71,562,858)</u>
Contributed capital, net	<u>119,225,007</u>	<u>106,592,113</u>
Changes in Net Position	<u>92,538,718</u>	<u>35,029,255</u>
Net Position:		
Beginning of year	1,769,975,567	1,734,946,312
End of year	<u>\$ 1,862,514,285</u>	<u>\$ 1,769,975,567</u>

*See accompanying notes to basic financial statements.

San Diego Metropolitan Transit System
Statements of Cash Flows
For the Years Ended June 30, 2020 and 2019

	2020	2019
Cash Flows From Operating Activities:		
Receipts from customers and users	\$ 100,241,897	\$ 113,620,347
Payments to suppliers	(162,047,347)	(153,840,907)
Payments to employees	(134,104,418)	(132,594,038)
Payments for damage and injury	(3,240,586)	(1,478,061)
Net cash (used in) operating activities	(199,150,454)	(174,292,659)
Cash Flows From Noncapital Financing Activities:		
Public support funds received	281,544,918	252,016,258
Net cash provided by noncapital financing activities	281,544,918	252,016,258
Cash Flows From Capital and Related Financing Activities:		
Debt service costs	(3,519,997)	(3,865,578)
Property acquisition	(79,977,392)	(55,892,229)
Proceeds from disposal of assets	2,106,103	122,231
Net cash (used in) capital and related financing activities	(81,391,286)	(59,635,576)
Cash Flows From Investing Activities:		
Interest received on investments	1,912,401	1,408,439
Net cash provided by investing activities	1,912,401	1,408,439
Net increase in cash and cash equivalents	2,915,579	19,496,462
Cash and Cash Equivalents:		
Beginning of year	121,331,524	101,835,062
End of year	\$ 124,247,103	\$ 121,331,524
Reconciliation of Cash and Cash Equivalents to Statements of Net Position:		
Cash and cash equivalents	\$ 104,119,654	\$ 98,640,856
Cash and cash equivalents restricted for capital support	20,127,449	22,690,668
Total cash and cash equivalents	\$ 124,247,103	\$ 121,331,524

See accompanying notes to basic financial statements

San Diego Metropolitan Transit System
Statements of Cash Flows (Continued)
For the Years Ended June 30, 2020 and 2019

	2020	2019
Reconciliation of Operating (Loss) to Net Cash (Used In) Operating Activities:		
Operating (loss)	\$ (342,421,451)	\$ (314,036,213)
Adjustments to reconcile operating (loss) to net cash (used in) operating activities:		
Depreciation	126,970,892	123,006,696
(Increase) decrease in:		
Accounts and other receivables	(1,031,552)	(1,232,070)
Due from other governments	660,612	799,454
Inventory	(446,418)	(2,501,534)
Prepaid items and other current assets	(1,546,046)	(82,506)
Increase (decrease) in:		
Accounts payable	2,088,712	3,960,874
Due to other governments	355,043	(487,022)
Accrued expenses	2,177,046	123,596
Unearned revenue	(68,978)	1,482,067
Aggregate net pension liability	13,044,967	11,598,598
Aggregate total OPEB liability	1,532,245	1,517,653
Compensated absences	149,105	104,247
Accrued damage, injury and employee claims	(614,631)	1,453,501
Total adjustments	143,270,997	139,743,554
Net cash (used in) operating activities	\$ (199,150,454)	\$ (174,292,659)
Noncash investing, capital, and financing activities:		
Contributions of capital assets and inventory parts from SANDAG	\$ 119,225,007	\$ 106,592,113
Increase in fair value of investments	\$ 208,862	\$ 59,251

NOTES TO BASIC FINANCIAL STATEMENTS

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San Diego Metropolitan Transit System
Index to the Notes to the Basic Financial Statements
For the Years Ended June 30, 2020 and 2019

	Page
Note 1 – Summary of Significant Accounting Policies	
A. Reporting Entity	17
B. Financial Statements.....	18
C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation	18
D. Use of Restricted/Unrestricted Assets	21
E. Cash, Cash Equivalents, and Investments	21
F. Inventory	21
G. Prepaid Items and Other Assets.....	22
H. Capital Assets	22
I. Construction-in-Progress.....	22
J. Compensated Absences	22
K. Long-Term Obligations	22
L. Refunding of Debt.....	22
M. Pension	23
N. Other Postemployment Benefits.....	23
O. Net Position	23
P. Use of Estimates	23
Q. Implementation of New GASB Pronouncements for the Year Ended June 30, 2020	24
R. Upcoming Government Accounting Standards Implementation.....	24
Note 2 – Cash, Cash Equivalents, and Investments	26
Note 3 – Accounts Receivable	
A. Accounts and Other Receivables.....	30
B. Due from Other Governments	30
Note 4 – Inventory	30
Note 5 – Capital Assets.....	31
Note 6 – Due to Other Governments.....	33
Note 7 – Unearned Revenue.....	33
Note 8 – Long-Term Debt	
A. Summary	34
B. Capital Lease	36
C. Pension Obligation Bonds	36
Note 9 – Risk Management.....	37
Note 10 – Contingencies	38
Note 11 – Postemployment Health Care Benefits	38
Note 12 – Employee Retirement Systems	
A. Summary	45
B. MTS.....	47
C. SDTI	54
D. SDTC.....	66
Note 13 – Other Required Individual Disclosures	72

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San Diego Metropolitan Transit System
Notes to Basic Financial Statements
For the Years Ended June 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies

The accompanying basic financial statements of the San Diego Metropolitan Transit System (MTS) have been prepared in conformity with generally accepted accounting principles in the United States (U.S. GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting standards. The more significant of MTS's accounting policies are described below.

A. Reporting Entity

MTS (also known as San Diego Metropolitan Transit Development Board) was formed on January 26, 1976 by passage of California Senate Bill 101 to plan, construct, and operate (or let contracts to operate) exclusive public mass transit guideways in the urbanized south coastal area of San Diego County. MTS has certain responsibilities for near-term transportation planning and administration of federal and state transportation funds within the area under its jurisdiction. The Board of Directors of MTS consists of 15 members composed of four appointees from the City of San Diego (the Mayor and three Council Members), two appointees from the City of Chula Vista (the Mayor and one Council Member), one appointee from the cities of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee, and one appointee from the San Diego County Board of Supervisors.

On January 1, 2003, California Senate Bill 1703 (SB 1703) became effective. SB 1703 required the consolidation of the planning and programming functions of MTS and the North County Transit District (NCTD) into the San Diego Association of Governments (SANDAG) in an initial transfer to take place prior to July 1, 2003. SB 1703 also required the consolidation of certain project development and construction functions of MTS and NCTD into SANDAG in a subsequent transfer to take place prior to January 30, 2004. The initial transfer occurred on July 1, 2003, and the subsequent transfer occurred on October 13, 2003. With these actions, employees were transferred from MTS and NCTD to SANDAG, and certain planning, development, and construction functions were also transferred. As a result, MTS's activities since the consolidation have been focused on operating public transit systems in the urbanized area identified above. In addition to the consolidation required by SB 1703, MTS dissolved the independent Board of Directors of San Diego Transit Corporation (SDTC) and Board of Directors of San Diego Trolley, Inc. (SDTI). MTS now acts as the Board of Directors for all three agencies: MTS, SDTC, and SDTI. Beginning in FY2004, SDTC and SDTI are presented as blended component units.

These basic financial statements present MTS and its legally separate component units, entities for which MTS is considered to be financially accountable. Because MTS appoints a majority of the component units' boards of directors, the boards are substantively the same, and MTS is able to impose its will on the component units, MTS presents blended component units. Blended component units, although legally separate entities, are, in substance, part of MTS's operations.

Included within the reporting entity as blended component units:

San Diego Transit Corporation: On July 1, 1985, MTS purchased the assets used by and acquired sole ownership of San Diego Transit Corporation (SDTC) from the City of San Diego for \$1. SDTC has entered into an operating agreement with MTS to operate a public transportation bus system in the City of San Diego and certain regional routes within MTS's jurisdictions. The current agreement, which was approved in December 2006, was renewed on June 23, 2011, as an open-ended agreement terminable upon six months' notice by either party. SDTC continues to provide local service to a number of adjoining cities under pre-existing contracts. Purchases or construction of bus capital items are made by MTS, with whom title remains, and are contributed to SDTC upon completion of a project or when individually purchased by MTS. SDTC's assets, deferred outflows, liabilities, deferred inflows, net position, revenues, and expenses are included in MTS's financial statements as a blended component unit. This agency has the same governing board as MTS and provides services directly to the public.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies (Continued)

A. Reporting Entity (Continued)

San Diego Trolley, Inc.: San Diego Trolley, Inc. (SDTI) was organized by MTS in August 1980. SDTI was created to operate and maintain the Light Rail Transit (LRT) system pursuant to an operating agreement with MTS. The current agreement, which was approved in December 2006, was renewed on June 23, 2011, as an open-ended agreement terminable upon six months' notice by either party. Purchases or construction of LRT capital items are made by MTS, with whom title remains, and are contributed to SDTI upon completion of a project or when individually purchased by MTS. SDTI's assets, deferred outflows, liabilities, deferred inflows, net position, revenues, and expenses are included in MTS's financial statements as a blended component unit. This agency has the same governing board as MTS and provides services directly to the public.

San Diego and Arizona Eastern Railway Company: MTS purchased the San Diego and Arizona Eastern Railway Company (SD&AE) in 1979. SDTI operates on a portion of the line and private operators provide freight service on a portion of the line. Purchases of capital items are made by MTS, with whom title remains, and are contributed to SD&AE. Since SD&AE provides almost exclusive benefit to MTS, its assets, deferred outflows, liabilities, deferred inflows, net position, revenues, and expenses are included in MTS's financial statements as a blended component unit. Separate financial reports are not available.

B. Financial Statements

The Financial Statements (i.e., the statement of net position, the statement of revenues, expenses and changes in net position, and statement of cash flows) report information on all of the activities of the primary government and its component units. The statement of revenues, expenses, and changes in net position demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The Financial Statements are reported using the "economic resources" measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as all eligibility requirements have been met. Interest associated with the current fiscal period is considered to be susceptible to accrual and so has been recognized as revenue of the current fiscal period.

In accordance with GASB Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*, the Statement of Net Position reports separate sections for Deferred Outflows of Resources, and Deferred Inflows of Resources, when applicable.

Deferred Outflows of Resources represent outflows of resources (consumption of net position) that apply to future periods and that, therefore, will not be recognized as an expense until that time.

Deferred Inflows of Resources (acquisition of net position) that apply to future periods and that, therefore, are not recognized as revenue until that time.

**San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019**

Note 1 - Summary of Significant Accounting Policies (Continued)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

MTS receives funding primarily from the following revenue sources:

Passenger Revenue

Passenger fares comprised approximately 26 percent and 32 percent of MTS's \$309.4 million and \$290.5 million operating budget for FY2020 and FY2019 respectively.

Other Operating Revenues

MTS receives a variety of operating revenues that are not received directly from passenger fares. The sources of these revenues are advertising, naming rights, interest income, energy credits, rental and land management income, income related to Taxicab administration, income from the SD&AE Railway Company, and other miscellaneous income.

Non-Operating Revenues

MTS receives subsidies that are derived from federal, state and local tax revenues. MTS does not levy or collect any tax funds, but receives allocated portions of tax funds through federal, state and local granting agencies.

Federal Transit Administration (FTA)

FTA revenues are funded by a federal gas tax and revenues of the federal general fund. Moving Ahead for Progress in the 21st Century (MAP-21) was reauthorized on a short-term basis multiple times before being replaced by the Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015. The FAST Act reauthorized surface transportation programs through September 30, 2020. Under the FAST Act, MTS receives Section 5307 and Section 5337 grants which are earmarked for capital assistance and preventive maintenance. Under MAP-21, transit agencies were not eligible to be direct recipients of Section 5339 Bus and Bus Facilities Funding. However, under FAST Act, MTS is now an eligible direct recipient of Section 5339 formula funds. In addition, MTS also receives Section 5311 and Section 5311F grants for operations.

On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided \$25 billion to the transit industry nationwide. MTS is expected to receive \$220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the COVID-19 pandemic, of which \$18 million was received in FY20.

Transportation Development Act (TDA)

TDA provides funding for public transit operators. This state fund is one quarter of a percent of the 7.75 percent sales tax assessed in the region. SANDAG is responsible for apportionment of these funds within the San Diego region. As economic conditions deteriorate as a result of the current recession, sales tax receipts have decreased over the prior year, and as a result, the TDA funds available for disbursement will decrease as well.

State Transit Assistance (STA)

STA funding comes from the Public Transportation Act (PTA) which derives its revenue from the state sales tax on diesel fuels. These funds are appropriated by the legislature with a formula based upon population and local revenue generated.

STA State of Good Repair Program (SGR)

The SGR Program is another new revenue source as a result of Senate Bill (SB) 1 and is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. The funds are allocated with the same STA Program formula.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies (Continued)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

TransNet

TransNet funds are derived from the Proposition A one-half cent local transportation sales tax that was approved by area voters in November 1987. The original ordinance expired in 2008, but has since been extended to 2048 by subsequent voter approval. The ordinance allocated one-third of the sales tax proceeds for transit purposes, which are further divided between MTS and NCTD based on the proportion of the population within the area of each jurisdiction. The *TransNet* Program also reimburses MTS for the net operating cost of the Bus Rapid Transit and Superloop projects that were approved as part of the extension. These costs are billed to SANDAG on a monthly basis. *TransNet* funds are also apportioned by SANDAG.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP is a discretionary program that was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles travelled throughout California. MTS was awarded \$40.1 million in 2018 for the Blue Line Rail Corridor Transit Enhancements projects which we expect to receive in Fiscal Years 2020-2023 as expenses are incurred, of which \$22.9 million was earned in FY20. MTS was also awarded \$7.2 million for the El Cajon Third Track Project, which we expect to receive in Fiscal Years 2021-2024 as expenses are incurred.

Low Carbon Transit Operations Program (LCTOP)

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. Senate Bill 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund for LCTOP.

Other State Revenue

MediCal provides further funding support specifically tied to several ADA Paratransit routes to aid patients in their transportation to medical appointments.

Compressed Natural Gas Rebate

Alternative fuel credits are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. This rebate program has expired then reauthorized multiple times over the years, but most recently expired on December 31, 2019. It continues to be discussed within the legislature, but has not yet been reauthorized.

Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. SANDAG provides funding, funded through FasTrak tolls, to operate services along the Interstate 15 corridor. NCTD provides partial subsidy for the Sorrento Valley Coaster Connection. The University of California, San Diego (UCSD) provides funding for shuttle services that expand frequency and span on MTS routes 201 and 202 between the La Jolla Colony area and the Gilman Transit Center on the UCSD campus.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies (Continued)

D. Use of Restricted/Unrestricted Assets

When both restricted and unrestricted resources are available for use, it is MTS's policy to use restricted resources first, then unrestricted resources as they are needed.

E. Cash, Cash Equivalents, and Investments

Investments of pooled cash consist primarily of pooled investment funds, liquidity funds and governmental bonds. Investments are stated at fair value, which is based on quoted market price. Money market investments and participating interest earning investment contracts that have a remaining maturity at the time of purchase of one year or less are reported at amortized cost, which approximates fair value.

For purposes of the statement of cash flows, all highly liquid temporary investments purchased with a maturity of three months or less are considered cash equivalents.

MTS participates in an investment pool managed by the State of California titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in structured notes and asset-backed securities. LAIF's investments are subject to credit risk with the full faith and credit of the State of California collateralizing these investments. In addition, these structured notes and asset-backed securities are subject to market risk and to change in interest rates. The reported value of the pool is the same as the fair value of the pool shares. MTS also participates in the San Diego County Treasurer's Pooled Money Fund, which is a local government investment pool managed by the County Treasurer's Office on behalf of the Investment Pool participants.

Certain disclosure requirements, if applicable for deposit and investment risk, are specified for the following areas:

- Interest Rate Risk
- Credit Risk
 - Overall
 - Custodial Credit Risk
 - Concentration of Credit Risk
- Foreign Currency Risk

GASB Statement No. 72, *Fair Value Measurement and Application*, defined fair value, established a framework for measuring fair value and established disclosures about fair value measurement. Investments, unless otherwise specified, recorded at fair value in the Statements of Net Position, are categorized based upon the level of judgement associated with the inputs used to measure their fair value. Levels of inputs are as follows:

Level 1 - Inputs are unadjusted, quoted prices for identical assets and liabilities in active markets at the measurement date.

Level 2 - Inputs, other than quoted prices included in Level 1, that are observable for the asset or liability through corroboration with market data at the measurement date.

Level 3 - Unobservable inputs that reflect management's best estimate of what market participants would use in pricing the asset or liability at the measurement date.

F. Inventory

Inventories are valued at the weighted average unit cost.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies (Continued)

G. Prepaid Items and Other Assets

Payments made to vendors for services that will benefit periods beyond the fiscal year ended are recorded as prepaid items.

H. Capital Assets

Capital assets include land and right-of-way, buildings and infrastructure assets, vehicles, and equipment. Capital assets are defined by the government as assets with an initial, individual cost of more than \$5,000. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets, donated works of art and similar items, and capital assets received in a service concession arrangement are recorded at acquisition value. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the asset's life are not capitalized. Major outlays for capital asset improvements are recorded as assets.

Under the operating agreements between MTS and SDTC and SDTI, SDTC and SDTI are required to pay a license fee to MTS for the use of certain capital assets. Due to SDTC's and SDTI's continued shortage of operating funds sufficient to cover recurring expenditures, the payment of these fees is considered remote, and therefore, these amounts were not recorded in the accompanying basic financial statements. Buildings, vehicles, and equipment of the primary government, as well as the component units, are depreciated using the straight-line method over the following estimated useful lives:

Assets	Years
Building and structures	20 to 30
Vehicles and buses	5 to 25
Equipment and other capital assets	3 to 10
Capital leases	3 to 40

I. Construction-in-Progress

Costs incurred for construction associated with the bus and trolley systems are capitalized as construction-in-progress until such time as they are complete and operational. Upon completion, they are contributed to SDTC, SDTI and MTS - Contracted Services to reflect their custodial accountability for the assets. Depreciation commences at the time of contribution. Assets acquired through capital leases are capitalized.

J. Compensated Absences

It is MTS's policy to permit employees to accumulate earned but unused personal leave time up to a maximum of 500 hours, which includes both vacation and sick pay benefits. All personal leave time is accrued when incurred.

K. Long-Term Obligations

Debt premiums and discounts, if any, are deferred and amortized over the life of the debt using the straight-line method. Long-term debt is reported net of the applicable bond premium or discount. Debt issuance costs are expensed when incurred.

L. Refunding of Debt

Gains or losses occurring from current or advance refunding of debt are reported as deferred inflows or outflows of resources and are being amortized using the straight-line method over the original remaining life of the old debt or the life of the new debt, whichever is less.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies (Continued)

M. Pension

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions and pension expense, information about the fiduciary net position of MTS, SDTC and SDTI's pension plans and additions to/deductions from the Plans' fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. The valuation dates, measurement dates, and measurement periods vary by pension plans. See Note 12 for details.

N. Other Postemployment Benefits

For purposes of measuring the total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, of the MTS, SDTC, and SDTI's OPEB Plan ("OPEB Plan") have been determined on the same basis as they are reported by the Plan (Note 11). For this purpose, the OPEB Plan recognizes benefit payments when due and payable in accordance with the benefits terms.

Valuation Date	June 30, 2019
Measurement Date	June 30, 2019
Measurement Period	July 1, 2018 - June 30, 2019

O. Net Position

Net Position is classified as follows:

Net investments in capital assets - This component of net position consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of debt and deferred inflows and outflows of resources that are attributable to the acquisition, construction, or improvement of those assets.

Restricted - This component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.

Unrestricted - This component of net position is the amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investments in capital assets or the restricted component of net position.

P. Use of Estimates

The preparation of the basic financial statements in conformity with generally accepted accounting principles in the United States requires management to make estimates and assumptions that affect certain reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenditures during the reported period. Actual results could differ from these estimates.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies (Continued)

Q. Implementation of New GASB Pronouncements for the Year Ended June 30, 2020

During fiscal year ended June 30, 2020, MTS has implemented the following new GASB Pronouncement:

GASB Statement No. 95 - In May 2020, GASB issued Statement No. 95, *Postponement of the Effective Dates of Certain Authoritative Guidance*. The primary objective of this Statement is to provide temporary relief to governments and other stakeholders in light of the COVID-19 pandemic. That objective is accomplished by postponing the effective dates of certain provisions in Statements and Implementation Guides that first became effective or are scheduled to become effective for periods beginning after June 15, 2018, and later. Application of this statement is effective immediately and did not have a material effect on MTS's financial statements for the fiscal year ending June 30, 2020.

R. Upcoming Government Accounting Standards Implementation

In the next three years, MTS will implement the following GASB Pronouncements:

GASB Statement No. 84 - In January 2017, GASB issued Statement No. 84, *Fiduciary Activities*. This Statement improves guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. Application of this statement is effective for MTS's fiscal year ending June 30, 2021.

GASB Statement No. 87 - In June 2017, GASB issued Statement No. 87, *Leases*. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. Application of this statement is effective for MTS's fiscal year ending June 30, 2022.

GASB Statement No. 89 - In June 2018, GASB issued Statement No. 89, *Accounting for Interest Cost Incurred before the End of a Construction Period*. This Statement establishes accounting requirements for interest cost incurred before the end of a construction period. Such interest cost includes all interest that previously was accounted for in accordance with the requirements of paragraphs 5–22 of Statement No. 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*, which are superseded by this Statement. This Statement requires that interest cost incurred before the end of a construction period be recognized as an expense in the period in which the cost is incurred for financial statements prepared using the economic resources measurement focus. As a result, interest cost incurred before the end of a construction period will not be included in the historical cost of a capital asset reported in a business-type activity or enterprise fund. Application of this statement is effective for MTS's fiscal year ending June 30, 2022.

GASB Statement No. 90 - In August 2018, GASB issued Statement No. 90, *Majority Equity Interests - An Amendment of GASB Statements No. 14 and No. 61*. This Statement improves the consistency and comparability of reporting a government's majority equity interest in a legally separate organization and improves the relevance of financial statement information for certain component units. Application of this statement is effective for MTS's fiscal year ending June 30, 2021.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies (Continued)

R. Upcoming Government Accounting Standards Implementation (Continued)

GASB Statement No. 91 - In May 2019, GASB issued Statement No. 91, *Conduit Debt Obligations*. The primary objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. Application of this statement is effective for MTS's fiscal year ending June 30, 2023.

GASB Statement No. 92 - In January 2020, GASB issued Statement No. 92, *Omnibus 2020*. The primary objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve consistency of authoritative literature by addressing practice issues that have been identified during implementation and application of certain GASB Statements. Application of this statement is effective for MTS's fiscal year ending June 30, 2022.

GASB Statement No. 93 - In March 2020, GASB issued Statement No. 93, *Replacement of Interbank Offered Rates*. Some governments have entered into agreements in which variable payments made or received depend on an interbank offered rate (IBOR)—most notably, the London Interbank Offered Rate (LIBOR). As a result of global reference rate reform, LIBOR is expected to cease to exist in its current form at the end of 2021, prompting governments to amend or replace financial instruments for the purpose of replacing LIBOR with other reference rates, by either changing the reference rate or adding or changing fallback provisions related to the reference rate. The objective of this Statement is to address those and other accounting and financial reporting implications that result from the replacement of an IBOR. Application of this statement is effective for MTS's fiscal year ending June 30, 2022.

GASB Statement No. 94 - In March 2020, GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*. The primary objective of this Statement is to improve financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs). As used in this Statement, a PPP is an arrangement in which a government (the transferor) contracts with an operator (a governmental or nongovernmental entity) to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset (the underlying PPP asset), for a period of time in an exchange or exchange-like transaction. Application of this statement is effective for MTS's fiscal year ending June 30, 2023.

GASB Statement No. 96 - In May 2020, GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements*. This Statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. Application of this statement is effective for MTS's fiscal year ending June 30, 2023.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 1 - Summary of Significant Accounting Policies (Continued)

R. Upcoming Government Accounting Standards Implementation (Continued)

GASB Statement No. 97 - In June 2020, GASB issued Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans – An Amendment of GASB Statements No. 14 and No. 84, and a Supersession of GASB Statement No. 32*. The primary objectives of this Statement are to (1) increase consistency and comparability related to the reporting of fiduciary component units in circumstances in which a potential component unit does not have a governing board and the primary government performs the duties that a governing board typically would perform; (2) mitigate costs associated with the reporting of certain defined contribution pension plans, defined contribution other postemployment benefit (OPEB) plans, and employee benefit plans other than pension plans or OPEB plans (other employee benefit plans) as fiduciary component units in fiduciary fund financial statements; and (3) enhance the relevance, consistency, and comparability of the accounting and financial reporting for Internal Revenue Code (IRC) Section 457 deferred compensation plans (Section 457 plans) that meet the definition of a pension plan and for benefits provided through those plans. Application of this statement is effective for MTS's fiscal year ending June 30, 2022.

Note 2 - Cash, Cash Equivalents, and Investments

Cash and investments are reported in the accompanying statements of net position as follows on June 30, 2020 and 2019:

	2020	2019
Cash and cash equivalents	\$ 104,119,654	\$ 98,640,856
Cash and cash equivalents restricted for capital support	20,127,449	22,690,668
Total cash and investments	\$ 124,247,103	\$ 121,331,524

Cash and cash equivalents consisted as follows on June 30, 2020 and 2019:

Investment Type	Measurement Input	Fair Value	
		2020	2019
Cash and cash equivalents:			
Demand Deposits	N/A	\$ 34,986,339	\$ 49,175,889
Retention Trust Account	N/A	7,735,565	4,819,561
San Diego County Treasurer's Pooled Money Fund	Level 2	38,802,462	32,663,475
State of California - Local Agency Investment Fund	Uncategorized	42,722,737	34,672,599
Total cash and cash equivalents		\$ 124,247,103	\$ 121,331,524

Demand Deposits

As of June 30, 2020, the carrying amount of demand deposits was \$34,986,339 and the bank balance was \$38,343,102 compared to \$49,175,889 and \$49,452,745 at June 30, 2019, of which the total amount was collateralized or insured with securities held by the pledging financial institutions in MTS's name as discussed below.

All cash accounts are pooled and swept nightly to a concentration account. Funds required to be held by fiscal agents under the provisions of bond indentures are not included in the pooled cash account.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 2 - Cash, Cash Equivalents, and Investments (Continued)

Investments

Under the provisions of MTS's investment policy and in accordance with California Government Code, MTS is authorized to invest or deposit in the following:

- United States Treasury bills, notes, bonds, or strips
- Federal Agency or U.S. government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by Federal agencies or U.S. government-sponsored enterprises
- Eligible Banker's Acceptances
- Prime Commercial Paper issued by a U.S. organization with a rating category of "A" or "A-1", its equivalent or higher
- Non-negotiable certificates of deposit that meet the requirements for deposit under California Government Code Section 53630
- Negotiable Certificates of Deposit with issuers rated in a rating category of "A", its equivalent or higher
- Repurchase Agreements collateralized by U.S. Treasury obligations, Federal Agency securities, or Federal Instrumentality securities
- Reverse Repurchase Agreements
- State of California's Local Agency Investment Fund (LAIF)
- The San Diego County Treasurer's Pooled Money Fund
- A Joint Powers Authority Pool rated among the top two rating categories by a nationally recognized statistical rating organization (NRSRO)
- Medium Term Notes issued by corporations organized and operating within the U.S. with issuers rated in a rating category of "A", its equivalent, or higher by a NRSRO
- Money Market Funds registered under the Investment Company Act of 1940
- Municipal bonds issued by MTS
- Registered State warrants or treasury notes or bonds of the State of California
- Bonds, notes, warrants, or other evidences of indebtedness of a local agency within California
- Registered treasury notes or bonds of any of the other 49 states in addition to California
- Supranational obligations
- Mortgage pass-through securities, collateralized mortgage obligations, mortgage-backed or other pay-through bonds, equipment lease-backed certificates, consumer receivable pass-through certificates, or consumer receivable-backed bonds
- Commercial paper, debt securities, or other obligations of a public bank, as defined in Section 57600 of the California Government Code

For full details on the authorized investments and associated limitations, please refer to MTS Board Policy 30 on our website. <https://www.sdmts.com/about-mts-reports-records-and-policies/policies-and-procedures>

Local Agency Investment Funds

MTS's investments with Local Agency Investment Fund (LAIF) include a portion of the pool funds invested in structured notes and asset-backed securities. These investments include the following:

- Structured Notes - debt securities (other than asset-backed securities) whose cash flow characteristics (coupon rate, redemption amount, or stated maturity) depend upon one or more indices and/or that have embedded forwards or options. They are issued by corporations and by government-sponsored enterprises.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 2 - Cash, Cash Equivalents, and Investments (Continued)

Local Agency Investment Funds (Continued)

- Asset-Backed Securities - entitle their purchaser to receive a share of the cash flows from a pool of assets such as principal and interest repayments from a pool of mortgages (such as CMO's), small business loans or credit card receivables.

LAIF is overseen by the Local Investment Advisory Board, which consists of five members, in accordance with State statute. The fair value of our position in the pool is the same as the value of the pool shares.

As of June 30, 2020, MTS had \$42,722,737 invested in LAIF, which had invested 3.37% of the pool investment funds in structured notes and asset-backed securities compared to \$34,672,599 and 1.77% at June 30, 2019.

San Diego County Treasurer's Pooled Money Fund

The San Diego County Treasurer's Pooled Money Fund is a local government investment pool managed by the County Treasurer's Office on behalf of Investment Pool participants. Depositors in the Investment Pool include both mandatory participants, those agencies required by law to deposit their funds with the County Treasurer's Office, and voluntary participants, agencies that place their funds in the Investment Pool as an investment option. Voluntary participants, including cities, fire districts, and various special districts accounted for approximately 8.68% and 6.78% of the Investment Pool as of June 30, 2020 and 2019, respectively. At June 30, 2020 and 2019, the market value of our position in the pool is 101.30% and 99.92%, respectively, of the value of the pool shares.

Pursuant to Section 27130-27137 of the California Government Code, the County Board of Supervisors has established the Treasurer's Oversight Committee ("TOC") that monitors and reviews the Investment Policy. The TOC consists of members appointed from the districts or offices that they represent, and up to five members of the public, having expertise or an academic background in public finance. The TOC requires a financial audit to be conducted annually on a fiscal year basis, which includes limited tests of compliance with laws and regulations. The Pool is not registered with the Securities and Exchange Commission (SEC) as an investment company. The Pool does not have any legally binding guarantees of share values.

To mitigate credit risk, the Investment Pool's Investment Policy, which is more restrictive than the Government Code, places a minimum standard on the ratings of investments held in the Investment Pool. Investments in securities other than those guaranteed by the U.S. Treasury or Government Sponsored Enterprises must have a credit rating of no less than "A" for long-term or "F1" for short-term. Non-rated securities include sweep accounts and repurchase agreements. Sweep accounts and collateralized certificates of deposit must be FDIC insured and collateralized with securities held by a named agent of the depository. Repurchase agreements are collateralized by securities, authorized by the California Government Code Section 53601, having fair market value of 102% or greater than the amount of the repurchase agreement. The Pool did not have any repurchase agreements in its portfolio as of June 30, 2020.

MTS's investments with the County Treasurer's Office include a portion of the pool funds invested in asset-backed securities as defined in the preceding section for LAIF investments. As of June 30, 2020, MTS had \$38,802,462 invested with the San Diego County Treasurer's Pooled Money Fund, which had invested 8.13% of the pool investment funds in asset-backed securities compared to \$32,663,475 and 7.20% at June 30, 2019.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 2 - Cash, Cash Equivalents, and Investments (Continued)

Disclosures Relating to Interest Rate Risk

As a means of limiting its exposure to market value losses arising from rising interest rates, MTS's investment policy limits investments to maturities dependent on the investment vehicle.

Disclosures Relating to Credit Risk

MTS's investment policy limits investments in commercial paper to instruments rated "A", its equivalent, or better by a NRSRO, and negotiable certificates of deposit to instruments rated "A", its equivalent, or better by two NRSROs. In the current year, MTS does not hold investments in commercial paper or certificates of deposit. MTS investment instruments include deposits in LAIF and the San Diego County Treasurer's Pooled Money Fund which are not rated and do not require ratings.

Disclosures Relating to Concentration of Credit Risk

The investment policy limits the amount of the percentage of the portfolio that can be invested by the type of investment for certain types of investments. MTS is in compliance with investment type percentages of the total portfolio of the investment policy.

Disclosures Relating to Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the broker or dealer to a transaction, a government will not be able to recover the value of its investments or collateral securities that are in the possession of another party. The California Government Code requires California banks and savings and loan associations to secure MTS's cash deposits by pledging securities as collateral. This Code states that collateral pledged in this manner shall have the effect of perfecting a security interest in such collateral superior to those of a general creditor. Thus, collateral for cash deposits is considered to be held in MTS's name.

The fair value of pledged securities must equal at least 110% of MTS's cash deposits. California law also allows institutions to secure MTS deposits by pledging first trust deed mortgage notes having a value of 150% of MTS's total cash deposits. MTS may waive collateral requirements for cash deposits which are fully insured up to \$250,000 by the Federal Deposit Insurance Corporation. MTS has waived the collateralization requirements.

Summary of Investments to Maturity

Investments held by MTS grouped by maturity date at June 30, 2020 and 2019, are shown below:

Maturity	2020	2019
Current to one year	\$ 124,247,103	\$ 121,331,524
Total	<u>\$ 124,247,103</u>	<u>\$ 121,331,524</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 3 - Accounts Receivable**A. Accounts and Other Receivables**

At June 30, 2020 and 2019, the net realizable accounts and other receivables consisted of the following:

	2020	2019
Passenger revenue - General Public	\$ 3,175,838	\$ 2,590,781
Other trade receivables	6,776,808	6,373,594
Pension plan receivable	1,742,187	1,698,906
Total accounts and other receivables	<u>\$ 11,694,833</u>	<u>\$ 10,663,281</u>

B. Due from Other Governments

At June 30, 2020 and 2019, amounts due from other governments consisted of the following:

	2020	2019
FTA Grant Funds	\$ 64,708,855	\$ 60,851,790
State of California	23,485,393	254,850
SANDAG - Project/Route reimbursement	20,744,893	25,274,333
STA Funds	8,020,060	7,523,824
SANDAG - <i>TransNet</i>	5,359,143	5,187,851
UCSD Route Reimbursement	1,044,450	-
Passenger Revenue - Other Governments	772,705	1,306,541
County of San Diego	582,615	951,154
North County Transit District - passenger revenue and shared costs	467,356	575,904
Department of Homeland Security	102,966	45,673
Other Local Governments	24,025	99,546
Total due from other governments	<u>\$ 125,312,461</u>	<u>\$ 102,071,466</u>

Note 4 - Inventory

At June 30, 2020 and 2019, inventory consisted of the following repair and maintenance parts and administrative supplies:

	2020	2019
San Diego Transit Corporation	\$ 4,680,600	\$ 4,173,162
San Diego Trolley, Inc.	23,177,981	16,574,675
Total inventory	<u>\$ 27,858,581</u>	<u>\$ 20,747,837</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 5 - Capital Assets

A summary of changes in capital assets for the year ended June 30, 2020 is as follows:

	Balance July 1, 2019	Additions	Deletions	Balance June 30, 2020
Capital assets, not depreciated				
Land and right-of-way	\$ 256,922,883	\$ -	\$ (13,200)	\$ 256,909,683
Construction-in-progress	41,921,404	66,333,558	(44,590,272)	63,664,690
Total capital assets, not depreciated	298,844,287	66,333,558	(44,603,472)	320,574,373
Capital assets, depreciated:				
Buildings and structures	2,104,740,033	27,745,239	(1,028,954)	2,131,456,318
Buses and vehicles	796,773,974	114,347,072	(4,166,193)	906,954,853
Equipment and other	154,015,634	15,058,643	-	169,074,277
Capital lease property	12,091,981	-	-	12,091,981
Total capital assets, depreciated	3,067,621,622	157,150,954	(5,195,147)	3,219,577,429
Less accumulated depreciation for:				
Buildings and structures	(1,063,122,724)	(65,967,743)	114,843	(1,128,975,624)
Buses and vehicles	(358,971,344)	(47,817,594)	4,166,193	(402,622,745)
Equipment and other	(109,523,103)	(12,807,681)	-	(122,330,784)
Capital lease property	(11,525,169)	(377,874)	-	(11,903,043)
Total accumulated depreciation	(1,543,142,340)	(126,970,892)	4,281,036	(1,665,832,196)
Total capital assets, depreciated, net	1,524,479,282	30,180,062	(914,111)	1,553,745,233
Total capital assets, net	\$ 1,823,323,569	\$ 96,513,620	\$ (45,517,583)	\$ 1,874,319,606

A summary of changes in capital assets for the year ended June 30, 2019 is as follows:

	Balance July 1, 2018	Additions	Deletions	Balance June 30, 2019
Capital assets, not depreciated				
Land and right-of-way	\$ 256,922,883	\$ -	\$ -	\$ 256,922,883
Construction-in-progress	52,609,807	55,614,281	(66,302,684)	41,921,404
Total capital assets, not depreciated	309,532,690	55,614,281	(66,302,684)	298,844,287
Capital assets, depreciated:				
Buildings and structures	1,995,593,088	109,804,853	(657,908)	2,104,740,033
Buses and vehicles	758,262,110	51,938,744	(13,426,880)	796,773,974
Equipment and other	149,152,910	10,832,531	(5,969,807)	154,015,634
Capital lease property	12,091,981	-	-	12,091,981
Total capital assets, depreciated	2,915,100,089	172,576,128	(20,054,595)	3,067,621,622
Less accumulated depreciation for:				
Buildings and structures	(999,231,355)	(64,433,608)	542,239	(1,063,122,724)
Buses and vehicles	(325,701,394)	(46,556,061)	13,286,111	(358,971,344)
Equipment and other	(101,543,715)	(11,639,153)	3,659,765	(109,523,103)
Capital lease property	(11,147,295)	(377,874)	-	(11,525,169)
Total accumulated depreciation	(1,437,623,759)	(123,006,696)	17,488,115	(1,543,142,340)
Total capital assets, depreciated, net	1,477,476,330	49,569,432	(2,566,480)	1,524,479,282
Total capital assets, net	\$ 1,787,009,020	\$ 105,183,713	\$ (68,869,164)	\$ 1,823,323,569

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 5 - Capital Assets (Continued)**Contributed Capital**

MTS converted \$45 million in capital assets from CIP to assets in service in FY2020 compared to \$66 million in FY2019. A summary of capital asset additions contributed by MTS is as follows:

	2020	2019
MTS - General Operations	\$ 11,629,577	\$ 6,075,926
MTS - Contracted Services	3,216,435	7,416,853
San Diego Transit Corporation	7,724,062	4,562,728
San Diego Trolley, Inc.	22,020,198	48,247,177
Total	<u>\$ 44,590,272</u>	<u>\$ 66,302,684</u>

Capital asset additions totaling \$113 million were contributed by SANDAG in FY2020 compared to \$106 million in FY2019. SANDAG also contributed spare parts for the new LRVs to SDTI. A summary of capital asset additions contributed by SANDAG is as follows:

	2020	2019
MTS - Contracted Services	\$ -	\$ 90,287,543
San Diego Transit Corporation	271,772	1,991,933
San Diego Trolley, Inc.	112,288,909	13,993,969
Total	<u>112,560,681</u>	<u>106,273,445</u>
San Diego Trolley, Inc - LRV Spare Parts Inventory	6,664,326	318,668
Total contributed capital	<u>\$ 119,225,007</u>	<u>\$ 106,592,113</u>

Depreciation

Depreciation expense for capital assets for the years ended June 30, 2020 and 2019 were comprised of the following:

	2020	2019
MTS - General Operations	\$ 5,064,115	\$ 3,106,473
MTS - Contracted Services	21,931,173	22,706,135
San Diego Transit Corporation	32,260,870	29,467,429
San Diego Trolley, Inc.	67,714,734	67,726,659
Total	<u>\$ 126,970,892</u>	<u>\$ 123,006,696</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 6 - Due to Other Governments

At June 30, 2020 and 2019, amounts due to other governments consisted of the following:

	2020	2019
State of California - miscellaneous	\$ 1,099,819	\$ 919,015
North County Transit District - passenger revenue	411,871	416,368
SANDAG - project reimbursements	207,606	28,813
City of Lemon Grove - TDA Funds	133,743	129,847
City of San Diego - miscellaneous	113,966	103,131
City of El Cajon - TDA Funds	100,314	97,392
Other Governments - miscellaneous	77,146	53,179
City of La Mesa - miscellaneous	56,841	586,030
City of Chula Vista - miscellaneous	50,437	-
County of San Diego - miscellaneous	49,904	56,819
City of Coronado - TDA Funds	41,900	37,738
SANDAG - subsidy revenue for construction projects in process	-	4,480,475
Total due to other governments	<u>\$ 2,343,547</u>	<u>\$ 6,908,807</u>

Note 7 - Unearned Revenue

At June 30, 2020 and 2019, unearned revenue consisted of the following:

	2020	2019
STA State of Good Repair funds received in advance	\$ 9,542,044	\$ 4,319,957
TransNet Funds for LRVs received in advance	6,352,526	12,921,047
Caltrans LCTOP funds received in advance	2,820,691	8,852,223
Fare media payments received in advance	2,099,672	1,999,924
Lease payments received in advance	1,426,145	1,594,871
Naming Rights payment received in advance	975,000	975,000
Insurance recoveries received in advance	927,455	1,596,242
Total unearned revenue	<u>\$ 24,143,533</u>	<u>\$ 32,259,264</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 8 - Long-Term Debt**A. Summary**

A summary of changes in long-term obligations for the year ended June 30, 2020 is as follows:

	Balance July 1, 2019	Additions	Reductions	Balance June 30, 2020	Amounts due within one year	Amounts due in more than one year
MTS:						
Capital lease obligations	\$ 363,072	\$ -	\$ (363,072)	\$ -	\$ -	\$ -
Compensated absences payable	1,148,858	1,139,001	(846,455)	1,441,404	846,455	594,949
Accrued damage, injury, and employee claims	990,822	1,786,679	(1,590,343)	1,187,158	352,073	835,085
Aggregate net pension liability	12,982,663	3,638,484	(2,556,488)	14,064,659	-	14,064,659
Aggregate total OPEB liability	6,025,074	816,446	(435,967)	6,405,553	-	6,405,553
Total MTS	21,510,489	7,380,610	(5,792,325)	23,098,774	1,198,528	21,900,246
San Diego Transit Corporation:						
Pension Obligation Bonds	12,910,000	-	(2,555,000)	10,355,000	2,690,000	7,665,000
Compensated absences payable	6,813,210	3,116,365	(3,478,632)	6,450,943	3,478,632	2,972,311
Accrued damage, injury, and employee claims	12,030,596	2,450,518	(3,512,845)	10,968,269	2,806,708	8,161,561
Aggregate net pension liability	134,061,376	34,841,992	(24,123,007)	144,780,361	-	144,780,361
Aggregate total OPEB liability	29,520,213	3,265,397	(3,514,175)	29,271,435	-	29,271,435
Total San Diego Transit Corporation	195,335,395	43,674,272	(37,183,659)	201,826,008	8,975,340	192,850,668
San Diego Trolley, Inc.:						
Compensated absences payable	2,895,933	2,642,226	(2,423,400)	3,114,759	2,423,400	691,359
Accrued damage, injury, and employee claims	2,815,233	1,916,883	(436,261)	4,295,855	1,321,142	2,974,713
Aggregate net pension liability	31,319,372	18,792,930	(14,766,041)	35,346,261	-	35,346,261
Aggregate total OPEB liability	11,565,916	1,327,667	(251,166)	12,642,417	-	12,642,417
Total San Diego Trolley, Inc.	48,596,454	24,679,706	(17,876,868)	55,399,292	3,744,542	51,654,750
Total	\$ 265,442,338	\$ 75,734,588	\$ (60,852,852)	\$ 280,324,074	\$ 13,918,410	\$ 266,405,664

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 8 - Long-Term Debt (Continued)**A. Summary (Continued)**

A summary of changes in long-term obligations for the year ended June 30, 2019 is as follows:

	Balance July 1, 2018	Additions	Reductions	Balance June 30, 2019	Amounts due within one year	Amounts due in more than one year
MTS:						
Capital lease obligations	\$ 1,071,269	\$ -	\$ (708,197)	\$ 363,072	\$ 363,072	\$ -
Compensated absences payable	1,144,305	676,009	(671,456)	1,148,858	671,456	477,402
Accrued damage, injury, and employee claims	952,955	449,867	(412,000)	990,822	439,332	551,490
Aggregate net pension liability	13,418,753	7,912,254	(8,348,344)	12,982,663	-	12,982,663
Aggregate total OPEB liability	5,575,125	653,863	(203,914)	6,025,074	-	6,025,074
Total MTS	22,162,407	9,691,993	(10,343,911)	21,510,489	1,473,860	20,036,629
San Diego Transit Corporation:						
Pension Obligation Bonds	15,340,000	-	(2,430,000)	12,910,000	2,555,000	10,355,000
Compensated absences payable	6,831,941	3,031,119	(3,049,850)	6,813,210	3,049,850	3,763,360
Accrued damage, injury, and employee claims	13,346,566	3,138,584	(4,454,554)	12,030,596	3,289,320	8,741,276
Aggregate net pension liability	134,375,705	24,130,606	(24,444,935)	134,061,376	-	134,061,376
Aggregate total OPEB liability	28,722,883	2,176,297	(1,378,967)	29,520,213	-	29,520,213
Total San Diego Transit Corporation	198,617,095	32,476,606	(35,758,306)	195,335,395	8,894,170	186,441,225
San Diego Trolley, Inc.:						
Compensated absences payable	2,777,508	2,447,070	(2,328,645)	2,895,933	2,328,645	567,288
Accrued damage, injury, and employee claims	2,990,631	929,646	(1,105,044)	2,815,233	1,269,760	1,545,473
Aggregate net pension liability	33,477,254	15,925,962	(18,083,844)	31,319,372	-	31,319,372
Aggregate total OPEB liability	11,098,821	830,012	(362,917)	11,565,916	-	11,565,916
Total San Diego Trolley, Inc.	50,344,214	20,132,690	(21,880,450)	48,596,454	3,598,405	44,998,049
Total	\$ 271,123,716	\$ 62,301,289	\$ (67,982,667)	\$ 265,442,338	\$ 13,966,435	\$ 251,475,903

Long-term debt is reported in the accompanying statement of net position as follows:

	2020		2019	
	Due Within One Year	Noncurrent Liabilities	Due Within One Year	Noncurrent Liabilities
Long-Term Liabilities:				
Compensated absences payable	\$ 6,748,487	\$ 4,258,619	\$ 6,049,951	\$ 4,808,050
Accrued damage, injury, and employee claims	4,479,923	11,971,359	4,998,412	10,838,239
Long-term debt	2,690,000	7,665,000	2,918,072	10,355,000
Aggregate net pension liability	-	194,191,281	-	178,363,411
Aggregate total OPEB liability	-	48,319,405	-	47,111,203
Total long-term liabilities	\$ 13,918,410	\$ 266,405,664	\$ 13,966,435	\$ 251,475,903

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 8 - Long-Term Debt (Continued)

B. Capital Lease

The County of San Diego (the County) has a master lease agreement with the MTS Joint Powers Agency (Agency) for the lease of the MTS Tower building. MTS entered into a sublease agreement with the County for a portion (27.61%) of the MTS Tower building. The sublease is classified as a capital lease because 27.61% of the title transfers to MTS at the end of the County's master lease. The master lease terminates on November 1, 2086; however, the County has the option to terminate the agreement on November 1, 2041 and each tenth anniversary thereafter. In May 2011, San Diego County refunded the underlying debt obligation in order to secure a more favorable interest rate, which results in a \$1.3 million reduction in future principal and interest payments under the terms of the lease agreement. A \$788,266 net economic capital gain from the refunding, which is the difference between the present value of the minimum payments on the refunded debt and the present value of the minimum payments on the refunding debt, has been deferred. The deferred gain was amortized as a component of interest expense over the life of the refunding debt, which was the same life as the refunded debt.

The asset acquired through the capital lease is as follows:

	2020	2019
Building – MTS Tower	\$ 12,091,981	\$ 12,091,981
Less accumulated depreciation	(11,903,044)	(11,525,169)
Total	<u>\$ 188,937</u>	<u>\$ 566,812</u>

As of June 30, 2020, both the obligation was paid in full and the deferred gain was recognized in full.

C. Pension Obligation Bonds

In October 2004, MTS issued \$77,490,000 of Taxable Pension Obligation Bonds (POBs) for the benefit of SDTC. The purpose of the bonds was to make contributions to the San Diego Transit Corporation Retirement Plan and reduce its unfunded liability. This is in essence a hedge versus the assumed investment rate of 6.75% used by the actuary to determine the Actuarial Accrued Liability. The proceeds less fees were invested into the retirement plan. The bonds consist of the following:

Series A Bonds of \$38,690,000 are fixed rate bonds that mature in annual installments between 2006 and 2024 and bear an interest rate from 2.58% to 5.15% increasing progressively over the maturities. Interest is due and payable semi-annually on June 1 and December 1. Principal is due and payable each year on December 1.

At June 30, 2020 and 2019, the outstanding balance of the Pension Obligation Bonds is \$10,355,000 and \$12,910,000, respectively. The required payments for the Pension Obligation Bonds, including interest, are:

Year ending June 30	Principal	Interest	Total
2021	\$ 2,690,000	\$ 464,015	\$ 3,154,015
2022	2,835,000	321,746	3,156,746
2023	2,985,000	171,881	3,156,881
2024	1,845,000	47,509	1,892,509
Total	<u>\$ 10,355,000</u>	<u>\$ 1,005,151</u>	<u>\$ 11,360,151</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 9 - Risk Management

MTS (including SDTC, SDTI, and MTS - Contracted Services) is self-insured for third party liability claims to a maximum of \$2,000,000 per occurrence. Amounts in excess of the self-insured retention limits for public liability are covered through commercial insurance carriers up to \$75,000,000. No stop loss or cap coverage is purchased above the \$75,000,000 limits. MTS, SDTC, and SDTI purchase all-risk (excluding earthquake) insurance coverage for property damage up to \$600,000,000 per occurrence with deductibles ranging from \$25,000 to \$250,000, depending on the type of property and peril involved. In addition, MTS, SDTC, and SDTI are self-insured for costs arising from employee workers' compensation act benefit claims including employer's liability to a retained limit of \$1,000,000 per occurrence. Amounts in excess of \$1,000,000 are insured up to statutory limits. MTS, SDTC, and SDTI all finance their respective unemployment insurance liabilities. MTS, SDTC and SDTI have policies for crime coverage through commercial insurance as well as cyber liability insurance to protect the agencies from third party claims alleging computer security breaches. The crime coverage policy has a limit of \$1,000,000 subject to a \$2,500 deductible and the cyber liability policy has a limit of \$7,000,000 subject to a \$100,000 deductible. These policies protect against theft, loss or unauthorized disclosure of personally identifiable information.

Claim expenditures and liabilities in connection with these self-insurance programs are reported when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. These losses include an estimate of claims that have been incurred but not reported based upon past experience, modified for current trends and information. Claim payments up to \$2,000,000 per incident are recorded as risk management expenses in the statements of revenues, expenses, and changes in net position. Claim payments did not exceed insurance coverage in any of the past three years.

	Beginning of fiscal year	Current year claims and changes in estimates	Claims payments	End of fiscal year
2018	\$ 15,634,842	\$ 8,665,310	\$ (7,010,000)	\$ 17,290,152
2019	17,290,152	1,128,499	(2,582,000)	15,836,651
2020	15,836,651	4,796,631	(4,182,000)	16,451,282

Following is a summary of accrued damage, injury, and employee claims for fiscal years 2020 and 2019:

	2020	2019
Current portion	\$ 4,479,923	\$ 4,998,412
Non-current portion	11,971,359	10,838,239
Total	<u>\$ 16,451,282</u>	<u>\$ 15,836,651</u>

MTS has established a policy to consolidate the minimum balances required in the liability claims reserve accounts of SDTC and SDTI to be held by MTS. The policy also established eligible uses for the MTS reserve account, which included the reimbursement to SDTC and SDTI of awards/settlements of individual liability claims for personal injury and/or property damage in excess of \$300,000, but within the self-insurance retention at SDTC and SDTI. In connection with these self-insurance programs, liabilities for MTS, SDTC and SDTI were \$16,451,282 at June 30, 2020 and \$15,836,651 at June 30, 2019.

The Board has designated \$2,000,000 for the purposes of funding the future claims liabilities of MTS, SDTC, and SDTI.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 10 - Contingencies

Pending legal actions. MTS, SDTC and SDTI have been named in certain legal actions pending at June 30, 2020. While the outcome of these lawsuits is not presently determinable, in the opinion of management of MTS, SDTC and SDTI, based in part on the advice of counsel, the resolution of these matters is not expected to have a material adverse effect on the financial position or results of operations of MTS, SDTC, or SDTI, or is adequately covered by insurance.

Pledged Revenue. SDTC has pledged future revenues pursuant to the provision of the Pension Obligation Bonds issued by SDTC in FY 2004.

COVID-19 Pandemic. In December 2019, a novel strain of coronavirus has spread around the world resulting in business and social disruption. The coronavirus was declared a Public Health Emergency of International Concern by the World Health Organization on January 30, 2020. The operations and business results of MTS could potentially be adversely affected by this global pandemic. The extent to which the coronavirus may impact business activity or investment results will depend on future developments, which are highly uncertain and cannot be predicted, including new information which may emerge concerning the severity of the coronavirus and the actions required to contain the coronavirus. The ultimate financial impact and duration cannot be estimated at this time.

Note 11 - Other Postemployment Benefits

Generally accepted accounting policies require that the reported results for total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense must pertain to certain defined timeframes. For this report, the following timeframes are used:

Valuation Date	June 30, 2019
Measurement Date	June 30, 2019
Measurement Period	July 1, 2018 - June 30, 2019

Plan Description: MTS contracts with a third party to provide MTS retirees, SDTI retirees, and SDTC Management retirees a nationwide private health care exchange in a single employer postemployment benefit plan. The third party also provides non-commissioned benefit advisors to assist retirees in determining the health plan that best suits their needs. MTS funds a Health Reimbursement Arrangement (HRA) account for each eligible retiree to offset the cost of the healthcare they purchase through the exchange. The amount of the HRA contribution is based on the retiree's years of service/former position/Medicare eligibility and ranges between \$100 and \$1,300 per month. SDTC union employees receive retirement benefits through health and welfare trust funds established for the benefit of active and retired members of the unions that represent SDTC employees. SDTC contributes \$1,045 per active employee each month to the fund for ATU, Local 1309 represented employees and \$1,052 per active employee each month to the fund for IBEW, Local 465 represented employees. The Trust boards have full discretion on how these funds are spent to provide benefits for active and retired employees. Currently, the Trusts offer retirees the opportunity to participate in a Kaiser HMO plan and retirees who do not live in an area where Kaiser HMO coverage is available receive a capped reimbursement for their health insurance expenditures.

Eligibility. Employees are eligible after attaining age/service years of 55/10 for MTS and SDTI management, 55/15 for SDTI union, 55/10 for SDTC management, and 55/5 for SDTC unions.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 11 - Other Postemployment Benefits (Continued)

Employees Covered

As of the June 30, 2020 (measurement date 2019), the following current and former employees were covered by the benefit terms:

	MTS	SDTI	SDTC
Active employees	166	610	845
Inactive employees or beneficiaries currently receiving benefits	22	43	230
Inactive employees entitled to but not yet receiving benefits	-	-	-
Total	188	653	1,075

As of the June 30, 2019 (measurement date 2018), the following current and former employees were covered by the benefit terms:

	MTS	SDTI	SDTC
Active employees	167	595	820
Inactive employees or beneficiaries currently receiving benefits	19	37	230
Inactive employees entitled to but not yet receiving benefits	-	-	-
Total	186	632	1,050

Actuarial Assumptions

The total OPEB liability, as of June 30, 2020 (measurement date 2019), was determined using the following actuarial assumptions:

	MTS	SDTI	SDTC
Actuarial Cost Method		Entry Age Normal	
Valuation Date		June 30, 2019	
Measurement Date		June 30, 2019	
Actuarial Assumptions:			
Discount Rate		3.15% per annum	
Inflation		2.75% per annum	
Salary Increases		2.75% per annum, plus CalPERS Merit Scale	
Investment Rate of Return		N/A	
Medical Trend Rates		6.5%, decreasing 0.25% per year	
Dental Trend Rates		4% per annum	
Mortality Rate	SOA PUB-2010 General Headcount		Scale MP-2019
	Weighted Mortality Table		
Pre-Retirement Turnover	2017 CalPERS Experience Study		Management 3-10% Union 2-25%

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 11 - Other Postemployment Benefits (Continued)

Discount Rate

The discount rate used to measure the total OPEB liability was 3.15% percent as of the measurement date June 30, 2019 and 3.5% as of the measurement date June 30, 2018. This discount rate is the average, rounded to 5 basis points, of the range of 3-20 year municipal bond rate indices: S&P Municipal Bond 20 Year High Grade Rate Index, Bond Buyer 20-Bond GO index, Fidelity GO AA 20 year Bond Index.

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate

The following presents the total OPEB liability of MTS, SDTI and SDTC, as well as what the total OPEB liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate, for year ended June 30, 2020 (measurement date 2019):

	MTS	SDTI	SDTC	Aggregate
1% Decrease	2.15%	2.15%	2.15%	2.15%
Total OPEB Liability	\$ 7,648,787	\$ 14,766,352	\$ 33,798,628	\$ 56,213,767
Current Discount Rate	3.15%	3.15%	3.15%	3.15%
Total OPEB Liability	\$ 6,405,553	\$ 12,642,417	\$ 29,271,435	\$ 48,319,405
1% Increase	4.15%	4.15%	4.15%	4.15%
Total OPEB Liability	\$ 5,420,927	\$ 10,923,843	\$ 25,593,732	\$ 41,938,502

The following presents the total OPEB liability of MTS, SDTI and SDTC, as well as what the total OPEB liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate, for the year ended June 30, 2019 (measurement date 2018):

	MTS	SDTI	SDTC	Aggregate
1% Decrease	2.50%	2.50%	2.50%	2.50%
Total OPEB Liability	\$ 7,187,160	\$ 13,413,321	\$ 34,179,661	\$ 54,780,142
Current Discount Rate	3.50%	3.50%	3.50%	3.50%
Total OPEB Liability	\$ 6,025,074	\$ 11,565,916	\$ 29,520,213	\$ 47,111,203
1% Increase	4.50%	4.50%	4.50%	4.50%
Total OPEB Liability	\$ 5,102,051	\$ 10,056,141	\$ 25,754,218	\$ 40,912,410

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 11 - Other Postemployment Benefits (Continued)**Sensitivity of the Total OPEB Liability to Changes in Healthcare Cost Trend Rates**

The following presents the total OPEB liability of MTS, SDTI and SDTC, as well as what the total OPEB liability would be if it were calculated using a health care cost trend rates that are one percentage point lower or one percentage point higher than the current rates, for the year ended June 30, 2020 (measurement date 2019):

	MTS	SDTI	SDTC	Aggregate
1% Decrease in Healthcare Cost Trend Rate			5.5% HMO/PPO decreasing to 3.5% HMO/PPO	
Total OPEB Liability	\$ 5,223,012	\$ 10,884,125	\$ 25,269,265	\$ 41,376,402
Current Healthcare Cost Trend Rate			6.5% HMO/PPO decreasing to 4.5% HMO/PPO	
Total OPEB Liability	\$ 6,405,553	\$ 12,642,417	\$ 29,271,435	\$ 48,319,405
1% Increase in Healthcare Cost Trend Rate			7.5% HMO/PPO decreasing to 5.5% HMO/PPO	
Total OPEB Liability	\$ 7,980,065	\$ 14,887,210	\$ 34,333,433	\$ 57,200,708

The following presents the total OPEB liability of MTS, SDTI and SDTC, as well as what the total OPEB liability would be if it were calculated using a health care cost trend rates that are one percentage point lower or one percentage point higher than the current rates, for the period ended June 30, 2019 (measurement date 2018):

	MTS	SDTI	SDTC	Aggregate
1% Decrease in Healthcare Cost Trend Rate			2.0% HRA/ 5.5% HMO decreasing to 4.0% HMO	
Total OPEB Liability	\$ 4,889,885	\$ 10,011,453	\$ 25,216,839	\$ 40,118,177
Current Healthcare Cost Trend Rate			3.0% HRA/ 6.5% HMO decreasing to 5.0% HMO	
Total OPEB Liability	\$ 6,025,074	\$ 11,565,916	\$ 29,520,213	\$ 47,111,203
1% Increase in Healthcare Cost Trend Rate			4.0% HRA/ 7.5% HMO decreasing to 6.0% HMO	
Total OPEB Liability	\$ 7,531,650	\$ 13,521,268	\$ 34,996,188	\$ 56,049,106

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 11 - Other Postemployment Benefits (Continued)***Change in Total OPEB Liability***

At June 30, 2020, the change in the Total OPEB liability is as follows:

	MTS	SDTI	SDTC	Aggregate
Balance at June 30, 2019	\$ 6,025,074	\$ 11,565,916	\$ 29,520,213	\$ 47,111,203
Changes Recognized for the Measurement Period:				
Service Cost	452,623	442,873	1,180,991	2,076,487
Interest on the total OPEB liability	224,774	415,912	1,056,425	1,697,111
Difference between expected and actual experience	(324,826)	230,450	(2,478,929)	(2,573,305)
Changes in assumptions	139,049	238,432	1,027,981	1,405,462
Benefit payments	(111,141)	(251,166)	(1,035,246)	(1,397,553)
Net Changes	380,479	1,076,501	(248,778)	1,208,202
Balance at June 30, 2020	\$ 6,405,553	\$ 12,642,417	\$ 29,271,435	\$ 48,319,405

At June 30, 2019, the change in the Total OPEB liability is as follows:

	MTS	SDTI	SDTC	Aggregate
Balance at June 30, 2018	\$ 5,575,125	\$ 11,098,821	\$ 28,722,883	\$ 45,396,829
Changes Recognized for the Measurement Period:				
Service Cost	450,678	440,969	1,176,005	2,067,652
Interest on the total OPEB liability	203,185	389,043	1,000,292	1,592,520
Changes in assumptions	(104,394)	(168,207)	(421,922)	(694,523)
Benefit payments	(99,520)	(194,710)	(957,045)	(1,251,275)
Net Changes	449,949	467,095	797,330	1,714,374
Balance at June 30, 2019	\$ 6,025,074	\$ 11,565,916	\$ 29,520,213	\$ 47,111,203

Contributions

The contribution requirements of plan members and MTS, SDTI and SDTC are established and may be amended by MTS Management or the Board of Directors. The contribution required to be made is based on a pay-as-you-go basis (i.e., as medical insurance premiums become due).

For fiscal years 2020 and 2019, the following contributions were made:

	MTS	SDTI	SDTC	Aggregate
2020 Contributions	\$ 111,023	\$ 217,715	\$ 1,144,105	\$ 1,472,843
2019 Contributions	\$ 108,036	\$ 186,118	\$ 1,114,232	\$ 1,408,386

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 11 - Other Postemployment Benefits (Continued)

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB

For the year ended June 30, 2020 and 2019, OPEB expense is included in the accompanying statement of revenues, expenses, and changes in net position as follows:

	MTS	SDTI	SDTC	Aggregate
2020 OPEB Expense	\$ 593,428	\$ 776,472	\$ 1,559,898	\$ 2,929,798
2019 OPEB Expense	\$ 586,783	\$ 705,073	\$ 1,706,058	\$ 2,997,914

At June 30, 2020, (measurement date 2019) MTS, SDTI and SDTC reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	MTS		SDTI	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 111,023	\$ -	\$ 217,715	\$ -
Difference between expected and actual experience	-	(295,296)	209,500	-
Changes in assumptions	126,408	(480,003)	216,756	(768,325)
Total	\$ 237,431	\$ (775,299)	\$ 643,971	\$ (768,325)

	SDTC		Aggregate	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 1,144,105	\$ -	\$ 1,472,843	\$ -
Difference between expected and actual experience	-	(2,124,796)	209,500	(2,420,092)
Changes in assumptions	881,127	(1,481,038)	1,224,291	(2,729,366)
Total	\$ 2,025,232	\$ (3,605,834)	\$ 2,906,634	\$ (5,149,458)

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 11 - Other Postemployment Benefits (Continued)

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB (Continued)

At June 30, 2019, (measurement date 2018) MTS, SDTI and SDTC reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	MTS		SDTI	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 108,036	\$ -	\$ 186,118	\$ -
Changes in assumptions	-	(547,083)	-	(893,264)
Total	<u>\$ 108,036</u>	<u>\$ (547,083)</u>	<u>\$ 186,118</u>	<u>\$ (893,264)</u>

	SDTC		Aggregate	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 1,114,232	\$ -	\$ 1,408,386	\$ -
Changes in assumptions	-	(1,951,277)	-	(3,391,624)
Total	<u>\$ 1,114,232</u>	<u>\$ (1,951,277)</u>	<u>\$ 1,408,386</u>	<u>\$ (3,391,624)</u>

The combined \$1,472,843 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the total OPEB liability in the year ended June 30, 2021 compared to the combined \$1,408,386 reported in previous year.

As of the June 30, 2020 (measurement date 2019), other amounts reported as deferred inflows of resources related to OPEB will be recognized as OPEB expense as follows:

Year Ended June 30,	MTS	SDTI	SDTC	Aggregate
2021	\$ (83,969)	\$ (82,313)	\$ (677,518)	\$ (843,800)
2022	(83,969)	(82,313)	(677,518)	(843,800)
2023	(83,969)	(82,313)	(677,517)	(843,799)
2024	(83,969)	(82,313)	(277,601)	(443,883)
2025	(83,969)	(82,313)	(207,279)	(373,561)
Thereafter	(229,046)	69,496	(207,274)	(366,824)
Total	<u>\$ (648,891)</u>	<u>\$ (342,069)</u>	<u>\$ (2,724,707)</u>	<u>\$ (3,715,667)</u>

As of the measurement date June 30, 2019 (measurement 2018), other amounts reported as deferred inflows of resources related to OPEB will be recognized as OPEB expense as follows:

Year Ended June 30,	MTS	SDTI	SDTC	Aggregate
2020	\$ (67,080)	\$ (124,939)	\$ (470,239)	\$ (662,258)
2021	(67,080)	(124,939)	(470,239)	(662,258)
2022	(67,080)	(124,939)	(470,239)	(662,258)
2023	(67,080)	(124,939)	(470,238)	(662,257)
2024	(67,080)	(124,939)	(70,322)	(262,341)
Thereafter	(211,683)	(268,569)	-	(480,252)
Total	<u>\$ (547,083)</u>	<u>\$ (893,264)</u>	<u>\$ (1,951,277)</u>	<u>\$ (3,391,624)</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems

A. Summary

Aggregate Net Pension Liability

Aggregate Net Pension Liability is reported in the accompanying statements of net position as follows:

	2020	2019
MTS CalPERS Plans	\$ 14,064,659	\$ 12,982,663
SDTI CalPERS Plans	33,629,624	29,552,949
SDTI PARS Plan	1,716,637	1,766,423
SDTC Retirement Plan	144,780,361	134,061,376
Total	<u>\$ 194,191,281</u>	<u>\$ 178,363,411</u>

Deferred Outflows of Resources

Deferred Outflows of Resources at June 30, 2020 are reported in the accompanying statement of net position as follows:

	Contributions Made After Measurement Date	Differences Between Expected and Actual Experience	Differences Between Projected and Actual Earnings on Pension Plan Investments	Changes in Assumptions	Changes in Employer's Proportion	Differences Between Employer's Contributions and Proportionate Share of Contributions	Total
MTS CalPERS Plans	\$ 2,320,104	\$ 976,850	\$ -	\$ 670,668	\$ 368,972	\$ 455,798	\$ 4,792,392
SDTI CalPERS Plans	4,532,160	2,204,517	-	3,332,178	-	-	10,068,855
SDTI PARS Plan	418,735	-	-	195,026	-	-	613,761
SDTC Retirement Plan	14,709,813	1,569,652	5,675,174	3,768,383	-	-	25,723,022
Total	<u>\$ 21,980,812</u>	<u>\$ 4,751,019</u>	<u>\$ 5,675,174</u>	<u>\$ 7,966,255</u>	<u>\$ 368,972</u>	<u>\$ 455,798</u>	<u>\$ 41,198,030</u>

Deferred Outflows of Resources at June 30, 2019 are reported in the accompanying statement of net position as follows:

	Contributions Made After Measurement Date	Differences Between Expected and Actual Experience	Differences Between Projected and Actual Earnings on Pension Plan Investments	Changes in Assumptions	Changes in Employer's Proportion	Differences Between Employer's Contributions and Proportionate Share of Contributions	Total
MTS CalPERS Plans	\$ 2,041,117	\$ 498,122	\$ 64,183	\$ 1,480,062	\$ 464,158	\$ 529,418	\$ 5,077,060
SDTI CalPERS Plans	3,824,864	158,950	285,018	5,085,955	-	-	9,354,787
SDTI PARS Plan	435,748	-	40,356	426,943	-	-	903,047
SDTC Retirement Plan	13,632,820	395,229	8,665,478	-	-	-	22,693,527
Total	<u>\$ 19,934,549</u>	<u>\$ 1,052,301</u>	<u>\$ 9,055,035</u>	<u>\$ 6,992,960</u>	<u>\$ 464,158</u>	<u>\$ 529,418</u>	<u>\$ 38,028,421</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

A. Summary (Continued)

Deferred Inflows of Resources

Deferred Inflows of Resources at June 30, 2020 are reported in the accompanying statement of net position as follows:

	Differences Between Expected and Actual Experience	Differences Between Projected and Actual Earnings on Pension Plan Investments	Changes in Assumptions	Changes in Employer's Proportion	Total
MTS CalPERS Plans	\$ 75,686	\$ 245,894	\$ 237,747	\$ 114,470	\$ 673,797
SDTI CalPERS Plans	1,402,959	543,225	798,234	-	2,744,418
SDTI PARS Plan	227,335	1,015	-	-	228,350
SDTC Retirement Plan	-	-	-	-	-
Total	\$ 1,705,980	\$ 790,134	\$ 1,035,981	\$ 114,470	\$ 3,646,565

Deferred Inflows of Resources at June 30, 2019 are reported in the accompanying statement of net position as follows:

	Differences Between Expected and Actual Experience	Changes in Assumptions	Changes in Employer's Proportion	Total
MTS CalPERS Plans	\$ 169,508	\$ 362,735	\$ 246,648	\$ 778,891
SDTI CalPERS Plans	2,162,417	1,436,635	-	3,599,052
SDTI PARS Plan	487,781	-	-	487,781
SDTC Retirement Plan	120,237	320,161	-	440,398
Total	\$ 2,939,943	\$ 2,119,531	\$ 246,648	\$ 5,306,122

Pension Expense

Pension expense is included in the accompanying statements of revenues, expenses, and changes in net position as follows:

	2020	2019
MTS CalPERS Plans	\$ 3,581,674	\$ 2,931,758
SDTI CalPERS Plans	7,040,133	4,769,974
SDTI PARS Plan	406,181	403,546
SDTC Retirement Plan	21,959,266	24,465,090
Total	\$ 32,987,254	\$ 32,570,368

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

B. MTS

General Information about the Pension Plans

Plan Description – All MTS management employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the MTS Miscellaneous, MTS Miscellaneous PEPRA, or MTS Miscellaneous Second Tier cost-sharing multiple employer defined benefit pension plans administered by California Public Employees' Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit Provisions under the Plans are established by State statutes within the Public Employee's Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office – 400 P Street, Sacramento, CA 95814.

Benefits Provided – CalPERS provides service retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment and can only be amended by the MTS Board of Directors.

The Plan's provisions and benefits in effect as of June 30, 2020 are summarized as follows:

MTS Miscellaneous Plan-1223
CLOSED TO NEW MEMBERS

Hire date	Prior to December 24, 2012
Benefit formula	2.7% @ 55
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	12 months
Retirement age	50-55
Monthly benefits, as a % of eligible compensation	2.0%-2.7%
Required employee contribution rates	8.00%
Required employer contribution rates	28.77%
Pre-Retirement Death Benefit	Optional Settlement 2W
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation multiplied by service
COLA	2.00%

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)**B. MTS (Continued)****General Information about the Pension Plans (Continued)****MTS Miscellaneous Second Tier Plan - 30134**

Hire date	On or Between December 24 and 31, 2012 or Grandfathered classic members
Benefit formula	2.0% @ 60
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	12 months
Retirement age	50-63
Monthly benefits, as a % of eligible compensation	1.092%-2.418%
Required employee contribution rates	7.00%
Required employer contribution rates	8.70%
Pre-Retirement Death Benefit	Optional Settlement 2W
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation multiplied by service
COLA	2.00%

MTS PEPRA Miscellaneous Plan - 26789

Hire date	On or after January 1, 2013
Benefit formula	2.0% @ 62
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	36 months
Retirement age	52-67
Monthly benefits, as a % of eligible compensation	1.0-2.5%
Required employee contribution rates	6.75%
Required employer contribution rates	7.13%
Pre-Retirement Death Benefit	Optional Settlement 2W
Post-Retirement Death Benefit	\$500 Lump Sum
Non-Industrial Standard Disability	1.8% of final compensation multiplied by service
COLA	2.00%

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Employees Covered – At June 30, 2020 (measurement date 2019) and June 30, 2019 (measurement date 2018), the following employees were covered by the benefit terms:

	2020	2019
Inactive employees or beneficiaries currently receiving benefits	144	136
Inactive employees entitled to but not yet receiving benefits	65	68
Active employees	163	163
Total	<u>372</u>	<u>367</u>

Contributions – Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through the CalPERS' annual actuarial valuation process. For public agency cost-sharing plans, the Plan's actuarially determined rate is based on the estimated amount necessary to pay the Plan's allocated share of the risk pool's costs of benefits earned by employees during the year, and any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the years ended June 30, 2020 and 2019 (measurement date 2019 and 2018), the active employee contribution rates and average employer contribution rates were as follows:

	2020		2019	
	Employee Contribution Rate	Employer Contribution Rate	Employee Contribution Rate	Employer Contribution Rate
MTS - Miscellaneous Plan-1223	8.00%	28.77%	8.00%	22.08%
MTS Miscellaneous Second Tier Plan - 30134	7.00%	8.70%	7.00%	7.65%
MTS PEPPRA Miscellaneous Plan - 26789	6.75%	7.13%	6.25%	6.53%

For the years ended June 30, 2020 and 2019 (measurement date 2019 and 2018) the plan's proportionate share of aggregate contributions recognized as part of pension expense were:

	2020	2019
Contributions - employer	\$ 1,763,681	\$ 1,536,182
Contributions - employee	562,250	543,455

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

As of June 30, 2020 and 2019 (measurement dates 2019 and 2018), MTS reported \$14,064,659 and \$12,982,663 net pension liabilities for its proportionate share of the aggregate net pension liability.

MTS Plans' net pension liability is measured as the proportionate share of the net pension liability. The net pension liability of the Plan is measured as of June 30, 2019, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2018 rolled forward to June 30, 2019 using standard update procedures. MTS's proportion of the net pension liability was based on a projection of the MTS's long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined.

The following is the approach established by the plan actuary to allocate the net pension liability and pension expense to the individual employers within the risk pool:

- (1) In determining a cost-sharing plan's proportionate share, total amounts of liabilities and assets are first calculated for the risk pool as a whole on the valuation date (June 30, 2018). The risk pool's fiduciary net position ("FNP") subtracted from its total pension liability ("TPL") determines the net pension liability ("NPL") at the valuation date.
- (2) Using standard actuarial roll forward methods, the risk pool TPL is then computed at the measurement date (June 30, 2019). Risk pool FNP at the measurement date is then subtracted from this number to compute the NPL for the risk pool at the measurement date. For purposes of FNP in this step and any later reference thereto, the risk pool's FNP at the measurement date denotes the aggregate risk pool's FNP at June 30, 2019 less the sum of all additional side fund (or unfunded liability) contributions made by all employers during the measurement period (FY2019).
- (3) The individual plan's TPL, FNP, and NPL are also calculated at the valuation date.
- (4) Two ratios are created by dividing the plan's individual TPL and FNP as of the valuation date from step (3) by the amounts in step (1), the risk pool's total TPL and FNP, respectively.
- (5) The plan's TPL as of the measurement date is equal to the risk pool TPL generated in step (2) multiplied by the TPL ratio generated in step (4). The plan's FNP as of the measurement date is equal to the FNP generated in step (2) multiplied by the FNP ratio generated in step (4) plus any additional side fund (or unfunded liability) contributions made by the employer on behalf of the plan during the measurement period.
- (6) The plan's NPL at the measurement date is the difference between the TPL and FNP calculated in step (5).

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

MTS's proportionate share of the net pension liability as of June 30, 2019, 2018 and 2017 (measurement dates) were as follows:

Proportion June 30, 2017	0.13531%
Proportion June 30, 2018	0.13473%
Change - Increase (Decrease)	-0.00058%
Proportion June 30, 2019	0.13726%
Change - Increase (Decrease)	0.00253%

For the years ended June 30, 2020 and 2019, MTS recognized pension expense of \$3,581,674 and \$2,931,758, respectively. At June 30, 2020 and 2019, MTS reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2020		2019	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after the measurement date	\$ 2,320,104	\$ -	\$ 2,041,117	\$ -
Differences between expected and actual experience	976,850	(75,686)	498,122	(169,508)
Changes in assumptions	670,668	(237,747)	1,480,062	(362,735)
Change in employer's proportion	368,972	(114,470)	464,158	(246,648)
Differences between actual and proportionate share of employer contributions	455,798	-	529,418	-
Differences between projected and actual earnings on pension plan investments	-	(245,894)	64,183	-
Total	\$ 4,792,392	\$ (673,797)	\$ 5,077,060	\$ (778,891)

The \$2,320,104 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2021.

As of the measurement date June 30, 2019, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Amounts
2021	\$ 1,484,186
2022	43,277
2023	221,340
2024	49,688
2025	-
Total	\$ 1,798,491

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

In the previous year, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Amounts
2020	\$ 1,679,371
2021	1,056,675
2022	(362,222)
2023	(116,772)
2024	-
Total	<u>\$ 2,257,052</u>

Actuarial Assumptions – The total pension liability in the June 30, 2018 actuarial valuation was determined using the actuarial assumptions:

Valuation Date	June 30, 2018
Measurement Date	June 30, 2019
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.50%
Projected Salary Increase	varies by entry age and service
Payroll Growth	2.75%
Investment Rate of Return	7.375% (1)
Mortality	derived using CalPERS membership data for all funds (2)

(1) Net of pension plan investment expenses.

(2) The mortality table used was developed based on CalPERS specific data.

The table includes 15 years of mortality improvements using Society of Actuaries Scales 90% of scale MP 2016.

Change in Assumptions – GASB 68, paragraph 30 states that the long-term expected rate of return should be determined net of pension plan investment expense, but without reduction for pension plan administrative expense. In both the current and prior year, the actuarial report did not have a change of assumption. Further details of the Experience Study can be found on the CalPERS website.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Discount Rate – The discount rate used to measure the total pension liability was 7.15 percent. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.15 percent is applied to all plans in the Public Employees Retirement Fund. The cash flows used in the testing were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. The stress test results are presented in a detailed report called “GASB Crossover Testing Report” that can be obtained at CalPERS’ website under the GASB 68 section.

Long-Term Expected Rate of Return - The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, both short-term and long-term market return expectations as well as the expected pension fund cash flows were considered. Using historical returns of all the funds’ asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation.

Asset Class (a)	New Strategic Allocation	Real Return Years 1-10 (b)	Real Return Years 11+ (c)
Global Equity	50.00%	4.80%	5.98%
Global Fixed Income	28.00%	1.00%	2.62%
Inflation Sensitive	0.00%	0.77%	1.81%
Private Equity	8.00%	6.30%	7.23%
Real Estate	13.00%	3.75%	4.93%
Liquidity	1.00%	0.00%	-0.92%

(a) In the System's CAFR, Fixed Income is included in Global Debt Securities;
 Liquidity is included in Short-term Investments; Inflation Assets are included in both
 Global Equity Securities and Global Debt Securities.

(b) an expected inflation of 2.00% for this period

(c) an expected inflation of 2.92% for this period

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents MTS's proportionate share of the net pension liability as of June 30, 2020 and 2019, calculated using the discount rate, as well as what MTS's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	2020	2019
1% Decrease	6.15%	6.15%
Net Pension Liability	\$ 21,681,379	\$ 20,194,220
Current Discount Rate	7.15%	7.15%
Net Pension Liability	\$ 14,064,659	\$ 12,982,663
1% Increase	8.15%	8.15%
Net Pension Liability	\$ 7,777,593	\$ 7,029,640

Pension Plan Fiduciary Net Position – Detailed information about MTS's pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

Payable to the Pension Plan – At June 30, 2020, MTS reported a payable of \$199,909 for the outstanding amount of contributions to the pension plan required for the current year compared to \$171,024 for the year ended June 30, 2019.

C. SDTI

1. CalPERS Plans

Plan Description – All SDTI employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the SDTI Miscellaneous or PEPR Miscellaneous Plan, Agent Multiple-Employer defined benefit plans administered by California Public Employees' Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit Provisions under the Plans are established by State statutes within the Public Employee's Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office – 400 P Street, Sacramento, CA 95814.

Benefits Provided – CalPERS provides service retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Plan members include both contract and non-contract employees. Benefits are based on years of credited service, equal to one year of full-time employment and can only be amended by the MTS Board of Directors.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

1. CalPERS Plans (Continued)

The Plans' provisions and benefits in effect as of June 30, 2020 are summarized as follows:

San Diego Trolley Miscellaneous Plan - 1406
Closed to New Members

	Management Employees	Union Employees
Hire date	Prior to January 1, 2013	Prior to January 1, 2013
Benefit formula	2.0% @ 55	2.0% @ 55
Benefit vesting schedule	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life
Final Average Compensation Period	12 months	12 months
Retirement age	50-63	50-63
Monthly benefits, as a % of eligible compensation	1.426-2.418%	1.426-2.418%
Required employee contribution rates	8.00%	8.99%
Required employer contribution rates	13.99%	13.00%
Pre-Retirement Death Benefit	1959 Survivor Benefit Level 2	1959 Survivor Benefit Level 2
Post-Retirement Death Benefit	\$500 Lump Sum	\$500 Lump Sum
COLA	2.00%	2.00%
Non-Industrial Standard Disability	1.8% of final compensation multiplied by service	1.8% of final compensation multiplied by service

San Diego Trolley PEPRA Miscellaneous Plan - 26965

Hire date	On or After January 1, 2013
Benefit formula	2.0% @ 62
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	36 months
Retirement age	52-67
Monthly benefits, as a % of eligible compensation	1.0-2.5%
Required employee contribution rates	5.75%
Required employer contribution rates	14.99%
Pre-Retirement Death Benefit	1959 Survivor Benefit Level 2
Post-Retirement Death Benefit	\$500 Lump Sum
COLA	2.00%
Non-Industrial Standard Disability	1.8% of final compensation multiplied by service

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

2. PARS Plan

Plan Description – All full-time SDTI management employees employed between October 1, 2003 and December 24, 2012 are eligible to participate in the PARS Retirement Enhancement Plan, a defined benefit plan held by the Public Agency Retirement System Trust, an agent multiple employer retirement trust under Internal Revenue Service Code Section 401(a). The Plan is administered by Public Agency Retirement Services (PARS). Separate information for the Plan is included in another financial report issued by PARS. Copies of the financial report can be obtained in writing from Public Agency Retirement Services, 4350 Von Karman Avenue, Suite 100, Newport Beach, CA 92660.

Benefits Provided – PARS provides supplemental service retirement benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Members are eligible to receive benefits if they have retired under CalPERS, have terminated employment, or had their position eliminated due to internal reorganization or mandatory operating budget reductions after January 1, 2004. The Plan benefit supplements member's CalPERS benefit to provide members with an enhanced retirement benefit and MTS management has the authority to amend the Plan's benefit terms. The monthly lifetime benefit is calculated by taking the difference between (1) and (2) below and multiplying it by one-twelfth (1/12):

- (1) PARS Age Factor x Benefit Service x Highest Average Annual Compensation (Subject to CalPERS Deductions) during the Last 12 Months of Employment
- (2) CalPERS Age Factor x Benefit Service x Highest Average Annual Compensation (Subject to CalPERS Deductions) during the Last 12 Months of Employment The Plan's provisions and benefits in effect as of June 30, 2020 are summarized as follows:

San Diego Trolley PARS Plan
CLOSED TO NEW MEMBERS

Hire date	Prior to January 1, 2013
Benefit formula	2.7% @ 55
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	12 months
Retirement age	50-63
Monthly benefits, as a % of eligible compensation	0.282-0.574%
Required employee contribution rates	Not Required or Permitted
Required employer contribution rates	9.64%
Pre-Retirement Death Benefit	None
Post-Retirement Death Benefit	Joint-and-100% Survivor Option
Disability Retirement Benefit	None
COLA	2.00%

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Employees Covered

At June 30, 2020 and 2019 (measurement dates 2019 and 2018), the following employees were covered by the benefit terms for each Plan:

	CalPERS Plan		PARS Plan	
	2020	2019	2020	2019
Inactive employees or beneficiaries currently receiving benefits	271	241	47	43
Inactive employees entitled to but not yet receiving benefits	92	85	-	-
Active employees	588	548	48	53

*SDTI PEPRA Plan is included in the SDTI Miscellaneous Plan June 30, 2018 valuation report.

Contributions

1. CalPERS Plans

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. SDTI is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the years ended June 30, 2020 and 2019 (measurement dates 2019 and 2018), the active employee contribution rates and average employer contribution rates were as follows:

	2020		2019	
	Employee	Employer	Employee	Employer
SDTI Miscellaneous Plan 1406 - Management EE	8.00%	12.28%	8.00%	10.53%
SDTI Miscellaneous Plan 1406 - Union EE	8.14%	12.14%	7.26%	11.26%
SDTI Miscellaneous PEPRA Plan 26965	5.75%	13.28%	5.75%	11.53%

For the years June 30, 2020 and 2019 (measurement dates 2019 and 2018), the contributions recognized as part of pension expense were:

	CalPERS Plans	
	2020	2019
Contributions - employer	\$ 3,824,864	\$ 3,342,623
Contributions - employee	2,075,270	2,034,672

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Contributions (Continued)

2. PARS Plan

Employer contribution rates for the PARS plan are contractually established by the Plan's administrator and agreed to by the employer, and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for the Plan are determined biannually on an actuarial basis as of June 30 by PARS. For the period ended June 30, 2019 and 2018 (measurement date), the employer's contribution rate is 9.64%.

For the years June 30, 2020 and 2019 (measurement date 2019 and 2018), the contributions recognized as part of pension expense were:

	PARS Plan	
	2020	2019
Contributions - employer	\$ 435,748	\$ 549,296
Contributions - employee	-	-

Net Pension Liability

1. CalPERS Plans

SDTI's net pension liability is measured as the total pension liability less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of June 30, 2019, using an annual actuarial valuation as of June 30, 2018 rolled forward to June 30, 2019 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown below.

Actuarial Assumptions – The total pension liabilities in the June 30, 2018 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	June 30, 2018
Measurement Date	June 30, 2019
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.75%
Projected Salary Increase	varies by entry age and service
Payroll Growth	3.000%
Investment Rate of Return	7.3755% (1)
Mortality	Derived using CalPERS's Membership Data for all Funds (2)
Post Retirement Benefit Increase	Contract COLA up to 2.75% until Purchasing Power applies, 2.5% thereafter

(1) Net of pension plan investment expenses.

(2) The mortality table used was developed based on CalPERS's specific data. The table includes 15 years of mortality improvements using the Society of Actuaries Scale 90% of scale MP 2016.

Changes in Assumptions – In both the current and prior years, the actuarial report did not have any changes in assumptions.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Net Pension Liability (Continued)

I. CalPERS Plans (Continued)

Discount Rate – The discount rate used to measure the total pension liability was 7.15 percent. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.15 percent is applied to all plans in the Public Employees Retirement Fund (PERF). The cash flows used in the testing were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. The stress test results are presented in a detailed report called "GASB Crossover Testing Report" that can be obtained at CalPERS' website under the GASB 68 section.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, both short-term and long-term market return expectations as well as the expected pension fund cash flows were considered. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation.

Asset Class (a)	New Strategic Allocation	Real Return Years 1-10 (b)	Real Return Years 11+ (c)
Global Equity	50.00%	4.80%	5.98%
Global Fixed Income	28.00%	1.00%	2.62%
Inflation Sensitive	0.00%	0.77%	1.81%
Private Equity	8.00%	6.30%	7.23%
Real Estate	13.00%	3.75%	4.93%
Liquidity	1.00%	0.00%	-0.92%

(a) In the System's CAFR, Fixed Income is included in Global Debt Securities;
 Liquidity is included in Short-term Investments; Inflation Assets are included in both
 Global Equity Securities and Global Debt Securities.

(b) an expected inflation of 2.00% for this period

(c) an expected inflation of 2.92% for this period

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Net Pension Liability (Continued)

2. PARS Plan

The net pension liability for the PARS Plan is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of June 30, 2019, using an actuarial valuation as of June 30, 2017 rolled forward to June 30, 2019 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown below.

Actuarial Assumptions – The total pension liability in the June 30, 2017 actuarial valuation was determined using the following actuarial assumptions:

Valuation Date	June 30, 2017
Measurement Date	June 30, 2019
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	6.50%
Inflation	2.75%
Salary Increases Including Inflation	Graded rates based on years of services, 3.50% after 30 years of services
Payroll Growth	3.00%
Investment Rate of Return	6.50%
Pre-Retirement Mortality	Consistent with Non-Industrial rates used to value the Miscellaneous CALPERS Pension Plans
Post Retirement Benefit Increase	CALPERS 1997-2011 Healthy Retiree Tables (sex distinct) with an assumed base year of 2008 with full generational improvements using Scale AA

Change in Assumptions – There were no changes in assumptions for the current year. In the prior year, discount rate and investment rate of return were lowered from 7.00% to 6.50%.

Discount Rate – The discount rate used to measure the total pension liability was 6.50 percent.

A formal cash flow projection was not performed as described under Paragraph 27 of GASB Statement 68. However, Paragraph 29 allows for alternative methods to confirm the sufficiency of the Net Position if the evaluations "can be made with sufficient reliability without a separate projection of cash flows into and out of the pension plan..." In our professional judgment, adherence to the actuarial funding policy described above will result in the pension plan's projected Fiduciary Net Position being greater than or equal to the benefit payments projected for each future period. Therefore, the long-term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Net Pension Liability (Continued)

2. PARS Plan (Continued)

Discount Rate (Continued)

The best estimate for the long-term expected rate of return of 6.50 percent was determined by adding expected inflation to expected long-term real returns and reflecting expected volatility and correlation. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. The table below reflects long-term expected real rate of return presented as arithmetic and geometric means by asset class.

Asset Class	Target Allocation	Long-Term Expected Arithmetic Real Rate of Return (a)	Long-Term Expected Geometric Real Rate of Return (b)
U.S. Cash	3.23%	0.71%	0.71%
U.S. Core Fixed Income	35.50%	1.83%	1.73%
U.S. Equity Market	46.51%	4.71%	3.52%
Foreign Developed Equity	6.88%	6.06%	4.55%
Emerging Market Equities	5.22%	8.23%	5.43%
U.S. REITs	2.66%	5.05%	3.42%

(a) Assumed inflation: 2.21% mean and 1.65% standard deviation

(b) Assumed inflation: 2.20% mean and 1.65% standard deviation

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents SDTI's net pension liability at June 30, 2020 and 2019, calculated using the discount rate, as well as what SDTI's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	CalPERS Plan		PARS Plan	
	2020	2019	2020	2019
1% Decrease	6.15%	6.15%	5.50%	5.50%
Net Pension Liability	\$ 57,149,081	\$ 51,421,098	\$ 2,770,019	\$ 2,795,751
Current Discount Rate	7.15%	7.15%	6.50%	6.50%
Net Pension Liability	\$ 33,629,624	\$ 29,552,949	\$ 1,716,637	\$ 1,766,423
1% Increase	8.15%	8.15%	7.50%	7.50%
Net Pension Liability	\$ 14,258,024	\$ 11,540,308	\$ 766,611	\$ 843,767

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Changes in the Net Pension Liability

1. CalPERS Plans

At June 30, 2020 (measurement date 2019), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2019	\$ 151,012,735	\$ 121,459,786	\$ 29,552,949
Changes in the year:			
Service cost	4,304,517	-	4,304,517
Interest on the total pension liability	10,947,906	-	10,947,906
Changes of assumptions	-	-	-
Differences between expected and actual experience	2,647,270	-	2,647,270
Benefit payments, including refunds of member contributions	(5,389,412)	(5,389,412)	-
Net Plan to Plan resource movement	-	-	-
Contributions - employer	-	3,824,864	(3,824,864)
Contributions - employee	-	2,075,270	(2,075,270)
Net investment income	-	8,009,279	(8,009,279)
Administrative expense	-	(86,395)	86,395
Net Changes	12,510,281	8,433,606	4,076,675
Balance at June 30, 2020	\$ 163,523,016	\$ 129,893,392	\$ 33,629,624

At June 30, 2019 (measurement date 2018), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2018	\$ 143,524,344	\$ 112,197,589	\$ 31,326,755
Changes in the year:			
Service cost	4,029,579	-	4,029,579
Interest on the total pension liability	10,112,324	-	10,112,324
Changes of assumptions	(1,064,034)	-	(1,064,034)
Differences between expected and actual experience	(498,533)	-	(498,533)
Benefit payments, including refunds of member contributions	(5,090,945)	(5,090,945)	-
Net Plan to Plan resource movement	-	(281)	281
Contributions - employer	-	3,342,623	(3,342,623)
Contributions - employee	-	2,034,672	(2,034,672)
Net investment income	-	9,482,977	(9,482,977)
Administrative expense	-	(506,849)	506,849
Net Changes	7,488,391	9,262,197	(1,773,806)
Balance at June 30, 2019	\$ 151,012,735	\$ 121,459,786	\$ 29,552,949

Pension Plan Fiduciary Net Position – Detailed information about each pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Changes in the Net Pension Liability (Continued)

2. PARS Plan

At June 30, 2020 (measurement date 2019), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2019	\$ 8,639,945	\$ 6,873,522	\$ 1,766,423
Changes in the year:			
Service cost	226,689	-	226,689
Interest on the total pension liability	565,523	-	565,523
Changes of assumptions	-	-	-
Differences between expected and actual experience	-	-	-
Benefit payments, including refunds of member contributions	(337,875)	(337,875)	-
Contributions - employer	-	443,125	(443,125)
Contributions - employee	-	-	-
Net investment income	-	413,503	(413,503)
Administrative expense	-	(14,630)	14,630
Net Changes	454,337	504,123	(49,786)
Balance at June 30, 2020	\$ 9,094,282	\$ 7,377,645	\$ 1,716,637

At June 30, 2019 (measurement date 2018), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2018	\$ 8,346,429	\$ 6,195,930	\$ 2,150,499
Changes in the year:			
Service cost	198,627	-	198,627
Interest on the total pension liability	587,363	-	587,363
Changes of assumptions	473,927	-	473,927
Differences between expected and actual experience	(652,788)	-	(652,788)
Benefit payments, including refunds of member contributions	(313,613)	(313,613)	-
Contributions - employer	-	549,296	(549,296)
Contributions - employee	-	-	-
Net investment income	-	458,921	(458,921)
Administrative expense	-	(17,012)	17,012
Net Changes	293,516	677,592	(384,076)
Balance at June 30, 2019	\$ 8,639,945	\$ 6,873,522	\$ 1,766,423

Pension Plan Fiduciary Net Position – Detailed information about the PARS Plan’s fiduciary net position is available in the separately issued financial reports.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

For the year ended June 30, 2020 and 2019, SDTI recognized pension expense of \$7,446,314 and \$5,173,520, respectively. At June 30, 2020 and 2019, SDTI reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	CalPERS Plans			
	2020		2019	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 4,532,160	\$ -	\$ 3,824,864	\$ -
Differences between expected and actual experience	2,204,517	(1,402,959)	158,950	(2,162,417)
Changes in assumptions	3,332,178	(798,234)	5,085,955	(1,436,635)
Net differences between projected and actual earnings on pension plan investments	-	(543,225)	285,018	-
Total	<u>\$ 10,068,855</u>	<u>\$ (2,744,418)</u>	<u>\$ 9,354,787</u>	<u>\$ (3,599,052)</u>

	PARS Plan			
	2020		2019	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	\$ 418,735	\$ -	\$ 435,748	\$ -
Differences between expected and actual experience	-	(227,335)	-	(487,781)
Changes in assumptions	195,026	-	426,943	-
Net differences between projected and actual earnings on pension plan investments	-	(1,015)	40,356	-
Total	<u>\$ 613,761</u>	<u>\$ (228,350)</u>	<u>\$ 903,047</u>	<u>\$ (487,781)</u>

The combined \$4,950,895 reported as deferred outflows of resources related to contributions subsequent to the measurement date for the two plans will be recognized as a reduction of the net pension liability in the year ended June 30, 2021 compared to \$4,260,612 for the previous year.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

As of the measurement date, June 30, 2019, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	SDTI CalPERS Plan	SDTI PARS Plan
2021	\$ 1,714,227	\$ 4,081
2022	333,552	(48,337)
2023	79,932	3,697
2024	664,566	7,235
2025	-	-
Total	<u>\$ 2,792,277</u>	<u>\$ (33,324)</u>

In the previous year, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	SDTI CalPERS Plan	SDTI PARS Plan
2020	\$ 1,796,861	\$ 41,782
2021	1,049,660	(3,154)
2022	(331,015)	(55,572)
2023	(584,635)	(3,538)
2024	-	-
Total	<u>\$ 1,930,871</u>	<u>\$ (20,482)</u>

Payable to the Pension Plan

At June 30, 2020, SDTI reported a payable of \$219,094 to CalPERS and \$3,326 to PARS for the outstanding amount of contributions to the pension plans required for the fiscal year compared to \$343,069 payable to CalPERS and \$48,765 payable to PARS for the year ended June 30, 2019.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

D. SDTC

General Information about the Pension Plans

Plan Description - The San Diego Transit Corporation (SDTC) Employee Retirement Plan (Plan), a single-employer defined benefit plan, is currently open to all full-time non-contract employees and certain part-time noncontract employees who have completed one year of service in which they have worked at least 1,000 hours. For contract employees to be eligible for participation in the defined benefit plan, the employee must have been hired before November 25, 2012 if they are an Amalgamated Transit Union (ATU) Local 1309 member, or before April 28, 2011 if they are an International Brotherhood of Electrical Workers (IBEW) Local 465 member.

Beginning in FY 2011, SDTC negotiated changes to retirement benefits for ATU Local 1309 members and IBEW Local 465 members. ATU Local 1309 represented employees hired after November 25, 2012 and IBEW local 465 represented employees hired after April 28, 2011 will receive their retirement benefits from a defined contribution 401(a) plan. Based on the applicable Collective Bargaining Agreement, SDTC contributes a fixed percentage of each employee's gross wages to a 401(a) account and matches voluntary employee contributions up to a maximum of 2% of the employees' gross wages.

The SDTC Plan issues a publicly available financial report that includes financial statements and required supplementary information. The financial report may be obtained by writing to San Diego Transit Corporation, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

Benefits Provided – The SDTC Plan provides retirement, termination, and disability benefits, annual cost-of-living adjustments, and death benefits to eligible Plan members and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment and can only be amended by the MTS Board of Directors.

The Plan's provisions and benefits as of June 30, 2020 are as follows:

	San Diego Transit Pension Plan - Non-Contract Employees	
	Prior to January 1, 2013	On or after January 1, 2013
Hire date	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life
Final Average Compensation Period	12 months	36 months
Retirement age	53-63	52-67
Monthly benefits, as a % of eligible compensation	1.742%-2.418%	1.0%-2.5%
Required employee contribution rates	8.00%	6.25%
Required employer contribution rates	50.93%	52.68%
Pre-Retirement Death Benefit		50% Joint & Survivor
Post-Retirement Death Benefit		Based on benefit election
	1.5% times average monthly final earnings	times credited years of service
Non-Industrial Standard Disability COLA		Lesser of CPI or 2.0%

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

General Information about the Pension Plans (Continued)

	SDTC Contract Employees	
	ATU - Closed Plan	IBEW - Closed Plan
Hire date	Prior to November 25, 2012	Prior to January 1, 2013
Benefit formula	2% @ 55	2% @ 55
Benefit vesting schedule	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life
Final Average Compensation Period	36 months	36 months
Retirement age	53-63	55-65
Monthly benefits, as a % of eligible compensation	1.742%-2.418%	2.0%-2.418%
Required employee contribution rates	8.00%	8.00%
Required employer contribution rates	50.93%	50.93%
Pre-Retirement Death Benefit	50% Joint & Survivor	
Post-Retirement Death Benefit	Based on benefit election	
Disability	1.5% times average monthly final earnings times credited years of service	

Employees Covered – At June 30, 2020 and 2019 (measurement date 2019 and 2018), the following employees were covered by the benefit terms for the Plan:

	2020	2019
Inactive employees or beneficiaries currently receiving benefits	1,011	975
Inactive employees entitled to but not yet receiving benefits	218	230
Active employees	424	462

Contributions – Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. For the period ended June 30, 2019 (measurement date), the active employee contribution rate is 6.25- 8.00% of annual pay, and the average employer's contribution rate is 51.37% of annual payroll compared to 6.25-8.00% and 43.86% for the previous year.

For the year ended June 30, 2020 and 2019 (measurement date 2019 and 2018), the contributions recognized as part of pension expense for the Plan were as follows:

	2020	2019
Contributions - employer	\$ 13,632,820	\$ 13,020,223
Contributions - employee	2,074,025	1,751,616

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Net Pension Liability

SDTC's net pension liability is measured as the total pension liability less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of July 1, 2019, using an annual actuarial valuation as of July 1, 2019.

Actuarial Assumptions – The total pension liabilities in the July 1, 2019 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	July 1, 2019
Measurement Date	July 1, 2019
Actuarial Cost Method	Individual entry age to final decrement
Actuarial Assumptions:	
Discount Rate	6.75%
Inflation	2.75%
Projected Salary Increase	2.75% plus merit component based on employee classification and years of service
Investment Rate of Return (1)	6.75%
Mortality	RP-2000 Tables using male rates for both male and female members with generational improvements using Scale MP-2015
COLA Increase - Non-Contract Members	2.00%

(1) Net of pension plan investment expenses.

Changes in Assumptions – In the current year, the expected rate of return on assets decreased from 7.00% to 6.75%. In the previous year, the valuation salary changed from using the most recent pensionable pay preceding the valuation date to a two-year average of pay from the two years preceding the valuation date. This method change was done to mitigate fluctuations in overtime pay year over year which better reflects future salary expectations.

Discount Rate – The discount rate used to measure the Total Pension Liability was 6.75%.

We have assumed that the employees will continue to contribute to the Plan at the required rates and the employer will continue the historical and legally required practice of contributing to the Plan based on an actuarially determined contribution, reflecting a payment equal to annual Normal Cost, a portion of the expected Administrative Expenses, and an amount necessary to amortize the remaining Unfunded Actuarial Liability as of June 30, 2012, over a closed 25-year period (18 years remaining as of the July 1, 2019 actuarial valuation). Actuarial gains and losses in plan years after June 30, 2012 are amortized over closed 15-year periods as a level dollar amount.

A formal cash flow projection was not performed as described under Paragraph 27 of GASB Statement 68. However, Paragraph 29 allows for alternative methods to confirm the sufficiency of the Net Position if the evaluations "can be made with sufficient reliability without a separate projection of cash flows into and out of the pension plan..." In our professional judgment, adherence to the actuarial funding policy described above will result in the pension plan's projected Fiduciary Net Position being greater than or equal to the benefit payments projected for each future period. Therefore, the long-term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Net Pension Liability (Continued)

Discount Rate (Continued)

According to Paragraph 30 of GASB Statement 68, the long-term expected rate of return should be determined net of pension plan investment expenses but without reduction for pension plan administrative expenses. The 6.75% investment return assumption used in the Total Pension Liability is net of investment expenses only.

The table below reflects long-term expected real rate of return by asset class. The critical inputs of the asset allocation model are the expected risk, return and correlations of different asset classes.

Asset Class	Strategic Allocation	Real Return Years 1-10	Real Return Years 11+
United States Equity	25.00%	5.30%	5.30%
International Equity	20.00%	7.70%	7.70%
Fixed Income	35.00%	0.50%	0.50%
Alternatives (Multi-Asset)	20.00%	3.50%	3.50%

(a) an expected inflation of 2.5% is used.

Sensitivity of the Net Pension Liability to Changes in the Discount Rate - The following presents the net pension liability for the SDTC Plan as of June 30, 2020 and 2019, calculated using the discount rate, as well as what SDTC's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	2020	2019
1% Decrease	5.75%	6.00%
Net Pension Liability	\$ 178,269,254	\$ 165,940,641
Current Discount Rate	6.75%	7.00%
Net Pension Liability	\$ 144,780,361	\$ 134,061,376
1% Increase	7.75%	8.00%
Net Pension Liability	\$ 116,375,578	\$ 106,995,199

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Changes in Net Pension Liability

At June 30, 2020 (measurement date 2019), the change in the Net Pension Liability for the SDTC Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2019	\$ 300,300,433	\$ 166,239,057	\$ 134,061,376
Changes in the year:			
Service cost	3,345,262	-	3,345,262
Interest on the total pension liability	20,568,075	-	20,568,075
Changes of assumptions	7,536,766	-	7,536,766
Differences between expected and actual experience	3,139,304	-	3,139,304
Benefit payments, including refunds of member contributions	(19,969,862)	(19,969,862)	-
Contributions - employer	-	13,633,181	(13,633,181)
Contributions - employee	-	2,074,025	(2,074,025)
Net investment income	-	8,415,801	(8,415,801)
Administrative expense	-	(252,585)	252,585
Net Changes	14,619,545	3,900,560	10,718,985
Balance at June 30, 2020	\$ 314,919,978	\$ 170,139,617	\$ 144,780,361

At June 30, 2019 (measurement date 2018), the change in the Net Pension Liability for the SDTC Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2018	\$ 296,010,712	\$ 161,635,007	\$ 134,375,705
Changes in the year:			
Service cost	3,559,738	-	3,559,738
Interest on the total pension liability	20,325,978	-	20,325,978
Changes of assumptions	(640,322)	-	(640,322)
Differences between expected and actual experience	(240,474)	-	(240,474)
Benefit payments, including refunds of member contributions	(18,715,199)	(18,715,199)	-
Contributions - employer	-	13,020,223	(13,020,223)
Contributions - employee	-	1,751,616	(1,751,616)
Net investment income	-	8,792,300	(8,792,300)
Administrative expense	-	(244,890)	244,890
Net Changes	4,289,721	4,604,050	(314,329)
Balance at June 30, 2019	\$ 300,300,433	\$ 166,239,057	\$ 134,061,376

Pension Plan Fiduciary Net Position – Detailed information about the SDTC Plan's fiduciary net position is available in the separately issued financial reports. The financial report may be obtained by writing to San Diego Transit Corporation, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

For the years ended June 30, 2020 and 2019, SDTC recognized pension expense of \$21,959,266 and \$24,465,090, respectively. At June 30, 2020 and 2019, SDTC reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2020		2019	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after the measurement date	\$ 14,709,813	\$ -	\$ 13,632,820	\$ -
Changes in assumptions	3,768,383	-	-	(320,161)
Differences between expected and actual experience	1,569,652	-	395,229	(120,237)
Differences between projected and actual earnings on pension plan investments	5,675,174	-	8,665,478	-
Total	<u>\$ 25,723,022</u>	<u>\$ -</u>	<u>\$ 22,693,527</u>	<u>\$ (440,398)</u>

The \$14,709,813 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2021 compared to \$13,632,820 for the previous year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Amounts
2021	\$ 8,549,161
2022	762,209
2023	1,088,723
2024	613,116
2025	-
Total	<u>\$ 11,013,209</u>

In the previous year, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions were:

Year Ended June 30	Amounts
2020	\$ 5,397,593
2021	2,598,012
2022	149,095
2023	475,609
2024	-
Total	<u>\$ 8,620,309</u>

San Diego Metropolitan Transit System
Notes to Basic Financial Statements (Continued)
For the Years Ended June 30, 2020 and 2019

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Payable to the Pension Plan

At June 30, 2020, SDTC reported a payable of \$1,245,955 for the outstanding amount of contributions to the pension plan required for the fiscal year compared to \$1,150,062 for the year ended June 30, 2019.

Note 13 – Other Required Individual Disclosures

SDTC and SDTI had unrestricted (deficits) of \$(161,014,994) and \$(11,933,573) as of June 30, 2020 compared to \$(155,432,063) and \$(14,343,439) for the year ended June 30, 2019. These deficits are primarily a result of the implementation of GASB 68 & 75 as well as timing difference between recognition of expenses on an accrual basis and when those expenses are funded by subsidy transfers for SDTC and SDTI.

REQUIRED SUPPLEMENTARY INFORMATION
(Unaudited)

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San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY

MTS
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2019	2018	2017	2016	2015	2014
Proportion of the net pension liability	0.13726%	0.13473%	0.13531%	0.13477%	0.14142%	0.13277%
Proportionate share of the net pension liability	\$ 14,064,659	\$ 12,982,663	\$ 13,418,753	\$ 11,661,984	\$ 9,707,169	\$ 8,261,550
Covered payroll	\$ 12,892,323	\$ 12,873,186	\$ 11,809,510	\$ 11,078,469	\$ 9,954,718	\$ 9,277,782
Proportionate share of the net pension liability as percentage of covered payroll	109.09%	100.85%	113.63%	105.27%	97.51%	89.05%
Plan's fiduciary net position as percentage of the total pension liability	75.16%	75.65%	72.65%	72.53%	75.07%	77.50%
Proportionate share of aggregate employer contributions	\$ 1,763,681	\$ 1,536,182	\$ 1,348,728	\$ 1,896,142	\$ 1,998,897	\$ 755,170

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS
SDTI CALPERS PLANS
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2019	2018	2017	2016	2015	2014
Total Pension Liability						
Service Cost	\$ 4,304,517	\$ 4,029,579	\$ 3,882,206	\$ 3,580,302	\$ 3,615,793	\$ 3,721,950
Interest on total pension liability	10,947,906	10,112,324	9,611,237	9,201,415	8,554,525	7,982,614
Differences between expected and actual experience	2,647,270	(498,533)	(2,759,754)	375,697	(510,309)	-
Changes in assumptions	-	(1,064,034)	8,593,509	-	(2,274,755)	-
Changes in benefit terms	-	-	-	-	-	-
Benefit payments, including refunds of employee contributions	(5,389,412)	(5,090,945)	(4,901,765)	(4,345,171)	(3,799,240)	(3,155,596)
Net change in total pension liability	12,510,281	7,488,391	14,425,433	8,812,243	5,586,014	8,548,968
Total pension liability - beginning	151,012,735	143,524,344	129,098,911	120,286,668	114,700,654	106,151,686
Total pension liability - ending (a)	\$ 163,523,016	\$ 151,012,735	\$ 143,524,344	\$ 129,098,911	\$ 120,286,668	\$ 114,700,654
Plan fiduciary net position						
Contributions - employer	\$ 3,824,864	\$ 3,342,623	\$ 2,835,680	\$ 2,659,911	\$ 2,553,900	\$ 2,498,345
Contributions - employee	2,075,270	2,034,672	1,806,506	1,778,990	1,839,206	2,179,194
Net investment income	8,009,279	9,482,977	11,214,548	628,353	2,204,904	14,416,106
Benefit payments, including refunds of employee contributions	(5,389,412)	(5,090,945)	(4,901,765)	(4,345,171)	(3,799,240)	(3,155,596)
Net plan to plan resource movement	(86,676)	(281)	-	-	-	-
Administrative expense	281	(506,849)	(149,699)	(61,391)	(113,387)	-
Net change in plan fiduciary net position	8,433,606	9,262,197	10,805,270	660,692	2,685,383	15,938,049
Plan fiduciary net position - beginning	121,459,786	112,197,589	101,392,319	100,731,627	98,046,244	82,108,195
Plan fiduciary net position - ending (b)	\$ 129,893,392	\$ 121,459,786	\$ 112,197,589	\$ 101,392,319	\$ 100,731,627	\$ 98,046,244
Net pension liability - ending (a) - (b)	\$ 33,629,624	\$ 29,552,949	\$ 31,326,755	\$ 27,706,592	\$ 19,555,041	\$ 16,654,410
Plan fiduciary net position as a percentage of the total pension liability	79.43%	80.43%	78.17%	78.54%	83.74%	85.48%
Covered payroll	\$ 29,886,251	\$ 27,790,199	\$ 26,643,371	\$ 27,247,357	\$ 26,965,416	\$ 26,268,261
Plan net pension liability as a percentage of covered payroll	112.53%	106.34%	117.58%	101.69%	72.52%	63.40%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2018 valuation date.

Changes of assumptions:

- *2018 - Demographic assumptions and inflation rate were changed in accordance to CalPERS Experience Study and Review December 2017
- *2017 - Discount rate decreased to 7.15 percent from 7.65 percent
- *2015 - Discount rate increased to 7.65 percent from 7.50 percent

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS

SDTI PARS PLAN
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2019	2018	2017	2016	2015
Total Pension Liability					
Service Cost	\$ 226,689	\$ 198,627	\$ 230,296	\$ 223,588	\$ 267,889
Interest on total pension liability	565,523	587,363	556,089	523,457	480,808
Differences between expected and actual experience	-	(652,788)	-	(166,133)	-
Changes in assumptions	-	473,927	-	321,921	-
Changes in benefit terms	-	-	-	-	-
Benefit payments, including refunds of employee contributions	(337,875)	(313,613)	(302,460)	(273,201)	(229,364)
Net change in total pension liability	454,337	293,516	483,925	629,632	519,333
Total pension liability - beginning	8,639,945	8,346,429	7,862,504	7,232,872	6,713,539
Total pension liability - ending (a)	\$ 9,094,282	\$ 8,639,945	\$ 8,346,429	\$ 7,862,504	\$ 7,232,872
Plan fiduciary net position					
Contributions - employer	\$ 443,125	\$ 549,296	\$ 605,864	\$ 547,473	\$ 590,203
Contributions - employee	-	-	-	-	-
Net investment income	413,503	458,921	638,858	(59,981)	127,592
Benefit payments, including refunds of employee contributions	(337,875)	(313,613)	(302,460)	(273,201)	(229,364)
Administrative expense	(14,630)	(17,012)	(13,417)	(14,665)	(12,186)
Net change in plan fiduciary net position	504,123	677,592	928,845	199,626	476,245
Plan fiduciary net position - beginning	6,873,522	6,195,930	5,267,085	5,067,459	4,591,214
Plan fiduciary net position - ending (b)	\$ 7,377,645	\$ 6,873,522	\$ 6,195,930	\$ 5,267,085	\$ 5,067,459
Net pension liability - ending (a) - (b)	\$ 1,716,637	\$ 1,766,423	\$ 2,150,499	\$ 2,595,419	\$ 2,165,413
Plan fiduciary net position as a percentage of the total pension liability	81.12%	79.56%	74.23%	66.99%	70.06%
Covered payroll	\$ 4,909,640	\$ 4,766,641	\$ 5,170,611	\$ 5,020,011	\$ 4,943,557
Plan net pension liability as a percentage of covered payroll	34.96%	37.06%	41.59%	51.70%	43.80%

Notes to Schedule:

Benefit changes. The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2018 valuation date.

Changes in Assumption:

- *2018 - Investment rate of return decreased from 7.0 to 6.5 percent
- *2016 - Inflation rate decreased from 3.0 to 2.75 percent
- *2016 - Salary scale, retirement and pre-retirement mortality assumptions were updated.

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS

SDTC PLAN
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2019	2018	2017	2016	2015	2014
Total Pension Liability						
Service Cost	\$ 3,345,262	\$ 3,559,738	\$ 3,660,961	\$ 3,469,595	\$ 3,590,766	\$ 3,908,376
Interest on total pension liability	20,568,075	20,325,978	19,885,608	18,865,499	18,434,275	17,812,979
Differences between expected and actual experience	3,139,304	(240,474)	1,185,687	(2,174,475)	812,878	2,905,692
Changes in assumptions	7,536,766	(640,322)	-	29,699,872	-	-
Changes in benefit terms	-	-	-	-	-	-
Benefit payments, including refunds of employee contributions	(19,969,862)	(18,715,199)	(17,977,346)	(17,350,158)	(16,584,043)	(15,466,924)
Net change in total pension liability	14,619,545	4,289,721	6,754,910	32,510,333	6,253,876	9,160,123
Total pension liability - beginning	300,300,433	296,010,712	289,255,802	256,745,469	250,491,593	241,331,470
Total pension liability - ending (a)	\$ 314,919,978	\$ 300,300,433	\$ 296,010,712	\$ 289,255,802	\$ 256,745,469	\$ 250,491,593
Plan fiduciary net position						
Contributions - employer	\$ 13,633,181	\$ 13,020,223	\$ 12,649,101	\$ 10,711,282	\$ 11,352,628	\$ 12,628,190
Contributions - employee	2,074,025	1,751,616	2,047,593	1,754,869	1,363,092	899,791
Net investment income	8,415,801	8,792,300	12,216,936	(540,093)	(2,018,866)	18,417,439
Benefit payments, including refunds of employee contributions	(19,969,862)	(18,715,199)	(17,977,346)	(17,350,158)	(16,584,043)	(15,466,924)
Administrative expense	(252,585)	(244,890)	(234,128)	(290,381)	(262,808)	(258,142)
Net change in plan fiduciary net position	3,900,560	4,604,050	8,702,156	(5,714,481)	(6,149,997)	16,220,354
Plan fiduciary net position - beginning	166,239,057	161,635,007	152,932,851	158,647,332	164,797,329	148,576,975
Plan fiduciary net position - ending (b)	\$ 170,139,617	\$ 166,239,057	\$ 161,635,007	\$ 152,932,851	\$ 158,647,332	\$ 164,797,329
Net pension liability - ending (a) - (b)	\$ 144,780,361	\$ 134,061,376	\$ 134,375,705	\$ 136,322,951	\$ 98,098,137	\$ 85,694,264
Plan fiduciary net position as a percentage of the total pension liability	54.03%	55.36%	54.60%	52.87%	61.79%	65.79%
Covered payroll	\$ 27,121,687	\$ 29,672,305	\$ 31,660,643	\$ 31,048,663	\$ 32,658,827	\$ 32,313,553
Plan net pension liability as a percentage of covered payroll	533.82%	451.81%	424.43%	439.06%	300.37%	265.20%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2019 valuation date.

Changes of assumptions:

*2019 - Investment rate of return decreased from 7.0 to 6.75%

*2018 - Valuation salary changed from using the most recent pensionable pay preceding the valuation date to a two-year average of pay from the two years preceding the valuation date

*2016 - Investment rate of return decreased from 7.5 to 7.0 percent

*2016 - Inflation decreased from 3.0 to 2.75 percent

*2016 - Revisions were made to merit pay increases, mortality, disability, service retirements and terminations

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF CONTRIBUTIONS

MTS
(LAST TEN YEARS*)

Fiscal Year Ended June 30:	2020	2019	2018	2017	2016	2015	2014
Actuarially determined contribution	\$ 2,320,104	\$ 2,041,117	\$ 1,896,639	\$ 1,731,711	\$ 1,582,497	\$ 1,559,846	\$ 1,537,079
Contributions in relation to the actuarially determined contribution	(2,320,104)	(2,041,117)	(1,896,639)	(1,731,711)	(1,582,497)	(1,559,846)	(1,537,079)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 13,715,993	\$ 12,892,323	\$ 12,873,186	\$ 11,809,510	\$ 11,078,469	\$ 9,954,718	\$ 9,277,782
Contributions as a percentage of covered payroll	16.92%	15.83%	14.73%	14.66%	14.28%	15.67%	16.57%

Notes to Schedule:

Methods and assumptions used to determine contribution rates:

The actuarial methods and assumption used to set the actuarially determined contributions for Fiscal Year 2020 were derived from the June 30, 2016 funding valuation report.

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2018 Funding Valuation Report
Asset valuation method	Market value of assets
Inflation	2.50%
Salary increases	Varies based on entry age and service
Payroll growth	2.750%
Investment rate of return	7.375% net of pension plan investment and administrative expenses
Retirement age	The probabilities of retirement are based on the 2014 CalPERS Experience Study for the period from 1997 and 2011
Mortality	The probabilities of mortality are based on the 2014 CalPERS Experience Study for the period from 1997 to 2011. Pre-retirement and post-retirement mortality rates include 20 years of projected mortality improvement using Scale BB published by the Actuaries.

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF CONTRIBUTIONS
SDTI CALPERS PLAN
(LAST TEN YEARS*)

Fiscal Year Ended June 30:	2020	2019	2018	2017	2016	2015	2014
Actuarially determined contribution	\$ 4,532,160	\$ 3,824,864	\$ 3,266,081	\$ 2,835,680	\$ 2,659,911	\$ 2,553,900	\$ 2,498,345
Contributions in relation to the actuarially determined contribution	(4,532,160)	(3,824,864)	(3,266,081)	(2,835,680)	(2,659,911)	(2,553,900)	(2,498,345)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 31,913,060	\$ 29,886,251	\$ 27,790,199	\$ 26,643,371	\$ 27,247,357	\$ 26,965,416	\$ 26,268,261
Contributions as a percentage of covered payroll	14.20%	12.80%	11.75%	10.64%	9.76%	9.47%	9.51%

Notes to Schedule:

Methods and assumptions used to determine contribution rates:

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2020 were derived from the June 30, 2016 funding valuation report.

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2018 Funding Valuation Report
Asset valuation method	Market value of assets
Inflation	2.75%
Salary increases	Varies based on entry age and service
Payroll growth	3.000%
Investment rate of return	7.375% net of pension plan investment and administrative expenses
Retirement age	The probabilities of retirement are based on the 2014 CalPERS Experience Study for the period from 1997 and 2011.
Mortality	The probabilities of mortality are based on the 2014 CalPERS Experience Study for the period from 1997 to 2011. Pre-retirement and post-retirement mortality rates include 20 years of projected mortality improvement using Scale BB published by the Actuaries.

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF CONTRIBUTIONS

SDTI PARS PLAN
(LAST TEN YEARS*)

Fiscal Year Ended June 30:	2020	2019	2018	2017	2016	2015	2014
Actuarially determined contribution	\$ 408,250	\$ 459,504	\$ 460,930	\$ 499,993	\$ 445,465	\$ 546,873	\$ 463,079
Contributions in relation to the actuarially determined contribution	(418,735)	(435,748)	(549,296)	(605,864)	(547,473)	(590,203)	(453,934)
Contribution deficiency (excess)	<u>\$ (10,485)</u>	<u>\$ 23,756</u>	<u>\$ (88,366)</u>	<u>\$ (105,871)</u>	<u>\$ (102,008)</u>	<u>\$ (43,330)</u>	<u>\$ 9,145</u>
Covered payroll	\$ 4,351,424	\$ 4,909,640	\$ 4,766,641	\$ 5,170,611	\$ 5,020,011	\$ 4,943,557	\$ 5,984,089
Contributions as a percentage of covered payroll	9.62%	8.88%	11.52%	11.72%	10.91%	11.94%	7.59%

Notes to Schedule:

Methods and assumptions used to determine contribution rates:

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2020 were derived from the June 30, 2017 funding valuation report.

Valuation date	June 30, 2017
Actuarial cost method	Entry Age Normal
Amortization method	Level dollar
Amortization period	16 years as of valuation date
Asset valuation method	5-year smoothed market
Inflation	2.75%
Salary increases	Varies based on entry age and service
Payroll growth	3.00%
Investment rate of return	6.50%

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF CONTRIBUTIONS
SDTC PLAN
(LAST TEN YEARS*)

Fiscal Year Ended June 30:	2020	2019	2018	2017	2016	2015	2014
Actuarially determined contribution	\$ 14,709,813	\$ 13,632,820	\$ 13,020,223	\$ 12,649,101	\$ 10,711,282	\$ 11,352,628	\$ 12,628,190
Contributions in relation to the actuarially determined contribution	(14,709,813)	(13,632,820)	(13,020,223)	(12,649,101)	(10,711,282)	(11,352,628)	(12,628,190)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 25,826,289	\$ 27,121,687	\$ 29,672,305	\$ 31,660,643	\$ 31,048,663	\$ 32,658,827	\$ 32,313,553
Contributions as a percentage of covered payroll	56.96%	50.27%	43.88%	39.95%	34.50%	34.76%	39.08%

Notes to Schedule:**Methods and assumptions used to determine contribution rates:**

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2020 were derived from the June 30, 2017 funding valuation report.

Valuation date	July 1, 2019
Actuarial cost method	Entry Age
Amortization method/period	Level percent of payroll, closed 25-year period
Asset valuation method	5-year smoothed market
Salary increases	2.75% plus merit component based on employee classification and years of services
Investment rate of return	6.75% net of pension plan investment expenses
Mortality	Actives: RP-2000 tables using male rates for both male and female members with generational improvements using scale MP-2015

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS

MTS
(LAST TEN YEARS*)

Measurement period, year ended June 30:	2019	2018	2017
Total OPEB Liability			
Service Cost	\$ 452,623	\$ 450,678	\$ 504,282
Interest	224,774	203,185	171,522
Changes of benefit terms	-	-	-
Differences between expected and actual experience	(324,826)	-	-
Changes in assumptions	139,049	(104,394)	(566,410)
Benefit payments, including refunds of member contributions	(111,141)	(99,520)	(96,621)
Net change in total OPEB liability	380,479	449,949	12,773
Total OPEB liability - beginning	6,025,074	5,575,125	5,562,352
Total OPEB liability - ending (a)	\$ 6,405,553	\$ 6,025,074	\$ 5,575,125
OPEB fiduciary net position			
Contributions - employer	\$ 111,141	\$ 99,520	\$ 96,621
Net investment income	-	-	-
Benefit payments, including refunds of member contributions	(111,141)	(99,520)	(96,621)
Administrative expense	-	-	-
Net change in plan fiduciary net position	-	-	-
Plan fiduciary net position - beginning	-	-	-
Plan fiduciary net position - ending (b)	\$ -	\$ -	\$ -
Plan net OPEB liability - ending (a) - (b)	\$ 6,405,553	\$ 6,025,074	\$ 5,575,125
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%	0.00%
Covered payroll	\$ 13,522,496	\$ 12,763,760	\$ 12,392,000
Plan net OPEB liability as a percentage of covered payroll	47.37%	47.20%	44.99%

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS

SDT1
(LAST TEN YEARS*)

Measurement period, year ended June 30:

	2019	2018	2017
Total OPEB Liability			
Service Cost	\$ 442,873	\$ 440,969	\$ 493,375
Interest	415,912	389,043	336,668
Changes of benefit terms	-	-	-
Differences between expected and actual experience	230,450	-	-
Changes in assumptions	238,432	(168,207)	(956,245)
Benefit payments, including refunds of member contributions	(251,166)	(194,710)	(189,039)
Net change in total OPEB liability	<u>1,076,501</u>	<u>467,095</u>	<u>(315,241)</u>
Total OPEB liability - beginning	<u>11,565,916</u>	<u>11,098,821</u>	<u>11,414,062</u>
Total OPEB liability - ending (a)	<u><u>\$ 12,642,417</u></u>	<u><u>\$ 11,565,916</u></u>	<u><u>\$ 11,098,821</u></u>
OPEB fiduciary net position			
Contributions - employer	\$ 251,166	\$ 194,710	\$ 189,039
Net investment income	-	-	-
Benefit payments, including refunds of member contributions	(251,166)	(194,710)	(189,039)
Administrative expense	-	-	-
Net change in plan fiduciary net position	<u>-</u>	<u>-</u>	<u>-</u>
Plan fiduciary net position - beginning	<u>-</u>	<u>-</u>	<u>-</u>
Plan fiduciary net position - ending (b)	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>	<u><u>\$ -</u></u>
Plan net OPEB liability - ending (a) - (b)	<u><u>\$ 12,642,417</u></u>	<u><u>\$ 11,565,916</u></u>	<u><u>\$ 11,098,821</u></u>
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%	0.00%
Covered payroll	\$ 34,000,928	\$ 31,280,070	\$ 30,369,000
Plan net OPEB liability as a percentage of covered payroll	37.18%	36.98%	36.55%

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2020 and 2019

SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS
SDTC
(LAST TEN YEARS*)

Measurement period, year ended June 30:	2019	2018	2017
Total OPEB Liability			
Service Cost	\$ 1,180,991	\$ 1,176,005	\$ 1,317,293
Interest	1,056,425	1,000,292	875,283
Changes of benefit terms	-	-	-
Differences between expected and actual experience	(2,478,929)	-	-
Changes in assumptions	1,027,981	(421,922)	(2,399,513)
Benefit payments, including refunds of member contributions	(1,035,246)	(957,045)	(929,170)
Net change in total OPEB liability	(248,778)	797,330	(1,136,107)
Total OPEB liability - beginning	29,520,213	28,722,883	29,858,990
Total OPEB liability - ending (a)	\$ 29,271,435	\$ 29,520,213	\$ 28,722,883
OPEB fiduciary net position			
Contributions - employer	\$ 1,035,246	\$ 957,045	\$ 929,170
Net investment income	-	-	-
Benefit payments, including refunds of member contributions	(1,035,246)	(957,045)	(929,170)
Administrative expense	-	-	-
Net change in plan fiduciary net position	-	-	-
Plan fiduciary net position - beginning	-	-	-
Plan fiduciary net position - ending (b)	\$ -	\$ -	\$ -
Plan net OPEB liability - ending (a) - (b)	\$ 29,271,435	\$ 29,520,213	\$ 28,722,883
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%	0.00%
Covered payroll	\$ 41,720,578	\$ 40,561,400	\$ 39,380,000
Plan net OPEB liability as a percentage of covered payroll	70.16%	72.78%	72.94%

*Ten year historical information is not yet available

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SUPPLEMENTARY INFORMATION

Combining Schedule of Net Position

Combining Schedule of Revenues, Expenses, and Changes in Net Position

Combining Schedule of Cash Flows

Schedule of Revenues, Expenses, and Changes in Net Position - Budget and Actual:

Combined Operations

General Operation

Taxicab Administration

San Diego and Arizona Eastern Railway

MTS - Contracted Services

San Diego Transit Corporation

San Diego Trolley, Inc.

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San Diego Metropolitan Transit System
Combining Schedule of Net Position
June 30, 2020

	General Operations	Contracted Services	SDTC	SDTI	Total
ASSETS					
Current assets:					
Cash and cash equivalents	\$ 104,870,051	\$ (457,877)	\$ (460,230)	\$ 167,710	\$ 104,119,654
Cash and cash equivalents restricted for capital support	20,127,449	-	-	-	20,127,449
Accounts and other receivables	8,600,844	-	2,794,635	299,354	11,694,833
Due from other governments	125,156,374	589	27,569	127,929	125,312,461
Internal balances	(39,797,810)	9,534,457	14,262,666	16,000,687	-
Inventory	-	-	4,680,600	23,177,981	27,858,581
Prepaid items and other current assets	2,270,723	145,437	1,096,264	1,768,149	5,280,573
Total current assets	221,227,631	9,222,606	22,401,504	41,541,810	294,393,551
Noncurrent assets:					
Capital assets (net of accumulated depreciation)	130,675,568	276,728,276	263,573,112	1,203,342,650	1,874,319,606
Total noncurrent assets	130,675,568	276,728,276	263,573,112	1,203,342,650	1,874,319,606
Total assets	351,903,199	285,950,882	285,974,616	1,244,884,460	2,168,713,157
DEFERRED OUTFLOWS OF RESOURCES					
Pension-related deferred outflows of resources	4,792,392	-	25,723,022	10,682,616	41,198,030
OPEB-related deferred outflows of resources	237,431	-	2,025,232	643,971	2,906,634
Total deferred outflows of resources	5,029,823	-	27,748,254	11,326,587	44,104,664
LIABILITIES					
Current liabilities:					
Accounts payable	6,303,876	7,471,646	3,336,582	3,345,017	20,457,121
Due to other governments	1,805,536	85,149	181,200	271,662	2,343,547
Unearned revenue	24,143,533	-	-	-	24,143,533
Accrued expenses	1,018,767	19,681	2,215,128	2,037,832	5,291,408
Retentions payable	1,202,181	3,010	-	7,074	1,212,265
Retentions payable from restricted assets	7,735,565	-	-	-	7,735,565
Due within one year:					
Compensated absences payable	846,455	-	3,478,632	2,423,400	6,748,487
Accrued damage, injury, and employee claims	352,073	-	2,806,708	1,321,142	4,479,923
Long-term debt	-	-	2,690,000	-	2,690,000
Total current liabilities	43,407,986	7,579,486	14,708,250	9,406,127	75,101,849
Noncurrent liabilities:					
Due in more than one year:					
Compensated absences payable	594,949	-	2,972,311	691,359	4,258,619
Accrued damage, injury, and employee claims	835,085	-	8,161,561	2,974,713	11,971,359
Long-term debt	-	-	7,665,000	-	7,665,000
Aggregate net pension liability	14,064,659	-	144,780,361	35,346,261	194,191,281
Aggregate total OPEB liability	6,405,553	-	29,271,435	12,642,417	48,319,405
Total noncurrent liabilities	21,900,246	-	192,850,668	51,654,750	266,405,664
Total liabilities	65,308,232	7,579,486	207,558,918	61,060,877	341,507,513
DEFERRED INFLOWS OF RESOURCES					
Deferred gain on refunding related to capital assets	-	-	-	-	-
Pension-related deferred inflows of resources	673,797	-	-	2,972,768	3,646,565
OPEB-related deferred inflows of resources	775,299	-	3,605,834	768,325	5,149,458
Total deferred inflows of resources	1,449,096	-	3,605,834	3,741,093	8,796,023
NET POSITION					
Net investment in capital assets	130,675,568	276,728,276	263,573,112	1,203,342,650	1,874,319,606
Restricted for capital assets	218,452	-	-	-	218,452
Unrestricted (deficit)	159,281,674	1,643,120	(161,014,994)	(11,933,573)	(12,023,773)
Total net position	\$ 290,175,694	\$ 278,371,396	\$ 102,558,118	\$ 1,191,409,077	\$ 1,862,514,285

San Diego Metropolitan Transit System
Combining Schedule of Revenues, Expenses, and Changes in Net Position
For the Year Ended June 30, 2020

	General Operations	Contracted Services	SDTC
Operating revenues:			
Passenger revenue	\$ -	\$ 23,319,212	\$ 19,749,139
Advertising	2,027,212	-	-
Miscellaneous	18,422,445	112	3,100
Total operating revenues	20,449,657	23,319,324	19,752,239
Operating expenses:			
Personnel costs	23,899,953	772,008	81,473,587
Outside services	17,803,983	80,037,321	3,401,803
Transit operations funding	138,897,206	-	-
Materials and supplies	22,228	96,409	6,618,260
Energy costs	222,944	7,318,365	5,645,708
Risk management	4,094,142	15,300	1,147,840
Miscellaneous	(24,061,355)	3,163,117	7,882,190
Depreciation	5,064,115	21,931,173	32,260,870
Total operating expenses	165,943,216	113,333,693	138,430,258
Operating income (loss)	(145,493,559)	(90,014,369)	(118,678,019)
Public support and nonoperating revenues (expenses):			
Federal revenue	90,452,130	22,221,165	27,350,000
Transportation Development Act (TDA) funds	105,032,033	35,743,972	3,452,586
State Transit Assistance (STA) funds	28,595,958	-	9,502,835
State revenue - other	29,636,442	670,411	-
TransNet funds	45,815,353	8,161,568	32,153,785
Other local subsidies	18,673,163	1,286,080	8,247,473
Investment earnings	1,360,307	-	-
Interest expense	29,187	-	(601,925)
Gain (loss) on disposal of assets	2,232,514	-	3,750
Total public support and nonoperating revenues (expenses)	321,827,087	68,083,196	80,108,504
Income (loss) before transfers and contributed capital	176,333,528	(21,931,173)	(38,569,515)
Transfers	(70,123,196)	-	-
Contributed capital, net	(33,294,060)	3,216,435	7,995,834
Changes in net position	72,916,272	(18,714,738)	(30,573,681)
Net Position:			
Beginning of year	217,259,422	297,086,134	133,131,799
End of year	<u>\$ 290,175,694</u>	<u>\$ 278,371,396</u>	<u>\$ 102,558,118</u>

San Diego Metropolitan Transit System
Combining Schedule of Revenues, Expenses, and Changes in Net Position (Continued)
For the Year Ended June 30, 2020

	SDTI	Eliminations	Total
Operating revenues:			
Passenger revenue	\$ 36,463,573	\$ -	\$ 79,531,924
Advertising	-	-	2,027,212
Miscellaneous	740,303	-	19,165,960
Total operating revenues	37,203,876	-	100,725,096
Operating expenses:			
Personnel costs	43,185,938	-	149,331,486
Outside services	9,347,301	-	110,590,408
Transit operations funding	-	(138,374,247)	522,959
Materials and supplies	7,537,940	-	14,274,837
Energy costs	15,400,051	-	28,587,068
Risk management	2,600,598	-	7,857,880
Miscellaneous	18,027,065	-	5,011,017
Depreciation	67,714,734	-	126,970,892
Total operating expenses	163,813,627	(138,374,247)	443,146,547
Operating income (loss)	(126,609,751)	138,374,247	(342,421,451)
Public support and nonoperating revenues (expenses):			
Federal revenue	30,212,591	(79,783,756)	90,452,130
Transportation Development Act (TDA) funds	23,726,546	(62,923,104)	105,032,033
State Transit Assistance (STA) funds	81,650	(9,584,485)	28,595,958
State revenue - other	-	(670,411)	29,636,442
TransNet funds	-	(45,815,353)	40,315,353
Other local subsidies	186,781	(9,720,334)	18,673,163
Investment earnings	-	-	1,360,307
Interest expense	-	-	(572,738)
Gain (loss) on disposal of assets	6,250	-	2,242,514
Total public support and nonoperating revenues (expenses)	54,213,818	(208,497,443)	315,735,162
Income (loss) before transfers and contributed capital	(72,395,933)	(70,123,196)	(26,686,289)
Transfers	-	70,123,196	-
Contributed capital, net	141,306,798	-	119,225,007
Changes in net position	68,910,865	-	92,538,718
Net Position:			
Beginning of year	1,122,498,212	-	1,769,975,567
End of year	\$ 1,191,409,077	\$ -	\$ 1,862,514,285

San Diego Metropolitan Transit System
Combining Schedule of Cash Flows
For the Year Ended June 30, 2020

	General Operations	Contracted Services	SDTC	SDTI	Total
Cash flows from operating activities:					
Receipts from customers and users	\$ 21,237,296	\$ 23,319,324	\$ 18,615,129	\$ 37,070,148	\$ 100,241,897
Payments to suppliers	4,684,234	(90,750,260)	(24,039,678)	(51,941,643)	(162,047,347)
Payments to employees	(21,981,096)	(769,218)	(71,913,651)	(39,440,453)	(134,104,418)
Payments for damage and injury	(1,285,257)	-	(538,136)	(1,417,193)	(3,240,586)
Net cash provided by (used in) operating activities	<u>2,655,177</u>	<u>(68,200,154)</u>	<u>(77,876,336)</u>	<u>(55,729,141)</u>	<u>(199,150,454)</u>
Cash flows from noncapital financing activities:					
Public support funds received	77,928,201	67,530,271	80,584,040	55,502,406	281,544,918
Net cash provided by noncapital financing activities	<u>77,928,201</u>	<u>67,530,271</u>	<u>80,584,040</u>	<u>55,502,406</u>	<u>281,544,918</u>
Cash flows from capital and related financing activities:					
Debt service costs	(363,072)	-	(3,156,925)	-	(3,519,997)
Property acquisition	(79,977,392)	-	-	-	(79,977,392)
Proceeds from disposal of assets	2,096,103	-	3,750	6,250	2,106,103
Net cash provided by (used in) capital and related financing activities	<u>(78,244,361)</u>	<u>-</u>	<u>(3,153,175)</u>	<u>6,250</u>	<u>(81,391,286)</u>
Cash flows from investing activities:					
Interest received on investments	1,912,401	-	-	-	1,912,401
Net cash provided by investing activities	<u>1,912,401</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>1,912,401</u>
Net increase in cash and cash equivalents	4,251,418	(669,883)	(445,471)	(220,485)	2,915,579
Cash and cash equivalents:					
Beginning of year	120,746,082	212,006	(14,759)	388,195	121,331,524
End of year	<u>\$ 124,997,500</u>	<u>\$ (457,877)</u>	<u>\$ (460,230)</u>	<u>\$ 167,710</u>	<u>\$ 124,247,103</u>
Cash and cash equivalents:					
Cash and cash equivalents	\$ 104,870,051	\$ (457,877)	\$ (460,230)	\$ 167,710	\$ 104,119,654
Cash restricted for capital support	20,127,449	-	-	-	20,127,449
Total cash and cash equivalents	<u>\$ 124,997,500</u>	<u>\$ (457,877)</u>	<u>\$ (460,230)</u>	<u>\$ 167,710</u>	<u>\$ 124,247,103</u>

San Diego Metropolitan Transit System
Combining Schedule of Cash Flows (Continued)
For the Year Ended June 30, 2020

	General Operations	Contracted Services	SDTC	SDTI	Total
Reconciliation of Operating (Loss) to Net Cash (Used In) Operating Activities					
Operating (loss):	\$ (7,119,312)	\$ (90,014,369)	\$ (118,678,019)	\$ (126,609,751)	\$ (342,421,451)
Adjustments to reconcile operating (loss) to net cash (used in) operating activities					
Depreciation	5,064,115	21,931,173	32,260,870	67,714,734	126,970,892
(Increase) decrease in:					
Accounts and other receivables	57,733	-	(1,093,829)	4,544	(1,031,552)
Due from other governments	660,612	-	-	-	660,612
Inventory	-	-	(507,438)	61,020	(446,418)
Prepaid expenses and other current assets	(971,296)	17,300	(210,391)	(381,659)	(1,546,046)
Increase (decrease) in:					
Accounts payable	1,984,962	(176,537)	(292,701)	572,988	2,088,712
Due to other governments	382,988	39,489	60,668	(128,102)	355,043
Accrued expenses	407,027	2,790	1,033,707	733,522	2,177,046
Unearned revenue	69,294	-	-	(138,272)	(68,978)
Aggregate net pension liability	1,540,557	-	8,326,085	3,178,325	13,044,967
Aggregate total OPEB liability	482,287	-	524,652	525,306	1,532,245
Compensated absences	292,546	-	(362,267)	218,826	149,105
Accrued damage, injury and employee claims	(196,336)	-	1,062,327	(1,480,622)	(614,631)
Total adjustments	9,774,489	21,814,215	40,801,683	70,880,610	143,270,997
Net cash (used in) operating activities	<u>\$ 2,655,177</u>	<u>\$ (68,200,154)</u>	<u>\$ (77,876,336)</u>	<u>\$ (55,729,141)</u>	<u>\$ (199,150,454)</u>

Noncash investing, capital and financing activities:

During the year, SANDAG contributed \$119,225,007 in capital assets and inventory parts.

During the year, the fair value of investments increased by \$208,862.

San Diego Metropolitan Transit System
Combined Operations
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2020

	Budgeted Amounts		Actual Amounts			
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	Variance with Final Budget Positive (Negative)
Operating revenues:						
Passenger revenue	\$ 97,063,222	\$ 76,296,286	\$ 79,531,924	\$ -	\$ 79,531,924	\$ 3,235,638
Advertising	1,968,733	2,174,159	2,027,212	-	2,027,212	(146,947)
Miscellaneous operating revenues	15,406,428	15,183,959	19,165,960	(848,357)	18,317,603	3,133,644
Total operating revenues	114,438,383	93,654,404	100,725,096	(848,357)	99,876,739	6,222,335
Operating expenses:						
Personnel costs	141,323,603	144,456,526	149,331,486	(12,312,673)	137,018,813	7,437,713
Outside services	109,175,829	108,775,764	110,590,408	(4,170,805)	106,419,603	2,356,161
Transit operations funding	603,055	603,055	522,959	-	522,959	80,096
Materials and supplies	12,919,752	14,009,972	14,274,837	-	14,274,837	(264,865)
Energy costs	28,975,829	28,832,638	28,587,068	-	28,587,068	245,570
Risk management	4,722,562	4,800,099	7,857,880	(917,536)	6,940,344	(2,140,245)
Miscellaneous operating expenses	6,393,314	7,904,745	5,011,017	869,294	5,880,311	2,024,434
Depreciation	-	-	126,970,892	(126,970,892)	-	-
Total operating expenses	304,113,944	309,382,799	443,146,547	(143,502,612)	299,643,935	9,738,864
Operating income (loss)	(189,675,561)	(215,728,395)	(342,421,451)	142,654,255	(199,767,196)	15,961,199
Public support and nonoperating revenues (expenses):						
Federal revenue	63,285,833	96,750,833	90,452,130	(9,422,175)	81,029,955	(15,720,878)
Transportation Development Act (TDA) funds	63,505,007	58,805,009	105,032,033	(41,527,026)	63,505,007	4,699,998
State Transit Assistance (STA) funds	11,300,000	9,300,000	28,595,958	(17,683,094)	10,912,864	1,612,864
State revenue - other	-	889,304	29,636,442	(28,966,031)	670,411	(218,893)
TransNet funds	47,662,793	39,686,944	40,315,353	-	40,315,353	628,409
Other local subsidies	2,195,817	9,695,817	18,673,163	(9,139,610)	9,533,553	(162,264)
Investment earnings	1,275,000	1,275,000	1,360,307	-	1,360,307	85,307
Interest expense	(985,064)	(985,064)	(572,738)	(411,970)	(984,708)	356
Gain (loss) on disposal of assets	200,000	100,000	2,242,514	(2,130,411)	112,103	12,103
Total public support and nonoperating revenues (expenses):	188,439,386	215,517,843	315,735,162	(109,280,317)	206,454,845	(9,062,998)
Income (loss) before contributed capital	(1,236,175)	(210,552)	(26,686,289)	33,373,938	6,687,649	6,898,201
Reserve revenue	1,236,175	210,552	-	26,059	26,059	(184,493)
Contributed capital, net	-	-	119,225,007	(119,225,007)	-	-
Changes in net position	\$ -	\$ -	92,538,718	\$ (85,825,010)	\$ 6,713,708	\$ 6,713,708
Net Position:						
Beginning of year			1,769,975,567			
End of year			<u>1,862,514,285</u>			

San Diego Metropolitan Transit System
General Operations
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2020

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Advertising	\$ 1,968,733	\$ 2,174,159	\$ 2,027,212	\$ -	\$ 2,027,212	\$ (146,947)
Miscellaneous operating revenues	13,350,428	13,255,959	16,910,646	(348,357)	16,562,289	3,306,330
Total operating revenues	15,319,161	15,430,118	18,937,858	(348,357)	18,589,501	3,159,383
Operating expenses:						
Personnel costs	22,540,243	21,907,675	23,154,336	(2,033,395)	21,120,941	786,734
Outside services	17,432,483	19,553,136	17,752,118	-	17,752,118	1,801,018
Transit operations funding	603,055	603,055	138,897,206	(138,374,247)	522,959	80,096
Materials and supplies	6,400	14,300	17,183	-	17,183	(2,883)
Energy costs	237,067	240,500	210,525	-	210,525	29,975
Risk management	533,844	754,026	4,063,723	(196,336)	3,867,387	(3,113,361)
Miscellaneous operating expenses	(23,176,525)	(21,109,754)	(24,253,848)	1,202,659	(23,051,189)	1,941,435
Depreciation	-	-	5,040,985	(5,040,985)	-	-
Total operating expenses	18,176,567	21,962,938	164,882,228	(144,442,304)	20,439,924	1,523,014
Operating income (loss)	(2,857,406)	(6,532,820)	(145,944,370)	144,093,947	(1,850,423)	4,682,397
Public support and nonoperating revenues (expenses):						
Federal revenue	151,500	4,751,500	90,452,130	(89,156,953)	1,295,177	(3,456,323)
Transportation Development Act (TDA) funds	603,055	603,055	105,032,033	(100,263,369)	4,768,664	4,165,609
State Transit Assistance (STA) funds	-	-	28,595,958	(27,185,929)	1,410,029	1,410,029
State revenue - other	-	-	29,636,442	(29,636,442)	-	-
TransNet funds	-	-	45,815,353	(45,815,353)	-	-
Other local subsidies	-	-	18,673,163	(18,673,163)	-	-
Investment earnings	1,275,000	1,275,000	1,360,307	-	1,360,307	85,307
Interest expense	(372,149)	(372,149)	29,187	(401,336)	(372,149)	-
Gain (loss) on disposal of assets	200,000	100,000	251,714	(149,611)	102,103	2,103
Total public support and nonoperating revenues (expenses):	1,857,406	6,357,406	319,846,287	(311,282,156)	8,564,131	2,206,725
Income (loss) before transfers and contributed capital	(1,000,000)	(175,414)	173,901,917	(167,188,209)	6,713,708	6,889,122
Transfers	-	-	(70,123,196)	70,123,196	-	-
Reserve revenue	1,000,000	175,414	-	-	-	(175,414)
Contributed capital, net	-	-	(30,813,260)	30,813,260	-	-
Changes in net position	\$ -	\$ -	72,965,461	\$ (66,251,753)	\$ 6,713,708	\$ 6,713,708
Net Position:						
Beginning of year			199,436,364			
End of year			<u>\$ 272,401,825</u>			

San Diego Metropolitan Transit System
Taxicab Administration
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2020

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Miscellaneous operating revenues	\$ 1,101,000	\$ 981,800	\$ 856,152	\$ -	\$ 856,152	\$ (125,648)
Total operating revenues	<u>1,101,000</u>	<u>981,800</u>	<u>856,152</u>	<u>-</u>	<u>856,152</u>	<u>(125,648)</u>
Operating expenses:						
Personnel costs	792,058	640,254	701,857	-	701,857	(61,603)
Outside services	71,250	78,200	46,095	-	46,095	32,105
Materials and supplies	2,000	500	5,045	-	5,045	(4,545)
Energy costs	17,000	17,000	12,419	-	12,419	4,581
Risk management	8,000	8,500	8,471	-	8,471	29
Miscellaneous operating expenses	210,692	176,483	171,092	-	171,092	5,391
Depreciation	-	-	6,042	(6,042)	-	-
Total operating expenses	<u>1,101,000</u>	<u>920,937</u>	<u>951,021</u>	<u>(6,042)</u>	<u>944,979</u>	<u>(24,042)</u>
Operating income (loss)	-	60,863	(94,869)	6,042	(88,827)	(149,690)
Reserve revenue	-	(60,863)	-	88,827	88,827	149,690
Changes in net position	<u>\$ -</u>	<u>\$ -</u>	<u>(94,869)</u>	<u>\$ 94,869</u>	<u>\$ -</u>	<u>\$ -</u>
Net Position:						
Beginning of year			149,103			
End of year			<u>\$ 54,234</u>			

San Diego Metropolitan Transit System
San Diego and Arizona Eastern Railway
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2020

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Miscellaneous operating revenues	\$ 160,000	\$ 160,000	\$ 655,647	\$ (500,000)	\$ 155,647	\$ (4,353)
Total operating revenues	<u>160,000</u>	<u>160,000</u>	<u>655,647</u>	<u>(500,000)</u>	<u>155,647</u>	<u>(4,353)</u>
Operating expenses:						
Personnel costs	38,800	47,500	43,760	-	43,760	3,740
Outside services	210,000	110,100	5,770	-	5,770	104,330
Risk management	118,300	69,301	21,948	-	21,948	47,353
Miscellaneous operating expenses	29,075	29,100	21,401	-	21,401	7,699
Depreciation	-	-	17,088	(17,088)	-	-
Total operating expenses	<u>396,175</u>	<u>256,001</u>	<u>109,967</u>	<u>(17,088)</u>	<u>92,879</u>	<u>163,122</u>
Operating income (loss)	<u>(236,175)</u>	<u>(96,001)</u>	<u>545,680</u>	<u>(482,912)</u>	<u>62,768</u>	<u>158,769</u>
Public support and nonoperating revenues (expenses):						
Gain (loss) on disposal of assets	-	-	1,980,800	(1,980,800)	-	-
Total public support and nonoperating revenues (expenses)	<u>-</u>	<u>-</u>	<u>1,980,800</u>	<u>(1,980,800)</u>	<u>-</u>	<u>-</u>
Income (loss) before transfers and contributed capital	<u>(236,175)</u>	<u>(96,001)</u>	<u>2,526,480</u>	<u>(2,463,712)</u>	<u>62,768</u>	<u>158,769</u>
Reserve revenue	236,175	96,001	-	(62,768)	(62,768)	(158,769)
Contributed capital, net	-	-	(2,480,800)	2,480,800	-	-
Changes in net position	<u>\$ -</u>	<u>\$ -</u>	<u>45,680</u>	<u>\$ (45,680)</u>	<u>\$ -</u>	<u>\$ -</u>
Net Position:						
Beginning of year			17,673,955			
End of year			<u>\$ 17,719,635</u>			

San Diego Metropolitan Transit System
MTS - Contracted Services
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2020

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Passenger revenue	\$ 30,346,886	\$ 22,651,503	\$ 23,319,212	\$ -	\$ 23,319,212	\$ 667,709
Miscellaneous operating revenues	-	-	112	-	112	112
Total operating revenues	<u>30,346,886</u>	<u>22,651,503</u>	<u>23,319,324</u>	<u>-</u>	<u>23,319,324</u>	<u>667,821</u>
Operating expenses:						
Personnel costs	622,000	719,166	772,008	-	772,008	(52,842)
Outside services	84,223,114	80,932,102	80,037,321	(95,509)	79,941,812	990,290
Materials and supplies	42,600	42,855	96,409	-	96,409	(53,554)
Energy costs	8,545,362	7,606,561	7,318,365	-	7,318,365	288,196
Risk management	15,300	15,300	15,300	-	15,300	-
Miscellaneous operating expenses	3,079,737	3,130,580	3,163,117	-	3,163,117	(32,537)
Depreciation	-	-	21,931,173	(21,931,173)	-	-
Total operating expenses	<u>96,528,113</u>	<u>92,446,564</u>	<u>113,333,693</u>	<u>(22,026,682)</u>	<u>91,307,011</u>	<u>1,139,553</u>
Operating income (loss)	<u>(66,181,227)</u>	<u>(69,795,061)</u>	<u>(90,014,369)</u>	<u>22,026,682</u>	<u>(67,987,687)</u>	<u>1,807,374</u>
Public support and nonoperating revenues (expenses):						
Federal revenue	16,134,333	26,020,333	22,221,165	-	22,221,165	(3,799,168)
Transportation Development Act (TDA) funds	41,860,970	33,306,136	35,743,972	(95,509)	35,648,463	2,342,327
State revenue - other	-	889,304	670,411	-	670,411	(218,893)
TransNet funds	6,908,107	8,301,471	8,161,568	-	8,161,568	(139,903)
Other local subsidies	1,277,817	1,277,817	1,286,080	-	1,286,080	8,263
Total public support and nonoperating revenues (expenses):	<u>66,181,227</u>	<u>69,795,061</u>	<u>68,083,196</u>	<u>(95,509)</u>	<u>67,987,687</u>	<u>(1,807,374)</u>
Income (loss) before contributed capital	<u>-</u>	<u>-</u>	<u>(21,931,173)</u>	<u>21,931,173</u>	<u>-</u>	<u>-</u>
Contributed capital, net	<u>-</u>	<u>-</u>	<u>3,216,435</u>	<u>(3,216,435)</u>	<u>-</u>	<u>-</u>
Changes in net position	<u>\$ -</u>	<u>\$ -</u>	<u>(18,714,738)</u>	<u>\$ 18,714,738</u>	<u>\$ -</u>	<u>\$ -</u>
Net Position:						
Beginning of year			297,086,134			
End of year			<u>\$ 278,371,396</u>			

San Diego Metropolitan Transit System
San Diego Transit Corporation
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2020

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Passenger revenue	\$ 23,300,815	\$ 18,033,691	\$ 19,749,139	\$ -	\$ 19,749,139	\$ 1,715,448
Miscellaneous operating revenues	15,000	6,200	3,100	-	3,100	(3,100)
Total operating revenues	<u>23,315,815</u>	<u>18,039,891</u>	<u>19,752,239</u>	<u>-</u>	<u>19,752,239</u>	<u>1,712,348</u>
Operating expenses:						
Personnel costs	77,869,828	79,444,284	81,473,587	(6,777,928)	74,695,659	4,748,625
Outside services	1,937,250	1,861,765	3,401,803	(1,808,534)	1,593,269	268,496
Materials and supplies	5,962,950	6,762,825	6,618,260	-	6,618,260	144,565
Energy costs	5,612,000	5,788,000	5,645,708	-	5,645,708	142,292
Risk management	2,099,027	1,883,162	1,147,840	458,649	1,606,489	276,673
Miscellaneous operating expenses	9,037,372	7,868,465	7,882,190	-	7,882,190	(13,725)
Depreciation	-	-	32,260,870	(32,260,870)	-	-
Total operating expenses	<u>102,518,427</u>	<u>103,608,501</u>	<u>138,430,258</u>	<u>(40,388,683)</u>	<u>98,041,575</u>	<u>5,566,926</u>
Operating income (loss)	<u>(79,202,612)</u>	<u>(85,568,610)</u>	<u>(118,678,019)</u>	<u>40,388,683</u>	<u>(78,289,336)</u>	<u>7,279,274</u>
Public support and nonoperating revenues (expenses):						
Federal revenue	21,000,000	30,434,000	27,350,000	-	27,350,000	(3,084,000)
Transportation Development Act (TDA) funds	5,842,841	6,644,052	3,452,586	(1,808,534)	1,644,052	(5,000,000)
State Transit Assistance (STA) funds	11,300,000	9,300,000	9,502,835	-	9,502,835	202,835
TransNet funds	40,754,686	31,385,473	32,153,785	-	32,153,785	768,312
Other local subsidies	918,000	8,418,000	8,247,473	-	8,247,473	(170,527)
Interest expense	(612,915)	(612,915)	(601,925)	(10,634)	(612,559)	356
Gain (loss) on disposal of assets	-	-	3,750	-	3,750	3,750
Total public support and nonoperating revenues (expenses):	<u>79,202,612</u>	<u>85,568,610</u>	<u>80,108,504</u>	<u>(1,819,168)</u>	<u>78,289,336</u>	<u>(7,279,274)</u>
Income (loss) before contributed capital	<u>-</u>	<u>-</u>	<u>(38,569,515)</u>	<u>38,569,515</u>	<u>-</u>	<u>-</u>
Contributed capital, net	<u>-</u>	<u>-</u>	<u>7,995,834</u>	<u>(7,995,834)</u>	<u>-</u>	<u>-</u>
Changes in net position	<u>\$ -</u>	<u>\$ -</u>	<u>(30,573,681)</u>	<u>\$ 30,573,681</u>	<u>\$ -</u>	<u>\$ -</u>
Net Position:						
Beginning of year			<u>133,131,799</u>			
End of year			<u>\$ 102,558,118</u>			

San Diego Metropolitan Transit System
San Diego Trolley, Inc
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For the Year Ended June 30, 2020

	Budgeted Amounts		Actual Amounts			Variance with Final Budget Positive (Negative)
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	
Operating revenues:						
Passenger revenue	\$ 43,415,521	\$ 35,611,092	\$ 36,463,573	\$ -	\$ 36,463,573	\$ 852,481
Miscellaneous operating revenues	780,000	780,000	740,303	-	740,303	(39,697)
Total operating revenues	<u>44,195,521</u>	<u>36,391,092</u>	<u>37,203,876</u>	<u>-</u>	<u>37,203,876</u>	<u>812,784</u>
Operating expenses:						
Personnel costs	39,460,674	41,697,647	43,185,938	(3,501,350)	39,684,588	2,013,059
Outside services	5,301,732	6,240,461	9,347,301	(2,266,762)	7,080,539	(840,078)
Materials and supplies	6,905,802	7,189,492	7,537,940	-	7,537,940	(348,448)
Energy costs	14,564,400	15,180,577	15,400,051	-	15,400,051	(219,474)
Risk management	1,948,091	2,069,810	2,600,598	(1,179,849)	1,420,749	649,061
Miscellaneous operating expenses	17,212,963	17,809,871	18,027,065	(333,365)	17,693,700	116,171
Depreciation	-	-	67,714,734	(67,714,734)	-	-
Total operating expenses	<u>85,393,662</u>	<u>90,187,858</u>	<u>163,813,627</u>	<u>(74,996,060)</u>	<u>88,817,567</u>	<u>1,370,291</u>
Operating income (loss)	<u>(41,198,141)</u>	<u>(53,796,766)</u>	<u>(126,609,751)</u>	<u>74,996,060</u>	<u>(51,613,691)</u>	<u>2,183,075</u>
Public support and nonoperating revenues (expenses):						
Federal revenue	26,000,000	35,545,000	30,212,591	(48,978)	30,163,613	(5,381,387)
Transportation Development Act (TDA) funds	15,198,141	18,251,766	23,726,546	(2,282,718)	21,443,828	3,192,062
State Transit Assistance (STA) funds	-	-	81,650	(81,650)	-	-
Other local subsidies	-	-	186,781	(186,781)	-	-
Gain (loss) on disposal of assets	-	-	6,250	-	6,250	6,250
Total public support and nonoperating revenues (expenses):	<u>41,198,141</u>	<u>53,796,766</u>	<u>54,213,818</u>	<u>(2,600,127)</u>	<u>51,613,691</u>	<u>(2,183,075)</u>
Income (loss) before contributed capital	<u>-</u>	<u>-</u>	<u>(72,395,933)</u>	<u>72,395,933</u>	<u>-</u>	<u>-</u>
Contributed capital, net	<u>-</u>	<u>-</u>	<u>141,306,798</u>	<u>(141,306,798)</u>	<u>-</u>	<u>-</u>
Changes in net position	<u>\$ -</u>	<u>\$ -</u>	<u>68,910,865</u>	<u>\$ (68,910,865)</u>	<u>\$ -</u>	<u>\$ -</u>
Net Position:						
Beginning of year			1,122,498,212			
End of year			<u>\$ 1,191,409,077</u>			

STATISTICAL SECTION (Unaudited)

Included in this section of the Metropolitan Transit System comprehensive annual financial report is detailed information to assist in analysis and understanding of the information presented in the financial statements, notes and required supplementary information.

Contents

Financial Trends

These schedules contain trend information to help the reader understand how MTS's financial position has changed over time.

Revenue Capacity

These schedules contain detailed information about the fare structures and revenue generated from transit operations provided by MTS.

Debt Capacity

This schedule presents information to help the reader assess the affordability of MTS's current levels of outstanding debt and MTS's ability to issue debt in the future.

Demographic and Economic Information

These schedules provide service and infrastructure data to help the reader understand how the information in MTS's financial report relates to the services MTS provides.

Operating Information

These schedules provide service and infrastructure data to help the reader understand how the information in MTS's financial report relates to the services MTS provides.

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FINANCIAL TRENDS

San Diego Metropolitan Transit System
Net Position by Component (in 000's)
Last Ten Fiscal Years

	2020	2019	2018	2017	2016
Business-type activities:					
Net investment in capital assets	\$ 1,874,320	\$ 1,822,922	\$ 1,785,808	\$ 1,739,360	\$ 1,760,427
Restricted	218	212	4,545	4,440	8,750
Unrestricted	(12,024)	(53,159)	(55,407)	(19,615)	(31,668)
Total business-type activities net position	\$ 1,862,514	\$ 1,769,975	\$ 1,734,946	\$ 1,724,185	\$ 1,737,509
Primary government:					
Net investment in capital assets	\$ 1,874,320	\$ 1,822,922	\$ 1,785,808	\$ 1,739,360	\$ 1,760,427
Restricted	218	212	4,545	4,440	8,750
Unrestricted	(12,024)	(53,159)	(55,407)	(19,615)	(31,668)
Total primary government net position	\$ 1,862,514	\$ 1,769,975	\$ 1,734,946	\$ 1,724,185	\$ 1,737,509

Source: Audited Financial Statements.

San Diego Metropolitan Transit System
Net Position by Component (in 000's)(Continued)
Last Ten Fiscal Years

	2015	2014	2013	2012	2011
Business-type activities:					
Net investment in capital assets	\$ 1,699,222	\$ 1,395,206	\$ 1,296,217	\$ 1,172,816	\$ 1,073,562
Restricted	5,309	6,742	7,255	78,378	7,007
Unrestricted	(31,900)	181,114	189,837	157,609	173,128
Total business-type activities net position	\$ 1,672,631	\$ 1,583,062	\$ 1,493,309	\$ 1,408,803	\$ 1,253,697
Primary government:					
Net investment in capital assets	\$ 1,699,222	\$ 1,395,206	\$ 1,296,217	\$ 1,172,816	\$ 1,073,562
Restricted	5,309	6,742	7,255	78,378	7,007
Unrestricted	(31,900)	181,114	189,837	157,609	173,128
Total primary government net position	\$ 1,672,631	\$ 1,583,062	\$ 1,493,309	\$ 1,408,803	\$ 1,253,697

Source: Audited Financial Statements.

San Diego Metropolitan Transit System
Changes in Net Position (in 000's)
Last Ten Fiscal Years

	2020	2019	2018	2017	2016
Operating revenues:					
Passenger revenue	\$ 79,532	\$ 92,225	\$ 90,236	\$ 93,279	\$ 97,914
Advertising	2,027	1,604	1,131	1,379	968
Charter	-	-	-	-	-
Miscellaneous	19,166	18,831	17,404	18,863	15,781
Total operating revenues	100,725	112,660	108,771	113,521	114,663
Operating expenses:					
Personnel costs	149,331	146,006	146,282	137,021	121,921
Outside services	110,590	107,846	101,574	97,800	94,802
Transit operations funding	523	498	488	463	491
Materials and supplies	14,275	12,927	14,918	13,065	9,715
Energy costs	28,587	28,784	26,414	25,552	24,531
Risk management	7,858	2,183	6,675	4,276	4,864
Miscellaneous	5,011	5,446	5,854	5,934	4,978
Depreciation	126,971	123,007	120,928	123,880	119,520
Total operating expenses	443,146	426,697	423,133	407,991	380,822
Operating (loss)	(342,421)	(314,037)	(314,362)	(294,470)	(266,159)
Public support and nonoperating revenues (expenses):					
Grants and contributions	312,705	243,544	253,298	232,775	235,763
Investment earnings	1,360	1,952	941	636	292
Interest expense	(573)	(671)	(809)	(963)	(1,071)
Gain (loss) on disposal of assets	2,243	(2,351)	(809)	396	2,433
Other expenses	-	-	-	-	-
Total public support and nonoperating revenues (expenses)	315,735	242,474	252,621	232,844	237,417
Income (loss) before contributed capital	(26,686)	(71,563)	(61,741)	(61,626)	(28,742)
Contributed capital, net	119,225	106,592	99,551	48,301	93,619
Changes in net position	\$ 92,539	\$ 35,029	\$ 37,810	\$ (13,325)	\$ 64,877

Source: Audited Financial Statements.

San Diego Metropolitan Transit System
Changes in Net Position (in 000's)(Continued)
Last Ten Fiscal Years

	2015	2014	2013	2012	2011
Operating revenues:					
Passenger revenue	\$ 97,615	\$ 93,995	\$ 90,652	\$ 88,094	\$ 84,764
Advertising	816	870	972	784	621
Charter	6	30	1	186	129
Miscellaneous	9,349	9,531	4,934	4,445	4,688
Total operating revenues	107,786	104,426	96,559	93,509	90,202
Operating expenses:					
Personnel costs	114,575	117,092	123,720	112,537	104,329
Outside services	84,302	73,859	67,414	66,050	64,037
Transit operations funding	2,692	4,243	3,571	3,721	4,053
Materials and supplies	10,307	9,276	8,469	7,977	7,678
Energy costs	28,003	26,044	22,572	22,689	21,932
Risk management	5,849	3,610	2,902	4,030	3,924
Miscellaneous	4,975	6,244	6,493	5,116	4,899
Depreciation	108,199	103,198	92,788	84,811	81,041
Total operating expenses	358,902	343,566	327,929	306,931	291,893
Operating (loss)	(251,116)	(239,140)	(231,370)	(213,422)	(201,691)
Public support and nonoperating revenues (expenses):					
Grants and contributions	235,755	211,517	183,945	325,658	170,850
Investment earnings	3,065	6,087	6,267	7,622	7,695
Interest expense	(6,883)	(6,982)	(7,520)	(8,014)	(8,420)
Gain (loss) on disposal of assets	67	(273)	804	(620)	712
Other expenses	-	(13)	(13)	(5)	(139)
Total public support and nonoperating revenues (expenses)	232,004	210,336	183,483	324,641	170,698
Income (loss) before contributed capital	(19,112)	(28,804)	(47,887)	111,219	(30,993)
Contributed capital, net	245,717	118,768	132,182	44,118	26,806
Changes in net position	\$ 226,605	\$ 89,964	\$ 84,295	\$ 155,337	\$ (4,187)

Source: Audited Financial Statements.

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REVENUE CAPACITY

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San Diego Metropolitan Transit System
Operating Revenues by Source (in 000's)
Last Ten Fiscal Years

Fiscal Year Ended	Passenger Fares	Federal Operating Funds	State Operating Funds	Local Operating Funds	Other
San Diego Transit Corporation					
2011	\$ 26,056	\$ 19,894	\$ 29,435	\$ 18,307	\$ 152
2012	27,498	20,709	20,497	17,549	196
2013	28,621	20,266	31,954	18,886	6
2014	27,781	19,336	16,489	20,897	34
2015	27,156	18,096	18,085	28,982	5
2016	26,169	18,000	15,993	35,558	2
2017	24,864	20,000	17,138	31,038	10
2018	23,034	20,225	16,467	38,889	187
2019	22,041	20,500	10,050	40,904	6
2020	19,749	27,350	12,955	40,401	3
San Diego Trolley, Inc.					
2011	\$ 34,673	\$ 14,912	\$ 5,497	\$ 5,000	\$ 528
2012	35,216	14,989	7,208	5,492	552
2013	35,554	22,426	3,379	5,000	574
2014	40,188	22,913	1,501	5,000	1,256
2015	41,140	21,151	5,047	5,000	628
2016	41,113	21,148	6,040	5,000	698
2017	38,968	23,149	13,609	5,000	704
2018	39,354	24,247	22,930	-	777
2019	42,006	24,751	17,012	-	789
2020	36,464	30,213	23,808	187	740
MTS - Contracted Services					
2011	\$ 24,036	\$ 4,641	\$ 28,857	\$ 2,002	\$ -
2012	25,380	7,155	26,635	1,984	-
2013	26,476	5,595	28,132	2,368	-
2014	26,025	10,362	26,906	2,665	-
2015	29,318	14,127	30,543	2,123	79
2016	30,631	13,827	33,796	2,258	(2)
2017	29,447	13,838	36,162	2,296	2
2018	27,848	14,599	38,320	2,699	2
2019	28,178	15,613	41,445	5,705	1
2020	23,319	22,221	36,414	9,448	-

Source: Audited Financial Statements.

San Diego Metropolitan Transit System
Fare Structure
Last Ten Fiscal Years

	2020	2019	2018	2017	2016
Bus Cash Fares					
One-way fare, local routes	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Senior/disabled, local routes	1.25	1.10	1.10	1.10	1.10
Rapid/Express	2.50	2.50	2.50	2.50	2.50
Senior/disabled Rapid/Express	1.25	1.25	1.25	1.25	1.25
Rapid Express/Premium	5.00	5.00	5.00	5.00	5.00
Senior/disabled Rapid Express/Premium	2.50	2.50	2.50	2.50	2.50
Rural bus	8.00	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00
Senior/disabled Rural bus	4.00	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00
Trolley Cash Fares					
One-way fare, all stations	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50
Senior/disabled one-way fare all stations	1.25	1.25	1.25	1.25	1.25
Bus and Trolley Day Passes					
Regional day pass	\$ 6.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00
Senior/disabled and youth	3.00	5.00	5.00	5.00	5.00
Region plus day pass	12.00	12.00	12.00	12.00	12.00
Senior/disabled and youth premium regional day	6.00	12.00	12.00	12.00	12.00
Bus and Trolley Monthly Passes					
Regional monthly pass	\$ 72.00	\$ 72.00	\$ 72.00	\$ 72.00	\$ 72.00
Senior/disabled Regional	23.00	18.00	18.00	18.00	18.00
Youth Regional	23.00	36.00	36.00	36.00	36.00
14-Day/Half-month	-	43.00	43.00	43.00	43.00
Rapid Express/Premium monthly pass	100.00	100.00	100.00	100.00	100.00
Senior/disabled Rapid Express/Premium	32.00	25.00	25.00	25.00	25.00
Youth Rapid Express/Premium	32.00	50.00	50.00	50.00	50.00
14-Day/Half-month Rapid Express/Premium	-	60.00	60.00	60.00	60.00

SOURCE: SANDAG Comprehensive Fare Ordinance, amendments effective September 2019.

**San Diego Metropolitan Transit System
Fare Structure (Continued)
Last Ten Fiscal Years**

	2015	2014	2013	2012	2011
Bus Cash Fares					
One-way fare, local routes	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Senior/disabled, local routes	1.10	1.10	1.10	1.10	1.10
Rapid/Express	2.50	2.50	2.50	2.50	2.50
Senior/disabled Rapid/Express	1.25	1.25	1.25	1.25	1.25
Rapid Express/Premium	5.00	5.00	5.00	5.00	5.00
Senior/disabled Rapid Express/Premium	2.50	2.50	2.50	2.50	2.50
Rural bus	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00
Senior/disabled Rural bus	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00
Trolley Cash Fares					
One-way fare, all stations	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50
Senior/disabled one-way fare all stations	1.25	1.25	1.25	1.25	1.25
Bus and Trolley Day Passes					
Regional day pass	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00
Senior/disabled and youth	5.00	5.00	5.00	5.00	5.00
Region plus day pass	12.00	12.00	12.00	12.00	14.00
Senior/disabled and youth premium regional day	12.00	12.00	12.00	12.00	14.00
Bus and Trolley Monthly Passes					
Regional monthly pass	\$ 72.00	\$ 72.00	\$ 72.00	\$ 72.00	\$ 72.00
Senior/disabled Regional	18.00	18.00	18.00	18.00	18.00
Youth Regional	36.00	36.00	36.00	36.00	36.00
14-Day/Half-month	43.00	43.00	43.00	43.00	43.00
Rapid Express/Premium monthly pass	100.00	100.00	100.00	100.00	100.00
Senior/disabled Rapid Express/Premium	25.00	25.00	25.00	25.00	25.00
Youth Rapid Express/Premium	50.00	50.00	50.00	50.00	50.00
14-Day/Half-month Rapid Express/Premium	60.00	60.00	60.00	60.00	60.00

SOURCE: SANDAG Comprehensive Fare Ordinance, amendments effective September 2019.

San Diego Metropolitan Transit System
Farebox Recovery Percentage
Last Ten Fiscal Years

<u>Fiscal Year Ended</u>	<u>San Diego Transit</u>	<u>San Diego Trolley</u>	<u>MTS-Contracted Services</u>
2011	31.22	57.41	40.37
2012	30.50	55.63	41.50
2013	29.01	53.98	42.31
2014	30.34	56.52	39.46
2015	29.50	56.64	38.48
2016	27.39	54.76	38.05
2017	26.21	47.81	36.02
2018	23.12	44.89	33.36
2019	23.41	49.71	30.98
2020	19.94	39.16	25.51

Source: Audited financial statements; calculated as passenger revenue divided by operating expenses (less depreciation, GASB 68 related pension expense and GASB 75 related OPEB expenses), and interest expense.

DEBT CAPACITY

San Diego Metropolitan Transit System
Ratio of Outstanding Debt by Type
Last Ten Fiscal Years

<u>Year ended June 30</u>	<u>Capital Lease - Tower</u>	<u>1995 LRV Lease/ Leaseback</u>	<u>Pension Obligation Bonds</u>	<u>Total</u>	<u>Percentage of Personal Income</u>	<u>Debt per Capita</u>
2011	\$ 5,317,686	\$ 118,501,460	\$ 47,265,000	\$ 171,084,146	0.11%	\$ 55
2012	4,766,867	116,942,900	40,510,000	162,219,767	0.10%	51
2013	4,189,818	115,264,486	25,880,000	145,334,304	0.09%	46
2014	3,614,149	113,457,002	23,965,000	141,036,151	0.08%	44
2015	3,006,729	18,108,323	21,960,000	43,075,052	0.02%	13
2016	2,393,787	-	19,860,000	22,253,787	0.01%	7
2017	1,747,713	-	17,655,000	19,402,713	0.01%	6
2018	1,071,269	-	15,340,000	16,411,269	0.01%	5
2019	363,072	-	12,910,000	13,273,072	0.01%	4
2020	-	-	10,355,000	10,355,000	0.01%	3

Details regarding MTS's outstanding debt can be found in the notes to the financial statements.

- MTS retired the 1995 LRV Lease/Leaseback obligation in FY2016
- MTS retired the Capital Lease - Tower in FY2020

DEMOGRAPHIC AND ECONOMIC INFORMATION

San Diego Metropolitan Transit System
Regional Population and Personal Income Statistics
Last Ten Fiscal Years

	County of San Diego Population (1)	County of San Diego Personal Income (thousands) (1)	Per Capita Personal Income (1)	San Diego County Average Unemployment Rate (2)
2011	3,135,522	\$ 145,700,000	\$ 51,339	10.40%
2012	3,173,442	152,700,000	52,103	9.30%
2013	3,207,852	157,800,000	52,674	7.40%
2014	3,247,475	167,600,000	54,554	6.10%
2015	3,275,897	180,100,000	56,796	5.00%
2016	3,297,202	186,100,000	60,271	5.10%
2017	3,320,387	193,300,000	60,460	4.30%
2018	3,344,430	204,500,000	61,134	3.70%
2019	3,366,285	216,700,000	62,665	3.30%
2020	3,386,230	225,500,000	63,105	13.90%

Source:

(1) California Department of Transportation - Actuals 2011-2018, Forecast 2019-2020

(2) California Employment Development Department, June 2020

San Diego Metropolitan Transit System
Full-Time and Part-Time Employees by Function
Last Ten Fiscal Years

	<u>MTS</u>	<u>San Diego Transit</u>	<u>San Diego Trolley</u>	<u>Total</u>
2011	116	758	543	1,417
2012	122	761	568	1,451
2013	136	786	599	1,521
2014	149	785	600	1,534
2015	154	852	595	1,601
2016	163	823	571	1,557
2017	165	825	578	1,568
2018	166	802	593	1,561
2019	166	841	612	1,619
2020	169	833	624	1,626

Source: MTS Human Resources records

**San Diego Metropolitan Transit System
Ten Largest Employers in San Diego County**

Company Name	Number of Employees (1)	Percent of 1,365,100 County Total (2)
Naval Base San Diego	41,607	3.05%
University of California, San Diego	38,749	2.84%
Sharp HealthCare	18,736	1.37%
County of San Diego	18,606	1.36%
San Diego Unified School District	12,996	0.95%
Scripps Health	12,348	0.90%
City of San Diego	11,598	0.85%
Qualcomm Inc.	10,300	0.75%
San Diego Community College District	6,246	0.46%
Kaiser Permanente	5,349	0.39%

Source:

1. Data for fiscal year 2020 not available as of publication date. Data shown for the most recent available information: City of San Diego Comprehensive Annual Financial Report - June 30, 2019
2. Employment Development Department, State of California, June 2020

Note: County of San Diego employment information is presented. Employer information is not currently available for the area served by the Metropolitan Transit System within San Diego County. MTS presents only current employment data for the County of San Diego.

OPERATING INFORMATION

San Diego Metropolitan Transit System
Operating Indicators by Function
Last Ten Fiscal Years

	2020	2019	2018	2017	2016
Operating Cost (in 000's)					
San Diego Transit	\$ 99,027	\$ 94,160	\$ 99,619	\$ 94,878	\$ 95,526
San Diego Trolley	93,117	84,507	87,666	81,501	75,086
MTS-Contract Services	9,403	90,942	83,468	81,744	80,511
Farebox Revenue (in 000's)					
San Diego Transit	\$ 19,749	\$ 22,041	\$ 23,034	\$ 24,864	\$ 26,169
San Diego Trolley	36,464	42,006	39,354	38,968	41,113
MTS-Contract Services	23,319	28,178	27,848	29,447	30,631
Total Passengers (in 000's)					
San Diego Transit	\$ 18,383	\$ 22,397	\$ 22,867	\$ 24,315	\$ 25,628
San Diego Trolley	32,003	37,294	36,995	37,639	39,614
MTS-Contract Services	20,838	25,667	25,567	26,241	27,194
Revenue Miles (in 000's)					
San Diego Transit	\$ 9,236	\$ 9,739	\$ 9,684	\$ 9,626	\$ 9,702
San Diego Trolley	9,210	8,821	8,656	8,728	8,424
MTS-Contract Services	14,485	15,666	14,983	15,144	14,969
Subsidy / Total Passenger					
San Diego Transit	\$ 4.32	\$ 3.22	\$ 3.35	\$ 2.88	\$ 2.71
San Diego Trolley	1.76	1.14	1.31	1.13	0.86
MTS-Contract Services	3.27	2.45	2.18	2.00	1.83

Source: NTD Report, and audited financial statements.

San Diego Metropolitan Transit System
Operating Indicators by Function (Continued)
Last Ten Fiscal Years

	2015	2014	2013	2012	2011
Operating Cost (in 000's)					
San Diego Transit	\$ 92,059	\$ 91,568	\$ 98,666	\$ 90,153	\$ 83,457
San Diego Trolley	72,637	71,098	65,859	63,309	60,395
MTS-Contract Services	76,190	65,959	62,573	61,154	59,536
Farebox Revenue (in 000's)					
San Diego Transit	\$ 27,156	\$ 27,781	\$ 28,621	\$ 27,498	\$ 26,056
San Diego Trolley	41,140	40,188	35,554	35,216	34,673
MTS-Contract Services	29,318	26,025	26,476	25,380	24,036
Total Passengers (in 000's)					
San Diego Transit	\$ 27,264	\$ 28,541	\$ 28,927	\$ 28,802	\$ 27,252
San Diego Trolley	40,082	39,695	29,699	32,655	31,613
MTS-Contract Services	27,574	23,761	23,479	23,780	22,664
Revenue Miles (in 000's)					
San Diego Transit	\$ 9,561	\$ 8,695	\$ 8,557	\$ 8,221	\$ 8,178
San Diego Trolley	8,596	8,516	7,758	7,544	7,519
MTS-Contract Services	13,328	12,139	11,607	11,214	11,196
Subsidy / Total Passenger					
San Diego Transit	\$ 2.38	\$ 2.24	\$ 2.42	\$ 2.18	\$ 2.10
San Diego Trolley	0.78	0.78	1.02	0.86	0.81
MTS-Contract Services	1.70	1.68	1.54	1.50	1.57

Source: NTD Report, and audited financial statements.

San Diego Metropolitan Transit System
Service Performance Data
Last Ten Fiscal Years

	2020	2019	2018	2017	2016
Service Provided					
San Diego Transit					
Vehicle Revenue Miles (in 000's)	9,236	9,739	9,684	9,626	9,702
Vehicle Revenue Hours (in 000's)	782	823	821	822	825
Passengers (in 000's)	18,383	22,397	22,867	24,315	25,628
Passenger Miles (in 000's)	80,855	98,896	104,545	109,727	111,639
Number of Vehicles	277	271	271	278	279
San Diego Trolley					
Vehicle Revenue Miles (in 000's)	9,210	8,821	8,656	8,728	8,424
Vehicle Revenue Hours (in 000's)	508	487	478	490	493
Passenger Car Hours (in 000's)	527	500	486	504	507
Passengers (in 000's)	32,003	37,294	36,995	37,639	39,614
Passenger Miles (in 000's)	194,285	219,453	214,376	210,971	223,185
Number of Vehicles	168	142	131	179	179
MTS-Contracted Services					
Vehicle Revenue Miles (in 000's)	14,485	15,666	14,983	15,144	14,969
Vehicle Revenue Hours (in 000's)	1,237	1,305	1,256	1,269	1,252
Passengers (in 000's)	20,838	25,667	25,567	26,241	27,194
Passenger Miles (in 000's)	82,173	97,045	94,665	95,940	97,479
Number of Vehicles	508	529	536	526	520
Total					
Passengers (in 000's)	71,224	85,358	85,429	88,195	92,436
Passenger Miles (in 000's)	357,313	415,394	413,586	416,638	432,303

Source: NTD Report and MTS internal capital asset system

San Diego Metropolitan Transit System
Service Performance Data (Continued)
Last Ten Fiscal Years

	2015	2014	2013	2012	2011
Service Provided					
San Diego Transit					
Vehicle Revenue Miles (in 000's)	9,561	8,695	8,557	8,221	8,178
Vehicle Revenue Hours (in 000's)	806	795	787	757	754
Passengers (in 000's)	27,264	28,541	28,927	28,802	27,252
Passenger Miles (in 000's)	117,585	110,009	108,222	106,804	100,500
Number of Vehicles	272	310	260	236	236
San Diego Trolley					
Vehicle Revenue Miles (in 000's)	8,596	8,516	7,758	7,544	7,519
Vehicle Revenue Hours (in 000's)	496	504	472	428	423
Passenger Car Hours (in 000's)	509	512	476	433	429
Passengers (in 000's)	40,082	39,695	29,699	32,655	31,613
Passenger Miles (in 000's)	224,422	228,531	173,151	194,822	193,063
Number of Vehicles	179	179	178	151	128
MTS-Contracted Services					
Vehicle Revenue Miles (in 000's)	13,328	12,139	11,607	11,214	11,196
Vehicle Revenue Hours (in 000's)	1,112	998	961	933	927
Passengers (in 000's)	27,573	23,761	23,479	23,780	22,664
Passenger Miles (in 000's)	94,504	85,269	84,021	79,789	82,125
Number of Vehicles	520	449	427	404	407
Total					
Passengers (in 000's)	94,919	91,997	82,105	85,237	81,529
Passenger Miles (in 000's)	436,511	423,809	365,394	381,415	375,688

Source: NTD Report and MTS internal capital asset system

San Diego Metropolitan Transit System
Capital Asset Statistics by Function
Last Ten Fiscal Years

	2020	2019	2018	2017	2016
General Operations					
Buildings and structures	1	1	1	1	1
Nonrevenue vehicles	-	-	-	-	1
San Diego Transit					
Land (parcels)	2	2	2	2	2
Buildings and structures	11	11	11	9	8
Buses	277	271	271	278	279
Nonrevenue vehicles	14	15	15	12	12
San Diego Trolley					
Trolley stations	55	54	54	54	54
Track miles	54	54	54	54	54
Light rail vehicles (total inventory)	168	142	131	179	179
Nonrevenue vehicles	11	11	11	12	12
MTS - Contracted Services					
Land (parcel)	2	2	2	2	2
Buildings and structures	11	11	5	4	4
Buses	508	529	536	526	520
Nonrevenue vehicles	2	7	7	9	9
Taxicab Administration					
Buildings and structures	1	1	1	1	1
Nonrevenue vehicles	1	1	1	1	1

Source: MTS ERP System

San Diego Metropolitan Transit System
Capital Asset Statistics by Function (Continued)
Last Ten Fiscal Years

	2015	2014	2013	2012	2011
General Operations					
Buildings and structures	1	1	1	1	1
Nonrevenue vehicles	3	3	3	5	5
San Diego Transit					
Land (parcels)	2	2	2	2	2
Buildings and structures	7	7	4	2	2
Buses	272	310	260	236	236
Nonrevenue vehicles	12	12	14	19	22
San Diego Trolley					
Trolley stations	54	54	54	54	54
Track miles	54	54	54	54	54
Light rail vehicles (total inventory)	179	179	178	151	128
Nonrevenue vehicles	16	16	15	31	43
MTS - Contracted Services					
Land (parcel)	2	2	2	2	1
Buildings and structures	4	4	4	4	3
Buses	520	449	427	404	407
Nonrevenue vehicles	10	8	8	8	10
Taxicab Administration					
Buildings and structures	1	1	1	1	1
Nonrevenue vehicles	2	2	2	4	3

Source: MTS ERP System

San Diego Metropolitan Transit System
Ridership
Last Ten Fiscal Years

	2020	2019	2018	2017	2016
Ridership (in 000's)					
San Diego Transit	18,383	22,397	22,867	24,315	25,628
% Change	-17.92%	-2.06%	-5.96%	-5.12%	-6.00%
San Diego Trolley	32,003	37,294	36,995	37,639	39,614
% Change	-14.19%	0.81%	-1.71%	-4.99%	-1.17%
MTS - Contracted Services	20,838	25,667	25,567	26,241	27,194
% Change	-18.81%	0.39%	-2.57%	-3.51%	-1.38%

Source: NTD Report

San Diego Metropolitan Transit System
Ridership (Continued)
Last Ten Fiscal Years

	2015	2014	2013	2012	2011
Ridership (in 000's)					
San Diego Transit	27,264	28,541	28,927	28,802	27,252
% Change	-4.47%	-1.33%	0.43%	5.69%	1.23%
San Diego Trolley	40,082	39,695	29,699	32,655	31,613
% Change	0.97%	33.66%	-9.05%	3.30%	3.75%
MTS - Contracted Services	27,574	23,761	23,479	23,780	22,664
% Change	16.05%	1.20%	-1.27%	4.92%	3.07%

Source: NTD Report

San Diego Metropolitan Transit System
Operating Subsidy
Last Ten Fiscal Years

	2020	2019	2018	2017	2016
Average Fare per Rider					
San Diego Transit	\$ 1.07	\$ 0.98	\$ 1.01	\$ 1.02	\$ 1.02
San Diego Trolley	1.14	1.13	1.06	1.04	1.04
MTS - Contract Services	1.12	1.10	1.09	1.12	1.13
Operating Expense per Rider					
San Diego Transit	\$ 5.39	\$ 4.19	\$ 4.36	\$ 3.90	\$ 3.73
San Diego Trolley	2.91	2.18	2.37	2.17	1.90
MTS - Contract Services	4.39	3.54	3.27	3.12	2.96
Subsidy per Rider					
San Diego Transit	\$ 4.32	\$ 3.21	\$ 3.35	\$ 2.88	\$ 2.71
San Diego Trolley	1.76	1.05	1.31	1.13	0.86
MTS - Contract Services	3.27	2.44	2.18	2.00	1.83

Source: NTD report and Audited financial statements

San Diego Metropolitan Transit System
Operating Subsidy (Continued)
Last Ten Fiscal Years

	2015	2014	2013	2012	2011
Average Fare per Rider					
San Diego Transit	\$ 1.00	\$ 0.97	\$ 0.99	\$ 0.95	\$ 0.96
San Diego Trolley	1.03	1.01	1.20	1.08	1.10
MTS - Contract Services	1.06	1.10	1.13	1.07	1.06
Operating Expense per Rider					
San Diego Transit	\$ 3.38	\$ 3.21	\$ 3.41	\$ 3.13	\$ 3.06
San Diego Trolley	1.81	1.79	2.22	1.94	1.91
MTS - Contract Services	2.76	2.78	2.67	2.57	2.63
Subsidy per Rider					
San Diego Transit	\$ 2.38	\$ 2.24	\$ 2.42	\$ 2.18	\$ 2.10
San Diego Trolley	0.78	0.78	1.02	0.86	0.81
MTS - Contract Services	1.70	1.68	1.54	1.50	1.57

Source: NTD report and Audited financial statements

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**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

Independent Auditors' Report

To the Board of Directors
of the San Diego Metropolitan Transit System
San Diego, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the statement of net position of the San Diego Metropolitan Transit System ("MTS"), as of June 30, 2020, and the related statements of revenue, expenses and change in net position, and cash flows for the year then ended, and the related notes to the basic financial statements and have issued our report thereon dated November 5, 2020.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered MTS's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of MTS's internal control. Accordingly, we do not express an opinion on the effectiveness of MTS's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether MTS's basic financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

To the Board of Directors
of the San Diego Metropolitan Transit System
San Diego, California
Page 2

Purpose of this report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

The PwC Group, LLP

San Diego, California
November 5, 2020

San Diego Metropolitan Transit System

Presentation to the Board of Directors
For the Fiscal Year Ended June 30, 2020

November 12, 2020



CONTENTS

- Management and Auditors' Responsibilities
- Approach to the Audit
- Overview of the Financial Statements
- Key Pension and OPEB Information
- Audit Results
- GASB: Upcoming Standards and Key Research Projects

MANAGEMENT AND AUDITORS' RESPONSIBILITIES

Management Responsibilities

- Responsible for the financial statements
- Present the financial statements in accordance with accounting principles generally accepted in the United States of America (GAAP)
- Adopt sound accounting policies
- Establish and maintain internal controls over financial reporting and compliance
- Provide evidence supporting the amounts and disclosures in the financial statements
- Fair presentation of financial statements that are free from material misstatements, whether due to fraud or error
- Preventing and detecting fraud

Auditors' Responsibilities

- Perform the audit in conformity with Auditing Standards Generally Accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in Government Auditing Standards (GAGAS or “Yellow Book”)
- Communicate with “Those Charged with Governance”
- Assess audit risk of internal control over financial reporting and compliance
- Determine the fair presentation of the financial statements
- Render an opinion on the financial statements
- Issue recommendations to management, if any

APPROACH TO THE AUDIT

The Pun Group's Audit Approach for MTS

- Phase I – Detailed Planning
- Phase II – Risk Based Review of Internal Controls Over Systems and Compliance including:
 - Financial Reporting
 - Revenues and Expenses
 - Capital Assets and Inventories
 - Payroll and Related Liabilities
 - Federal Grant Programs
 - IT Controls
- Phase III – Validation of Account Balances
- Phase IV – Review Financial Statements and Issue Audit Report Opinion

OVERVIEW OF THE FINANCIAL STATEMENTS

San Diego Metropolitan Transit System

Summary Statements of Net Position

June 30, 2020 and 2019

	2020	2019
Assets	<u>\$ 2,168,713,000</u>	<u>\$ 2,081,872,000</u>
Deferred Outflows of Resources	<u>44,105,000</u>	<u>39,437,000</u>
Liabilities	<u>341,508,000</u>	<u>342,597,000</u>
Deferred Inflows of Resources	<u>8,796,000</u>	<u>8,736,000</u>
Net Position:		
Net investment in capital assets	1,874,320,000	1,822,922,000
Restricted	218,000	212,000
Unrestricted (deficit)	<u>(12,024,000)</u>	<u>(53,158,000)</u>
Total Net Position	<u>\$ 1,862,514,000</u>	<u>\$ 1,769,976,000</u>

San Diego Metropolitan Transit System

Summary Statements of Revenues, Expenses and Changes in Net Position

For the Years Ended June 30, 2020 and 2019

	<u>2020</u>	<u>2019</u>
Revenues		
Operating revenues	\$ 100,725,000	\$ 112,660,000
Nonoperating revenues	316,308,000	245,496,000
Total revenues	<u>417,033,000</u>	<u>358,156,000</u>
Expenses		
Operating expenses	443,147,000	426,696,000
Nonoperating expenses	<u>573,000</u>	<u>3,023,000</u>
Total expenses	<u>443,720,000</u>	<u>429,719,000</u>
(Loss) before capital contributions	(26,687,000)	(71,563,000)
Capital contributions	<u>119,225,000</u>	<u>106,592,000</u>
Changes in Net Position	<u>\$ 92,538,000</u>	<u>\$ 35,029,000</u>

San Diego Metropolitan Transit System

Summary Statements of Cash Flows

For the Years Ended June 30, 2020 and 2019

	<u>2020</u>	<u>2019</u>
Cash Flows from Operating Activities	\$ (199,150,000)	\$ (174,293,000)
Cash Flows from Noncapital Financing Activities	281,545,000	252,016,000
Cash Flows from Capital and Related Financing Activities	(81,391,000)	(59,636,000)
Cash Flows from Investing Activities	<u>1,912,000</u>	<u>1,408,000</u>
Changes in cash and cash equivalents	<u>\$ 2,916,000</u>	<u>\$ 19,495,000</u>

KEY PENSION AND OPEB INFORMATION

San Diego Metropolitan Transit System

Net Pension Liability Sensitivity

June 30, 2020

	MTS	SDTC	SDTI PERS	SDTI PARS	Aggregate
1% Decrease	6.15%	5.75%	6.15%	5.50%	
Net Pension Liability	\$ 21,681,000	\$ 178,269,000	\$ 57,150,000	\$ 2,770,000	\$ 259,870,000
Current Discount Rate	7.15%	6.75%	7.15%	6.50%	
Net Pension Liability	\$ 14,065,000	\$ 144,780,000	\$ 33,630,000	\$ 1,717,000	\$ 194,192,000
1% Increase	8.15%	7.75%	8.15%	7.50%	
Net Pension Liability	\$ 7,778,000	\$ 116,376,000	\$ 14,258,000	\$ 767,000	\$ 139,179,000

**San Diego Metropolitan Transit System
Pension Expense
For the Years Ended June 30, 2020 and 2019**

	<u>2020</u>	<u>2019</u>
MTS CalPERS Miscellaneous Plan	\$ 3,582,000	\$ 2,932,000
SDTI CalPERS Miscellaneous Plan	7,040,000	4,770,000
SDTI PARS Plan	406,000	404,000
SDTC Retirement Plan	<u>21,959,000</u>	<u>24,465,000</u>
Total Pension Expense	<u>\$ 32,987,000</u>	<u>\$ 32,571,000</u>

San Diego Metropolitan Transit System

Other Postemployment Benefits Plan

OPEB Liability Sensitivity

June 30, 2020

	MTS	SDTI	SDTC	Aggregate
1% Decrease	2.15%	2.15%	2.15%	2.15%
Total OPEB Liability	\$ 7,649,000	\$ 14,766,000	\$ 33,799,000	\$ 56,214,000
Current Discount Rate	3.15%	3.15%	3.15%	3.15%
Total OPEB Liability	\$ 6,406,000	\$ 12,642,000	\$ 29,271,000	\$ 48,319,000
1% Increase	4.15%	4.15%	4.15%	4.15%
Total OPEB Liability	\$ 5,421,000	\$ 10,924,000	\$ 25,594,000	\$ 41,939,000

**San Diego Metropolitan Transit System
OPEB Expense
For the Years Ended June 30, 2020 and 2019**

	<u>2020</u>	<u>2019</u>
MTS	\$ 593,000	\$ 587,000
SDTI	776,000	705,000
SDTC	<u>1,560,000</u>	<u>1,706,000</u>
Total OPEB Expense	<u><u>\$ 2,929,000</u></u>	<u><u>\$ 2,998,000</u></u>

AUDIT RESULTS

Audit Results

- **Unmodified Opinion**

- Financial statements are fairly presented in all material respects
- Significant accounting policies have been consistently applied
- Estimates are reasonable
- Disclosures are properly reflected in the financial statements

- **Other Results**

- No disagreements with management
- No material weaknesses or significant deficiencies in internal controls were noted
- No accounting issues noted

GASB: UPCOMING STANDARDS AND KEY RESEARCH PROJECTS

GASB: Upcoming Standards

- No. 84 *Fiduciary Activities* (effective 2021)
- No. 87 *Leases* (effective 2022)
- No. 89 *Interest Cost Incurred before the End of a Construction Period* (effective 2022)
- No. 90 *Majority Equity Interests* (effective 2021)
- No. 91 *Conduit Debt Obligations* (effective 2023)
- No. 92 *Omnibus 2020* (effective 2022)
- No. 93 *Replacement of Interbank Offered Rates* (effective 2022)
- No. 94 *Public-Private and Public-Public Partnerships* (effective 2023)
- No. 96 *Subscription-Based IT Arrangements* (effective 2023)
- No 97 *Certain Component Unit Criteria...IRC Section 457 Deferred Compensation Plans* (effective 2022)

GASB: Key Research Projects

- Capital Asset Reporting
- Condition Reporting
- Financial Reporting Model
- Revenue and Expense Recognition

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Agenda Item No. 31

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

2021 STATE AND FEDERAL LEGISLATIVE PROGRAM (JULIA TUER)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve the 2021 State and Federal Legislative Program (Attachment A).

Executive Committee Recommendation

At its November 5, 2020 meeting, the Executive Committee voted 3 to 0 (Board Members Arambula, Fletcher, and Sotelo-Solis in favor, with Board Members Salas and Ward absent) to recommend that the Board approve the staff recommendation.

Budget Impact

None.

DISCUSSION:

The draft 2021 State and Federal Legislative Program is attached for review. The purpose of this program is to help guide and define the MTS legislative advocacy efforts in calendar year 2021. Staff will return to the Board for approval of any amendments that are required to address unforeseen future events or policy initiatives.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft 2021 State and Federal Legislative Program

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San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.





State and Federal Legislative Program 2021



Metropolitan Transit System



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San Diego Metropolitan Transit System 2021 State and Federal Legislative Program

Table of Contents

System Summary	1
2021 State Legislative Program	4
I. Transit Funding	4
II. Coronavirus (COVID-19) Pandemic	4
III. Equity and Social Justice	4
IV. Homelessness.....	5
V. Transit-Oriented Development	5
VI. Public Safety	5
VII. For-Hire Vehicle Administration.....	5
VIII. Regulatory Matters.....	5
IX. Labor Relations.....	5
X. Administration	6
XI. Support Legislative Programs of Other Agencies or Organizations	6
2021 Federal Legislative Program	7
I. Transit Funding	7
II. Coronavirus (COVID-19) Pandemic	7
III. Equity and Social Justice	7
IV. Homelessness.....	8
V. Public Safety	8
VI. Regulatory Matters.....	8
VII. Support Legislative Programs of Other Agencies or Organizations	8

System Summary

Creation

The Metropolitan Transit Development Board (MTDB) was created in 1975 by the passage of California Senate Bill 101 and came into existence on January 1, 1976. In 1984, the Governor signed Senate Bill 1736, which expanded the MTDB governing board from eight to 15 members. In 2002, Senate Bill 1703 merged MTDB's long-range planning, financial programming, project development and construction functions into the regional metropolitan planning organization, the San Diego Association of Governments (SANDAG). In 2005, MTDB changed its name to the San Diego Metropolitan Transit System (MTS).

Board of Directors

15-member Board generally meets once a month. Members are appointed as follows:

- One member of the County of San Diego Board of Supervisors appointed by the Board of Supervisors.
- Four members of the City Council of the City of San Diego, one of whom shall be the Mayor, appointed by the City Council.
- One member of each city council appointed individually by the City Councils of the Cities of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee.
- Two members of the City Council of the City of Chula Vista, one of whom shall be the Mayor, appointed by the City Council.
- The chairperson of the board shall be selected from the board membership 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.

Subsidiary Corporations

MTS owns assets of: San Diego Trolley, Inc. (SDTI); San Diego Transit Corporation (SDTC); and the San Diego & Arizona Eastern (SD&AE) Railway Company, which owns 108 miles of track and right-of-way.

Areas of Jurisdiction

About 570 square miles of the urbanized areas of San Diego County as well as the rural parts of East County, 3240 total square miles, serving approximately 3 million people in San Diego County.

Provision of Services

MTS provides bus and rail services directly or by contract with private operators. MTS coordinates all its services and determines the routing, stops, frequencies and hours of operation.

Light Rail

Light rail service is operated by SDTI on four lines (the UC San Diego Blue, Orange, Green and SDG&E Silver Lines) with a total of 53 stations and 54.3 miles of rail.

Bus

Fleet of over 800 buses and over 100 fixed bus routes and Americans with Disabilities Act (ADA) complementary paratransit service (MTS Access). Fixed route bus services include local, urban, express, premium express and rural routes.

Freight

MTS contracts with the San Diego & Imperial Valley (SD&IV) Railroad and the Baja California Rail Road, Inc. (BJRR) to provide freight service to San Diego shippers over SD&AE right-of-way. SD&IV shares certain tracks with SDTI, operating during non-service Trolley hours.

Operating Budget

Approximately \$278 million annual operating budget; \$96 million comes from fares. Fare revenue accounts for 34.5% of annual operating cost, one of the highest fare box recovery ratios among similar transit systems (FY18).

Ridership

MTS generates 88 million annual passenger trips or 300,000 trips each weekday. To handle the demand, the agency schedules 7,000 trips each weekday, and has 128 trolley cars and 800 buses in its fleet (FY18).

Planning and Scheduling

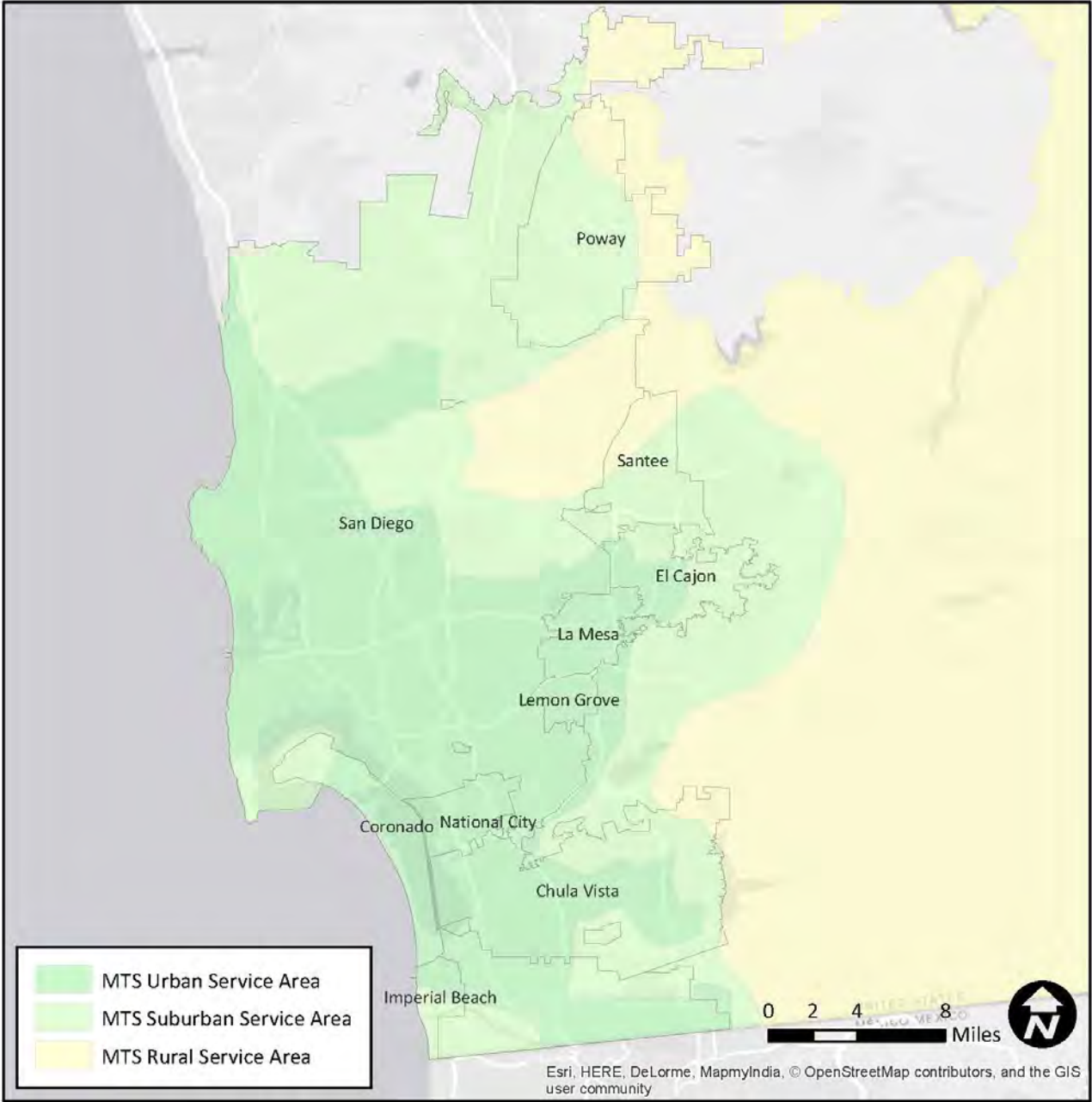
MTS is responsible for the service planning, scheduling, and performance monitoring of all MTS transit services. Service adjustments occur three times per year and as needed to improve efficiency and customer service.

Funding

MTS receives funding from various federal, state, and local sources. The primary sources are the California Transportation Development Act (TDA), Federal Transit Administration (sections 5307, 5337 and 5339), TransNet funds (local sales tax) and fares.

For-Hire Vehicle Administration

MTS licenses and regulates taxicabs, jitneys, and other private for-hire passenger transportation services by contract with the cities of San Diego, Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee.



San Diego Metropolitan Transit System
Area of Jurisdiction
June 2020



2021 State Legislative Program

I. Transit Funding

- Support legislation that would generate new revenue for transit projects and operating costs.
- Oppose legislation that would reduce direct funding to transit agencies or transportation funding in general.
- Oppose legislation that would expand the use of Transportation Development Act (TDA) funds to non-transit purposes not currently covered by statute.
- Support legislation that would help offset the impact on transit budgets caused by increases in fuel and energy costs.
- In partnership with interested cities, seek funding dedicated to grade-separation projects.
- Support legislation to exempt transit agencies from state sales tax.
- Seek favorable programmatic guidelines for Cap and Trade Program-related funding sources, and seek awards under all relevant programs.
 - Support member agency applications for all relevant programs funded by Cap and Trade auctions.
- Oppose attempts to legislate local fare programs or to remove fare setting decisions from transit agencies.
- Seek subsidies for specialized fare programs supported by the MTS Board.
- Seek funding for zero emission buses and electrification infrastructure.
 - Support favorable electric rate setting to incentivize deployment of zero emission bus technology.
 - Support standardization of charging infrastructure and on-board bus charge management systems.
- Seek funding for the following capital projects:
 - 12th and Imperial Transit Center Expansion
 - Bus Stop Improvements
 - Expansion of Trolley Yard
 - MTS Bus Replacement Vehicles
 - New Bus Maintenance Facility
 - San Ysidro Intermodal Transit Center
 - SD 100 Light Rail Vehicle Replacements
 - Traction Power Substation Replacements
 - Zero Emission Buses and Electrification Infrastructure

II. Coronavirus (COVID-19) Pandemic

- Support legislation that would provide funding and policy relief measures to public transit agencies in order to continue operating essential transportation services during the COVID-19 pandemic.
- Support policies and public health measures that protect the safety and wellbeing of transit riders and public transit employees during the COVID-19 pandemic, while maintaining sufficient levels of service to facilitate essential transit trips.

III. Equity and Social Justice

- Support equity and social justice measures that encourage inclusivity in public engagement and outreach efforts in order to better serve and deliver equitable transportation options.

IV. Homelessness

- Seek funding and resources to implement a program that helps persons experiencing homelessness throughout the MTS system.

V. Transit-Oriented Development

- Support legislation that provides funding incentives for mixed-use projects and transit oriented development.
- Support legislation that aids transit operators' efforts to create high density transit-oriented development.
- In partnership with interested cities, seek changes to Surplus Land Act statutes that would allow MTS development and joint development projects to be planned and designed in a way that benefits and achieves the region's important housing, climate action, and economic development goals.

VI. Public Safety

- Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.

VII. For-Hire Vehicle Administration

- Seek changes to MTS enabling statutes that would allow MTS to regulate for-hire vehicle transportation services for the County of San Diego or any City within the County of San Diego.

VIII. Regulatory Matters

- Support legislation that would facilitate the delivery of transit capital projects.
- Oppose unfunded mandates that negatively impact transit operators.
 - Seek dedicated funding to offset costs when new regulatory requirements are proposed.
- Oppose legislation that adversely limits the use of eminent domain for public transportation projects.
- Oppose legislation that would limit MTS's use of data to provide better service to customers.
- Oppose efforts to eliminate or restrict transit exemption provisions in the California Environmental Quality Act (CEQA).
- Seek changes to Medi-Cal Benefits Program statute clarifying that transit operators shall be reimbursed for Medi-Cal eligible paratransit trips.

IX. Labor Relations

- Monitor and respond to legislation relating to personnel matters.
- Support legislation that protects the integrity of collective bargaining agreements.
 - Oppose efforts to mandate benefits or working conditions.
- Monitor and respond to legislation designed to clarify provisions of the Public Employees' Pension Reform Act of 2012.

X. Administration

- Seek changes to MTS enabling statutes that would allow Ordinance summaries to be posted on the agency's public website.
- Seek changes to MTS enabling statutes that would amend MTS contracting thresholds to align with the Federal Transit Administration.

XI. Support Legislative Programs of Other Agencies or Organizations

- Support the legislative programs of other agencies, such as the San Diego Association of Governments (SANDAG) and North County Transit District (NCTD), where consistent with the MTS legislative program.
- Support provisions in the legislative programs of other organizations, such as the California Transit Association (CTA) and American Public Transportation Association (APTA), where consistent with the MTS legislative program.

DRAFT

2021 Federal Legislative Program

I. Transit Funding

- Support legislation that would generate an increase in appropriation levels for existing transit funding program.
- Oppose legislation that would reduce direct funding to transit agencies or transportation in general.
- Support legislation that would help offset the impact on transit budgets caused by increases in fuel costs.
- Support legislation that would generate new revenue for transit projects and operating costs.
 - Support new long-term surface transportation reauthorization legislation that provides increased levels of funding for transportation programs.
 - Advocate for positive outcomes in any new infrastructure funding program.
- Support legislation to bring funding to railroad corridors and seek funding for railroad bridge and infrastructure rehabilitation.
- Seek funding to offset the costs associated with implementation and deployment of zero emission bus technologies.
- Seek programs in the defense appropriation process that would help offset the cost to provide transit services for military facilities.
- Oppose attempts to discontinue federal funding for school paratransit services or for nonemergency medical transport.
- Seek a legislative fix to ensure that transit operators will be reimbursed for paratransit services for Medicaid eligible trips.
- Seek funding for the following capital projects:
 - 12th and Imperial Transit Center Expansion
 - Bus Stop Improvements
 - Expansion of Trolley Yard
 - MTS Bus Replacement Vehicles
 - New Bus Maintenance Facility
 - San Ysidro Intermodal Transit Center
 - SD 100 Light Rail Vehicle Replacements
 - Traction Power Substation Replacements
 - Zero Emission Buses and Electrification Infrastructure

II. Coronavirus (COVID-19) Pandemic

- Support legislation that would provide funding and policy relief measures to public transit agencies in order to continue operating essential transportation services during the COVID-19 pandemic.
- Support policies and public health measures that protect the safety and wellbeing of transit riders and public transit employees during the COVID-19 pandemic, while maintaining sufficient levels of service to facilitate essential transit trips.
- Support new federal emergency and economic stimulus measures that include direct funding for public transit agencies via Federal Transit Administration Formula Grants.

III. Equity and Social Justice

- Support equity and social justice measures that encourage inclusivity in public engagement and outreach efforts in order to better serve and deliver equitable transportation options.

IV. Homelessness

- Seek funding and resources to implement a program that helps persons experiencing homelessness throughout the MTS system.

V. Public Safety

- Oppose attempts to create duplicative state rail safety regulatory agencies.
- Support legislation that provides reimbursement to transit operators for lost employee work hours due to emergency preparedness and antiterrorism training.
- Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.

VI. Regulatory Matters

- Support legislation that would facilitate the delivery of capital projects.
- Oppose unfunded mandates that negatively impact transit operators.
 - Seek funding for all newly mandated programs.
- Support efforts to increase competition in the fuel market.
- Oppose proposals that limit the use of eminent domain for public transportation projects.
- Monitor and respond to legislation in the areas of finance, employment, and safety that could affect agency governance or operations, including issues related to contractors.
- Support efforts to ensure that climate change legislation recognizes that transit investment can help achieve emission reduction goals, and seek inclusion of transit funding in any climate change legislation.
- Oppose efforts to enlarge the universe of paratransit service eligibility to classifications of individuals that could effectively be served through fixed route services.
- Seek limits on the interpretation of the Americans with Disabilities Act with regard to service animals.
- Monitor and respond to attempts to alter Access Guidelines in a way that would financially burden transit operators without providing funding.
- Seek positive closure to the Department of Labor's case regarding the California Public Employees' Pension Reform Act (PEPRA).
- Seek approval for the operation of cross border rail freight. Work with Customs and Border Protection to seek approval for a new Customs Inspection Facility to serve cross border rail freight.

VII. Support Legislative Programs of Other Agencies or Organizations

- Support the legislative programs of other agencies, such as the San Diego Association of Governments (SANDAG) and North County Transit District (NCTD), where consistent with the MTS legislative program.
- Support provisions in the legislative programs of other organizations, such as the California Transit Association (CTA) and American Public Transportation Association (APTA), where consistent with the MTS legislative program.

2021 State and Federal Legislative Program

Board of Directors
November 12, 2020

Agenda

- Draft State legislative priorities
- Draft Federal legislative priorities
- Draft Legislative proposals
- Staff recommendation

2021 State and Federal Legislative Program

- Program purpose is to guide advocacy efforts
 - Not meant to be fully comprehensive
 - Will bring back key specific legislative items, as needed
- Proactively work with MTS Executive Committee and Board to plan and implement legislative initiatives
- Collaborate with regional municipalities and key stakeholders on MTS-related initiatives and priorities

Draft State Legislative Priorities

- Transit Funding
- Coronavirus (COVID-19) Pandemic
- Equity and Social Justice
- Homelessness
- Transit-Oriented Development
- Public Safety
- For-Hire Vehicle Administration
- Regulatory Matters
- Labor Relations
- Administration

State Legislative Priorities

- Transit funding
 - Support legislation that would generate new revenues for transit projects and operating costs
 - Seek grant awards under all applicable Cap and Trade / SB 1 / CARB Programs
 - Seek subsidies for specialized fare programs supported by the MTS Board
 - Seek funding for zero emission buses and electrification infrastructure
 - Support favorable electric rate setting and standardization of charging systems

State Legislative Priorities

- Transit Funding
 - Seek funding for the following capital projects:
 - 12th and Imperial Transit Center Expansion
 - Bus Stop Improvements
 - Expansion of Trolley Yard
 - MTS Bus Replacement Vehicles
 - New Bus Maintenance Facility
 - San Ysidro Intermodal Transit Center
 - SD 100 Light Rail Vehicle Replacements
 - Traction Power Substation Replacements
 - Zero Emission Buses and Electrification Infrastructure

State Legislative Priorities

- Coronavirus (COVID-19) Pandemic
 - Support legislation that would provide funding and policy relief measures in order to continue operating essential transportation services
 - Support policies and public health measures that protect the safety and wellbeing of transit riders and transit employees
- Equity and Social Justice
 - Support equity and social justice measures that encourage inclusivity in public engagement and outreach efforts in order to better serve and deliver equitable transportation options.

State Legislative Priorities

- Homelessness
 - Seek funding and resources to implement a program that helps persons experiencing homelessness throughout the MTS system.
- Transit-Oriented Development
 - Support legislation that provides funding incentives for mixed-use projects and transit oriented development.
 - Support legislation that aids transit operators' efforts to create high density transit-oriented development.
- Public Safety
 - Oppose legislation or regulations that would have an adverse impact on transit agencies' ability to provide safe transportation to their customers.

State Legislative Priorities

- Regulatory Matters
 - Support legislation that would facilitate the delivery of transit capital projects.
 - Oppose unfunded mandates that negatively impact transit operators.
 - Seek dedicated funding to offset costs when new regulatory requirements are proposed.
 - Oppose legislation that adversely limits the use of eminent domain for public transportation projects.
 - Oppose efforts to eliminate or restrict transit exemption provisions in CEQA.

State Legislative Priorities

- Labor Relations
 - Monitor and respond to legislation relating to personnel matters.
 - Support legislation that protects the integrity of collective bargaining agreements.
 - Oppose efforts to mandate benefits or working conditions.
 - Monitor and respond to legislation designed to clarify provisions of the Public Employees' Pension Reform Act of 2012.
- Support legislative programs of other agencies or organizations

Draft Federal Legislative Priorities

- Transit Funding
- Coronavirus (COVID-19) Pandemic
- Equity and Social Justice
- Homelessness
- Public Safety
- Regulatory Matters

Federal Legislative Priorities

- Transit Funding
 - Support legislation that would generate new revenue for transit projects and operating costs.
 - Support new long-term surface transportation reauthorization legislation that provides increased levels of funding for transportation programs.
 - Advocate for positive outcomes in any new infrastructure funding program.
- Coronavirus (COVID-19) Pandemic
 - Support new federal emergency and economic stimulus measures that include direct funding for public transit agencies via Federal Transit Administration Formula Grants.

Federal Legislative Priorities

- Equity and Social Justice
 - Support equity and social justice measures that encourage inclusivity in public engagement and outreach efforts in order to better serve and deliver equitable transportation options.
- Homelessness
 - Seek funding and resources to implement a program that helps persons experiencing homelessness throughout the MTS system.
- Public Safety
 - Oppose attempts to create duplicative state rail safety regulatory agencies.
 - Support legislation that provides reimbursement to transit operators for lost employee work hours due to emergency preparedness and antiterrorism training.

Federal Legislative Priorities

- Regulatory Matters
 - Monitor and respond to legislation in the areas of finance, employment, and safety that could affect agency governance or operations, including issues related to contractors.
 - Seek approval for the operation of cross border rail freight. Work with Customs and Border Protection to seek approval for a new Customs Inspection Facility to serve cross border rail freight.
- Support legislative programs of other agencies or organizations

Draft Legislative Proposals to MTS Enabling Legislation

- Seek changes to MTS enabling statutes that would allow MTS to regulate for-hire vehicle transportation services for the County of San Diego or any City within the County of San Diego.
- Seek changes to MTS enabling statutes that would allow Ordinance summaries to be posted on the agency's public website.

Draft Legislative Proposals to MTS Enabling Legislation

- Seek changes to MTS enabling statutes that would amend MTS contracting thresholds to align with the Federal Transit Administration.

MTS Enabling Legislation – Contracting Thresholds

Goods and Non-construction	Current MTS thresholds	FTA simplified acquisition thresholds
Competitive bid threshold	\$100,000	\$250,000
Small purchase range threshold*	\$5,000 - \$100,000	\$10,000 - \$250,000

Construction	Current MTS threshold	FTA simplified acquisition threshold
Competitive bid threshold	\$50,000	\$250,000
Small purchase threshold *	< \$50,000	< \$250,000

**Small purchases require at least three quotes from qualified sources.*

Draft Legislative Proposals - State

- In partnership with interested cities, seek changes to Surplus Land Act statutes that would allow MTS development and joint development projects to be planned and designed in a way that benefits and achieves the region's important housing, climate action, and economic development goals.

Draft Legislative Proposals – State/Federal

- Seek changes to Medi-Cal Benefits Program statute clarifying that transit operators shall be reimbursed for Medi-Cal eligible paratransit trips.
- Seek a legislative fix to ensure that transit operators will be reimbursed for paratransit services for Medicaid eligible trips.

Recommendation

That the MTS Board of Directors approve the 2021 State and Federal Legislative Program.



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Agenda Item No. 32

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

DECLARATION OF SURPLUS PROPERTY SITE (KAREN LANDERS)

RECOMMENDATION:

That the Board of Directors declare the property located at 9805 Prospect Avenue and 8547 Cuyamaca Street in Santee, California as “surplus land” for purposes of Government Code sections 54220, et seq.

Budget Impact

There is no direct budget impact from this agenda item.

DISCUSSION:

The Surplus Land Act was recently amended to expressly apply to transit agencies like MTS. Consequently, before MTS can take any action to negotiate with a potential buyer about a proposed real property sale, MTS is required to formally declare the property to be “surplus land” and then send notices of availability of the land to specified parties.

Today’s proposed action relates to commercial property owned by MTS at 9805 Prospect Avenue and 8547 Cuyamaca Street in Santee, California (Prospect Square Strip Mall), at the southeast corner of Prospect Avenue and Cuyamaca Street. The property is 0.7 acres and has a 7,200 square foot, single story strip mall that was constructed in 1980. It currently has a 7-11 store as its anchor tenant, in addition to a takeout restaurant (Hilberto’s Mexican Food), a barber shop, a martial arts studio, a nail salon, and a check cashing / cigar store. 8547 Cuyamaca Street is a vacant 0.5 acre parcel directly south and abutting the Prospect Square Strip Mall. This property provides access to the rear of the strip mall building and overflow parking. The Prospect Square Strip Mall property was purchased by MTS in 1992 as part of the Santee Extension Project, when the trolley was



placed in the Cuyamaca Street right-of-way. The property was needed to accommodate intersection widening that was impacted by the trolley line location in the street median.

There is no additional current or future transit use identified for the Prospect Square Strip Mall property. Therefore, this property is truly considered “surplus” and is only held by MTS for revenue generation. The property currently generates \$140,000 in annual lease revenue. Due to the age of the building, various capital improvements and repairs have been necessary over the last 5 years, including roof repair and replacement, heating and air condition repair and replacement, plumbing repair, electrical repair, and some landscape and hardscape maintenance.

Recently, the Prospect Square Strip Mall anchor tenant, 7-11, approached MTS about its interest in purchasing the property. The proposed purchase would facilitate major renovations and upgrades that 7-11 is interested in completing at this location. MTS is not in the business of being a commercial landlord and typically does not spend agency resources to upgrade and lease property to commercial tenants. Selling the property to 7-11 or another interested buyer would allow MTS to re-direct the sales price and staff property management resources to properties that are held by MTS for current or future transit use.

Under the Surplus Land Act, MTS is not permitted to engage in any negotiations with 7-11 for the sale of the Prospect Square Strip Mall property until the property has been declared to be “surplus” and MTS has issued notices to designated parties under Government Code section 54221. Today’s action would declare the property “surplus”. Following this designation, staff will send out the required notices. Negotiations with 7-11 would only occur if no other notices of interest to purchase the property are received following the Surplus Land Act notice process. In that event, staff will return to the Board for negotiating instructions.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Site Map and Photo

Prospect Square



Surplus Land Declaration Prospect Square (Santee)

Agenda Item No. 32

November 12, 2020

MTS Board of Directors Meeting

Prospect Square Strip Mall

- 9805 Prospect Avenue
8547 Cuyamaca Street
Santee, CA
- Total: 1.2 acres
- Purchased by MTS in 1992 as part of Santee Trolley Extension
 - intersection widening



Prospect Square Strip Mall

- 7,200 sq. ft single story
- Constructed in 1980
- 6 retail tenants including 7-11



7-11 Request to Negotiate Property Sale

- Anchor Tenant
- 7-11 expressed interest in purchasing the Prospect Square property
 - Would facilitate upgrades and expansion projects for 7-11 to modernize this location
- Under AB 1486, MTS not allowed to negotiate with 7-11 unless and until:
 - Property formally declared “surplus land”
 - Required Notices of Availability sent to specified entities

Surplus Property Declaration

- This property is not necessary for any current or future transit use
 - Intersection widening completed as part of Santee Extension Project
- Solely used for revenue generation
 - \$140,000/yr gross revenue
 - Older facility has required various capital improvements and repairs in recent years (roof repair/replacement, HVAC, plumbing, electrical)
 - Staff time to manage tenants and maintenance

RECOMMENDATION

That the Board of Directors declare the property located at 9805 Prospect Avenue and 8547 Cuyamaca Street in Santee, California as “surplus land” for purposes of Government Code sections 54220, et seq.



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Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

WOMEN'S SAFETY AND PUBLIC TRANSPORTATION (ANGELICA ROCHA,
CIRCULATE SD)

INFORMATIONAL ONLY

Budget Impact

None with this item.

DISCUSSION:

Angelica Rocha, with Circulate San Diego, will provide a presentation on women's safety and public transportation.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

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San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

Women's Street Safety at Nighttime

Angelica Rocha
Planner
Circulate San Diego



Agenda

- ◇ Introduction
- ◇ Methodology
- ◇ Interventions & Recommendations



Women's Safety Research – Why it Matters



Kaitlin Curtice Wrote A Book

@KaitlinCurtice



Women:

RT if you've ever walked through a parking lot with your keys between your fingers or pretended to talk on the phone because you felt unsafe.

♡ 81.3K 9:43 AM - Sep 27, 2018



💬 69.5K people are talking about this



Women's Safety Research - Questions

- ◇ What are the barriers women experience when interacting with the built environment at nighttime?
- ◇ What factors influence a women's perception of whether a street is safe or unsafe at nighttime?
- ◇ What interventions might increase the likelihood of women using public transit at nighttime?



Factors Influencing Women's Perception on Safety

- ◇ Visibility & Lighting
- ◇ Street Activity
- ◇ Mobility Connections/Trip-Chain



Project Geography & Funding

- ◇ City of San Diego, Sustainability Department, Move Free SD Program
- ◇ Funded partly by SANDAG and City of San Diego



Methodology

- ◇ Women's Walk Audit Series
- ◇ Online Survey



Women's Walk Audit Series



Women's Walk Audit Series

“I’m thinking, **how do I get through here as fast as possible.**”

“**The bus stop is scary.** I would take the bus if it **came more often.**”

“I would not walk down here **with headphones in.**”



Women's Walk Audit Series

- ◇ Key Findings on Visibility & Lighting
 - ◇ Lighting is #1 concern
 - ◇ Lighting type influences women's perception of feeling safe
 - ◇ Line of sight – constructed barriers & vegetation



Women's Walk Audit Series

- ◇ Key Findings on Street Activity
 - ◇ Discourse of public space from daytime to nighttime
 - ◇ Women were more uncomfortable walking through residential streets
 - ◇ Frequency of transit
 - ◇ Desire for commercial area with activity, closed and vacant commercial activity causes fear



Women's Walk Audit Series

- ◇ Key Findings on Mobility Connections
 - ◇ Streets without crosswalks are dangerous
 - ◇ Pedestrians waiting to cross are not visible at nighttime
 - ◇ Dense areas with tall buildings make it hard to orient yourself as a pedestrian



Online Survey Results



Online Survey Results

What infrastructure improvement would have the largest impact on nighttime safety in your neighborhood?



Lighting
48%



Frequency of Transit
16%



Maintained and Clear Sidewalks
12%



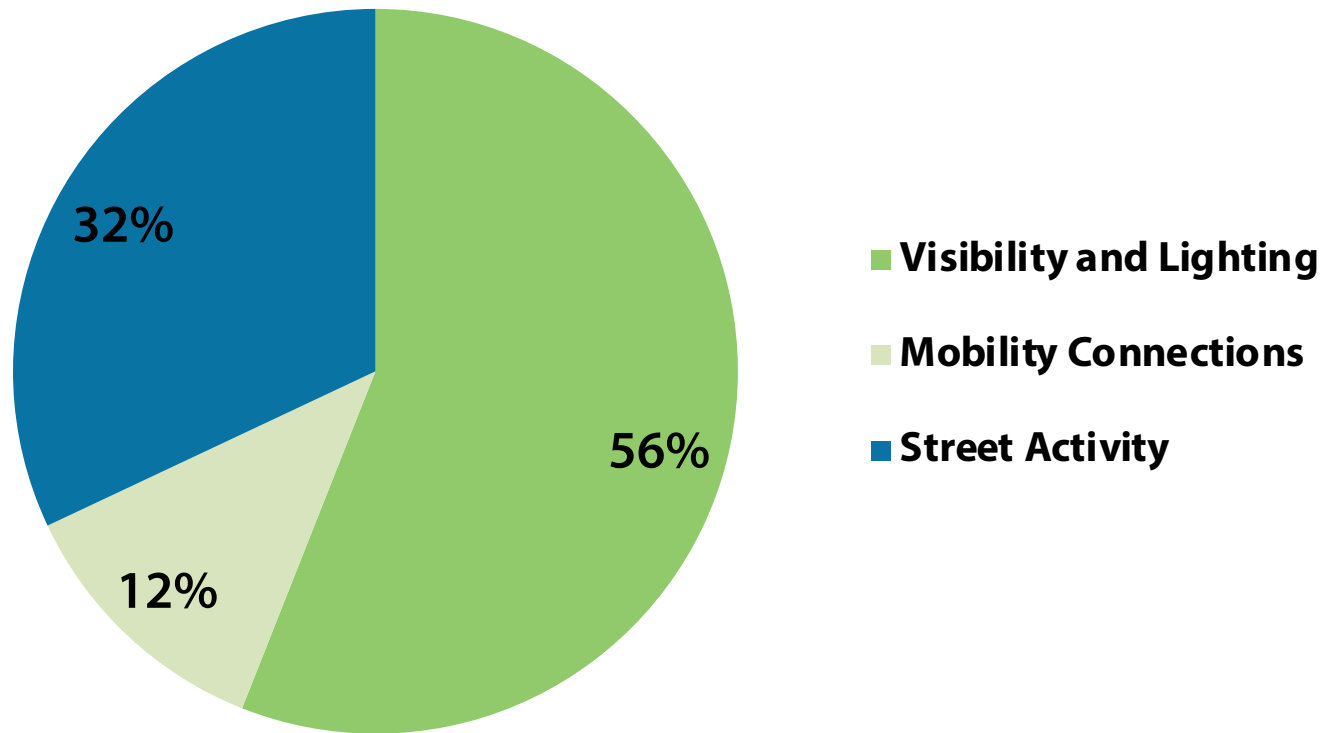
Bike Infrastructure
8%



Nighttime Businesses
4%

Online Survey Results

Which safety issue is of most importance in your neighborhood at nighttime?

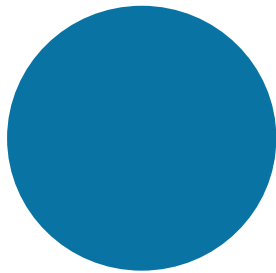


Online Survey Results

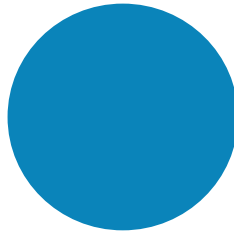
Do you take public transportation at night-time? Why or why not?

◇ Yes, 30%

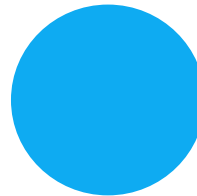
◇ No, 70%



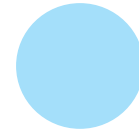
Frequency
32%



Safety
28%

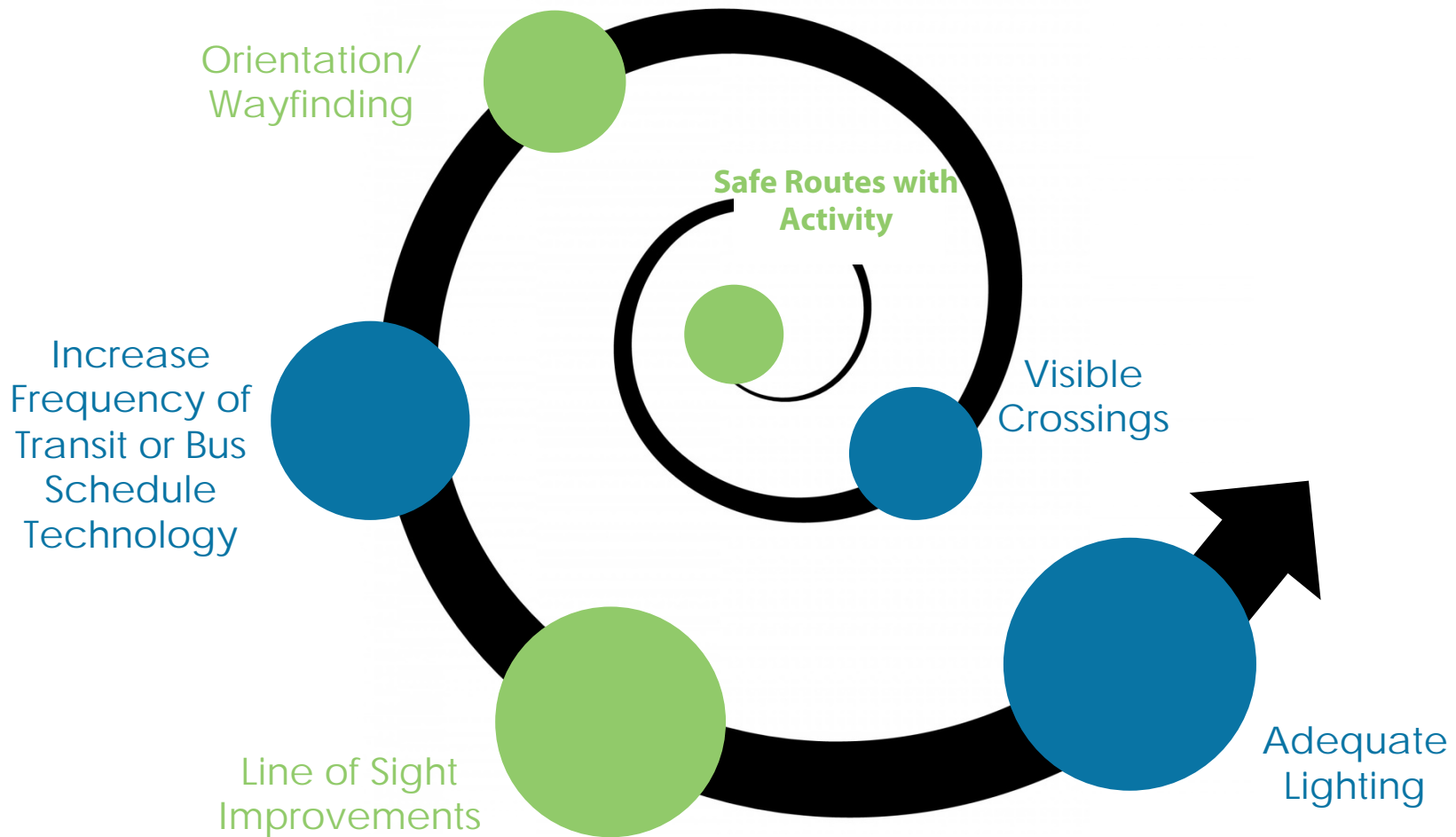


Ride Share
16%



Length of Ride
4%

Creating Safe Streets for Women at Night



Safe Routes with Activity



Visible Crossings



Wayfinding



Increase Frequency of Transit



Line of Sight Improvements



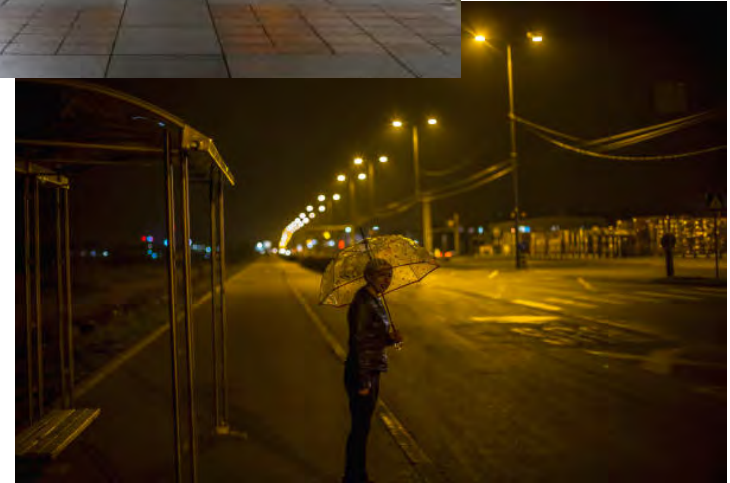
Line of Sight Improvements



Adequate Lighting



Quick Build Solutions vs CIP Projects



Next Steps

- ◇ Working with SDSU Planning Department on a Graduate Capstone Project to conduct research in more neighborhoods in the City of San Diego
- ◇ Actively seeking county-wide partners to continue the research
- ◇ Develop a regional Planning for Women Report





Thank you

Angelica Rocha

arocha@circulatesd.org

[@circulatesd](#)

www.circulatesd.org





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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

November 12, 2020

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR SEPTEMBER 2020 (GORDON MEYER)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

This report summarizes the year-to-date operating results for September 2020 compared to the fiscal year (FY) 2021 budget for the San Diego Metropolitan Transit System (MTS). The FY21 budget includes the projected impacts from the COVID-19 pandemic; therefore, variances are between actuals and the FY21 budget, inclusive of projected impacts from the pandemic. Attachment A-1 combines the operations', administrations' and other activities' results for September 2020. Attachment A-2 details the September 2020 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 September 2020 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 September 2020, MTS's net-operating income favorable variance totaled \$9,550,000 (13.3%). Operations produced a \$7,941,000 (11.1%) favorable variance and the administrative/other activities areas were favorable by \$1,609,000.



MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through September 2020 were \$15,428,000 compared to the year-to-date budget of \$13,209,000, representing a \$2,219,000 (16.8%) favorable variance. Year-to-date passenger revenue is favorable \$1,364,000 (14.0%) through September. The favorable trend for passenger revenue is not expected to continue through the end of the fiscal year. Passenger levels through September were down 12,877,626 passengers (-57.6%) while passenger revenue was down \$13,273,000 (-54.5%) versus last year. The FY21 budget assumes steady growth every month through the end of the fiscal year and passenger levels have consistently been down -58.0% below prior year levels in the first three months of the fiscal year. Given recent trends, staff are forecasting passenger levels to remain at their current levels through the remainder of the fiscal year, which would result in an increasing unfavorable variance in future months where the budget assumes steady growth.

Other operating revenue was favorable by \$855,000 (24.5%), primarily due to higher than projected energy credit revenue and rental income.

Operating Expenses. Year-to-date combined expenses through September 2020 were \$77,467,000 compared to the budget of \$84,798,000, resulting in a \$7,331,000 (8.6%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$38,247,000, compared to a budgetary figure of \$41,776,000, producing a favorable variance of \$3,528,000 (8.4%). This is primarily due to favorable bus and trolley operator wages as well as favorable pension costs for San Diego Transit Corporation (SDTC). Operator wages are favorable due to service levels being lower than planned in the budget. The FY21 budget included additional bus and trolley service above pre-pandemic FY20 levels. Although service was restored to normal levels in June 2020, the service change did not include the additional service planned in the original budget. SDTC pension costs are favorable because the original budget included \$15,000,000 in additional pension contributions to account for decreased investment returns as a result of the COVID-19 pandemic in the SDTC self-funded pension plan. However, MTS received an actuarial evaluation that estimated the additional contribution at \$7,000,000, resulting in a significantly favorable variance versus the budget.

Outside Services and Purchased Transportation. Total outside services through three months of the fiscal year totaled \$25,240,000, compared to a budget of \$28,227,000, resulting in a favorable variance of \$2,987,000 (10.6%). This is primarily due to favorable purchased transportation costs for paratransit and fixed route services. The FY21 budget assumed a return to original service levels, and paratransit passenger volumes are currently down -66.0% from baseline levels, resulting in favorable expenses. Fixed route purchased transportation costs are favorable due to lower service levels compared to the original budget.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$3,488,000, compared to a budgetary figure of \$3,375,000, resulting in an unfavorable variance of \$114,000 (-3.4%). This is primarily due to unfavorable revenue vehicle parts for the directly operated bus division.

Energy. Total year-to-date energy costs were \$8,052,000, compared to the budget of \$8,623,000, resulting in a favorable variance of \$570,000 (6.6%). This is primarily due to favorable diesel, compressed natural gas, and propane expenses; partially offset by unfavorable electricity costs due to high commodity prices.

Risk Management. Total year-to-date expenses for risk management were \$1,134,000 compared to the budget of \$1,117,000, resulting in an unfavorable variance totaling \$17,000 (-1.6%). This is primarily due to unfavorable risk related legal expenses within Administration.

General and Administrative. The year-to-date general and administrative costs were \$968,000 through September 2020, compared to a budget of \$1,354,000, resulting in a favorable variance of \$387,000 (28.5%). This is primarily due to favorable credit card fees, fare system materials, and travel expenses.

Vehicle and Facility Leases. The year-to-date vehicle and facilities leases costs were \$337,000 compared to the budget of \$326,000, resulting in an \$11,000 (-3.4%) unfavorable variance. This is primarily due to unfavorable non-revenue vehicle lease expenses.

YEAR-TO-DATE SUMMARY

The September 2020, year-to-date net-operating income totaled a favorable variance of \$9,550,000 (13.3%). These factors include favorable variances in passenger revenue, other operating revenue, personnel, outside services, energy, and general and administrative; partially offset by unfavorable variances in materials and supplies, risk management, and vehicle and facility leases.

As was discussed with the Budget Development Committee in October 2020, the FY21 original budget incorporates \$102 million in Coronavirus Aid, Relief, and Economic Security (CARES) Act funding for lost revenue and increased expenses. Updated forecasts reflect an approximately \$80 million need for these one-time funds in FY21. This one-time funding need change is reflected in this report as favorable net-operating income on a year to date basis. These reduced needs of CARES Act funds in FY21 will be available in FY22 and beyond.

/S/ Sharon Cooney _____
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**MTS
CONSOLIDATED**

Att. A, Al 46, 11/12/2020

**COMPARISON TO BUDGET - FISCAL YEAR 2021
SEPTEMBER 30, 2020
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 11,091	\$ 9,726	\$ 1,364	14.0%
Other Revenue	4,338	3,483	855	24.5%
Total Operating Revenue	\$ 15,428	\$ 13,209	\$ 2,219	16.8%
Personnel costs	\$ 38,247	\$ 41,776	\$ 3,528	8.4%
Outside services	25,240	28,227	2,987	10.6%
Materials and supplies	3,488	3,375	(114)	-3.4%
Energy	8,052	8,623	570	6.6%
Risk management	1,134	1,117	(17)	-1.6%
General & administrative	968	1,354	387	28.5%
Vehicle/facility leases	337	326	(11)	-3.4%
Administrative Allocation	0	(0)	(0)	0.0%
Total Operating Expenses	\$ 77,467	\$ 84,798	\$ 7,331	8.6%
Operating Income (Loss)	\$ (62,039)	\$ (71,589)	\$ 9,550	13.3%
Total Non-Operating Activities	(65)	131	(196)	-149.6%
Income (Loss) before Capital Contributions	\$ (62,104)	\$ (71,458)	\$ 9,354	-13.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

**OPERATIONS
CONSOLIDATED**

Att. A, Al 46, 11/12/2020

**COMPARISON TO BUDGET - FISCAL YEAR 2021
SEPTEMBER 30, 2020
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 11,091	\$ 9,726	\$ 1,364	14.0%
Other Revenue	80	70	10	13.7%
Total Operating Revenue	\$ 11,170	\$ 9,796	\$ 1,374	14.0%
Personnel costs	\$ 32,263	\$ 35,619	\$ 3,356	9.4%
Outside services	21,153	23,877	2,723	11.4%
Materials and supplies	3,478	3,370	(107)	-3.2%
Energy	7,827	8,396	569	6.8%
Risk management	891	935	44	4.7%
General & administrative	225	206	(19)	-9.2%
Vehicle/facility leases	271	272	1	0.4%
Administrative Allocation	8,520	8,520	0	0.0%
Total Operating Expenses	\$ 74,628	\$ 81,195	\$ 6,567	8.1%
Operating Income (Loss)	\$ (63,458)	\$ (71,399)	\$ 7,941	11.1%
Total Non-Operating Activities	(65)	93	(158)	-169.8%
Income (Loss) before Capital Contributions	\$ (63,522)	\$ (71,306)	\$ 7,783	-10.9%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS Att. A, AI 46, 11/12/2020
BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)
COMPARISON TO BUDGET - FISCAL YEAR 2021
SEPTEMBER 30, 2020
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 2,676	\$ 1,738	\$ 937	53.9%
Other Revenue	-	2	(2)	-
Total Operating Revenue	\$ 2,676	\$ 1,740	\$ 935	53.7%
Personnel costs	\$ 21,818	\$ 24,813	\$ 2,995	12.1%
Outside services	392	446	54	12.1%
Materials and supplies	1,703	1,553	(150)	-9.7%
Energy	1,541	1,656	116	7.0%
Risk management	418	430	12	2.8%
General & administrative	111	94	(17)	-18.3%
Vehicle/facility leases	98	94	(4)	-3.9%
Administrative Allocation	2,765	2,765	0	0.0%
Total Operating Expenses	\$ 28,846	\$ 31,852	\$ 3,006	9.4%
Operating Income (Loss)	\$ (26,170)	\$ (30,112)	\$ 3,942	13.1%
Total Non-Operating Activities	(117)	41	(158)	-388.0%
Income (Loss) before Capital Contributions	\$ (26,287)	\$ (30,071)	\$ 3,784	-12.6%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS

Att. A, AI 46, 11/12/2020

RAIL (SAN DIEGO TROLLEY INC.)

COMPARISON TO BUDGET - FISCAL YEAR 2021

SEPTEMBER 30, 2020

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 4,943	\$ 5,329	\$ (386)	-7.2%
Other Revenue	80	68	11	16.8%
Total Operating Revenue	\$ 5,023	\$ 5,397	\$ (374)	-6.9%
Personnel costs	\$ 10,271	\$ 10,613	\$ 342	3.2%
Outside services	1,485	1,259	(225)	-17.9%
Materials and supplies	1,754	1,802	48	2.7%
Energy	4,593	4,590	(3)	-0.1%
Risk management	470	502	32	6.3%
General & administrative	113	108	(5)	-4.9%
Vehicle/facility leases	92	95	3	3.2%
Administrative Allocation	5,046	5,046	(0)	0.0%
Total Operating Expenses	\$ 23,824	\$ 24,015	\$ 192	0.8%
Operating Income (Loss)	\$ (18,801)	\$ (18,618)	\$ (183)	-1.0%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (18,801)	\$ (18,618)	\$ (183)	1.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS

Att. A, Al 46, 11/12/2020

BUS - CONTRACTED SERVICES (FIXED ROUTE)

COMPARISON TO BUDGET - FISCAL YEAR 2021

SEPTEMBER 30, 2020

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 2,993	\$ 2,410	\$ 583	24.2%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 2,993	\$ 2,410	\$ 583	24.2%
Personnel costs	\$ 146	\$ 151	\$ 5	3.1%
Outside services	17,065	17,964	899	5.0%
Materials and supplies	13	15	2	15.6%
Energy	1,583	1,768	185	10.5%
Risk management	-	-	-	-
General & administrative	0	1	1	82.9%
Vehicle/facility leases	13	13	1	4.6%
Administrative Allocation	596	596	0	0.0%
Total Operating Expenses	\$ 19,416	\$ 20,509	\$ 1,093	5.3%
Operating Income (Loss)	\$ (16,423)	\$ (18,098)	\$ 1,676	9.3%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (16,423)	\$ (18,098)	\$ 1,676	-9.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS

Att. A, Al 46, 11/12/2020

BUS - CONTRACTED SERVICES (PARATRANSIT)

COMPARISON TO BUDGET - FISCAL YEAR 2021

SEPTEMBER 30, 2020

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 479	\$ 249	\$ 230	92.5%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 479	\$ 249	\$ 230	92.5%
Personnel costs	\$ 29	\$ 42	\$ 14	32.6%
Outside services	2,159	4,155	1,995	48.0%
Materials and supplies	8	-	(8)	-
Energy	110	382	272	71.2%
Risk management	4	4	-	0.0%
General & administrative	0	3	3	96.5%
Vehicle/facility leases	69	70	1	1.4%
Administrative Allocation	111	111	0	0.0%
Total Operating Expenses	\$ 2,490	\$ 4,767	\$ 2,277	47.8%
Operating Income (Loss)	\$ (2,012)	\$ (4,518)	\$ 2,507	55.5%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (2,012)	\$ (4,518)	\$ 2,507	-55.5%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS

Att. A, Al 46, 11/12/2020

CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2021

SEPTEMBER 30, 2020

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	52	52	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	\$ 52	\$ 52	\$ -	0.0%
Operating Income (Loss)	\$ (52)	\$ (52)	\$ -	0.0%
Total Non-Operating Activities	52	52	-	0.0%
Income (Loss) before Capital Contributions	\$ -	\$ -	\$ -	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

ADMINISTRATION

Att. A, AI 46, 11/12/2020

CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2021

SEPTEMBER 30, 2020

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	4,204	3,329	875	26.3%
Total Operating Revenue	\$ 4,204	\$ 3,329	\$ 875	26.3%
Personnel costs	\$ 5,827	\$ 5,968	\$ 142	2.4%
Outside services	4,070	4,320	250	5.8%
Materials and supplies	11	4	(6)	-148.6%
Energy	221	223	1	0.5%
Risk management	230	174	(56)	-32.5%
General & administrative	728	1,115	387	34.7%
Vehicle/facility leases	61	48	(13)	-27.2%
Administrative Allocation	(8,539)	(8,539)	(0)	0.0%
Total Operating Expenses	\$ 2,609	\$ 3,313	\$ 704	21.2%
Operating Income (Loss)	\$ 1,595	\$ 16	\$ 1,579	-9904.5%
Total Non-Operating Activities	-	38	(38)	-
Income (Loss) before Capital Contributions	\$ 1,595	\$ 54	\$ 1,541	2863.1%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OTHER ACTIVITIES CONSOLIDATED

Att. A, Al 46, 11/12/2020

COMPARISON TO BUDGET - FISCAL YEAR 2021 SEPTEMBER 30, 2020 (in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	54	84	(30)	-35.5%
Total Operating Revenue	\$ 54	\$ 84	\$ (30)	-35.5%
Personnel costs	\$ 157	\$ 188	\$ 31	16.5%
Outside services	16	31	14	46.3%
Materials and supplies	-	0	0	-
Energy	4	4	0	1.4%
Risk management	13	8	(5)	-56.5%
General & administrative	15	34	18	54.9%
Vehicle/facility leases	6	6	1	12.8%
Administrative Allocation	19	19	(0)	0.0%
Total Operating Expenses	\$ 230	\$ 290	\$ 60	20.6%
Operating Income (Loss)	\$ (176)	\$ (206)	\$ 30	14.5%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (176)	\$ (206)	\$ 30	-14.5%

Metropolitan Transit System

FY21 Operating Budget - September 2020

Financial Review

MTS Board of Directors
November 12, 2020

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – SEPTEMBER 30, 2020 - FY 2021

FTA CARES ACT FUNDING

- FY21 Budget included projected revenue losses and increased expenses resulting from COVID-19 pandemic
 - Recurring revenues less recurring expenses produced a structural deficit of \$101.6M
- Federal CARES Act
 - \$25B federal stimulus package in response to pandemic; MTS share is \$220M
 - FY21 Budget included \$101.6M of projected CARES Act funding to cover structural deficit
- Favorable budget results in FY21 means less CARES Act funding will be required to balance the deficit in FY21
 - Also results in more CARES Act funding available for FY22 and out years where structural deficits are expected to be a substantial problem

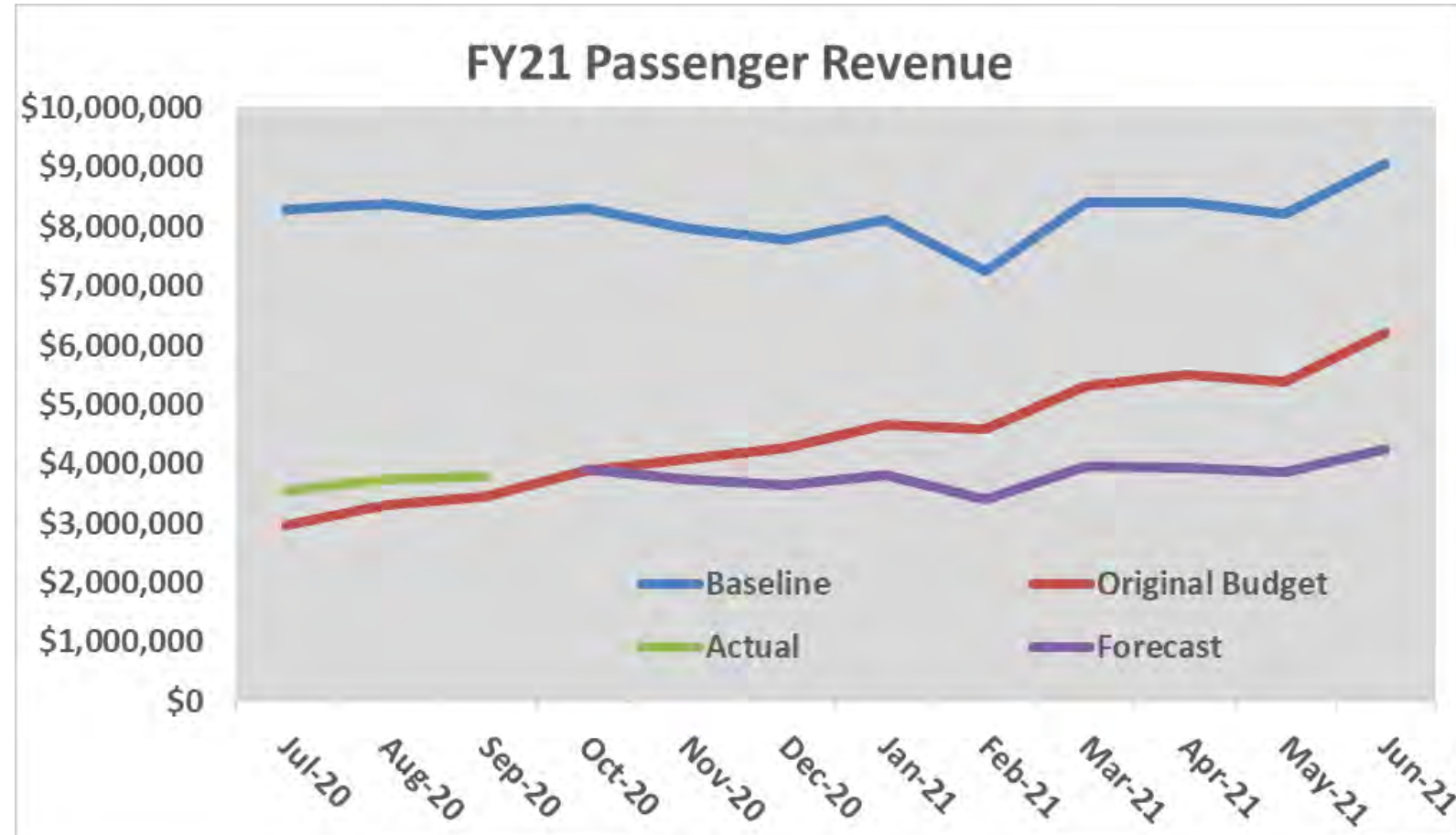
CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – SEPTEMBER 30, 2020 - FY 2021

PASSENGER FARE REVENUE

- Fare revenue forecasts

- Original budget assumed gradual recovery through the year
- First three months higher than original budget, but not growing
- Forecasting the continued status quo or new normal, 47% of baseline for Oct - June



CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – SEPTEMBER 30, 2020 - FY 2021

TOTAL OPERATING REVENUES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Fare Revenue	\$ 11,091	\$ 9,726	\$ 1,364	14.0%
Other Operating Revenue	\$ 4,338	\$ 3,483	\$ 855	24.5%
Operating Revenue	\$ 15,428	\$ 13,209	\$ 2,219	16.8%

- Fare Revenue
 - Revenue unfavorable to prior year by \$13.3M (-54.5%)
 - Ridership unfavorable to the prior year by -12.9M passengers (-57.6%)
- Other Operating Revenue
 - Favorable energy credit revenue and rental income

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – SEPTEMBER 30, 2020 - FY 2021

TOTAL OPERATING EXPENSES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Personnel Costs	\$ 38,247	\$ 41,776	\$ 3,528	8.4%
Purchased Transportation	\$ 18,376	\$ 21,121	\$ 2,746	13.0%
Other Outside Services	\$ 6,864	\$ 7,106	\$ 241	3.4%
Energy	\$ 8,052	\$ 8,623	\$ 570	6.6%
Other Expenses	\$ 5,928	\$ 6,173	\$ 245	4.0%
Operating Expenses	\$ 77,467	\$ 84,798	\$ 7,331	8.6%

- Personnel – favorable bus/trolley operator wages and SDTC pension contribution costs
- Purchased Transportation – favorable paratransit expenses due to lower passenger volumes
- Other Outside Services – favorable security costs within Administration
- Energy – favorable CNG, propane, diesel, and gas consumption; unfavorable electricity rates
- Other Expenses – favorable credit card fees, fare system materials, and travel expenses

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – SEPTEMBER 30, 2020 - FY 2021

TOTAL OPERATING ACTIVITIES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
MTS Operating Revenue	\$ 15,428	\$ 13,209	\$ 2,219	16.8%
MTS Operating Expenses	\$ 77,467	\$ 84,798	\$ 7,331	8.6%
Total Net Operating Variance	\$ (62,039)	\$ (71,589)	\$ 9,550	13.3%

- Favorable net operating deficit of \$9.5M through September
 - Operating Revenue not expected to remain favorable through end of fiscal year
 - Expenses expected to remain favorable through end of fiscal year

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – SEPTEMBER 30, 2020 - FY 2021

SUBSIDY REVENUE UPDATES

- Transportation Development Act (TDA)
 - 1/4 percent of regional sales tax assessed in region and administered by SANDAG and County
 - Updated forecast: Increase of \$5.1 million based on SANDAG May figures
- Transnet
 - ½ cent sales tax in San Diego County to fund transportation projects
 - MTS receives formula share and reimbursement for Transnet funded operations
 - Updated forecast: Increase of \$0.4 million based on SANDAG consultant's August figures
- State Transit Assistance (STA)
 - State sales tax on diesel fuel distributed based on population and agency revenue
 - Updated forecast: Decrease of \$2.6 million based on State Controller's Office

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – SEPTEMBER 30, 2020 - FY 2021

FY21 PRELIMINARY PROJECTION

	FY 2021 APPROVED	FY 2021 PROJECTED	VARIANCE	VAR %
Operating Revenues	\$ 69,192	\$ 63,623	\$ (5,569)	-8.0%
Subsidy Revenues	174,460	177,369	2,909	1.7%
Total Revenues	\$ 243,652	\$ 240,992	\$ (2,660)	-1.1%
Total Expenses	345,570	323,603	21,967	6.4%
Net Operating Deficit	\$ (101,918)	\$ (82,610)	19,307	18.9%
Reserve Revenues	291	291	-	0.0%
Revenues Less Expenses	\$ (101,626)	\$ (82,319)		
Federal CARES Act	\$ 101,626	\$ 82,319		

- \$220M in total Federal CARES Act funding
 - Updated projected usage for FY20-21 of \$98.9M, 45% of total



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Agenda Item No. 61

Chief Executive Officer's Report

November 12, 2020

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period October 8, 2020 through October 30, 2020.

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

CEO Travel Report (since last Board meeting)

N/A

Board Member Travel Report (since last Board meeting)

N/A



Expense Contracts				
Doc #	Organization	Subject	Amount	Day
PWG252.1-18	TRI-SIGNAL	REMOVE UTC MONITORING	(\$1,980.00)	10/12/2020
G2053.1-18.25	CIVILIAN	MARKETING SUPPORT	\$38,625.00	10/13/2020
PWL305.1-20	DAY WIRELESS	RADIO REPEATER REPLACEMENTS	\$88,129.13	10/14/2020
L1449.2-18	SIEMENS	EARLY DELIVERY SD10'S	\$0.00	10/20/2020
G1949.0-17-AE-31.04	JACOBS	ADD DESING AND BID SUPPORT	\$79,474.41	10/22/2020
B0703.1-19	FIRST TRANSIT	MINI & ADA PARA MOBILE LIFTS	\$47,380.44	10/25/2020
G2436.0-21	CORONADO UNION SCHOOL DIST	YOUTH COMPASS CARD PROGRAM FY21	\$0.00	10/28/2020
G1949.0-17-AE-15.04	JACOBS	ADD FUNDS DSCS	\$32,601.39	10/28/2020
PWB303.1-20	MIRAMAR GENERAL ENGINEERING	CCO1	\$53,410.58	10/29/2020
L1555.0-21	LB FOSTER COMPANY	115RE HH RAIL PROCUREMENT	\$94,094.84	10/30/2020
PWG321.1-21	PRESENTATION PRDUCTS DBA SPINITBAR	ADDITIONAL AFTER HOURS MAINTENANCE SUPPORT	\$6,900.00	10/30/2021

Revenue Contracts & MOUs				
Doc #	Organization	Subject	Amount	Day
S200-21-745	RAIL PROS	SANDAG BEYER BLVD	\$0.00	10/15/2020
S200-21-743	MICAHIEL BAKER	SURVEY MOSS ST SL-ROE-13141	\$1,499.58	10/16/2020
L6769.1-17	MID COAST TRANSIT CONTRACTORS	SSAC-TOA-0917	\$0.00	10/19/2020
G2046.0-20	SDSU	SEMESTER PASSES	\$50,000.00	10/20/2020
L6748.2-17	COUNTY OF SAN DIEGO	246-263.9-1016-JROE	\$0.00	10/21/2020
G2415.0-21	APR CONSTRUCTION	SL-ROE-12621	\$2,436.87	10/21/2020
G2436.0-21	CORONADO UNION SCHOOL DIST	YOUTH COMPASS CARD PROGRAM FY21	\$0.00	10/28/2020

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4400001180	10/8/2020	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$89.31	-	-
4400001181	10/12/2020	W.W. Grainger Inc		T110-TRACK, RAIL	\$35.17	-	-
4400001182	10/12/2020	W.W. Grainger Inc		T110-TRACK, RAIL	\$155.57	-	-
4400001183	10/13/2020	Office Depot		G200-OFFICE SUPPLIES	\$70.86	-	-
4400001184	10/14/2020	Office Depot		G200-OFFICE SUPPLIES	\$95.92	-	-
4400001185	10/15/2020	Office Depot		G200-OFFICE SUPPLIES	\$80.46	-	-
4400001186	10/15/2020	Office Depot		G200-OFFICE SUPPLIES	\$163.63	-	-
4400001187	10/15/2020	Office Depot		G200-OFFICE SUPPLIES	\$25.74	-	-
4400001188	10/15/2020	Office Depot		G200-OFFICE SUPPLIES	\$61.09	-	-
4400001189	10/15/2020	Office Depot		G200-OFFICE SUPPLIES	\$140.53	-	-
4400001190	10/15/2020	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$60.72	-	-
4400001191	10/15/2020	Office Depot		G200-OFFICE SUPPLIES	\$86.15	-	-
4400001192	10/16/2020	W.W. Grainger Inc		M180-STATION ELECTRICAL	\$547.18	-	-
4400001193	10/16/2020	Office Depot		G200-OFFICE SUPPLIES	\$12.67	-	-
4400001194	10/19/2020	Office Depot		G200-OFFICE SUPPLIES	\$69.44	-	-
4400001195	10/19/2020	Office Depot		G200-OFFICE SUPPLIES	\$6.34	-	-
4400001196	10/19/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$67.23	-	-
4400001197	10/19/2020	Office Depot		G200-OFFICE SUPPLIES	\$365.52	-	-
4400001198	10/20/2020	Office Depot		G200-OFFICE SUPPLIES	\$99.39	-	-
4400001199	10/20/2020	Office Depot		G200-OFFICE SUPPLIES	\$121.74	-	-
4400001200	10/22/2020	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$594.39	-	-
4400001201	10/22/2020	Office Depot		G200-OFFICE SUPPLIES	\$68.68	-	-
4400001202	10/23/2020	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	\$86.35	-	-
4400001203	10/23/2020	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$65.18	-	-
4400001204	10/26/2020	Office Depot		G200-OFFICE SUPPLIES	\$82.41	-	-
4400001205	10/27/2020	W.W. Grainger Inc		G130-SHOP TOOLS	\$1,150.08	-	-
4400001206	10/27/2020	Office Depot		G200-OFFICE SUPPLIES	\$505.67	-	-
4400001207	10/27/2020	W.W. Grainger Inc		G130-SHOP TOOLS	\$114.44	-	-
4400001208	10/29/2020	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$1,386.88	-	-
4400001209	10/29/2020	Office Depot		G200-OFFICE SUPPLIES	\$292.69	-	-
4400001210	10/29/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$378.46	-	-
4400001211	10/30/2020	Office Depot		G200-OFFICE SUPPLIES	\$110.44	-	-
4400001212	10/30/2020	Office Depot		G200-OFFICE SUPPLIES	\$288.74	-	-
4400001213	10/30/2020	Office Depot		G200-OFFICE SUPPLIES	\$181.74	-	-
4400001214	10/30/2020	Office Depot		G200-OFFICE SUPPLIES	\$162.01	-	-
4500034639	10/8/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$1,749.48	-	-
4500034640	10/8/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,322.50	-	-
4500034641	10/8/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$274.55	-	-
4500034642	10/8/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$270.00	-	-
4500034643	10/8/2020	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$113.23	-	-
4500034644	10/8/2020	Jeyco Products Inc		G130-SHOP TOOLS	\$18.78	-	-
4500034645	10/8/2020	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$776.00	-	-
4500034646	10/8/2020	Gillig LLC		B130-BUS BODY	\$390.34	-	-
4500034647	10/8/2020	National Safety Council		G190-SAFETY/MED SUPPLIES	\$697.07	-	-
4500034648	10/8/2020	R.S. Hughes Co Inc		B130-BUS BODY	\$351.12	-	-
4500034649	10/8/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,562.10	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500034650	10/8/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$270.00	-	-
4500034651	10/8/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$401.11	-	-
4500034652	10/8/2020	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$695.74	-	-
4500034653	10/8/2020	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$19.14	-	-
4500034654	10/8/2020	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$78.13	-	-
4500034655	10/8/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$177.25	-	-
4500034656	10/8/2020	SC Commercial, LLC		G170-LUBRICANTS	\$817.83	-	-
4500034657	10/8/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$147.68	-	-
4500034658	10/8/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$84.30	-	-
4500034659	10/8/2020	Uline		G200-OFFICE SUPPLIES	\$21.55	-	-
4500034660	10/8/2020	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	\$848.21	-	-
4500034661	10/8/2020	Westair Gases & Equipment Inc	Small Business	G140-SHOP SUPPLIES	\$2,943.46	-	-
4500034662	10/8/2020	Applied Industrial Technologies-CA		G170-LUBRICANTS	\$753.31	-	-
4500034663	10/8/2020	Fastenal Company		G140-SHOP SUPPLIES	\$553.55	-	-
4500034664	10/8/2020	W.W. Grainger Inc		M110-SUB STATION	\$1,055.09	-	-
4500034665	10/8/2020	Nth Generation Computing Inc	Woman Owned Busine	I110-INFORMATION TECH	\$35,164.69	-	-
4500034666	10/9/2020	Nth Generation Computing Inc	Woman Owned Busine	I110-INFORMATION TECH	\$17,582.38	-	-
4500034667	10/9/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$1,277.81	-	-
4500034668	10/9/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$3,095.25	-	-
4500034669	10/9/2020	Muncie Transit Supply		B120-BUS MECHANICAL PARTS	\$34.39	-	-
4500034670	10/9/2020	Jeyco Products Inc		G200-OFFICE SUPPLIES	\$341.60	-	-
4500034671	10/9/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$23.28	-	-
4500034672	10/9/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$758.31	-	-
4500034673	10/9/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,262.56	-	-
4500034674	10/9/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$134.17	-	-
4500034675	10/9/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$220.86	-	-
4500034676	10/9/2020	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	\$270.68	-	-
4500034677	10/9/2020	Gillig LLC		B130-BUS BODY	\$209.60	-	-
4500034678	10/9/2020	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	\$849.49	-	-
4500034679	10/9/2020	Vern Rose Inc		G140-SHOP SUPPLIES	\$53.21	-	-
4500034680	10/9/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$536.52	-	-
4500034681	10/9/2020	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$1,358.84	-	-
4500034682	10/9/2020	Kiel NA LLC		B130-BUS BODY	\$1,251.79	-	-
4500034683	10/9/2020	TK Services Inc		G170-LUBRICANTS	\$159.68	-	-
4500034684	10/9/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$39.29	-	-
4500034685	10/10/2020	SANDAG		C120-SPECIALTY CONTRACTOR	\$11,755.00	-	-
4500034686	10/10/2020	Alliant Insurance Services, Inc.		P370-RISK MANAGEMENT	\$9,067.42	-	-
4500034687	10/10/2020	Steven Timme		G110-BUS/TROLLEY SIGNAGE	\$246.28	-	-
4500034688	10/10/2020	Translation & Simultaneous		P450-PERSONNEL SVCS	\$1,230.00	-	-
4500034689	10/10/2020	Schuko LLC		G260-MEDIA	\$550.75	-	-
4500034690	10/12/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$990.98	-	-
4500034691	10/12/2020	Horton, Oberrecht, Kirkpatrick		P340-LEGAL	\$75,000.00	-	-
4500034692	10/12/2020	Gillig LLC		B140-BUS CHASSIS	\$289.92	-	-
4500034693	10/12/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$1,717.62	-	-
4500034694	10/12/2020	Transit Holdings Inc		B130-BUS BODY	\$636.20	-	-
4500034695	10/12/2020	San Diego Friction Products, Inc.		B140-BUS CHASSIS	\$1,141.41	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500034696	10/12/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$4,268.35	-	-
4500034697	10/12/2020	ViriCiti LLC		B240-BUS/VEHICLE PROCRMNT	\$1,971.00	-	-
4500034698	10/12/2020	W.W. Grainger Inc		B120-BUS MECHANICAL PARTS	\$38.12	-	-
4500034699	10/12/2020	Jeyco Products Inc		G150-FASTENERS	\$64.36	-	-
4500034700	10/12/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$71.71	-	-
4500034701	10/12/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$4,750.23	-	-
4500034703	10/12/2020	J. Perez Associates Inc.		B250-BUS REPAIR PARTS	\$527.98	-	-
4500034704	10/12/2020	R.S. Hughes Co Inc		B130-BUS BODY	\$94.61	-	-
4500034705	10/12/2020	Body Beautiful Car Wash, Inc.		P210-NON-REV VEH REPAIRS	\$1,500.00	-	-
4500034706	10/12/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$149.34	-	-
4500034707	10/12/2020	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	\$6,169.66	-	-
4500034708	10/12/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,893.36	-	-
4500034709	10/12/2020	Genuine Parts Co		A140-AUTO/TRUCK REPAIR	\$67.29	-	-
4500034710	10/12/2020	SC Commercial, LLC		B180-BUS DIESEL	\$5,631.97	-	-
4500034711	10/12/2020	Kurt Morgan		G200-OFFICE SUPPLIES	\$311.97	-	-
4500034712	10/12/2020	Gillig LLC		B140-BUS CHASSIS	\$964.06	-	-
4500034713	10/12/2020	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$1,358.84	-	-
4500034714	10/12/2020	Wayne Harmeier Inc		B160-BUS ELECTRICAL	\$571.08	-	-
4500034715	10/12/2020	Allied Electronics Inc		M180-STATION ELECTRICAL	\$296.19	-	-
4500034716	10/12/2020	Kaman Industrial Technologies		G190-SAFETY/MED SUPPLIES	\$144.86	-	-
4500034717	10/12/2020	Sloan Electromechanical		P130-EQUIP MAINT REPR SVC	\$11,153.40	-	-
4500034718	10/12/2020	Muncie Transit Supply		B130-BUS BODY	\$71.66	-	-
4500034719	10/12/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$634.26	-	-
4500034720	10/12/2020	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$416.33	-	-
4500034721	10/12/2020	MS Electrical Distribution Inc		M180-STATION ELECTRICAL	\$1,162.63	-	-
4500034722	10/12/2020	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$66.70	-	-
4500034723	10/12/2020	W.W. Grainger Inc		R160-RAIL/LRV ELECTRICAL	\$172.94	-	-
4500034724	10/12/2020	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$63.66	-	-
4500034725	10/12/2020	Tribologik Corporation		G140-SHOP SUPPLIES	\$438.55	-	-
4500034726	10/12/2020	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$67.77	-	-
4500034727	10/12/2020	Vern Rose Inc		G160-PAINTS & CHEMICALS	\$66.33	-	-
4500034728	10/12/2020	Home Depot USA Inc		G140-SHOP SUPPLIES	\$56.57	-	-
4500034729	10/12/2020	SC Commercial, LLC		G170-LUBRICANTS	\$817.83	-	-
4500034730	10/12/2020	Jankovich Company		G170-LUBRICANTS	\$3,342.41	-	-
4500034731	10/12/2020	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	\$1,045.83	-	-
4500034732	10/12/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$14.23	-	-
4500034733	10/12/2020	Fastenal Company		G140-SHOP SUPPLIES	\$2,159.40	-	-
4500034734	10/12/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$507.40	-	-
4500034735	10/12/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$2,498.38	-	-
4500034736	10/12/2020	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$237.84	-	-
4500034737	10/12/2020	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$345.88	-	-
4500034738	10/12/2020	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$144.01	-	-
4500034739	10/12/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$833.53	-	-
4500034740	10/12/2020	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	\$1,088.60	-	-
4500034742	10/13/2020	Transit Holdings Inc		B130-BUS BODY	\$699.27	-	-
4500034743	10/13/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$282.13	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500034744	10/13/2020	Presentation Products Inc.		I110-INFORMATION TECH	\$28,489.12	-	-
4500034745	10/13/2020	Nth Generation Computing Inc	Woman Owned Busine	I110-INFORMATION TECH	\$14,894.02	-	-
4500034746	10/13/2020	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$6,584.24	-	-
4500034747	10/13/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,225.57	-	-
4500034748	10/13/2020	General Signals Inc		M130-CROSSING MECHANISM	\$4,595.85	-	-
4500034749	10/13/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$1,059.86	-	-
4500034750	10/13/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$11,729.68	-	-
4500034751	10/13/2020	Knorr Brake Holding Corporation		R160-RAIL/LRV ELECTRICAL	\$69,069.97	-	-
4500034752	10/13/2020	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	\$283.82	-	-
4500034753	10/13/2020	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	\$1,550.13	-	-
4500034754	10/13/2020	Mcmaster-Carr Supply Co		R210-RAIL/LRV TIRES	\$220.80	-	-
4500034755	10/13/2020	W.W. Grainger Inc		G130-SHOP TOOLS	\$228.43	-	-
4500034756	10/13/2020	Gillig LLC		B160-BUS ELECTRICAL	\$1,939.42	-	-
4500034757	10/13/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$187.38	-	-
4500034758	10/13/2020	Fastenal Company		G160-PAINTS & CHEMICALS	\$716.50	-	-
4500034759	10/13/2020	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$629.36	-	-
4500034760	10/13/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$665.94	-	-
4500034761	10/13/2020	Sunroad Automotive Collision Center		P210-NON-REV VEH REPAIRS	\$16.63	-	-
4500034762	10/13/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,594.51	-	-
4500034763	10/13/2020	Gillig LLC		B250-BUS REPAIR PARTS	\$671.33	-	-
4500034764	10/13/2020	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	\$350.57	-	-
4500034765	10/13/2020	Cummins Pacific LLC		P200-REV VEH VANDALISM	\$270.00	-	-
4500034766	10/13/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$211.54	-	-
4500034767	10/13/2020	Jeyco Products Inc		G150-FASTENERS	\$7.39	-	-
4500034768	10/13/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$201.69	-	-
4500034769	10/13/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$587.38	-	-
4500034770	10/13/2020	Home Depot USA Inc		G130-SHOP TOOLS	\$290.83	-	-
4500034771	10/13/2020	Madden Construction Inc		P120-BLDG/FACILITY REPRS	\$1,818.23	-	-
4500034772	10/13/2020	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$2,497.22	-	-
4500034773	10/13/2020	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	\$656.16	-	-
4500034774	10/14/2020	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	\$1,062.67	-	-
4500034775	10/14/2020	Muncie Transit Supply		B140-BUS CHASSIS	\$2.05	-	-
4500034776	10/14/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$1,325.48	-	-
4500034777	10/14/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$2,782.52	-	-
4500034778	10/14/2020	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$3.77	-	-
4500034779	10/14/2020	Transit Holdings Inc		B130-BUS BODY	\$1,357.66	-	-
4500034780	10/14/2020	Gillig LLC		B130-BUS BODY	\$890.56	-	-
4500034781	10/14/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$270.00	-	-
4500034782	10/14/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,931.59	-	-
4500034783	10/14/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$62.08	-	-
4500034784	10/14/2020	Jeyco Products Inc		G130-SHOP TOOLS	\$64.56	-	-
4500034785	10/14/2020	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$1,131.15	-	-
4500034786	10/14/2020	Trentman Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$574.31	-	-
4500034787	10/14/2020	W.W. Grainger Inc		G150-FASTENERS	\$298.72	-	-
4500034788	10/14/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$100.58	-	-
4500034789	10/14/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$189.52	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500034790	10/14/2020	Aslan Capital Inc		G180-JANITORIAL SUPPLIES	\$805.80	-	-
4500034791	10/14/2020	JKL Cleaning Systems		G180-JANITORIAL SUPPLIES	\$1,935.16	-	-
4500034792	10/14/2020	Valvoline Inc.		B120-BUS MECHANICAL PARTS	\$8,555.36	-	-
4500034793	10/14/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$17.26	-	-
4500034794	10/14/2020	Airgas Inc		G140-SHOP SUPPLIES	\$30.83	-	-
4500034795	10/14/2020	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$151.12	-	-
4500034796	10/14/2020	Team One Repair Inc		G290-FARE REVENUE EQUIP	\$1,245.94	-	-
4500034797	10/14/2020	W.W. Grainger Inc		M110-SUB STATION	\$271.98	-	-
4500034798	10/14/2020	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	\$300.33	-	-
4500034799	10/14/2020	Vallen Distribution Inc.		G120-SECURITY	\$758.24	-	-
4500034800	10/14/2020	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$259.90	-	-
4500034801	10/14/2020	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	\$10,321.41	-	-
4500034802	10/14/2020	Kaman Industrial Technologies		G170-LUBRICANTS	\$116.71	-	-
4500034803	10/14/2020	HI-TEC Enterprises	Small Business	R220-RAIL/LRV TRUCKS	\$581.58	-	-
4500034804	10/15/2020	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$66.46	-	-
4500034805	10/15/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$1.03	-	-
4500034806	10/15/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,505.97	-	-
4500034807	10/15/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$1,060.31	-	-
4500034808	10/15/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	\$3,142.43	-	-
4500034809	10/15/2020	Valvoline Inc.		B120-BUS MECHANICAL PARTS	\$4,277.68	-	-
4500034810	10/15/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$573.85	-	-
4500034811	10/15/2020	W.W. Grainger Inc		R220-RAIL/LRV TRUCKS	\$230.28	-	-
4500034812	10/15/2020	Professional Contractors Supplies		G180-JANITORIAL SUPPLIES	\$300.61	-	-
4500034813	10/15/2020	Mcmaster-Carr Supply Co		R120-RAIL/LRV CAR BODY	\$2,174.01	-	-
4500034814	10/15/2020	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$847.25	-	-
4500034815	10/15/2020	Fastenal Company		G140-SHOP SUPPLIES	\$442.80	-	-
4500034816	10/15/2020	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$2,507.12	-	-
4500034817	10/15/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$116.78	-	-
4500034818	10/15/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$755.26	-	-
4500034819	10/15/2020	Gillig LLC		B160-BUS ELECTRICAL	\$1,297.76	-	-
4500034820	10/15/2020	Genuine Parts Co		B250-BUS REPAIR PARTS	\$609.78	-	-
4500034821	10/15/2020	Kurt Morgan		G200-OFFICE SUPPLIES	\$1,146.75	-	-
4500034822	10/15/2020	CASEI		F110-SHOP/BLDG MACHINERY	\$463.33	-	-
4500034823	10/15/2020	Vericom LLC		G130-SHOP TOOLS	\$4,633.25	-	-
4500034824	10/15/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$138.28	-	-
4500034825	10/15/2020	Jeyco Products Inc		G140-SHOP SUPPLIES	\$209.46	-	-
4500034826	10/15/2020	Muncie Transit Supply		B130-BUS BODY	\$27.96	-	-
4500034827	10/15/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$186.63	-	-
4500034828	10/15/2020	Grah Safe & Lock Inc	Small Business	P130-EQUIP MAINT REPR SVC	\$214.00	-	-
4500034829	10/15/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,478.62	-	-
4500034830	10/15/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$13.83	-	-
4500034831	10/15/2020	Advertising Concepts Inc		G230-PRINTED MATERIALS	\$3,057.75	-	-
4500034832	10/15/2020	West-Lite Supply Co Inc	Small Business	M140-WAYSIDE SIGNALS	\$1,954.57	-	-
4500034833	10/15/2020	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$6,066.30	-	-
4500034834	10/15/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$3,491.10	-	-
4500034835	10/15/2020	AFL Telecommunications, Inc.		M120-OVRHEAD CATENARY SYS	\$1,454.63	-	-

Purchase Orders							
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4500034836	10/15/2020	OneSource Distributors, LLC		G180-JANITORIAL SUPPLIES	\$472.59	-	-
4500034837	10/16/2020	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$1,365.85	-	-
4500034838	10/16/2020	Scintech Associates, Inc		P210-NON-REV VEH REPAIRS	\$1,225.00	-	-
4500034839	10/16/2020	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$139.50	-	-
4500034840	10/16/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$595.64	-	-
4500034841	10/16/2020	Ace Uniforms & Accessories	Small Business	G240-UNIFORM PROCUREMENT	\$399.05	-	-
4500034842	10/16/2020	W.W. Grainger Inc		G130-SHOP TOOLS	\$1,077.49	-	-
4500034843	10/16/2020	Southern Counties Lubricants LLC		G170-LUBRICANTS	\$4,525.50	-	-
4500034844	10/16/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$5.26	-	-
4500034845	10/16/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,583.51	-	-
4500034846	10/16/2020	Willy's Electronic Supply Co	Small Business	R150-RAIL/LRV COMM EQUIP	\$126.07	-	-
4500034847	10/16/2020	Robcar Corporation	Woman Owned Busine	G190-SAFETY/MED SUPPLIES	\$5,086.89	-	-
4500034848	10/18/2020	Gillig LLC		B140-BUS CHASSIS	\$345.85	-	-
4500034849	10/18/2020	R.S. Hughes Co Inc		G130-SHOP TOOLS	\$260.75	-	-
4500034850	10/18/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$108.34	-	-
4500034851	10/18/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$30.28	-	-
4500034852	10/18/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$149.34	-	-
4500034853	10/18/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$23.54	-	-
4500034854	10/18/2020	Jeyco Products Inc		G170-LUBRICANTS	\$54.99	-	-
4500034855	10/18/2020	Transit Holdings Inc		B130-BUS BODY	\$3,232.20	-	-
4500034856	10/18/2020	ColorID LLC	Small Business	G200-OFFICE SUPPLIES	\$2,702.59	-	-
4500034857	10/18/2020	General Information Systems Ltd		G120-SECURITY	\$1,354.00	-	-
4500034858	10/18/2020	San Diego Union Tribune LLC		G230-PRINTED MATERIALS	\$768.83	-	-
4500034859	10/18/2020	Clear Channel Outdoor, Inc.	Small Business	P310-ADVERTISING SERVICES	\$2,000.00	-	-
4500034860	10/18/2020	American Scissor Lift, Inc.		P130-EQUIP MAINT REPR SVC	\$868.70	-	-
4500034861	10/19/2020	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$1,619.05	-	-
4500034862	10/19/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$1,123.29	-	-
4500034863	10/19/2020	Muncie Transit Supply		B160-BUS ELECTRICAL	\$159.68	-	-
4500034864	10/19/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$10,040.25	-	-
4500034865	10/19/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$941.45	-	-
4500034866	10/19/2020	Muncie Transit Supply		B140-BUS CHASSIS	\$7.37	-	-
4500034867	10/19/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$963.09	-	-
4500034868	10/19/2020	Transit Holdings Inc		B130-BUS BODY	\$172.13	-	-
4500034869	10/19/2020	Laird Plastics, Inc		P280-GENERAL SVC AGRMNTS	\$576.06	-	-
4500034870	10/19/2020	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$56.33	-	-
4500034871	10/19/2020	Harbor Diesel & Equipment		B250-BUS REPAIR PARTS	\$181.48	-	-
4500034872	10/19/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$343.43	-	-
4500034873	10/19/2020	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$8,322.75	-	-
4500034874	10/19/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,194.74	-	-
4500034875	10/19/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$328.06	-	-
4500034876	10/19/2020	Wesco Distribution Inc		G140-SHOP SUPPLIES	\$106.77	-	-
4500034877	10/19/2020	Jeyco Products Inc		G170-LUBRICANTS	\$73.31	-	-
4500034878	10/19/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$59.70	-	-
4500034879	10/19/2020	Tribologik Corporation		G140-SHOP SUPPLIES	\$585.09	-	-
4500034880	10/19/2020	Steven Timme		G230-PRINTED MATERIALS	\$806.59	-	-
4500034881	10/19/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$135.76	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500034882	10/19/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$3,232.50	-	-
4500034883	10/19/2020	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$872.13	-	-
4500034884	10/19/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$144.96	-	-
4500034885	10/19/2020	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$33.08	-	-
4500034886	10/19/2020	Statewide Traffic Safety & Signs		G140-SHOP SUPPLIES	\$387.90	-	-
4500034887	10/19/2020	Laird Plastics, Inc		G290-FARE REVENUE EQUIP	\$218.74	-	-
4500034888	10/19/2020	Harbor Diesel & Equipment		G170-LUBRICANTS	\$2,477.18	-	-
4500034889	10/19/2020	All The King's Flags		M200-YARD FACILITIES	\$567.30	-	-
4500034890	10/19/2020	Kiel NA LLC		B130-BUS BODY	\$1,272.75	-	-
4500034891	10/19/2020	Romaine Electric Corporation	Small Business	M130-CROSSING MECHANISM	\$1,846.72	-	-
4500034892	10/19/2020	Veritech, Inc.	Small Business	B250-BUS REPAIR PARTS	\$484.88	-	-
4500034893	10/19/2020	Genuine Parts Co		G170-LUBRICANTS	\$969.64	-	-
4500034894	10/19/2020	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$2,333.73	-	-
4500034895	10/19/2020	Muncie Transit Supply		B130-BUS BODY	\$37.66	-	-
4500034896	10/19/2020	Neopart Transit LLC		B160-BUS ELECTRICAL	\$1,400.75	-	-
4500034897	10/19/2020	Steven Timme		G230-PRINTED MATERIALS	\$100.82	-	-
4500034898	10/19/2020	Gillig LLC		B130-BUS BODY	\$3,327.72	-	-
4500034899	10/19/2020	Thompson Building Materials		R230-RAIL/LRV MECHANICAL	\$3,229.17	-	-
4500034900	10/19/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,899.62	-	-
4500034901	10/19/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,075.56	-	-
4500034902	10/19/2020	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	\$92.99	-	-
4500034903	10/20/2020	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$21,725.64	-	-
4500034904	10/20/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$1,454.51	-	-
4500034905	10/20/2020	W.W. Grainger Inc		C130-CONSTRUCTION SVCS	\$175.20	-	-
4500034906	10/20/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$512.36	-	-
4500034907	10/20/2020	Intellisite LLC		I110-INFORMATION TECH	\$64,603.17	-	-
4500034908	10/20/2020	Transit Products and Services		B250-BUS REPAIR PARTS	\$2,370.50	-	-
4500034909	10/20/2020	E W Truck & Equipment Co Inc		B120-BUS MECHANICAL PARTS	\$615.26	-	-
4500034910	10/20/2020	Transit Holdings Inc		B130-BUS BODY	\$130.77	-	-
4500034911	10/20/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	\$31.52	-	-
4500034912	10/20/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$47.94	-	-
4500034913	10/20/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$81.57	-	-
4500034914	10/20/2020	Gillig LLC		B160-BUS ELECTRICAL	\$2,136.94	-	-
4500034915	10/20/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$270.00	-	-
4500034916	10/20/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$22.69	-	-
4500034917	10/20/2020	Gillig LLC		B250-BUS REPAIR PARTS	\$3,391.03	-	-
4500034918	10/20/2020	Kaman Industrial Technologies		B160-BUS ELECTRICAL	\$317.16	-	-
4500034919	10/20/2020	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$57.86	-	-
4500034920	10/20/2020	Transit Holdings Inc		INSURANCE-Insurance Stock	\$16,206.05	-	-
4500034921	10/20/2020	Battery Systems Inc		B160-BUS ELECTRICAL	\$2,274.75	-	-
4500034922	10/20/2020	Jeyco Products Inc		G130-SHOP TOOLS	\$15.69	-	-
4500034923	10/20/2020	Genuine Parts Co		A140-AUTO/TRUCK REPAIR	\$80.74	-	-
4500034924	10/20/2020	Gillig LLC		B160-BUS ELECTRICAL	\$1,476.73	-	-
4500034925	10/20/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,425.80	-	-
4500034926	10/20/2020	Nth Generation Computing Inc	Woman Owned Busine	I140-IT CAPITAL SOFTWARE	\$19,371.00	-	-
4500034927	10/20/2020	Kenneth Place		G130-SHOP TOOLS	\$2,607.86	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500034928	10/20/2020	Home Depot USA Inc		F180-BUILDING MATERIALS	\$346.90	-	-
4500034929	10/20/2020	HD Supply Facilities Maintenance		R160-RAIL/LRV ELECTRICAL	\$67.81	-	-
4500034930	10/20/2020	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$357.20	-	-
4500034931	10/20/2020	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	\$471.95	-	-
4500034932	10/20/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$667.47	-	-
4500034933	10/20/2020	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$851.70	-	-
4500034934	10/20/2020	Nth Generation Computing Inc	Woman Owned Busine	I110-INFORMATION TECH	\$1,934.06	-	-
4500034935	10/20/2020	Laird Plastics, Inc		G290-FARE REVENUE EQUIP	\$218.74	-	-
4500034936	10/20/2020	General Signals Inc		M130-CROSSING MECHANISM	\$2,844.60	-	-
4500034937	10/20/2020	Matthias Moos		M120-OVRHEAD CATENARY SYS	\$581.85	-	-
4500034938	10/20/2020	Communications Supply Corporation		M140-WAYSIDE SIGNALS	\$1,456.78	-	-
4500034939	10/20/2020	Grah Safe & Lock Inc	Small Business	G200-OFFICE SUPPLIES	\$16.17	-	-
4500034940	10/20/2020	Myers & Sons Hi-Way Safety Inc		M140-WAYSIDE SIGNALS	\$204.86	-	-
4500034941	10/20/2020	Qualitrol Company LLC		M110-SUB STATION	\$3,295.04	-	-
4500034942	10/20/2020	Home Depot USA Inc		G200-OFFICE SUPPLIES	\$48.46	-	-
4500034943	10/21/2020	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$1,082.89	-	-
4500034944	10/21/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$618.19	-	-
4500034945	10/21/2020	Team One Repair Inc		G140-SHOP SUPPLIES	\$3,661.76	-	-
4500034946	10/21/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$386.23	-	-
4500034947	10/21/2020	Trentman Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$213.24	-	-
4500034948	10/21/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$530.09	-	-
4500034949	10/21/2020	Culligan of San Diego		G140-SHOP SUPPLIES	\$2,040.00	-	-
4500034950	10/21/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,576.12	-	-
4500034951	10/21/2020	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$13.68	-	-
4500034952	10/21/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,338.84	-	-
4500034953	10/21/2020	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$2,846.61	-	-
4500034954	10/21/2020	AFL Telecommunications, Inc.		M120-OVRHEAD CATENARY SYS	\$3,041.79	-	-
4500034955	10/21/2020	Datel Systems Incorporated	Small Business	I110-INFORMATION TECH	\$25,994.96	-	-
4500034956	10/21/2020	Willy's Electronic Supply Co	Small Business	G290-FARE REVENUE EQUIP	\$58.16	-	-
4500034957	10/21/2020	Robcar Corporation	Woman Owned Busine	G190-SAFETY/MED SUPPLIES	\$226.28	-	-
4500034958	10/21/2020	R.B. Hornberger Co Inc		M150-PWR SWITCHES/LOCKS	\$686.91	-	-
4500034959	10/21/2020	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	\$25.39	-	-
4500034960	10/21/2020	NetXperts Inc.	Small Business	C120-SPECIALTY CONTRACTOR	\$20,375.54	-	-
4500034961	10/21/2020	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$137.92	-	-
4500034962	10/21/2020	Vern Rose Inc		G140-SHOP SUPPLIES	\$72.14	-	-
4500034963	10/21/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$255.09	-	-
4500034964	10/21/2020	Thycotic Software LLC		I110-INFORMATION TECH	\$3,899.70	-	-
4500034965	10/21/2020	Tribologik Corporation		G140-SHOP SUPPLIES	\$456.87	-	-
4500034966	10/21/2020	TK Services Inc		B110-BUS HVAC SYSTEMS	\$42.20	-	-
4500034967	10/21/2020	Gillig LLC		B250-BUS REPAIR PARTS	\$1,569.70	-	-
4500034968	10/21/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$503.74	-	-
4500034969	10/21/2020	W.W. Grainger Inc		B200-BUS PWR TRAIN EQUIP	\$576.58	-	-
4500034970	10/21/2020	Powell Electrical Systems Inc		M110-SUB STATION	\$532.63	-	-
4500034971	10/21/2020	Fastenal Company		G140-SHOP SUPPLIES	\$139.22	-	-
4500034972	10/22/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$2,664.79	-	-
4500034973	10/22/2020	Pressnet Express Inc		G230-PRINTED MATERIALS	\$3,221.73	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500034974	10/22/2020	US Mobile Wireless		G120-SECURITY	\$256.25	-	-
4500034976	10/22/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$5,995.28	-	-
4500034978	10/22/2020	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$57.11	-	-
4500034979	10/22/2020	Transit Holdings Inc		B130-BUS BODY	\$1,234.92	-	-
4500034980	10/22/2020	Transit Holdings Inc		B190-BUS FARE EQUIP	\$1,280.26	-	-
4500034981	10/22/2020	Cummins Pacific LLC		G140-SHOP SUPPLIES	\$2,880.00	-	-
4500034982	10/22/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$270.00	-	-
4500034983	10/22/2020	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$992.00	-	-
4500034984	10/22/2020	Gillig LLC		B250-BUS REPAIR PARTS	\$1,251.24	-	-
4500034985	10/22/2020	Wayne Harmeier Inc		B120-BUS MECHANICAL PARTS	\$673.44	-	-
4500034986	10/22/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$270.00	-	-
4500034987	10/22/2020	Home Depot USA Inc		G130-SHOP TOOLS	\$1,810.18	-	-
4500034988	10/22/2020	Robcar Corporation	Woman Owned Busine	G140-SHOP SUPPLIES	\$484.88	-	-
4500034989	10/22/2020	American Battery Corporation	Small Business	G290-FARE REVENUE EQUIP	\$268.35	-	-
4500034990	10/22/2020	Superior Ready Mix Concrete LP		T160-TRACK, AGGREGATES	\$12,404.40	-	-
4500034991	10/22/2020	Pacific Rigging Loft Inc		G130-SHOP TOOLS	\$385.61	-	-
4500034992	10/22/2020	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	\$302.04	-	-
4500034993	10/22/2020	Dion International Trucks LLC		P210-NON-REV VEH REPAIRS	\$391.75	-	-
4500034994	10/22/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,200.91	-	-
4500034995	10/22/2020	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$671.43	-	-
4500034996	10/22/2020	Muncie Transit Supply		B130-BUS BODY	\$67.11	-	-
4500034997	10/22/2020	Freeby Signs		B130-BUS BODY	\$55.76	-	-
4500034998	10/22/2020	Kurt Morgan		G200-OFFICE SUPPLIES	\$285.53	-	-
4500034999	10/22/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$72.12	-	-
4500035000	10/22/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$39.67	-	-
4500035001	10/22/2020	Tribologik Corporation		G140-SHOP SUPPLIES	\$3,265.36	-	-
4500035002	10/22/2020	Jeyco Products Inc		G130-SHOP TOOLS	\$67.39	-	-
4500035003	10/22/2020	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$52.69	-	-
4500035004	10/22/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$29.29	-	-
4500035005	10/22/2020	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$944.67	-	-
4500035006	10/22/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,828.04	-	-
4500035007	10/22/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$19.70	-	-
4500035008	10/22/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$112.00	-	-
4500035009	10/22/2020	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	\$310.82	-	-
4500035010	10/22/2020	Battery Systems Inc		B160-BUS ELECTRICAL	\$947.82	-	-
4500035011	10/22/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$128.38	-	-
4500035012	10/22/2020	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$34.84	-	-
4500035013	10/22/2020	Trentman Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$839.50	-	-
4500035014	10/23/2020	Home Depot USA Inc		G130-SHOP TOOLS	\$223.03	-	-
4500035015	10/23/2020	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$2,456.70	-	-
4500035016	10/23/2020	Qualitrol Company LLC		M110-SUB STATION	\$2,265.59	-	-
4500035017	10/23/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	\$2,188.99	-	-
4500035018	10/23/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$270.00	-	-
4500035019	10/23/2020	Transit Products and Services		B250-BUS REPAIR PARTS	\$2,370.50	-	-
4500035020	10/23/2020	Charter Industrial Supply Inc	Small Business	G150-FASTENERS	\$53.88	-	-
4500035021	10/23/2020	Tribologik Corporation		G140-SHOP SUPPLIES	\$3,384.43	-	-

Purchase Orders							
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4500035022	10/23/2020	Jeyco Products Inc		G130-SHOP TOOLS	\$45.28	-	-
4500035023	10/23/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$64.02	-	-
4500035024	10/23/2020	SC Commercial, LLC		B180-BUS DIESEL	\$5,834.87	-	-
4500035025	10/23/2020	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	\$18,373.09	-	-
4500035026	10/23/2020	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$631.81	-	-
4500035027	10/23/2020	Airgas Inc		G140-SHOP SUPPLIES	\$38.88	-	-
4500035028	10/23/2020	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	\$404.82	-	-
4500035029	10/25/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$38.71	-	-
4500035030	10/25/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$103.05	-	-
4500035031	10/25/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$381.05	-	-
4500035032	10/25/2020	Kurt Morgan		G200-OFFICE SUPPLIES	\$253.80	-	-
4500035033	10/25/2020	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$52.69	-	-
4500035034	10/25/2020	W.W. Grainger Inc		G130-SHOP TOOLS	\$106.68	-	-
4500035035	10/26/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$1,343.97	-	-
4500035036	10/26/2020	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$49.89	-	-
4500035037	10/26/2020	Grah Safe & Lock Inc	Small Business	G200-OFFICE SUPPLIES	\$6.73	-	-
4500035038	10/26/2020	Kenneth Place		P130-EQUIP MAINT REPR SVC	\$1,871.97	-	-
4500035039	10/26/2020	Office Depot		G140-SHOP SUPPLIES	\$7,680.42	-	-
4500035040	10/26/2020	Robcar Corporation	Woman Owned Busine	G190-SAFETY/MED SUPPLIES	\$678.83	-	-
4500035041	10/26/2020	Chromate Industrial Corporation		R220-RAIL/LRV TRUCKS	\$621.60	-	-
4500035042	10/26/2020	M Power Truck & Diesel Repair		P130-EQUIP MAINT REPR SVC	\$1,843.10	-	-
4500035043	10/26/2020	Professional Contractors Supplies		G190-SAFETY/MED SUPPLIES	\$263.84	-	-
4500035044	10/26/2020	Fastenal Company		G160-PAINTS & CHEMICALS	\$579.33	-	-
4500035045	10/26/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$942.70	-	-
4500035046	10/26/2020	OneSource Distributors, LLC		R120-RAIL/LRV CAR BODY	\$206.54	-	-
4500035047	10/26/2020	National Electrical Testing		M110-SUB STATION	\$1,600.00	-	-
4500035048	10/26/2020	Cummins Pacific LLC		B160-BUS ELECTRICAL	\$19,126.11	-	-
4500035049	10/26/2020	Valvoline Inc.		B120-BUS MECHANICAL PARTS	\$8,555.36	-	-
4500035050	10/26/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$100.44	-	-
4500035051	10/26/2020	Downstream Services, Inc.	Small Business	P280-GENERAL SVC AGRMNTS	\$2,964.00	-	-
4500035052	10/26/2020	Gillig LLC		B160-BUS ELECTRICAL	\$1,029.04	-	-
4500035053	10/26/2020	Muncie Transit Supply		B130-BUS BODY	\$151.97	-	-
4500035054	10/26/2020	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	\$150.74	-	-
4500035055	10/26/2020	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$2,717.67	-	-
4500035056	10/26/2020	Kaman Industrial Technologies		B200-BUS PWR TRAIN EQUIP	\$131.42	-	-
4500035057	10/26/2020	R.S. Hughes Co Inc		B130-BUS BODY	\$100.88	-	-
4500035058	10/26/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$315.38	-	-
4500035059	10/26/2020	Wesco Distribution Inc		G270-ELECTRICAL/LIGHTING	\$417.84	-	-
4500035060	10/26/2020	Jeyco Products Inc		G200-OFFICE SUPPLIES	\$14.82	-	-
4500035061	10/26/2020	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	\$533.19	-	-
4500035062	10/26/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$3,865.32	-	-
4500035063	10/26/2020	Kurt Morgan		G200-OFFICE SUPPLIES	\$426.18	-	-
4500035064	10/26/2020	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$24.82	-	-
4500035065	10/26/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$92.84	-	-
4500035066	10/26/2020	Genuine Parts Co		B250-BUS REPAIR PARTS	\$27.99	-	-
4500035067	10/26/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$491.51	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500035068	10/26/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$31.60	-	-
4500035069	10/26/2020	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	\$404.82	-	-
4500035070	10/26/2020	Cummins Pacific LLC		B130-BUS BODY	\$2,745.97	-	-
4500035071	10/26/2020	Mcmaster-Carr Supply Co		M200-YARD FACILITIES	\$367.46	-	-
4500035072	10/26/2020	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$358.00	-	-
4500035073	10/26/2020	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$357.19	-	-
4500035074	10/26/2020	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$118.95	-	-
4500035075	10/26/2020	West-Lite Supply Co Inc	Small Business	R160-RAIL/LRV ELECTRICAL	\$71.89	-	-
4500035076	10/26/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$304.04	-	-
4500035077	10/26/2020	MS Electrical Distribution Inc		M180-STATION ELECTRICAL	\$1,162.63	-	-
4500035078	10/26/2020	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$223.36	-	-
4500035079	10/26/2020	Home Depot USA Inc		G140-SHOP SUPPLIES	\$691.36	-	-
4500035080	10/26/2020	Virginia Electronic & Lighting LLC		M140-WAYSIDE SIGNALS	\$716.83	-	-
4500035081	10/26/2020	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$956.23	-	-
4500035082	10/26/2020	General Signals Inc		M130-CROSSING MECHANISM	\$7,171.84	-	-
4500035083	10/26/2020	California Sheet Metal Works	Small Business	R160-RAIL/LRV ELECTRICAL	\$1,977.22	-	-
4500035084	10/26/2020	AFL Telecommunications, Inc.		M120-OVRHEAD CATENARY SYS	\$3,959.82	-	-
4500035086	10/27/2020	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$8,291.95	-	-
4500035087	10/27/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,163.92	-	-
4500035088	10/27/2020	HD Supply Construction Supply, LTD.		M180-STATION ELECTRICAL	\$2,777.37	-	-
4500035089	10/27/2020	JKL Cleaning Systems		P130-EQUIP MAINT REPR SVC	\$1,142.16	-	-
4500035090	10/27/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	\$2,776.20	-	-
4500035091	10/27/2020	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$141.50	-	-
4500035092	10/27/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	\$175.03	-	-
4500035093	10/27/2020	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$416.34	-	-
4500035094	10/27/2020	P & R Paper Supply Company Inc		G180-JANITORIAL SUPPLIES	\$616.05	-	-
4500035095	10/27/2020	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	\$624.30	-	-
4500035096	10/27/2020	Knorr Brake Holding Corporation		R160-RAIL/LRV ELECTRICAL	\$10,505.63	-	-
4500035097	10/27/2020	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$1,358.84	-	-
4500035098	10/27/2020	Industrial Maintenance Supply LLC	DBE	G130-SHOP TOOLS	\$35.84	-	-
4500035099	10/27/2020	Drain Medic Inc	Small Business	P280-GENERAL SVC AGRMNTS	\$855.00	-	-
4500035100	10/27/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$138.98	-	-
4500035101	10/27/2020	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$574.96	-	-
4500035102	10/27/2020	Drain Medic Inc	Small Business	P280-GENERAL SVC AGRMNTS	\$633.79	-	-
4500035103	10/27/2020	American Battery Corporation	Small Business	M190-SDSU ELECTRICAL	\$55.15	-	-
4500035104	10/27/2020	Cummins Pacific LLC		B160-BUS ELECTRICAL	\$7,746.77	-	-
4500035105	10/27/2020	Muncie Transit Supply		B140-BUS CHASSIS	\$424.93	-	-
4500035106	10/27/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,028.06	-	-
4500035107	10/27/2020	Neopart Transit LLC		B200-BUS PWR TRAIN EQUIP	\$3,185.63	-	-
4500035108	10/27/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,570.95	-	-
4500035110	10/27/2020	711 Print Enterprises Inc		G120-SECURITY	\$1,010.70	-	-
4500035111	10/27/2020	Intelligence Press, Inc.		P280-GENERAL SVC AGRMNTS	\$2,704.00	-	-
4500035112	10/28/2020	Synco Chemical Corporation		G170-LUBRICANTS	\$18,567.48	-	-
4500035113	10/28/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$7.02	-	-
4500035114	10/28/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$3,273.10	-	-
4500035115	10/28/2020	Transit Holdings Inc		B130-BUS BODY	\$1,381.40	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500035116	10/28/2020	Siemens Mobility, Inc.		R240-RAIL/LRV REPR PARTS	\$4,013.71	-	-
4500035117	10/28/2020	Nora Systems, Inc.		R240-RAIL/LRV REPR PARTS	\$2,871.93	-	-
4500035118	10/28/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$266.33	-	-
4500035119	10/28/2020	Asbury Environmental Services		B200-BUS PWR TRAIN EQUIP	\$2,948.04	-	-
4500035120	10/28/2020	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$452.75	-	-
4500035121	10/28/2020	Mcmaster-Carr Supply Co		B190-BUS FARE EQUIP	\$69.27	-	-
4500035122	10/28/2020	Jeyco Products Inc		G200-OFFICE SUPPLIES	\$147.91	-	-
4500035123	10/28/2020	El Dorado Coatings Inc	Small Business	R140-RAIL/LRV DOORS/RAMP	\$271.53	-	-
4500035124	10/28/2020	Fastenal Company		G130-SHOP TOOLS	\$780.33	-	-
4500035125	10/28/2020	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	\$124.76	-	-
4500035126	10/28/2020	Sportworks Northwest Inc		B130-BUS BODY	\$77.58	-	-
4500035127	10/28/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,510.56	-	-
4500035128	10/28/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$16,716.91	-	-
4500035129	10/28/2020	HD Supply Construction Supply, LTD.		G140-SHOP SUPPLIES	\$272.57	-	-
4500035130	10/28/2020	Brand Makers LLC	Small Business	G230-PRINTED MATERIALS	\$592.63	-	-
4500035131	10/28/2020	Wesco Distribution Inc		G270-ELECTRICAL/LIGHTING	\$129.30	-	-
4500035132	10/28/2020	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	\$15.16	-	-
4500035133	10/28/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$1,271.66	-	-
4500035134	10/28/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$223.37	-	-
4500035135	10/28/2020	Charter Industrial Supply Inc	Small Business	B250-BUS REPAIR PARTS	\$184.34	-	-
4500035136	10/28/2020	Battery Power Inc.		B160-BUS ELECTRICAL	\$8,078.93	-	-
4500035137	10/28/2020	Harbor Diesel & Equipment		B120-BUS MECHANICAL PARTS	\$247.32	-	-
4500035138	10/28/2020	Vern Rose Inc		G140-SHOP SUPPLIES	\$217.87	-	-
4500035139	10/28/2020	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	\$28.68	-	-
4500035140	10/29/2020	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	\$393.93	-	-
4500035141	10/29/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$270.00	-	-
4500035142	10/29/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$4,756.31	-	-
4500035143	10/29/2020	Home Depot USA Inc		G130-SHOP TOOLS	\$273.70	-	-
4500035144	10/29/2020	JKL Cleaning Systems		P130-EQUIP MAINT REPR SVC	\$774.61	-	-
4500035145	10/29/2020	Konecranes Inc		P130-EQUIP MAINT REPR SVC	\$1,277.00	-	-
4500035146	10/29/2020	Airgas Inc		G140-SHOP SUPPLIES	\$172.55	-	-
4500035147	10/29/2020	Fastenal Company		R160-RAIL/LRV ELECTRICAL	\$295.55	-	-
4500035148	10/29/2020	Mouser Electronics Inc		M180-STATION ELECTRICAL	\$473.89	-	-
4500035149	10/29/2020	Alpine Fence Inc.		F190-LANDSCAPING MAT'LS	\$1,372.12	-	-
4500035150	10/29/2020	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$1,129.44	-	-
4500035151	10/29/2020	Transit Holdings Inc		B140-BUS CHASSIS	\$632.11	-	-
4500035152	10/29/2020	Gillig LLC		B130-BUS BODY	\$51.71	-	-
4500035153	10/29/2020	W.W. Grainger Inc		B110-BUS HVAC SYSTEMS	\$137.15	-	-
4500035154	10/29/2020	Allied Electronics Inc		G170-LUBRICANTS	\$673.87	-	-
4500035155	10/29/2020	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$40.69	-	-
4500035156	10/29/2020	ERICO International Corporation		M140-WAYSIDE SIGNALS	\$705.77	-	-
4500035157	10/29/2020	Transit Holdings Inc		B130-BUS BODY	\$937.01	-	-
4500035158	10/29/2020	Muncie Transit Supply		B110-BUS HVAC SYSTEMS	\$221.31	-	-
4500035159	10/29/2020	Kurt Morgan		G200-OFFICE SUPPLIES	\$84.60	-	-
4500035160	10/29/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,056.14	-	-
4500035161	10/29/2020	R.S. Hughes Co Inc		B130-BUS BODY	\$54.99	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500035162	10/29/2020	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$695.74	-	-
4500035163	10/29/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$125.68	-	-
4500035164	10/29/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$1,789.09	-	-
4500035165	10/29/2020	Veritech, Inc.	Small Business	B250-BUS REPAIR PARTS	\$484.88	-	-
4500035166	10/29/2020	Southwest Lift & Equipment Inc.	Small Business	F110-SHOP/BLDG MACHINERY	\$1,203.44	-	-
4500035167	10/29/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$786.58	-	-
4500035169	10/30/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$3,817.32	-	-
4500035170	10/30/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$62.77	-	-
4500035171	10/30/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$11,785.01	-	-
4500035172	10/30/2020	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	\$206.02	-	-
4500035173	10/30/2020	CDW LLC		I110-INFORMATION TECH	\$1,381.08	-	-
4500035174	10/30/2020	B Hepworth & Company Limited		R160-RAIL/LRV ELECTRICAL	\$74.19	-	-
4500035175	10/30/2020	Penn Machine Company LLC		G170-LUBRICANTS	\$724.08	-	-
4500035176	10/30/2020	Home Depot USA Inc		G130-SHOP TOOLS	\$1,543.71	-	-
4500035177	10/30/2020	Fastenal Company		G140-SHOP SUPPLIES	\$2,242.45	-	-
4500035178	10/30/2020	Neopart Transit LLC		B200-BUS PWR TRAIN EQUIP	\$1,293.00	-	-
4500035179	10/30/2020	Buswest LLC		B110-BUS HVAC SYSTEMS	\$639.82	-	-
4500035180	10/30/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$107.09	-	-
4500035181	10/30/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$482.04	-	-
4500035182	10/30/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$703.28	-	-
4500035183	10/30/2020	Jeyco Products Inc		G150-FASTENERS	\$35.55	-	-
4500035184	10/30/2020	Vern Rose Inc		G140-SHOP SUPPLIES	\$58.12	-	-
4500035185	10/30/2020	Team One Repair Inc		G290-FARE REVENUE EQUIP	\$4,093.12	-	-
4500035186	10/30/2020	Total Filtration Services Inc		R230-RAIL/LRV MECHANICAL	\$1,167.33	-	-
4500035187	10/30/2020	Sportworks Northwest Inc		B130-BUS BODY	\$118.53	-	-
4500035188	10/30/2020	Kaman Industrial Technologies		G170-LUBRICANTS	\$514.05	-	-
4500035189	10/30/2020	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$959.75	-	-
4500035190	10/30/2020	Freeby Signs		B250-BUS REPAIR PARTS	\$274.46	-	-
4500035191	10/30/2020	Muncie Transit Supply		B160-BUS ELECTRICAL	\$42.67	-	-
4500035192	10/30/2020	Jeyco Products Inc		G140-SHOP SUPPLIES	\$17.84	-	-
4500035193	10/30/2020	Golden State Supply LLC		G140-SHOP SUPPLIES	\$32.26	-	-
4500035194	10/30/2020	Sherwin Williams Company		G160-PAINTS & CHEMICALS	\$116.98	-	-
4500035195	10/30/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,216.71	-	-
4500035196	10/30/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$13.15	-	-
4500035197	10/30/2020	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$1,996.90	-	-
4500035198	10/30/2020	Alpine Fence Inc.		F190-LANDSCAPING MAT'LS	\$2,626.09	-	-
4500035199	10/30/2020	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$1,716.22	-	-
4500035200	10/30/2020	CDW LLC		I110-INFORMATION TECH	\$804.00	-	-