



Public Security Committee Agenda

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Live Verbal Public Comments: Use the 'Raise Hand' icon every time you wish to make a public comment on an item. Raise your hand once the agenda item you wish to comment on has been called. In person public comments will be taken first, virtual attendees will be taken in the order in which they raise their hand. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting. Two-minutes of time is allotted per speaker, unless otherwise directed by the Chair.

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5. Dial *6 to unmute yourself



Written Public Comments (before the meeting): Written public comments will be recorded in the public record and will be provided to MTS Board Members in advance of the meeting. Comments must be emailed or mailed to the Clerk of the Committee* by 4:00pm the day prior to the meeting.



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In-Person Participation: In-person public comments will be heard first. Following in-person public comments, virtual attendees will be heard in the order in which they raise their hand via the Zoom platform. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

Instructions for providing in-person public comments:

1. Fill out a speaker slip located at the entrance of the Board Room;
2. Submit speaker slip to MTS staff seated at the entrance of the Board Room;
3. When your name is announced, please approach the podium located on the right side of the dais to make your public comments.

Members of the public are permitted to make general public comment at the beginning of the agenda or specific comments referencing items on the agenda during the public comment period. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting.



Assistive Listening Devices (ALDs): ALDs are available from the Clerk of the Committee* prior to the meeting and are to be returned at the end of the meeting.



Reasonable Accommodations: As required by the Americans with Disabilities Act (ADA), requests for agenda information in an alternative format or to request reasonable accommodations to facilitate meeting participation, please contact the Clerk of the Committee* at least two working days prior to the meeting.



***Contact Information:** Contact the Clerk of the Committee via email at Jasiel.Estolano@sdmts.com, phone at (619) 595-4966 or by mail at 1255 Imperial Ave. Suite 1000, San Diego CA 92101.



Agenda del Comité de Seguridad Pública

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ID de la reunión
en Zoom

Funciones del Seminario En Línea:

 Levantar la mano	►	Use la herramienta de levantar la mano cada vez que desee hacer un comentario público.
	►	Los participantes pueden habilitar el subtitulado haciendo clic en el ícono CC. También puede ver la transcripción completa y cambiar el tamaño de letra haciendo clic en “configuración de subtítulos”. Estas herramientas no están disponibles por teléfono.
	►	Este símbolo indica que usted se encuentra en silencio , haga clic en este ícono para quitar el silenciador de su micrófono.
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	►	La herramienta de chat deben usarla los panelistas y asistentes únicamente para asuntos “pertinentes a la reunión”, ya que comentarios realizados a través de esta herramienta no se conservarán como parte del registro de la reunión. Consulte el Comentario público verbal en vivo para obtener instrucciones sobre cómo hacer un comentario público.



Teléfono Inteligente o Tableta: Descargue la aplicación de Zoom y participe en la reunión haciendo clic en el enlace o usando el ID del seminario web (que se encuentra en el enlace).



Teléfono:

1. Si está participando en la reunión mediante audio de su teléfono y viendo la reunión en un dispositivo, marque el número indicado en la pestaña de llamada telefónica “unirse por audio” en la ventana emergente inicial e ingrese el ID de la reunión (que se encuentra en el enlace).
2. Si está participando solo por teléfono, marque: **+1-669-900-9128** o **+1-253-215-8782** e ingrese el ID de la reunión que se encuentra en el enlace, pulse #. Tendrá acceso al audio de la reunión, **pero NO podrá ver las presentaciones en PowerPoint.**



Comentarios Públicos Verbales en Vivo: Use la herramienta “levantar la mano” cada vez que desee hacer un comentario público sobre alguno de los artículos. Levante la mano una vez que el artículo de la agenda sobre el que desea comentar haya sido convocado. Los comentarios públicos en persona se escucharán primero, se escuchará a los asistentes virtuales en el orden en el que levanten la mano. No se aceptarán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción. Comentarios públicos generales, únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión. Se otorga dos minutos de tiempo por persona que desee hablar, a menos de que el presidente instruya de otra forma. *(Consulte la página 2 para obtener instrucciones sobre cómo hacer un comentario público.)*

Comentarios Públicos a Través de Zoom

1. Haga clic en el enlace que se encuentra en la parte superior de esta página de instrucciones
2. Haga clic en el ícono de levantar la mano en el centro inferior de la plataforma
3. El secretario anunciará su nombre cuando sea su turno de hablar
4. Desactive el silenciador para que pueda hablar

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2. Ingrese el ID de la reunión en Zoom que se encuentra en el enlace y pulse #
3. Marque *9 para levantar la mano por teléfono
4. El secretario indicará los últimos 4 dígitos de su número de teléfono para anunciar que usted será el siguiente en hablar
5. Marque *6 para desactivar el silenciador



Comentarios Públicos por Escrito (Antes de la Reunión): Los comentarios públicos por escrito se registrarán en el registro público y se entregarán a los miembros de la Junta de MTS antes de la reunión. Los comentarios deben enviarse por correo electrónico o postal al secretario del Comité* antes de las 4:00 p.m. el día anterior a la reunión.



Servicios de Traducción: Pueden solicitarse servicios de traducción comunicándose con el secretario del Comité* por lo menos cuatro días hábiles antes de la reunión.



Participación en Persona: Los comentarios públicos en persona se escucharán primero. Después de los comentarios públicos en persona, se escuchará a los asistentes virtuales en el orden en el que levanten la mano a través de la plataforma de Zoom. El tiempo para hablar se limitará a dos minutos por persona, a menos de que el presidente especifique de otra forma. No se recibirán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción.

Instrucciones para brindar comentarios públicos en persona:

1. Llene la boleta para personas que desean hablar que se encuentran en la entrada de la Sala de la Junta.
2. Entregue la boleta para personas que desean hablar al personal de MTS que se encuentra sentado en la entrada de la Sala de la Junta.
3. Cuando anuncien su nombre, por favor, acérquese al podio ubicado en el lado derecho de la tarima para hacer sus comentarios públicos.

Los miembros del público pueden hacer comentarios públicos generales al inicio de la agenda o comentarios específicos que hagan referencia a los puntos de la agenda durante el periodo de comentarios públicos. Los comentarios públicos generales únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión.



Dispositivos de Asistencia Auditiva (ALD, por sus siglas en inglés): Los ALD están disponibles con el secretario del Comité* antes de la reunión y estos deberán ser devueltos al final de la reunión.



Facilidades Razonables: Según lo requerido por la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), para presentar solicitudes de información de la agenda en un formato alternativo o solicitar facilidades razonables para facilitar su participación en la reunión, por favor, comuníquese con el secretario del Comité* por lo menos dos días hábiles antes de la reunión.



***Información de Contacto:** Comuníquese con el secretario del Comité por correo electrónico en Jasiel.Estolano@sdmts.com, por teléfono al **(619) 595-4966** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**



Public Security Committee Agenda

October 9, 2025 at 9:00 am

In-Person Participation: James R. Mills Building, 1255 Imperial Avenue, 10th Floor Board Room, San Diego CA 92101

Teleconference Participation: (669) 254-5252; Webinar ID: 161 282 7529, <https://www.zoomgov.com/j/1612827529>

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	Roll Call	
2.	Public Comments	
3.	Approval of Minutes Action would approve the May 30, 2025 Public Security Committee Meeting Minutes.	Approve
DISCUSSION ITEMS		
4.	Administrative Penalty Program Under Public Utilities Code Section 99580 (Section 99580) (Karen Landers) Action would provide direction to staff on proposed scope of a potential Section 99580 Administrative Penalty Program.	Possible Action
5.	Transit Security and Passenger Safety Department Report Fiscal Year (FY) 24-25 (Dan Brislin)	Informational
OTHER ITEMS		
6.	Committee Member Communications and Other Business	
7.	Next Meeting Date: December 5, 2025 at 10:00 am	
8.	Adjournment	

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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 multiple cities in San Diego County.



MINUTES
MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PUBLIC SECURITY COMMITTEE (PSC)

May 30, 2025

[Clerk's note: Except where noted, public, staff and Committee member comments are paraphrased. The full comment can be heard by reviewing the recording at the [MTS website](#).]

1. Roll Call

Chair Montgomery Steppe called the Public Security Committee meeting to order at 10:33 a.m. A roll call sheet listing Public Security Committee member attendance is attached as Attachment A.

2. Public Comments

There were no Public Comments.

3. Approval of Minutes

Committee Member Dillard moved to approve the minutes of the March 7, 2025, MTS Public Security Committee meeting. Committee Member Fernandez seconded the motion, and the vote was 5 to 0 in favor with Committee Member Rodriguez and Committee Member Hall absent.

DISCUSSION ITEMS

4. Fare Enforcement Diversion Program Update (Samantha Leslie)

Samantha Leslie, MTS Deputy General Counsel, presented on the Fare Enforcement Diversion Program Update. She provided details on: the current Fare Enforcement Diversion Program, the new revisions made to the Diversion Program, MTS Policy goals, MTS civil justice goals, roll-out of the new Diversion Program updates, education and outreach efforts, implementation, online and pay by phone options, update on the first three months of the new Diversion Program, Diversion Program participation, correspondence received from the public, and next steps.

Public Comment

Parke Troutman – Representing Mid-City CAN provided a verbal statement to the Committee during the meeting. Parke expressed concerns about the Youth Opportunity Pass in relation to fare enforcement and fare evasion policies and mentioned some comments received from youth following the March 31 verification requirement and mentioned some were denied rides or required to pay despite the one month grace period. Parke highlighted there was confusion among youth regarding inconsistent enforcement and stated that the fare ordinance allowed youth to be asked for a school, government, or college ID when boarding and requested clarification on the effect these policies may have on program users.

Committee Comment

Committee Member Goble asked how staff verified if a patron already used the one-time waiver noting that Code Compliance Inspectors (CCI) would not have this information available at the time of issuance and wondered if there was MTS staff or a tracking

system reviewing the incoming requests. Ms. Leslie clarified that patrons issued a citation may request a one-time waiver, and afterwards, MTS staff will review their citation history and verify if it is the patron's first fare evasion citation since February 1, 2025. If found eligible, the waiver would be granted, and the patron would receive confirmation by letter or email that the citation was voided and would not go to court. Committee Member Goble thanked staff for the clarification.

Chair Montgomery Steppe asked if MTS was already engaging with the Neil Good Day Center or seeking direction with other agencies. Ms. Leslie emphasized that MTS staff are open to connecting with additional agencies and shared that they are currently waiting for a meeting date with the Neil Good Day Center.

Chair Montgomery Steppe supported collaboration efforts and suggested contacting the County's Mobile Unit, which provides resources and services that could support the Diversion Program. She noted the Mobile Unit has previously been used for outreach events with MTS and would be a valuable resource. Chair Montgomery Steppe asked about the Youth Opportunity Pass in relation to the fare evasion rates and the definition of "Stored Value" in the new data. Karen Landers, MTS General Counsel, clarified that past statistics grouped all stored value data together and on the back end, MTS has refined the data to distinguish between true stored value, one-way passes, and other categories including Youth Fare or Youth Free passes.

Ms. Landers reported that after re-running past data, about 7% of fares previously counted as "stored value" were Youth Free Passes and with this adjustment, the fare evasion rate decreased from 33% to 26%. She noted this change only affects data reporting, not field operations. Ms. Landers stated that CCIs could verify Youth Free Passes, and citations are not issued if the pass is valid and emphasized that youth must still have a valid pass to ride. Sharon Cooney, MTS Chief Executive Officer (CEO), clarified that citations are not being issued to youth riders, as the Diversion Program does not apply to them. Instead, MTS focuses on educating youth riders about the transit system and promoting the Youth Opportunity Pass, with participation increasing to about 89% in the past two months. Ms. Cooney stated the Committee that no youth riders would be left stranded at the transit stations. Chair Montgomery Steppe asked Tim Curran, MTS Director of Transit Security & Passenger Safety, if he had any additional comments. Mr. Curran agreed with Ms. Cooney and confirmed that inspectors are not citing youth riders without passes or removing them from transit vehicles. He stated the main focus was ensuring youth riders reach their destinations safely. Chair Montgomery Steppe thanked staff for their responses and requested contact with Mid-City CAN for clarity on how these issues are being addressed. She noted she would return to the topic later for other members' input.

Chair Montgomery Steppe also raised concerns about how stored value is used as a data point in calculating fare evasion rates and expressed that while she appreciated the refinements, she still felt the numbers seemed somewhat inflated. Ms. Cooney said that all complaints received are investigated thoroughly to ensure consistency in processes.

Committee Member Dillard asked how inspectors or drivers verify youth eligibility whether by ID or appearance. Ms. Cooney explained that youth riders must obtain a PRONTO Youth card by providing photo ID and a current picture uploaded at the time of the online request or at the Transit Store. Once processed, the card or app displays as a

Youth pass and the drivers and tap readers accept it without further questions, as the photo verifies ownership. Committee Member Dillard asked how drivers identify youth riders before they showed a pass, and whether drivers allow them to board without proof of eligibility or if there was a filter system to verify students that claimed youth status. Ms. Cooney said drivers would ask for adult fare; if refused, they would not enforce but instead radio dispatch if the rider did not comply. Ms. Landers explained the differences by transit vehicles and provided each's fare evasion rates: 3% on buses and 26% on Trolleys. She provided context stating that if a rider without a PRONTO pass appeared to be youth, inspectors only issued a warning and if the rider was not youth or did not show valid ID, a citation may be issued but could be appealed after. Ms. Landers stated youth citations may be voided through the Diversion Program.

Committee Member Goble mentioned the difference between patrons that ride to travel to work and those riding for other purposes. He suggested that if workers in uniform are cited, MTS could reach out to their employers to encourage purchasing monthly passes for them as it benefits both employees and employers. Committee Member Goble recommended exploring ways to identify work-related riders and provide them with informational pamphlets and promote employer support for frequent riders.

Chair Montgomery Steppe thanked MTS staff for including the rider's quote response to the approval of his one-time waiver that highlighted the program's purpose. She provided historical context on the origin of the Diversion Program and explained it was initially created to address high citation numbers while balancing enforcement with compassion. Chair Montgomery Steppe appreciated the data provided and noted it showed the program's growth while acknowledging some past factors that could have contributed to affecting rates and emphasized that making the program permanent had a positive outcome.

Action Taken

Informational item only. No action taken.

5. Administrative Fare Enforcement Model (Karen Landers)

Karen Landers, MTS General Counsel, presented on the Administrative Fare Enforcement Model. She presented on: Fare Enforcement Models, MTS's Fare Enforcement Model: Hybrid Fare Enforcement Model, Administrative Fare Enforcement Model, MTS's Hybrid Comparison to Administrative Fare Enforcement Model, estimated costs to change to an Administrative Model and the possible action.

Public Comment

There were no Public Comments.

Committee Comment

Committee Member Dillard expressed concern about investing further in the Diversion Program since it is still new. She shared that excessive fines could create a spiral effect by impacting a patron's credit and leading to long term difficulties with the courts. Committee Member Dillard cautioned that moving too far toward the administrative model could worsen these repercussions and asked if other transit agencies use this model and whether comparisons had been made on successes or challenges. Ms.

Landers said Los Angeles County Metropolitan Transportation Authority (LA Metro) and San Francisco Municipal Railway (Muni) used the administrative model, but outcomes vary depending on who is consulted for this information. She noted fare evasion rates at those agencies have not changed significantly, and comparisons are difficult due to different calculation methods. Ms. Landers mentioned that Samantha Leslie, Deputy General Counsel, has been in contact with these agencies and could arrange site visits to gather more detailed information on operations, hearings, revenue, and collections. Ms. Landers provided details on how LA Metro and Bay Area Rapid Transit (BART) manage their administrative processes and noted BART used a hybrid system with courts and virtual hearing officers, highlighting differences such as requiring fines to be paid before hearings and uncertainty about what is argued during hearings. Ms. Landers suggested MTS staff be present at one of the hearings to observe and make note of the discussions and provided MTS's current Diversion Program timeframe deadlines to resolve the citations: 120 days to pay the citation and 15 days to appeal although deadlines were flexible and clarified the 15 day window was tied to MTS's camera memory, which stored only about 14 days.

Committee Member Dillard raised concerns about court costs and questioned the benefits of moving to an administrative model. She suggested waiting for more data before making changes and recommended extending the appeal period from 15 to 21 days. Ms. Landers provided information on the appeal process saying that once an appeal request is received, MTS staff will review footage with the information submitted including checking ticket machine use on the reported date. Ms. Landers explained that submitting appeals quickly allows for thorough investigation and helps determine a decision and that is why the Diversion Program appeal period deadline is 15 days. She clarified that during the initial 120-day window, citations stay internally at the MTS Records office and are not sent to court until the 120 days pass, the citation then gets sent to court. If left unresolved, then the fine may eventually get sent to collections, which could affect the rider's credit.

Committee Member Dillard agreed that addressing citations sooner was more convenient and asked when a patron's credit would be affected. Ms. Landers noted that other agencies using the administrative model typically send unpaid fines to collections after 21 days. Patrons usually have 21 days to request an initial review, and if undisputed, an administrative hearing follows. Afterwards, unpaid fines go to collections and may eventually be reported to credit agencies. She added that more research is necessary to fully understand this process.

Committee Member Dillard expressed concern and stated that involving a third-party vendor could incur additional costs and that it appeared it could take about six months before unpaid fines negatively impact patron's credit. She expressed support for the current MTS program and suggested waiting at least a year to gather more data before considering major changes.

Chair Montgomery Steppe asked if the program began as a pilot in 2020 and then later became permanent. Ms. Landers confirmed. She explained that the on-the-spot fare option was added by the Board when the program was initially approved and mentioned that patrons preferred paying the fare immediately after getting caught by CCIs rather than participating in the Diversion Program. Chair Montgomery Steppe noted that MTS had a program in place prior to the Board's later decision to broaden it and made

mention that she knew staff who had gone through the previous program before additional components were added. Chair Montgomery Steppe emphasized that the program had existed at MTS in some form for a long time.

Committee Member Dillard expressed concern about moving to an administrative model and recommended continuing with the current program, gathering more data, and monitoring its progress, especially given the upcoming financial challenges. Committee Member Dillard added that as fare compliance improves and the program gains traction, the Committee could revisit potential changes in the future.

Committee Member Goble asked about the accessibility of community service participation. Ms. Landers responded that the process was flexible, with MTS providing suggestions and reviewing patron requests for approval, ensuring they prefer participation with nonprofits rather than personal businesses or jobs. She noted most participants have not chosen community service compared to paying the fine and that MTS would support those who request it by providing options. Committee Member Goble asked if patrons could serve at a local youth center for a few hours and be eligible. Ms. Landers confirmed.

Chair Montgomery Steppe shared historical context on the creation of the Diversion Program, and she explained that in 2019, citations carried ballooned fines ranging from \$190 to over \$500, based on external factors. She clarified that at the time, MTS worked with PATH and SDSU, whose studies showed that unsheltered individuals seeking housing or employment continued to face barriers due to trolley citations. Chair Montgomery Steppe mentioned that the public defender's office also confirmed these challenges and noted that these issues led to the start of the Diversion Program. There was initial resistance to creating and expanding it. Chair Montgomery Steppe stated that since the removal of the on-the-spot payment option on February 1, participation in the Diversion Program has increased. She clarified that the Committee's goal is to decriminalize fare evasion, emphasizing that it is not a violent crime and should be addressed differently than violent offenses on public transit. Chair Montgomery Steppe explained that during legal analysis of the administrative model, the San Diego Police Department (SDPD) initially indicated that CCIs would not be able to detain individuals but later clarified they could if there was probable cause of a crime. Chair Montgomery Steppe highlighted that the broader issue was determining whether fare evasion should carry high fines and long-term consequences, such as impacting housing opportunities, and concluded that the Diversion Program is a strong alternative. Chair Montgomery Steppe clarified that the discussion was about decriminalizing fare evasion and whether it should result in fees exceeding \$500 and potential barriers like being unable to secure housing, emphasizing the importance of the Committee making its decisions based on all available data and acknowledged the Diversion Program as a strong alternative.

Ms. Landers added that the administrative program statute did not include a Diversion Program, and no agencies with administrative models currently use one. She said it was unclear whether MTS would be legally barred from also including the Diversion Program, but it would likely add another step to the implementation process. She said that other agencies using the administrative process started fines at \$75 and increased up to \$125. Chair Montgomery Steppe observed that parts of the Diversion Program resemble administrative enforcement. Ms. Landers agreed, confirming that MTS's current model was a hybrid model. Chair Montgomery Steppe asked how penalties were processed

under the court system compared to the administrative model. Ms. Landers explained that some agencies using administrative processes work with third party collection vendors and the California Franchise Tax Board, but more research would be needed. Ms. Cooney also noted that further research would be required to develop an implementation plan. Chair Montgomery Steppe asked if the appeal process had always been 15 days. Ms. Landers confirmed and clarified that MTS was flexible and often accepts appeals up to 21 days to preserve evidence and encourage a timely resolution. Chair Montgomery Steppe recalled seeing data showing that by the 14-day mark, few people were engaging. Ms. Cooney added that about two years ago, potential changes were presented, but the only update made was reducing the penalty fee to \$25. Ms. Landers clarified that while other proposals were discussed, no changes were implemented. She explained that the 15-day appeal deadline was set due to camera memory limits, as footage is often not available after 21 days.

Chair Montgomery Steppe moved to recommend that MTS staff develop a plan to transition the current hybrid enforcement model to a fully administrative fare enforcement model and have the plan address unresolved questions raised during the Committee meeting and return to the Committee once comparisons and potential consequences were gathered. Committee Member Foster noted that although he is a new MTS Board Member, he agrees the focus should be on not criminalizing fare evasion. He recalled a San Diego Association of Governments (SANDAG) meeting discussing fare increases and related studies, highlighting considerations of fairness and undue burden. Committee Member Foster stated that the study found the majority of riders, about 70%, were low income, and that the analysis supported the fare increase. Ms. Cooney explained that SANDAG surveyed transit riders, finding they preferred higher fares over service cuts, and this led to a fare study that considered the possibility of adjusting MTS's fare structure, especially considering an upcoming \$120 million operating budget deficit. Committee Member Foster noted that the hearing discussed fare impacts on low-income riders and potential discrimination. Chair Montgomery Steppe confirmed it was related to a Title VI analysis, and Ms. Cooney clarified it may have been a Disparate Impact hearing.

Committee Member Foster emphasized that many riders rely on public transit as their primary transportation and highlighted the importance of considering how fare enforcement affects them. Committee Member Foster agreed with the motion to explore a fully administrative fare enforcement model, noting that Government Codes referenced in Attachment A suggest some flexibility in fines and administrative processes. He added that the Diversion Program statutes do not explicitly limit actions, allowing for flexibility.

Committee Member Foster supported the motion for MTS staff to return with a more comprehensive plan and thanked MTS staff for their presentation. Chair Montgomery Steppe asked where the fines gathered under the administrative model would go to. Ms. Landers explained that the process is opaque and stated that fines are collected by the court, and MTS receives a check about once a year without individual accounting and that the funds could include restitution, fare evasion fines, or other cases. She noted that the amount is not significant, and the program was not intended as a revenue source, but rather to encourage fare payment. Ms. Landers clarified that the total collected revenue could be calculated and presented to the Committee if requested. Chair

Montgomery Steppe thanked MTS staff for the presentation and committee members for their responses.

Action Taken

Chair Montgomery Steppe moved to recommend that MTS staff develop a plan to transition the current hybrid enforcement model to a fully administrative fare enforcement model and have the plan address unresolved questions raised during the Committee meeting and return to the Committee once comparisons and potential consequences are gathered. Committee Member Dillard seconded the motion, and the vote was 4 to 1 in favor with Committee Member Goble voting no and Committee Member Hall and Committee Member Rodriguez absent.

6. Public Safety Through Environmental Design (Heather Furey and Chris Duddy)

Heather Furey, MTS Director of Capital Projects, and Chris Duddy, MTS Senior Transportation Planner, presented on Public Safety through Environmental Design. They provided details on: the recent environmental design projects, public art in Massachusetts Station, Grossmont Station, E St Station, 62nd St Station, listed the changes in lighting improvements at Grossmont Station, Lemon Grove Depot Station, Old Town Pedestrian Tunnel and updates to the Orange Line stations, the Bus Stop Lighting Pilot, landscaping and cleanliness, upcoming projects, transit station improvements, listening tour, transit amenities survey, future plans and fare gates.

Public Comment

There were no Public Comments.

Committee Comment

Committee Member Fernandez asked MTS staff to explain the details behind the Listening Tours and the process. Ms. Cooney provided context on the Social Equity Listening Tour conducted by MTS, which gathered community input on areas of underinvestment along with support from consultants and partnerships with NGOs and community organizations. The effort identified gaps in service and barriers to accessing public transportation. She noted that a major concern raised was public safety at bus stops, with patrons citing uncomfortable waiting environments and out of the 4,000 bus stops, some were more isolated than others. Other recommendations included improvements such as better lighting, accessibility, and overall upgrades to the waiting experience. Ms. Cooney noted that disadvantaged communities were a key factor in the Listening Tour. Committee Member Fernandez asked how MTS plans to identify bus stops in need of upgrades. Ms. Cooney responded that the ongoing Transit Amenities Study will create a comprehensive database to pinpoint bus stops in need of attention, though some locations cannot be improved due to constraints such as private property, hillsides, or freeways. She explained that MTS is applying for a grant, with a response expected by summer or fall, with a goal of implementation planned by the end of 2026, if successful. If additional funding resources were created and available, improvements could begin sooner.

Chair Montgomery Steppe thanked staff, stating the importance of the discussion particularly regarding women's safety on transit and emphasized that public input on this matter has already influenced changes and ongoing conversations.

Action Taken

Informational item only. No action taken.

OTHER ITEMS

7. Committee Member Communications

Committee Member Dillard announced that the City of La Mesa will host a Juneteenth event, with this year's focus on financial literacy. The event will include a community breakfast supported by the San Diego Firefighters and La Mesa Police Department. Families, including parents and children, are invited to attend at McArthur Park.

Chair Montgomery Steppe announced that she is seeking volunteers to serve as Vice Chair of the Public Security Committee and noted that the item will be included on the agenda for the next Board meeting for further discussion. [Clerk's Note: on June 26, 2025 (Agenda Item 19), the MTS Board of Directors appointed Committee Member Dillard as the Vice Chair of the Public Security Committee for the 2025 calendar year.]

8. Next Meeting Date

The next Public Security Committee meeting is scheduled for October 9, 2025, at 9:00 a.m.

9. Adjournment

Chair Montgomery Steppe adjourned the meeting at 12:22 p.m.

/S/ Monica Montgomery Steppe
Chairperson
San Diego Metropolitan Transit System

/S/ Jasiel Estolano
Committee Clerk
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PUBLIC SECURITY COMMITTEE MEETING

ROLL CALL

MEETING OF (DATE): May 30, 2025 CALL TO ORDER (TIME): 10:33 am

ADJOURN: 12:22 pm

REPRESENTING	BOARD MEMBER	ALTERNATE	PRESENT (time arrived)	ABSENT (time left)
Chair	Montgomery Steppe ☒	no alternate	10: 33 am	12:22 pm
Committee Representative	Dillard ☒	no alternate	10: 33 am	12:22 pm
Committee Representative	Fernandez ☒	no alternate	10: 33 am	12:22 pm
Committee Representative	Foster ☒	no alternate	10: 33 am	12:22 pm
Committee Representative	Goble ☒	no alternate	10: 33 am	12:22 pm
Committee Representative	Hall ☐	no alternate	ABSENT	ABSENT
Committee Representative	Rodriguez ☐	no alternate	ABSENT	ABSENT

COMMITTEE CLERK: /S/ Jasiel Estolano



Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM PUBLIC SECURITY COMMITTEE (PSC)

October 9, 2025

SUBJECT:

Administrative Penalty Program Under Public Utilities Code Section 99580 (Section 99580)
(Karen Landers)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Public Security Committee (PSC) provide direction to staff on proposed scope of a potential Section 99580 Administrative Penalty Program.

Budget Impact

None for this action. The potential costs to implement and administer a Section 99580 program will be determined later in the planning process. Current staff estimates are \$200,000 to \$250,000 in one-time startup costs and \$400,000 to \$450,000 in estimated annual costs to administer the program. These informal estimates will be refined and validated as the program scope is determined and before the PSC makes a recommendation to the Board for potential action.

DISCUSSION:

On May 30, 2025 (Agenda Item 5), the PSC recommended that MTS staff prepare a transition plan to potentially change from MTS's current criminal/administrative hybrid fare enforcement model to a fully administrative fare enforcement model.

As discussed at the May 30, 2025 PSC meeting, if MTS were to pursue changing its fare enforcement model to a formal administrative penalty process under Section 99580, additional research and decisions would need to be made about that new program. Based on feedback received at the PSC meeting, staff is continuing its research and preparing a proposed transition plan for the PSC to review and potentially recommend it to the Board for adoption. Today's report will lay out the research to date and seek feedback on various issues.

Transition Plan Elements

To transition to an administrative penalty program, MTS would need to take various one-time implementation steps before rolling out a new ongoing program. Those steps generally include:

1. Establish scope of program, including:



- a. Penalty amount (up to \$125 after all late fees for first & second offense; \$200 for third + offense)
 - b. Eligible violations (only fare evasion or other passenger conduct violations listed in Section 99580(b))
 - c. Disqualifying factors (e.g., fare evasion paired with other violation like vandalism, assault, refusal to comply)
 - d. Consequences after multiple offenses within a specified time period or after multiple unresolved citations
2. Decisions re Scope will affect the following actions:
- a. Draft Ordinance & Other Policy Changes
 - b. Scope of Contracts for:
 - i. Administrative Fare Collection Vendor (Hearing & Late Fee Notices; Collection of Fines)
 - ii. Citation Equipment / Handheld Devices
 - iii. Hearing Officers / Hearing Location & Virtual Technology
 - c. Transition Activities
 - i. Hire Project Manager
 - ii. Meetings and Site Visits at LA Metro, SF MUNI, and/or BART
 - iii. Conduct competitive procurements for administrative fare collection vendor, citation equipment and Hearing Officer-related needs
 - iv. Public Outreach
 - v. Internal Training

Scope of Program – Direction Needed

Penalty Amount

MTS's enabling statute, Public Utilities Code section 120450, imposes an infraction for a first time and second fare evasion violation with a fine of up to \$75. A third or subsequent violation "shall be" a misdemeanor with a fine of up to \$500 and/or up to 6 months in jail. This penalty is further documented in Section 2.6 of MTS Ordinance No. 2 (Proof of Fare Payment). For citations that are processed by the San Diego Superior Court, various other court costs and fees are added to the citation, resulting in a total fine of approximately \$200 or more. In practice, MTS does not have the technology to know when it is issuing a third or subsequent violation to an individual patron, so the escalated citation is not issued.

The MTS Diversion Program establishes an alternative to submission of the citation directly to the court. The citation is held administratively by MTS for 120 days, during which time the citation can be resolved by paying a reduced \$25 fine, completing community service, or successfully processing an appeal. A one-time waiver for first offenses is also allowed for citations issued after February 1, 2025.

An administrative penalty process under Section 99580 would replace both the Diversion Program and the court citation process with an MTS administrative penalty and hearing process.

Section 99580 limits the maximum fare evasion penalty to \$125 for first and second offenses, and \$200 for third and subsequent offenses. Other agencies with Section 99580 programs have generally started with a \$75 fine amount and added late payment penalties in \$25 increments, up to a maximum amount of \$125 before a penalty is sent to collections for non-payment or processed for other action.

MTS has not been able to collect sufficient data to formally assess what the “optimum” fine amount is to generate voluntary payment or dissuade repeat fare violations. Informal consultation with agencies seems to indicate that, if someone is going to pay the fine, they are more likely to pay it within the first 30 days of receiving the citation. It is generally less likely that the fine is paid after the first 30 days when the late fees are added. It is unclear if the late fees existence is one of the incentive structures in place that encourages individuals to promptly pay the fine before late fees are assessed.

Direction from the PSC is requested regarding what fine amount should be proposed to the Board for approval. Attachment A includes a comparison chart showing the penalty amount differences between the Section 99580 limits, MTS’s current hybrid rules, and the programs at LA Metro, SF Muni, and BART.

Eligible Violations

Section 99580 allows non-fare related violations to be diverted to the administrative penalty process, if designated by the agency. Those include:

- (1) Evasion of the payment of a fare of the system.
- (2) Misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare.
- (3) Playing unreasonably loud sound equipment on or in a system facility or vehicle, or failing to comply with the warning of a transit official related to disturbing another person by loud or unreasonable noise.
- (4) Smoking a tobacco product, eating, or drinking in or on a system facility or vehicle in those areas where those activities are prohibited by that system.
- (5) Expectorating upon a system facility or vehicle.
- (6) Willfully disturbing others on or in a system facility or vehicle by engaging in boisterous or unruly behavior.

(7) Carrying an explosive or acid, flammable liquid, or toxic or hazardous material in a system facility or vehicle.

(8) Urinating or defecating in a system facility or vehicle, except in a lavatory. However, this paragraph shall not apply to a person who cannot comply with this paragraph as a result of a disability, age, or a medical condition.

(9) (A) Willfully blocking the free movement of another person in a system facility or vehicle.

(B) This paragraph shall not be interpreted to affect any lawful activities permitted or First Amendment rights protected under the laws of this state or applicable federal law, including, but not limited to, laws related to collective bargaining, labor relations, or labor disputes.

(10) Skateboarding, roller skating, bicycle riding, or roller blading in a system facility, including a parking structure, or in a system vehicle. This paragraph does not apply to an activity that is necessary for utilization of a system facility by a bicyclist, including, but not limited to, an activity that is necessary for parking a bicycle or transporting a bicycle aboard a system vehicle, if that activity is conducted with the permission of the agency of the system in a manner that does not interfere with the safety of the bicyclist or other patrons of the system facility.

(11) (A) Unauthorized use of a discount ticket or failure to present, upon request from a system representative, acceptable proof of eligibility to use a discount ticket, in accordance with Section 99155, and posted system identification policies when entering or exiting a system station or vehicle. Acceptable proof of eligibility must be clearly defined in the posting.

(B) If an eligible discount ticket user is not in possession of acceptable proof at the time of request, an issued notice of fare evasion or passenger conduct violation shall be held for a period of 72 hours to allow the user to produce acceptable proof. If the proof is provided, that notice shall be voided. If the proof is not produced within that time period, that notice shall be processed.

(12) Selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system without the express written consent of the public transportation system or its duly authorized representatives.

(13) Failing to yield seating reserved for an elderly or disabled person.

Direction from the PSC is requested regarding whether additional violations should be included in a potential Section 99580 program. Attachment A includes a comparison chart showing the eligible violation differences between the Section 99580 limits, MTS's current hybrid rules, and the programs at LA Metro, SF Muni, and BART.

Disqualifying Factors

Under the current Diversion Program, fare violations that are paired with other violations such as a failure to comply under Penal Code section 148, vandalism, assault, and other similar statutes or ordinance provisions, are not eligible for diversion (i.e. if you are found to be vandalizing property and are without valid fare, you are issued 1 citation that contains 2 violations, vandalism and fare evasion, which results in the citation not being eligible for Diversion since the citation contains more than 1 violation).

Staff would recommend that a similar rule apply to a potential Section 99580 program. Under this proposed rule, fare violations coupled with another non-Section 99580 violation would not be eligible for the administrative penalty and would instead follow the existing criminal court process. Attachment A includes a comparison chart showing the disqualifying factor differences between MTS's current hybrid rules and the programs at LA Metro, SF Muni, and BART.

Consequences After Multiple Offenses Within Specific Period of Time or After Multiple Unresolved Citations

Several of the agencies that MTS sought information from allow participation in the Section 99580 program unless and until an individual has three (3) or more unpaid fare evasion citations. After that threshold is overcome, the agencies generally allow for: a third-party collections vendor to collect the unpaid amount, issuance of a Penal Code section 640(c) criminal citation, and/or issuance of an exclusion ordering barring the person from riding transit for up to 90 days.

If exclusion orders are considered, staff will need to research and identify how to effectively enforce those orders in the field. These are time-consuming to prepare and generally only used for passengers who have been determined to pose a public safety threat or have repeatedly disrupted transit operations.

If collection vendors are considered, staff will need to conduct further research on what personal information must be included on a citation for it to be eligible for collections, how the collection process works, and the costs. While third-party collections is effective for parking violations, that appears to be because the debt can be connected to a vehicle's registration. However, this is not applicable for a fare violation against an individual. Further, MTS does not collect social security numbers as part of the citation process; but that is often required for debt collection to verify the debt is connected to the alleged debtor. It is also unclear if there is a minimum debt amount before a collection vendor would be willing to take on a specific contract. If the PSC recommends this as an option, MTS staff plans to issue a Request for Information to potential collection vendors to identify if there are specific barriers to collection of overdue Section 99580 fines that MTS needs to account for.

Direction from the PSC is requested regarding whether individuals with three or more violations within an MTS-designated period of time (e.g., 90 days) should:

- (a) still be eligible for participation in the Section 99580 administrative penalty program;
- (b) be subject to issuance of an exclusion order prohibiting them from riding transit for up to 90 days'; or

(c) be subject to collections.

Attachment A includes a comparison chart showing the different consequences for unresolved or multiple violations currently in place under MTS's current hybrid rules, and the rules at LA Metro, SF Muni, and BART.

Recommended Action

Provide direction to staff on the Section 99580 Program elements listed above.

Next Steps

After staff receives PSC feedback on the above, staff will begin creating a draft ordinance and also identify other policy changes that may be needed to implemented the proposed Section 99580 program at MTS. Staff will also put together draft scopes of work for vendors who will do the following:

1. Administer the Section 99580 program by issuing required notices, processing fine payments, and scheduling appeal hearings;
2. New handheld devices / ticketing hardware and software for Section 99580 citations (determine if new devices and software can be used for all MTS citations); and
3. Hearing Officers / Hearing Location & Virtual Technology

Site visits with other Section 99580 agencies may also be conducted to better understand the day-to-day operating needs of the potential MTS program. The above information will allow staff to prepare more accurate budget estimates of the cost of a Section 99580 program and also an estimate of the time and effort involved in transitioning from MTS's current fare enforcement model of diversion paired with criminal citations to a purely administrative citation process.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Scope/Program Rules Comparison Chart

Attachment A
Administrative Enforcement Model – Scope / Program Rules
Comparison Chart

PENALTY AMOUNTS		
PUC 99580	MTS (Current Hybrid)	
Maximum: \$125 – 1st & 2nd Offense \$200 – 3rd + Offense	Maximum by MTS Statute: \$75 – 1st or 2nd Offense \$500 – 3rd+ Offense <i>In Practice:</i> MTS does not issue escalating citations. Diversion Program offers offramp from court: \$25 for all violations; Community Service (CS) option: 3 hrs; or one-time waiver	
LA Metro	SF Muni	BART
\$50 – 1st Offense with online traffic school attendance \$75 – 1st + Offense CS option: 5 hrs \$100 – miss 1st deadline \$125 – miss 2nd deadline	\$130 – 1st + Offense CS option: reduce by \$20/hr of community service (6+ hrs) \$158 – miss 1st deadline \$211 – miss 2nd deadline \$261 – if sent to collections	\$75 – 1st or 2nd Offense (Adults) \$55 – 1st or 2nd Offense (Minors) CS option: 5 hrs \$95 – miss deadline

Attachment A
Administrative Enforcement Model – Scope / Program Rules
Comparison Chart

ELIGIBLE VIOLATIONS		
PUC 99580		MTS
1. Fare evasion 2. Misuse of pass to evade fare 3. Unreasonably loud sound equipment 4. Smoking, eating, drinking when prohibited 5. Expectorating (spitting) 6. Willful Disturbance/ Boisterous or Unruly Behavior 7. Carrying Explosive or Acid, Flammable Liquid, or Toxic or Hazardous Material 8. Urinating or Defecating (excl. inability to comply b/c disability, age, medical condition) 9. Willful blocking of free movement of another (excl. 1st Am activities) 10. Skateboarding, roller skating, biking when prohibited 11. Unauthorized use of discount ticket 12. Selling goods etc on MTS property without express permission of MTS 13. Failing to yield to seating reserved for elderly or disabled person		Fare evasion or misuse of pass only
LA Metro	SF Muni	BART
All PUC 99580 listed violations	Unknown	Fare evasion only

Attachment A
Administrative Enforcement Model – Scope / Program Rules
Comparison Chart

DISQUALIFYING FACTORS		
PUC 99580	MTS (Current Hybrid)	
N/A	If Citation includes an additional non-fare evasion violation, or involves misuse of a reduced fare, NOT ELIGIBLE FOR DIVERSION	
LA Metro	SF Muni	BART
3+ Citations ◇ subject to exclusion order	Unknown	3+ Citations w/in 12 months ◇ NOT ELIGIBLE for administrative cite False information or Obstruct issuance of citation ◇ NOT ELIGIBLE

Attachment A
Administrative Enforcement Model – Scope / Program Rules
Comparison Chart

CONSEQUENCES FOR UNRESOLVED & MULTIPLE VIOLATIONS		
PUC 99580	MTS (Current Hybrid)	
N/A	After 120 days & no action ◇ citation sent to court for resolution MTS will work with people on ad hoc basis to allow late participation and request dismissal from court	
LA Metro	SF Muni	BART
3+ Citations ◇ subject to exclusion order (30, 60, 90 days depending on # of violations) No collections for fare violations.	Unresolved citations sent to Collections / Franchise Tax Board (FTB)	3+ Citations ◇ subject to criminal citation Unresolved citations sent to Collections / FTB



Metropolitan
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Item 4, 10/09/2025

Administrative Fare Enforcement Model

Public Security Committee

May 30, 2025 PSC Direction to Staff:

- Prepare a plan to potentially change from MTS's current criminal/administrative hybrid fare enforcement model to a fully administrative fare enforcement model.
- Public Security Committee to review draft transition plan and determine if a recommendation should be forwarded to the Board to change MTS's enforcement model.

Transition Plan Elements

1. Establish Scope of Program (Penalty Amount, Eligible Violations, Disqualifying Factors, Consequences for Multiple Violations) → Focus of Today's Discussion
2. Draft Ordinance & Other Policy Changes
3. Establish Scope and Cost Estimate for Contracts Needed to Implement Transition & Program
4. Transition Activities / Implementation

Establish scope of program, including:

- Penalty amount (up to \$125 after all late fees for first & second offense; \$200 for third + offense)
- Eligible violations (only fare evasion or could include other passenger conduct violations listed in Section 99580(b))
- Disqualifying factors (e.g., fare evasion paired with other violation like vandalism, assault, refusal to comply)
- Consequences after multiple offenses within a specified time period or after multiple unresolved citations

Penalty Amount

PUC 99580	MTS (Current Hybrid)	
Maximum: \$125 – 1st & 2nd Offense \$200 – 3rd + Offense	Maximum by MTS Statute: \$75 – 1st or 2nd Offense \$500 – 3rd+ Offense <i>In Practice:</i> MTS does not issue escalating citations. Diversion Program offers offramp from court: \$25 for all violations; Community Service (CS) option: 3 hrs; or one-time waiver	
LA Metro	SF Muni	BART
\$50 – 1st Offense with online traffic school attendance \$75 – 1st + Offense CS option: 5 hrs \$100 – miss 1st deadline \$125 – miss 2nd deadline	\$130 – 1st + Offense CS option: reduce by \$20/hr of community service (6+ hrs) \$158 – miss 1st deadline \$211 – miss 2nd deadline \$261 – if sent to collections	\$75 – 1st & 2nd Offense (Adults) \$55 – 1st & 2nd Offense (Minors) CS option: 5 hrs \$95 – miss deadline

Eligible Violations

PUC 99580	MTS
1. Fare evasion 2. Misuse of pass to evade fare 3. Unreasonably loud sound equipment 4. Smoking, eating, drinking when prohibited 5. Expectorating (spitting) 6. Willful Disturbance/ Boisterous or Unruly Behavior 7. Carrying Explosive or Acid, Flammable Liquid, or Toxic or Hazardous Material 8. Urinating or Defecating (excl. inability to comply b/c disability, age, medical condition) 9. Willful blocking of free movement of another (excl. 1st Am activities) 10. Skateboarding, roller skating, biking when prohibited 11. Unauthorized use of discount ticket 12. Selling goods etc on MTS property without express permission of MTS 13. Failing to yield to seating reserved for elderly or disabled person	Fare evasion or misuse of pass only

LA Metro	SF Muni	BART
All PUC 99580 listed violations	Unknown	Fare evasion only

Disqualifying Factors

PUC 99580	MTS (Current Hybrid)	
N/A	If Citation includes an additional non-fare evasion violation, or involves misuse of a reduced fare, NOT ELIGIBLE FOR DIVERSION	
LA Metro	SF Muni	BART
3+ Citations → subject to exclusion order	Unknown	3+ Citations w/in 12 months → NOT ELIGIBLE for administrative cite False information or Obstruct issuance of citation → NOT ELIGIBLE

Consequences for Unresolved or Multiple Violations

PUC 99580	MTS (Current Hybrid)	
N/A	After 120 days & no action → citation sent to court for resolution MTS will work with people on ad hoc basis to allow late participation and request dismissal from court	
LA Metro	SF Muni	BART
3+ Citations → subject to exclusion order (30, 60, 90 days depending on # of violations) No collections for fare violations.	Unresolved citations sent to Collections / Franchise Tax Board (FTB)	3+ Citations → subject to criminal citation Unresolved citations sent to Collections / FTB

Draft Ordinance & Other Policy Changes

Based on feedback today, staff will prepare a draft ordinance and identify other policy changes that may be necessary to fully implement the administrative penalty program

Contracts Needed to Implement Transition & Program

- Administrative Fare Collection Vendor (Hearing & Late Fee Notices; Collection of Fines)
- Citation Equipment / Handheld Devices
- Hearing Officers / Hearing Location & Virtual Technology

Additional Transition Activities

If new Administrative Enforcement Model approved, the following activities are anticipated before implementation:

- Hire Project Manager
- Meetings and Site Visits at LA Metro, SF MUNI, and/or BART
- Conduct competitive procurements for administrative fare collection vendor, citation equipment, and Hearing Officer
- Public Outreach
- Internal Training

Estimated Costs to Change to Administrative Model

- \$400,000 to \$450,000 in estimated annual costs
 - New handheld devices with capability to look up citation history (\$224K)
 - Vendor to prepare, manage, and mail required notices (\$60K-\$120K)
 - Collections vendor to collect fine payments (unknown)
 - Hearing officers to adjudicate administrative hearings (\$14K-\$20K)
 - Office space (unknown)
 - Program Management – 1 FTE (\$100K)
- \$200,000 to \$250,000 in estimated one-time startup costs
 - *these informal staff estimates would be refined and validated in the next steps once the scope of the program is identified*

Staff Recommendation

That the MTS Public Security Committee provide direction to staff on proposed scope of a potential Section 99580 Administrative Penalty Program, including the following categories:

1. **Fine Amount** (including late fees etc) & **Community Service** options;
2. **Eligible Violations** (should additional violations be eligible for administrative penalty; if so, which ones);
3. **Disqualifying Factors**
 - Staff recommends that fare violations coupled with another non-Section 99580 violation would be ineligible and instead follow the existing criminal court process.
4. **Consequences for Unresolved or 3+ Violations** (should 3rd + violation be ineligible for administrative penalty; be subject to issuance of an exclusion order for up to 90 days; sent to collections; etc.)



**Metropolitan
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Agenda Item No. 5

**MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PUBLIC SECURITY COMMITTEE (PSC)**

October 9, 2025

SUBJECT:

Transit Security and Passenger Safety Department Report Fiscal Year (FY) 24-25 (Dan Brislin)

INFORMATIONAL ONLY

Budget Impact

None with this action.

DISCUSSION:

The Transit Security and Passenger Safety Department Report covers the period from July 1, 2024 through June 30, 2025 (FY 2025). Topics to be discussed will be citation and crime statistics information regarding security, outreach and enforcement.

/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 multiple cities in San Diego County.



Transit Security and Passenger Safety Department Report FY 24-25



Public Security Committee

TRANSIT SECURITY & PASSENGER SAFETY

Code Compliance Inspectors

- Public Officers with Powers of Arrest – 836.5 PC
- Highly visible uniform presence (unarmed)
- 81 Inspectors
- 21 Supervisors

Contract Security Officers – Inter-Con

- Private Person's arrest – 837 PC
- Highly visible uniform presence
- 215 Personnel
- 88 Armed, 127 Unarmed



NEW TRAINING EFFORTS

- Certified in house De-escalation Instructors (Force Science)
- Certified in house Defensive Tactics Instructors (Peace Officers Standards and Training (POST))
- Increased training on Implicit Bias/Anti-Discrimination
- Critical Incident Management for supervisors (FEMA/ICS)
- Addition of a second Training Coordinator
- Certified in house First Aid-CPR Instructors
- Certified all Inter-Con personnel on Narcan use
- Laws of Arrest and Fourth Amendment Training

HOMELESS OUTREACH TEAM (H.O.T)

- Two teams conducting outreach throughout the county
- Works with approximately 30 San Diego outreach programs/agencies
- Works with Chula Vista PD outreach team at Palomar Station monthly
- Veterans Affairs Healthcare (Mobile Medical Unit) events at 12th & Imperial, Palomar and San Ysidro Stations
- Works with San Diego Downtown Partnership on a daily basis



HOMELESS OUTREACH TEAM (H.O.T)

FY 23-24

- 3,935 contacts
- 99 accepted shelter, 4 in permanent housing
- 674 accepted resources
- 141 events held

FY 24-25

- 16,708 contacts
- 209 accepted shelter, 15 in permanent housing
- 5,083 accepted resources
- 429 events held



NALOXONE (NARCAN)

Project Status

- Implemented on July 1, 2021
- All active Code Compliance Inspectors trained
- Beginning June 2025, began training Inter-Con officers on administering Narcan
- 136 incidents of administered doses in FY 23-24
- 131 incidents of administered doses in FY 24-25

US overdose deaths hit record 107,000 last year, CDC says

More than 107,000 Americans died of drug overdoses last year, setting another tragic U.S. record

By Mike Stobbe Ap Medical Writer
May 11, 2022, 1:06 PM

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NEW YORK -- More than 107,000 Americans died of drug overdoses last year, setting another tragic record in the nation's escalating overdose epidemic, the Centers for Disease Control and Prevention estimated Wednesday.

The provisional 2021 total translates to roughly one U.S. overdose death every 5 minutes. It marked a 15% increase from the previous record, set the year before. The CDC reviews death certificates and then makes an estimate to account for delayed and incomplete reporting.

Dr. Nora Volkow, director of the National Institute on Drug Abuse, called the latest numbers "truly staggering."

The White House issued a statement calling the accelerating pace of overdose deaths "unacceptable" and promoting its recently announced national drug control strategy. It calls for measures like connecting more people to treatment, disrupting drug trafficking and expanding access to the overdose-reversing medication naloxone.

U.S. overdose deaths have risen most years for more than two decades. The increase began in the 1990s with overdoses involving opioid painkillers, followed by waves of deaths led by other opioids like heroin and — most recently — illicit fentanyl.

Last year, overdoses involving fentanyl and other synthetic opioids surpassed 71,000, up 23% from

ENCAMPMENT DETAILS

FY 23-24	FY 24-25
• 194 camp details	• 205 camp details
• 41 camp clean-ups	• 18 camp clean-ups
• 1,148 contacts for violations/outreach services	• 1,110 contacts for violations/outreach services
• 212,131 lbs. of trash and debris removed	• 99,896 lbs. of trash and debris removed



BUS ENFORCEMENT SUPPORT TEAM (B.E.S.T)

FY 23-24	FY 24-25
• 3,947 contacts	• 8,482 contacts
• 470 Central Control calls	• 954 Central Control calls
• 265 Bus Dispatch calls	• 310 Bus Dispatch calls
• 1,993 homeless outreach offered	• 240 homeless outreach offered
• 115 homeless outreach accepted	• 81 homeless outreach accepted
• 3,316 bus operators contacted	• 17,722 bus operators contacted

K-9 PROGRAM (Regional Asset)

- The MTS K9 unit is part of, and certified annually by the TSA National Explosive Canine Team Program
- Conduct searches and sweeps regionwide for suspicious items/packages/vehicles/bomb threats
- Conduct pre-event sweeps of stations/areas (stadiums, schools, press conferences, etc.)
- Conduct high visibility patrols at transit centers/stations to deter terrorist and criminal activity
- Conduct daily TSA prescribed in house explosives detection training to maintain detection effectiveness
- Participate in large scale trainings with other agencies (FBI, AFT, USMS, DHS, Local and State)
- Assist other agencies (local/state/federal) with events (State of the County, Comic-Con, Super Bowl, etc.)
- All K9 handlers are Threat Liaison Officers



K-9 PROGRAM (Regional Asset)



DATA DRIVEN CRIME REDUCTION EFFORTS

- Crime reduction and quality of life violation reduction strategies are data driven
- Monthly crime data meetings are conducted to discuss crime trends
- Meet with CCI Supervisors and develop strategies based on crime data to address issues on the system
- Crime examples: Assaults, Lewd Acts, Narcotics use, Vandalism, Copper Theft, Robberies
- Bi-monthly crime stats meetings with Rail and Bus Administration
- Monthly Crime Analyst meetings with local law enforcement agencies to discuss crime trends
- Created an incident heat map for visualization of incidents occurring on the MTS system
- Collaborates with PST and BEST for directed patrol to deter, reduce and disrupt criminal activity on the MTS system based on information and incident reporting from MTS and law enforcement agencies

LAW ENFORCEMENT COLLABORATION



COMMUNICATION CENTER

FY 23-24

- 30,256 calls for service
- 6,910 text reports

FY 24-25

- 46,633 calls for service
- 14,764 text reports



COMMUNICATION CENTER

FY 23-24	FY 24-25
Top four crime related calls:	Top four crime related calls:
• 1,475 trespassing • 645 assault • 546 graffiti • 385 vandalism	• 1,874 trespassing • 764 assault • 476 graffiti • 456 vandalism
Top four non-crime related calls:	Top four non-crime related calls:
• 5,317 security check • 2,655 disturbance • 1,688 medical aid • 1,686 welfare check	• 6,810 security check • 4,236 disturbance • 2,081 medical aid • 2,295 welfare check



FARE INSPECTIONS & CITATIONS

	FY 23-24	FY 24-25	
Fare Inspections	3,292,589	4,846,528	UP 47%
Notice to Appear Citations	7,745	15,794	UP 104%

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

	FY 23-24	FY 24-25	
Fare Evasion	5,827	13,062	UP 124%
Failure to Comply	823	1,209	UP 47%
Smoking	621	1,145	UP 84%

SPECIAL ENFORCEMENT DETAIL

- February 1 – July 31, 2025
- 17 SED's
- 17,599 patrons contacted
- 1,521 fare citations issued
- 316 fare validations given
- 167 fare warnings given
- 400 outreach service information provided
- 12.36% average fare evasion rate



Fare Enforcement Diversion Program

Current Fare Enforcement Diversion Program

Effective February 1, 2025

Options to Resolve MTS Fare Evasion Citation:

1. Request One-Time Waiver within 120 days
 - If first fare evasion citation received since February 1, 2025 (*new option*)
2. Pay \$25 fine within 120 days;
 - In person,
 - by mail,
 - by phone (*new option*),
 - online (*new option*)
3. 3 hours of community service within 120 days;
4. Appeal to MTS within 15 days; or

After 120 days: citation sent to court; may appear in court to respond.

DIVERSION PARTICIPATION (as of 9/11/2025)

Date	Diversion Eligible Citations	Diversion Participation Total	% Diversion Participation	One-time Waiver	Paid Reduced Fine	Appeal	Community Service
Nov-24	418	8	1.9%	N/A	8	0	0
Dec-24	433	22	5.1%	N/A	22	0	0
Jan-25	529	10	1.9%	N/A	10	0	0
Feb-25	1999	264	13.2%	185	75	3	0
Mar-25	1626	216	13.3%	184	31	1	0
Apr-25	1679	266	15.8%	222	42	2	0
<i>May-25</i>	<i>1682</i>	<i>210*</i>	<i>12.5%*</i>	<i>175*</i>	<i>33*</i>	<i>1*</i>	<i>1*</i>

Still remaining time to participate in Diversion Program (120 Days from date the citation was issued)

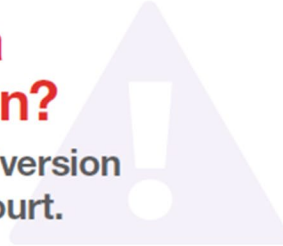
PARTNER OUTREACH

- Reviewing potential partnerships with social service providers to assist with increasing Diversion Program participation
 - Homeless Court
 - County Office of Homeless Solutions
 - Mobile Crisis Response Teams



Have you received a Fare Evasion Citation?

Resolve it through the MTS Diversion Program—before it goes to court.



You have 120 days from the citation date to take action through one of the following options:

- 1 **Pay a \$25 Fine** – Pay online, by phone, by mail, or in person at the MTS Transit Store.
- 2 **Complete 3 Hours of Community Service**
- 3 **Submit a One-Time Waiver** – Available only if this is your first citation since February 1, 2025.
- 4 **File an Appeal (within 15 days)** – If you had a valid fare at the time of citation or if the ticket vending machine was out of order.

Important: If no action is taken within 120 days, the citation will be referred to court for adjudication.

Learn more by scanning the QR code or visiting:
sdmts.com/diversion-program



FARE REVENUE

	2024	2025	Change
February	\$5,518,463	\$6,203,106	\$+684,644
March	\$6,043,017	\$6,635,282	\$+592,265
April	\$6,374,798	\$6,835,187	\$+460,388
May	\$6,483,552	\$7,099,619	\$+616,068
June	\$6,287,213	\$6,775,693	\$+488,479
	\$30,707,044	\$33,548,888	\$+2,841,844

Crime and Incident Data (CY 24-25)

ASSAULTS

From Jan – Aug 2024, MTS responded to 557 assault cases. Out of 557 cases, 159 cases were reported to be against MTS employees (Code Compliance Inspectors, Security Officers, Bus and Trolley Personnel).

From Jan – Aug 2025, MTS responded to 542 assault cases. Out of 542 cases, 171 cases were reported to be against MTS employees (Code Compliance Inspectors, Security Officers, Bus and Trolley Personnel).

ASSAULTS ON CCI and TSO

	Jan - Aug 2024	Jan - Aug 2025	Change in Crime
ADW – CCI	2	0	-200%
ADW – TSO	5	1	-80%
Assault – CCI	32	80	+150%
Assault – TSO	52	55	+6%
Brandish Gun – CCI	1	0	-100%
Brandish Knife – CCI	1	0	-100%
Brandish Knife – TSO	2	0	-200%
Brandish Weapon – CCI	0	1	+100%
Attempt disarm – TSO	1	0	-100%
Sexual Battery – TSO	1	0	-100%
TOTAL	97	137	+41%

NON-COMPLIANT ARRESTS

- There was a 9% increase in non-compliant arrests in Jan – Aug 2024 vs Jan – Aug 2025.

	CCI	TSO	Total
Jan – Aug 2024	416	124	540
Jan – Aug 2025	489	98	587

GROUP A CRIMES: TROLLEY

	Jan – Aug 2024 Crimes	Jan – Aug 2025 Crimes	Jan – Aug 2024 Onboard	Jan – Aug 2025 Onboard	Jan – Aug 2024 Arrest	Jan – Aug 2025 Arrest	Change in Crime
Homicide	0	0	0	0	0	0	0
Rape	0	0	0	0	0	0	0
Robbery	35	28	11	10	6	2	-20%
Assault	380	482	134	152	81	156	+27%
Burglary	1	0	0	0	0	0	-100%
Theft	62	50	14	12	5	0	-19%
Motor Vehicle Theft	35	30	0	0	0	4	-14%
Arson	7	5	0	0	0	2	-29%
Vandalism	345	142	150	64	20	14	-59%
Sex Offenses	100	87	68	59	15	4	-13%
TOTAL:	965	824	377	297	127	182	-15%

GROUP A CRIMES: BUS

	Jan – Aug 2024 Crimes	Jan – Aug 2025 Crimes	Jan – Aug 2024 Onboard	Jan – Aug 2025 Onboard	Jan – Aug 2024 Arrest	Jan – Aug 2025 Arrest	Change in Crime
Homicide	0	1	0	0	0	1	+100%
Rape	0	0	0	0	0	0	0
Robbery	6	3	1	2	0	1	-50%
Assault	167	60	137	48	11	9	-64%
Burglary	0	1	0	0	0	0	+100%
Theft	31	8	28	7	1	0	-74%
Motor Vehicle Theft	3	4	0	0	1	3	+33%
Arson	1	2	0	0	0	1	+100%
Vandalism	72	35	41	14	6	4	-51%
Sex Offenses	29	31	22	22	0	4	+7%
TOTAL:	309	145	229	93	19	23	-53%

OVERALL CRIME REDUCTION

	Jan – Aug 2024 Crimes	Jan – Aug 2025 Crimes	Jan – Aug 2024 Onboard	Jan – Aug 2025 Onboard	Jan – Aug 2024 Arrest	Jan – Aug 2025 Arrest	Change in Crime
Homicide	0	1	0	0	0	1	+100%
Rape	0	0	0	0	0	0	0%
Robbery	41	31	12	12	6	3	-24%
Assault	547	542	271	200	92	165	-1%
Burglary	1	1	0	0	0	0	0%
Theft	93	58	42	19	6	0	-38%
Motor Vehicle Theft	38	34	0	0	1	7	-11%
Arson	8	7	0	0	0	3	-13%
Vandalism	417	177	191	78	26	18	-58%
Sex Offenses	129	118	90	81	15	8	-9%
TOTAL:	1,274	969	606	390	146	205	-24%

TSA Gold Standard Award

- Highest level of recognition from the U.S. Department of Homeland Security's Transportation Security Administration for achieving top scores in security, emergency preparedness and resilience
- One of two transit agencies nationwide to receive this recognition in 2024



TSA Gold Standard Award



**San Diego Metropolitan Transit System
TSA Gold Standard Award for 2024 Safety**

We Represent Safety

- We bring courtesy, compassion, kindness and professionalism wherever we go
- We bring calm to every encounter and every scene, never chaos
- We are unbiased and fair in every situation
- We are polite and patient, even in the face of anger and/or insult
- We leave a positive impression when the public watches us work
- We hold ourselves accountable to our core values and to public expectations
- We are **PUBLIC SERVANTS**

Questions/Comments