

**COMPLIANCE SAFETY ACCOUNTABILITY
SAFETY MANAGEMENT SYSTEM SUMMARY**

DEC 2016

| CARRIER | US DOT # | UNSAFE DRIVING | HOURS OF SERVICE COMPLIANCE | DRIVER FITNESS | CONTROLLED SUBSTANCES | DRIVER OUT OF SERVICE RATE | VEHICLE MAINTENANCE | VEHICLE OUT OF SERVICE RATE |
|--------------------------|--------------------------------------------------------------------------|----------------------------|-----------------------------|-----------------------|-----------------------|----------------------------|------------------------------|-----------------------------|
| SUNDANCE | 184090 | 0.0% | >3 insp w/ violation | >5 driver inspections | 0.0% | 0.0% | 13.0% | 0.0% |
| SUN DIEGO | 701846 | >3 insp w/ violation | >3 insp w/ violation | 0.0% | 0.0% | 0.0% | 38.0% | 6.4% |
| GOLDFIELD STAGE | 291979 | 0.0% | >3 insp w/ violation | 0.0% | 0.0% | 0.0% | 4.0% | 0.0% |
| ROYAL LINES | Not an interstate carrier, so no federal safety information is available | | | | | | | |
| HIGHLINE TRANSPORTATION | 2337098 | 0.0% | >3 driver inspections | >5 driver inspections | 0.0% | 0.0% | 8.0% | 0.0% |
| LA CLASS TRANSPORTATION | 2309943 | >3 insp w/ violation | 80.0% | >5 driver inspections | 0.0% | 6.3% | 15.0% | 2.6% |
| SAN DIEGO TOURS | 680112 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 20.0% | 9.1% |
| SAN DIEGO SCENIC TOURS | 550269 | >3 insp w/ violation | 0.0% | >5 driver inspections | 0.0% | 0.0% | 38.0% | 14.3% |
| FIVE STAR CHARTER | 603778 | 0.0% | no violations in past year | >5 insp w/ violation | 0.0% | 4.4% | 56.0% | 13.1% |
| CALI PARTYBUS (INACTIVE) | 1685140 | 0.0% | >3 driver inspections | >5 driver inspections | 0.0% | 0.0% | > 5 veh. insp. w/ violations | 0.0% |
| BAYSIDE EXPRESS | 786262 | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 41.0% | 23.1% |
| DIVINE TRANSPORTATION | 990317 | no violations in past year | 13.0% | >5 insp w/ violation | 0.0% | 1.4% | 34.0% | 11.1% |
| GOLD COAST | 230226 | >3 insp w/ violation | 45.0% | 0.0% | 0.0% | 1.8% | 5.0% | 2.6% |
| Snapshot date: | November 25, 2016 | | | | | | | |

- NOTES:**
- 1.) The lower the number the better. The ideal carrier would have "0.0%" in all categories and a 0% Out of Service Rate.
 - 2.) Items marked in **RED** indicate the carrier has exceeded the threshold for Federal DOT intervention. A red asterisk * indicates a serious violation found during a terminal investigation
 - 3.) All information is publicly accessible from either: <http://ai.fmcsa.dot.gov/sms/> or <http://www.fmcsa.dot.gov/safety-security/pcs/index.aspx>
 - 4.) Carrier names may not match the name of the business holding the USDOT registration. Most carriers operate under a "Doing business as" (dba) name.
 - 5.) "Unsafe Driving" is for violations of the operation of a CMV by drivers in a dangerous or careless manner
 - 6.) "Hours of Service Compliance" are violations involving the operation of a CMV by drivers who are ill, fatigued, or in non-compliance with the Hours-of-Service (HOS) regulations
 - 7.) "Driver Fitness" is for violations involving the operation of CMVs by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualifications.
 - 8.) "Controlled Substances" is for violations involving the operation of a CMV by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications.
 - 9.) "Driver Out-of-Service Rate" is the percentage of inspections with violation(s) that required the CMV driver be put out of service.
 - 10.) "Vehicle Maintenance" is for violations involving the maintenance and repair of a CMV.
 - 11.) "Vehicle Out-of-Service Rate" is the percentage of inspections with violation(s) that required the vehicle be put out of service because it was unsafe to operate.
 - 12.) ">3/5 insp w/violation" indicates there are insufficient inspections to statistically quantify a percentile.

Compliance, Safety, Accountability (CSA) is a Federal Motor Carrier Safety Administration (FMCSA) initiative to improve large truck and bus safety and ultimately reduce crashes, injuries, and fatalities that are related to commercial motor vehicles. It introduces a new enforcement and compliance model that allows FMCSA and its State Partners to contact a larger number of carriers earlier in order to address safety problems before crashes occur. Rolled out in December 2010, the program establishes a new nationwide system for making the roads safer for motor carriers and the public alike!