



Board of Directors Agenda

Click link to access the meeting:

<https://www.zoomgov.com/j/1602805839>

Zoom Meeting ID

Ways to Join



Computer: Click the link above. You will be prompted to run the Zoom browser or Zoom application. Once signed on to the meeting, you will have the option to join using your computer audio system or phone.

Webinar Features:

	▶	Use the raise hand feature every time you wish to make a public comment.
	▶	Participants can enable closed captioning by clicking the CC icon. You may also view the full transcript and change the font size by clicking 'subtitle settings'. These features are not available via phone.
	▶	This symbol shows you are muted , click this icon to unmute your microphone.
	▶	This symbol shows you are currently unmuted , click this button to mute your microphone.
	▶	The chat feature should be used by panelists and attendees solely for "housekeeping" matters as comments made through this feature will not be retained as part of the meeting record. See the Live Verbal Public Comment for instructions on how to make a public comment.



Smartphone or Tablet: Download the Zoom app and join the meeting by clicking the link or using the webinar ID (found in the link).



Phone:

1. If you are joining the meeting audio by phone and viewing the meeting on a device, dial the number provided in the 'join audio' phone call tab of the initial pop-up, and enter the Meeting ID (found in the link).
2. If you are joining by phone only, dial: **+1-669-254-5252** and type the meeting ID found in the link, press #. You will have access to the meeting audio, **but will NOT be able to view the PowerPoint presentations.**



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.

Public Comments Made Via Zoom

1. Click the link found at the top of this instruction page
2. Click the raise hand icon located in the bottom center of the platform
3. The Clerk will announce your name when it is your turn to speak
4. Unmute yourself to speak

Public Comments Made by Phone Only

1. Dial **+1-669-254-5252**
2. Type in the zoom meeting ID found in the link and press #
3. Dial *9 to raise your hand via phone
4. The Clerk will call out the last 4 digits of your phone number to announce you are next to speak
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 Board* by 4:00pm the day prior to the meeting.



Translation Services: Requests for translation services can be made by contacting the Clerk of the Board* at least four working days in advance of the meeting.



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 Board* 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 Board* at least two working days prior to the meeting.



***Contact Information:** Contact the Clerk of the Board via email at ClerkoftheBoard@sdmts.com, phone at (619) 398-9681 or by mail at **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**



Agenda de la Junta de Directores

Haga clic en el enlace para acceder a la reunión:

<https://www.zoomgov.com/j/1602805839>






ID de la reunión
en Zoom

Formas de Participar



Computadora: Haga clic en el enlace más arriba. Recibirá instrucciones para operar el navegador de Zoom o la aplicación de Zoom. Una vez que haya iniciado sesión en la reunión, tendrá la opción de participar usando el sistema de audio de su computadora o teléfono.

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.
	▶	Este símbolo indica que su micrófono se encuentra encendido . Haga clic en este símbolo para silenciar su micrófono.
	▶	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: **+1-669-254-5252** 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

Comentarios Públicos Realizados Únicamente por Teléfono

1. Marque el **+1-669-254-5252**
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 de la Junta* 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 de la Junta* 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 de la Junta* 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 de la Junta* por lo menos dos días hábiles antes de la reunión.



***Información de Contacto:** Comuníquese con el secretario de la Junta por correo electrónico en ClerkoftheBoard@sdmts.com, por teléfono al **(619) 398-9681** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**



**Metropolitan
Transit
System**

REVISED

**Board of Directors
Agenda**

June 20, 2024 at 9:00 a.m.

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: 160 280 5839, <https://www.zoomgov.com/j/1602805839>

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	Roll Call	
2.	Public Comments This item is limited to five speakers with two 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.	
CONSENT ITEMS		
3.	Approval of Minutes Action would approve the May 16, 2024 Board of Directors meeting minutes.	Approve
4.	Chief Executive Officer (CEO) Report	Informational
5.	Policy No. 26, Disadvantaged Business Enterprise Program – Policy Revisions Action would approve revisions to Board Policy No. 26, Disadvantaged Business Enterprise Program.	Approve
6.	Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments	Informational
7.	Operations Budget Status Report for April 2024	Informational
8.	Renewal of City Agreements to Regulate For-Hire Vehicle Services Action would approve a five-year extension of existing agreements for For-Hire Vehicle Regulation with the cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.	Approve



- 9. PRONTO Operations Technical Support – Sole Source Contract Amendment** Approve

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 11 to MTS Doc. No. G1923.0-16, as a Sole Source extension, with Jacobs Engineering Group Inc. (Jacobs), to provide operations technical support services for the PRONTO fare payment system in the amount of \$361,063.00 from June 30, 2024 to June 30, 2026.
- 10. Mission San Diego Station Fence Repair – Work Order Agreement** Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-07 under Job Order Contract (JOC) to MTS Doc. No. PWG348.0-22, with Veterans Engineering Inc. (Veterans), a Disabled Veteran Business Enterprise (DVBE), in the amount of \$228,001.06 for removing and replacing the coping on top of the Mechanically Stabilized Earth (MSE) wall near Mission San Diego Station.
- 11. Architecture and Engineering (A&E) On-Call Services – Capacity Increase** Approve

Action would approve a capacity increase in the amount of \$20,000,000 for MTS A&E On-Call Work Orders based on the following seven (7) Master Agreements: PWL352.0-22, PWL353.0-22, PWL354.0-22, PWL355.0-22, PWL356.0-22, PWL357.0-22, and PWL358.0-22 for the provision of On-Call A&E Services through the remaining duration of the current five-year contract period, expiring June 30, 2027.
- 12. Orange Line Improvement Project (Project) – Special Trackwork Materials – Contract Award** Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1672.0-24, with Progress Rail Services (Progress Rail), for the one-time supply of special trackwork materials, in the amount of \$1,077,473.06 inclusive of 7.75% CA Sales Tax.
- 13. Fenton Parkway Grade Crossing and Wyyerd Fiber Installation Construction Management (CM) Services – Work Order Amendment** Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2496-CM02.01 under MTS Doc. No. G2496.0-21 with AECOM Technical Services Inc. (AECOM) for the Fenton Parkway Grade Crossing and Wyyerd Fiber Installation CM services in the amount of \$40,002.94.
- 14. Hitech Maintenance and Support Services for UTC and Nobel Transit Parking Structures – Sole Source Contract Award** Approve

Action would authorize the Chief Executive Officer (CEO) to execute Contract L1680.0-24, with Hitech Software (Hitech), in the amount of \$216,280.42 for maintenance and support services for UTC and Nobel Transit Parking Structures.

15. **Construction Management (CM) Services for South Bay Zero Emission Bus (ZEB) Overhead (OH) Charging Infrastructure Installation and Iris Rapid Station Infrastructure – Work Order Amendment** Approve
Action would 1) Ratify \$12,343.48 that was added to Work Order Amendment WOA2501-CM01.1 under MTS Doc No. G2501.0-21 following Board approval of the Amendment on March 10, 2022 (Agenda Item (AI) 9). The funds were added due to increases in the prevailing wage rates for various classifications performing services under this agreement; and 2) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2501-CM01.5 under MTS Doc. No. G2501.0-21, with TRC Engineers, Inc. (TRC), for additional CM Services for the ZEB OH Charging Infrastructure and Iris Rapid Station Infrastructure construction projects in the amount of \$254,604.92.
16. **Transit Enforcement and PRONTO Hand-Held Units (HHU) – Contract Award** Approve
Action would authorize the Chief Executive Officer (CEO) to Execute MTS Doc. No G2869.0-24, with Vantage ID Applications, Inc. (Vantage), a Small Business (SB), in the amount of \$537,204.69 for a period of five (5) years for the purchase of Transit Enforcement and PRONTO HHUs.
17. **Public Hearing: Revisions to Ordinance No. 5 Relating to The Enforcement Authorities of Designated MTS Employees** Approve
Action would 1) Adopt the proposed amendments to MTS Ordinance No. 5 “An Ordinance Relating to the Enforcement Authorities of Code Compliance Inspectors, Assistant Code Compliance Supervisors, the Code Compliance Inspection Supervisor, and Taxicab Inspectors I & II”; and 2) Waive the requirements of MTS Board Policy No. 22 “Rules of Procedure for MTS Board of Directors” Sections 22.4.3, stating all ordinances shall be read in full either at the time of introduction or passage (per MTS Board Policy No. 22, unanimous vote of the Board members present is required in order to waive further reading).
18. **Transit Enforcement Body Worn Cameras (BWC) – Sole Source Contract Award** Approve
Action would authorize the Chief Executive Officer (CEO) to Execute MTS Doc. No G2905.0-24, with Axon Enterprise, Inc. (Axon), in the amount of \$954,319.01 (inclusive of tax) for a period of five (5) years for the purchase and maintenance of Transit Enforcement BWC.
19. **Chief Executive Officer Employment Agreement – Contract Amendment** Approve
Action would approve an amendment to the Executive Employment Agreement (EEA) between MTS and Sharon Cooney (MTS Doc. No. G2403.3-20).

PUBLIC HEARING

20. Fiscal Year (FY) 2025 Proposed Operating Budget (Gordon Meyer) Approve
Action would 1) Receive testimony, review, and comment on the FY 2025 MTS Operating Budget at a public hearing; and 2) Enact Resolution No. 24-06 adopting the FY 2025 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.

21. Public Hearing for Proposed Trolley System Changes (Copper Line) (Denis Desmond and Brent Boyd) Approve
Action would 1) Open Public Hearing 2) Receive public testimony; and 3) Close Public Hearing and provide feedback to staff.
~~Action would 1) Receive public testimony; 2) Receive a Title VI service equity analysis on the proposed major service changes; and 3) Approve implementation of the Copper Line as a permanent Trolley route and waiving the Policy 42 twelve-month trial.~~

DISCUSSION AND REPORT ITEMS

22. Fare Enforcement Diversion Program Modifications (Karen Landers) Approve
Action would remove the option to purchase a one-way fare on-the-spot from the Fare Enforcement Diversion Program and make the revised program permanent.

23. PRONTO Online Reduced Fare Application Update (Israel Maldonado and Amanda Denham) Informational

24. Zero Emission Bus (ZEB) Program and Transition Plan Update (Mike Wygant and Jarrett Valdez) Informational

OTHER ITEMS

25. Chair, Board Member and Chief Executive Officer’s (CEO’s) Communications

26. Remainder of Public Comments Not on The Agenda
This item is a continuation of item No. 2 (Public Comment), in the event all speakers who request to comment on item No. 2 are not called. If all Public Comment is accepted during item No. 2, no additional public comment will be accepted under this item.

CLOSED SESSION

27. Public Comment for Closed Session

28. Closed Session – Conference with Legal Counsel – Existing Litigation Pursuant to California Government Code Section 54956.9(d)(1)

Possible
Action

San Diego Gas & Electric Company vs. Metropolitan Transit System et al.
(San Diego Superior Court (SDSC) Case No. 37-2021-00006190-CU-EI-CTL
and consolidated cases SDSC Case Nos. 37-2021-00007680-CU-EI-CTL and
37-2021-00007619-CU-EI-CTL)

ADJOURNMENT

29. Next Meeting Date

The next Board of Director's meeting is scheduled for July 18, 2024 at 9:00am.

30. Adjournment



**Metropolitan
Transit
System**

MTS STAFF USE ONLY
Public Comment
AI #: 2 Date: 6 / 20 / 24
No. in queue: 1

IN – PERSON PUBLIC COMMENT

SPEAKER INFORMATION (please print)

Agenda Item No.: 2
 Name: Munny Rodriguez Telephone: 619 788 6445
 Email: mrodriguez@cityheightsco.org
 City of Residence: San Diego
 Remark Subject: _____
 Affiliated Organization: City Heights COE

PLEASE SUBMIT THIS COMPLETED FORM BACK TO THE CLERK

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to three minutes per person, unless specified by the Chairperson. Please make your comment at the podium located on the right side of the dais. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard three-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

<https://www.sdmts.com/about/meetings-and-agendas>. This form will be included in the Meeting Materials posted on the respective MTS meeting site.

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

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.





CALL – IN PUBLIC COMMENT

The Original DRA provided a public comment for agenda item #2. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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





CALL – IN PUBLIC COMMENT

Truth provided a public comment for agenda item #2. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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



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

May 16, 2024

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

1. Roll Call

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

2. Public Comment

Kesav Gupta - Provided a written statement to the Board prior to the meeting. Kesav expressed dissatisfaction with the PRONTO system. The written comment is provided in the May 16, 2024 Final Meeting Packet.

Alex Wong – Representing Ride SD, made a verbal statement to the Board during the meeting. Alex expressed support for the people mover to the airport concept.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction with the migrant population.

Gail Jennings – Provided a verbal statement to the Board during the meeting. Gail asked the Board to supply defibrillators on every vehicle.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed dissatisfaction with the new Copper Line.

Guadalupe Rojas – Representing Mid City CAN made a verbal statement to the Board during the meeting. Guadalupe expressed concern about the verification PRONTO process and asked the Board for an extension.

Board Member Elo-Rivera requested that the Board receive additional information on defibrillators onboard vehicles.

CONSENT ITEMS:

3. Approval of Minutes

Action would approve the April 25, 2024 Board of Director meeting minutes.

4. Chief Executive Officer's Report

5. Light Rail Vehicle (LRV) Friction Brakes - Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1659.0-24, with Siemens Mobility, Inc. (Siemens), for the purchase of LRV Friction Brakes for a five (5) year base period in the amount of \$7,141,664.46 (inclusive of 7.75% CA Sales Tax).

6. Title VI Triennial Program Update Submittal

Action would adopt Resolution No. 24-05 approving the Title VI Program, including the plans, notices, records, maps, and data that demonstrate MTS's compliance with requirements of Title VI of the Civil Rights Act of 1964 (Title VI), for submittal to the Federal Transit Administration (FTA).

- 7. Portable Toilet Services for MTS Employees/Contractors – Contract Award**
Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc No. G2805.0-24, with Diamond Environmental Services LP (Diamond) for portable toilet services, for two (2) base years with one 3-year option, for a total of five (5) years, at a cost of \$887,597.60; and 2) Exercise the option at the CEO’s discretion.
- 8. On-Call Plumbing Repair Services – Contract Award**
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG384.0-24 with Drain Medic, Inc. (Drain Medic), a Woman-Owned Business Enterprise (WBE), for On-Call Plumbing Repair Services for three (3) years for a total contract value of \$376,069.85.
- 9. On-Call Electrical Repair Services – Contract Award**
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG383.0-24, with Advanced Railway Innovations, Inc. (Advanced Railway), a Disadvantaged Business Enterprise (DBE), for On-Call Electrical Repair Services for a period of three (3) years for a total contract value of \$342,294.91.
- 10. Automobile Lease Services – Contract Amendment**
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to MTS Doc No. G1872.0-16, with Enterprise Fleet Management, to add \$627,206.00 for automobile lease services and extend agreement for six (6) months to December 31, 2024.
- 11. Quarter Ending March 31, 2024 – Investment Report**
- 12. PRONTO Extend Pilot Program – Pilot Extension**
Action would approve an extension of the PRONTO Extend Pilot Program until June 30, 2026.
- 13. Impedance Bond and Plug-In Relay Socket – Contract Award**
Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. L1676.0-24, with Modern Railway Systems, for the purchase of Impedance Bond (Group 1) in the amount of \$875,966.73 (inclusive of 7.75% CA sales tax); and 2) Execute MTS Doc. No. L1677.0-24, with Siemens Mobility, Inc. (Siemens), for the purchase of Plug-In Relay Socket Assembly (Group 2) in the amount of \$61,782.66 (inclusive of 7.75% CA sales tax).
- 14. City of San Diego Bus Shelter and Bus Bench Advertising; Revisions to MTS Board Policy 21**
Action would authorize the Chief Executive Officer (CEO) to: 1) Enter into a Memorandum of Understanding (MOU) with City of San Diego, MTS Doc. No. G2906.0-24, regarding bus shelter and bus bench advertising; and 2) Revise MTS Board Policy 21 “MTS Revenue-Generating Display Advertising, Concessions, and Merchandise” to delete the separate City of San Diego advertising policy document.
- 15. Broadway Wye Special Trackwork Design – Work Order Agreement**
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA352-AE-35 under MTS Doc. No. PWL352.0-22, with HDR Engineering, Inc. (HDR), in the amount of \$575,349.49 for the Broadway Wye Special Trackwork Design.

16. Mobile Trailer Power Connection and Fencing at El Cajon Transit Center – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to: 1) Ratify Work Order MTSJOC324-44 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 with ABC General Contractor, Inc. (ABCGC), in the amount of \$139,977.72 for the Security Trailer Power Connection and Fencing at El Cajon Transit Center; and 2) Execute Change Order MTSJOC324-44.01 under MTS Doc. No. PWG324.0-21, with ABCGC, in the amount of \$24,947.96 for the installation of additional fencing needed for Security Trailer Power Connection and Fencing at El Cajon Transit Center.

17. Orange Line Improvement Project Phase 1 & 2 Construction Management (CM) Services – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to 1) Execute Work Order No. WOA2498-CM15 under MTS Doc. No. G2498.0-21, with Kleinfelder Construction Services, Inc. (KCS), for CM services for the Orange Line Improvements Projects – Phase 1 for a cost of \$4,473,793.39; and 2) Exercise an amendment to Work Order No. WOA2498-CM15 with KCS for CM services for the Orange Line Improvements Projects – Phase 2 for a cost of \$6,818,806.94, at their discretion.

18. Downtown Parallel Feeder Cable Design – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTS Doc. No. WOA354-AE-45, under MTS Doc No. PWL354.0-22, with Mott MacDonald, LLC (MM), in the amount of \$280,758.68 to provide utility investigation and mapping for the Downtown Parallel Feeder Cable Design Project.

19. Revisions To MTS Board Policy No. 41 – Signature Authority

Action would approve revisions to MTS Board Policy No. 41, “Signature Authority”.

20. Construction Management (CM) On-Call Services – Capacity Increase

Action would approve a capacity increase in the amount of \$20,000,000 for MTS CM On-Call Work Orders based on the following five (5) Master Agreements: G2496.0-21, G2497.0-21, G2498.0-21, G2499.0-21, and G2501.0-21, for the provision of On-Call CM Services through the remaining duration of the current five-year contract period, expiring September 30, 2026.

Public Comment for consent items:

Truth – Provided a verbal statement to the Board during the meeting. Truth commented on items: 4, 6, 11, 12 and 18.

The Original DRA – Provided a made a verbal statement to the Board during the meeting. The Original DRA commented on items: 3, 7 and 12.

Board Comment

Board Member Bush requested staff to provide the Board an overview of item 7 (Portable Toilet Services for MTS Employees/Contractors – Contract Award). Mike Wygant, MTS Chief Operating Officer – Transit Services, explained that the restrooms are for service operators and security employees. These portable bathrooms serve to alleviate restroom access in remote layover areas and areas where brick and mortar public restroom use is not available. Sharon Cooney, MTS Chief Executive Officer, added that the agency enters into agreements with local businesses or other governmental agencies for the use of restrooms. She noted the

development partnership that will eventually allow MTS to have a downtown layover site, which will limit the amount of portable restroom needs. Ms. Cooney added that various Trolley locations will soon have permanent restroom facilities for employees. Board Member Bush asked if restrooms would be available for use after service hours. Mr. Wygant assured the Board that restrooms have 24-hour accessibility to employees. Board Member Bush asked if the bargaining units were aware of the contract and if they were supportive of the proposed award. Mr. Wygant confirmed. Board Member Bush encouraged respective jurisdictions to share restroom maintenance costs with MTS.

Board Member Moreno expressed support for items 7 and 12.

Board Member Elo-Rivera expressed support for item 12 and noted the positive impact it would have on the community.

Action on Recommended Consent Items 3-20

Board Member Hall moved to approve Consent Agenda Item Nos. 3 to 20. Board Member Bush seconded the motion, and the vote was 13 to 0 in favor with Board Member Montgomery Steppe and Board Member Gloria absent.

DISCUSSION ITEMS AND REPORT ITEMS:

21. Fiscal Year (FY) 2025 Operating Budget Discussion (Gordon Meyer)

Gordon Meyer, MTS Manager of Financial Planning, presented on the FY 2025 Operating Budget. He presented on: the budget overview, agenda, revenue summary, expenses summary, consolidated revenues less expenses, 5-year projection, SB 125 original funding plan, 5-year projection without SB125 funding, structural deficit, next steps, and staff's recommendation.

Public Comment

Carolina Martinez – Representing Environmental Health Coalition made a verbal statement to the Board during the meeting. Carolina expressed concern with the prioritization of budget allocations.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed frustration with the removal of SB 125 funding.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed frustration with MTS initiatives.

Board Comment

Board Member Moreno summarized comments made at the May 8, 2024, Budget Development Committee. She restated her support for the postponement of increased trolley frequencies and the delayed launch of Route 910. She hoped that SB 125 funding would continue to be allocated to transit agencies in the upcoming budget and encouraged MTS to be at the forefront of transit advocacy efforts. She also noted that the re-allocation of funds away from the Capital Improvement Program (CIP) portfolio was an option. She supported the exploration of a revenue measure and expressed her support for staff's recommendation.

Board Member Elo-Rivera expressed disappointment with the potential of the state's SB 125 funding reallocation away from transit agencies. He mentioned the Board's prerogative to limit service reductions and a desire for the expansion of services to benefit existing and new riders. He asked Board Member Moreno if the recommendation could be modified to include a report to

the Board of additional revenue opportunities/projects, to be presented at an upcoming Board of Directors meeting. Board Member Moreno supported the revision. Ms. Cooney noted the recent digital billboard advertisement project at Gaslamp station.

Vice Chair Goble noted the 5-year timeline and advocated for federal or state funding sources. He noted the public's potential weariness to fund various local half cent sales tax. He cautioned the Board about balancing the budget using CIP funds because he was concerned about state of good repair priorities. He suggested that the Board consider phasing into the fiscal cliff by slowing/restricting the growth of new services and programs, rather than implementing them, only to be taken away.

Board Member Moreno clarified that the CIP funding reallocation was a staff suggestion and understood that MTS's CIP portfolio was robust and healthy enough for flexible funding to be reallocated. Ms. Cooney added that the CIP budget is currently an unusually robust budget and noted that if services are cut, new buses will not need to be procured. She noted that there were additional competitive grants that MTS has recently been awarded.

Board Member Hall advocated to change the Fare Diversion Program to increase fare revenue. He supported formalized programs that could support riders in financial hardship to ride for free and enforce fare recovery of those that are not validating their fare.

Action Taken

Board Member Moreno moved to approve the staff recommendation to: 1) Postpone the Trolley 15-minute add-ons until the future of Senate Bill (SB) 125 funding is known; and 2) Postpone the public hearing and implementation date for Route 910 (overnight border express) and 3) Direct staff to report back to the June 20, 2024 Board of Directors Meeting of additional revenue opportunities for discussion by the Board in July. Board Member Elo-Rivera seconded the motion, and the vote was 13 to 0 in favor with Board Member Montgomery Steppe and Board Member Gloria absent.

22. Boardroom Audio Visual (A/V) Upgrade and Maintenance – Contract Award (Julia Tuer and Justin Plaetzler)

Julia Tuer, MTS Manager of Government Affairs, and Justin Plaetzler, Procurement Specialist, presented on the Boardroom A/V upgrade and maintenance. They outlined: the background, scope of work, solicitation process, contract term, AVI-SPL LLC contractor portfolio, Executive conference room, Boardroom proposal equipment and software, and staff's recommendation.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed frustration with the current Boardroom live feed limitations.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed frustration with the current Boardroom audio feed and suggested camera viewpoints.

Board Comment

Board Member Hall asked how close the individual camera shots will be for Board Members. Ms. Tuer replied that it would mimic a laptop camera angle. Board Member Hall asked if there would be an operator management fee. Ms. Tuer clarified that MTS staff would monitor the system. Board Member Hall asked if there will be a visual timer to reference during Public Comment. Ms. Tuer confirmed that staff is looking to acquire this feature. Board Member Hall

asked if the new features would support meeting materials on the tabletop station. Ms. Tuer assured that live stream, meeting materials and other features will all be available on each tabletop station. He asked if there would be a touchscreen feature available. Mr. Plaetzler replied that that feature would be available. Board Member Hall asked if the voting platform would be integrated onto the tabletop station or if it would be a separate voting mechanism. Ms. Tuer confirmed that all features would be integrated on each individual tabletop device.

Action Taken

Board Member Hall moved to authorize the Chief Executive Officer (CEO) to 1) Execute MTS Doc. No. G2780.0-24 with AVI-SPL LLC (AVI) to provide Boardroom A/V Equipment Installation and Ongoing Maintenance in the amount of \$420,591.94 exclusive of tax for a contract period of a three (3) month installation with a three (3) base years and two (2) 1-year options maintenance agreement; and 2) Exercise the option years of the agreement at the CEO's discretion. Board Member McCann seconded the motion, and the vote was 13 to 0 in favor with Board Member Montgomery Steppe and Board Member Gloria absent.

23. Grants Administration Report (Kena Teon and Julia Tuer)

Ms. Tuer and Kena Teon, MTS Grant Administrator, presented on the Grants Administration report. They presented on: the grant administration department, formula grants, competitive grants for federal and state, housing partnerships, reporting, audits, regional support, and collaboration.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed frustration with the grant process.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed opposition to the general grant process.

Action Taken

No action taken. Informational item only.

24. Alvarado Trolley Station Naming Rights (Mark Olson)

Mark Olson, MTS Director of Marketing and Communications, along with Matthew Corte, with Superlative, presented on Alvarado Trolley Station naming rights. They provided details on: the project background, sales strategy, Alvarado Station, UCSD Health naming rights interest, partnership benefits, station valuation benefits, MTS benefits, and staff recommendations.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed dissatisfaction with UCSD and the proposed partnership.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction with UCSD and the proposed partnership.

Board Comment

Board Member Elo-Rivera acknowledged the revenue opportunities and asked if the cost born by MTS would be net or gross. Mr. Olson confirmed that these were gross amounts with an additional commission to Superlative. He added that UCSD Health would pay for the signage update costs, any additional changes throughout the system would be done progressively as

part of the Marketing teams' sign update plan. Board Member Elo-Rivera cited section 3b within the contract terms and noted that MTS would cover their placement costs. Karen Landers, MTS General Counsel, noted that the section cited was part of MTS's normal maintenance practices and programs. The name plate implementation change costs would be paid by UCSD. Board Member Elo-Rivera asked about additional opportunities to build on naming rights. He asked if billboard or signage rights limited the agency in any way. Mr. Olson believed that it would impact that station, however, the team did not perceive the station to be a prime location for additional revenue opportunities. Board Member Elo-Rivera asked if proximity to the freeway posed a favorable opportunity for additional signage advertisement. Ms. Landers clarified the limitations of federal highway funds that do not allow new billboards for off-site advertisements to face highway corridors.

Vice Chair Goble asked staff to shorten the name of the station. He asked if the current contract valuation aligned with other valuations. Mr. Olson confirmed that it did, based on a comprehensive assessment, in partnership with Superlative.

Action Taken

Board Member Elo-Rivera moved to authorize the Chief Executive Officer to execute a Naming and Sponsorship Agreement (MTS Doc. No. G2917.024) with UC San Diego Health for the exclusive naming rights of the Green Line's Alvarado Trolley Station for a period of 21 base years, and 10 option years. Vice Chair Goble seconded the motion, and the vote was 13 to 0 in favor with Board Member Montgomery Steppe and Board Member Gloria absent.

OTHER ITEMS:

25. Chair, Board Member and Chief Executive Officer's (CEO's) Communications

There were no Chair, Board Member, or CEO communications.

26. Remainder of Public Comments Not on The Agenda

There were no additional public comments.

CLOSED SESSION:

The Board convened to Closed Session at 11:06 a.m.

27. Public Comment for Closed Session

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction with Board Members and the closed session process.

Truth – Provided a made a verbal statement to the Board during the meeting. Truth expressed dissatisfaction with MTS as an institution.

28. Closed Session - Public Employee Performance Evaluation/ Conference with Labor Negotiators – Chief Executive Officer Pursuant to California Government Code Sections 54957 and 54957.6;

Agency-Designated Representative: Stephen Whitburn, Chair
Employee: Sharon Cooney, CEO

Closed Session Reconvening

The Board reconvened to Open Session at 12:29 p.m.

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session:

- 28. The Board conducted a public employee performance evaluation and gave instructions to negotiators.

ADJOURNMENT

29. Next Meeting Date

The next regularly scheduled Board meeting is June 20, 2024 at 9:00 a.m.

30. Adjournment

The meeting was adjourned at 12:29 p.m.

/S/ Stephen Whitburn
Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

/S/ Dalia Gonzalez
Clerk of the Board
San Diego Metropolitan Transit System

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

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): May 16, 2024 CALL TO ORDER (TIME): 9:04 a.m.
 RECESS: _____ RECONVENE: _____
 CLOSED SESSION: 11:06 a.m. RECONVENE: 12:29 p.m.
 PUBLIC HEARING: _____ RECONVENE: _____
 ORDINANCES ADOPTED: _____ ADJOURN: 12:29 p.m.

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Gonzalez	<input checked="" type="checkbox"/>	Chavez	<input type="checkbox"/>	9:04 a.m.	12:29 p.m.
City of Chula Vista	McCann	<input checked="" type="checkbox"/>	Chavez	<input type="checkbox"/>	9:04 a.m.	12:10 p.m.
City of Coronado	Donovan	<input checked="" type="checkbox"/>	Duncan	<input type="checkbox"/>	9:04 a.m.	12:29 p.m.
County of San Diego	Montgomery Steppe	<input type="checkbox"/>	Vargas	<input type="checkbox"/>	ABSENT	ABSENT
City of El Cajon	Goble (Vice-Chair)	<input checked="" type="checkbox"/>	Ortiz	<input type="checkbox"/>	9:04 a.m.	12:29 p.m.
City of Imperial Beach	Leyba-Gonzalez	<input checked="" type="checkbox"/>	Aguirre	<input type="checkbox"/>	9:04 a.m.	12:29 p.m.
City of La Mesa	Dillard	<input checked="" type="checkbox"/>	Arapostathis	<input type="checkbox"/>	9:05 a.m.	12:29 p.m.
City of Lemon Grove	Gastil	<input checked="" type="checkbox"/>	Mendoza	<input type="checkbox"/>	9:04 a.m.	12:29 p.m.
City of National City	Bush	<input checked="" type="checkbox"/>	Rodriguez	<input type="checkbox"/>	9:04 a.m.	12:29 p.m.
City of Poway	Frank	<input checked="" type="checkbox"/>	Pepin	<input type="checkbox"/>	9:04 a.m.	12:29 p.m.
City of San Diego	Moreno	<input checked="" type="checkbox"/>	Campbell	<input type="checkbox"/>	9:04 a.m.	11:45 a.m.
City of San Diego	Elo-Rivera	<input checked="" type="checkbox"/>	LaCava	<input type="checkbox"/>	9:04 a.m.	12:10 p.m.
City of San Diego	Gloria	<input type="checkbox"/>	Campillo	<input type="checkbox"/>	ABSENT	ABSENT
City of San Diego	Whitburn (Chair)	<input checked="" type="checkbox"/>	Lee	<input type="checkbox"/>	9:04 a.m.	12:29 p.m.
City of Santee	Hall	<input checked="" type="checkbox"/>	Koval Minto	<input type="checkbox"/> <input type="checkbox"/>	9:04 a.m.	12:29 p.m.

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



DATE: June,14 2024

TO: Board of Directors

FROM: Sharon Cooney, Chief Executive Officer

SUBJECT: MTS Property Related Flooding: Immediate Remedial Measures for January 22, 2024

Authority

Per MTS's enabling legislation at Public Utilities Code Section 120224.1, and per MTS Board Policy No 52, "Procurement of Goods and Services", Section 52.2 (F) (v):

Upon determining that immediate remedial measures to avert or alleviate damage to, or to repair or restore damaged or destroyed MTS property are necessary in order to ensure that MTS facilities are available to serve the transportation needs of the general public, and upon determining that compliance with competitive solicitation requirements would result in an impermissible delay, the CEO may authorize the expenditure of money for the direct purchases of goods and services. The CEO, after the expenditure authorized under immediate remedial measures has been made, shall submit to the board a full report explaining the necessity for that action.

Background

On January 22, 2024, there was a significant rain event that resulted in extensive flooding along MTS property. This rain event caused substantial damage to MTS's rail infrastructure, MTS's rail equipment, MTS's operation and administrative buildings, and other MTS real property. This damage impacted MTS's ability to continue some of its programs and services, including operation of a portion of MTS' trolley service. Since providing trolley service is an essential public service, immediate action was necessary to mitigate the damage and bring back full operations to the trolley service. Compliance with MTS's standard competitive bidding requirements would have resulted in an impermissible delay. Therefore, on January 23, 2024, the CEO authorized staff to conduct the necessary work to remediate the damages immediately, without compliance with standard competitive procurement requirements.

Under these emergency remedial measures, the CEO instructed staff to identify contractors to conduct the necessary work, with a focus on contractors that (1) had the necessary expertise and experience for the work in question, and (2) were ready and available to start work as soon as possible and complete the work in an expeditious manner. The following work has been authorized by the CEO to date, with work still on-going. Please note, this list is not the complete list of repairs necessary as a result of the flooding event; the rows in gray have been disclosed as part of the CEO Report in previous Board meetings. This only reflects the work that has been authorized by the CEO to start. Other work is still pending as staff continues to identify the appropriate firms and necessary scope of work to make the repairs. Contractors were selected based on their ability to quickly mobilize and complete work at each location; many of the contractors were doing similar work or had recently done similar work for MTS under a competitively bid contract.

CEO Authorized Emergency Work from January 23, 2024 - present

Purchase Order No.	Estimated Cost	Actual Cost	Contractor	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected Emergency Procurement Timeline	Location
4500060487	\$2,500,000	Not yet finalized	DRS Contracting	Track reconstruction and drainage repair	DRS Contracting Inc. was selected because their sister company Veteran's Engineering Inc. had an existing railroad Job Order Contract in place and had crews and equipment available for immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Orange Line: Massachusetts to Euclid
4500060475	\$2,500,000	Not yet finalized	Balfour Beatty	Track reconstruction and drainage repair	MTS turned to Balfour Beatty to authorize them to perform this work on 1/24/24, this was the earliest possible time. They had an existing contract in place with MTS for trackwork in other areas, therefore, they had crews and equipment available for immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Orange Line: Massachusetts to Euclid

CEO Authorized Emergency Work from January 23, 2024 - present

Purchase Order No.	Estimated Cost	Actual Cost	Contractor	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected Emergency Procurement Timeline	Location
4500061454	\$65,251.97	Not yet finalized	PGH Wong	Inspection and construction management for track reconstruction	Firm currently under contract as an on-call consultant for Construction Management (CM) Services	Mini RFP through on-call construction management services agreements, process of 4 months	Ability to immediately commence services	Orange Line: Massachusetts to Euclid
4500060499	\$1,500,000	Not yet finalized	Blue Iron	Shoring	MTS met with 3 shoring contractors. Blue Iron was the only firm that had materials on-hand and could start right away. The other two contractors had a 3-month lead time.	Construction IFB, process of 6 months	Ability to immediately commence services	Orange Line: Near 65th crossing
4500060986	\$100,000 <u>\$120,000</u>	Not yet finalized	HMS	Overhead catenary system repairs	Firm currently under contract as an on-call consultant for JOC Overhead Catenary System (OCS)	JOC process of 3 months <u>Construction IFB process of 6 months</u>	Ability to immediately commence services	Orange Line: Near 65 th
4500060094	\$140,570.00	Not yet finalized	AECOM	Inspection and construction management for shoring and system/signals	Firm currently under contract as an on-call consultant for CM Services	Mini RFP through on-call CM services agreements, process of 4 months	Ability to immediately commence services	Orange Line: Near 65 th

CEO Authorized Emergency Work from January 23, 2024 - present

Purchase Order No.	Estimated Cost	Actual Cost	Contractor	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected Emergency Procurement Timeline	Location
4500059857	\$5,961	Not yet finalized	Overhead Door Company of Southern California	Purchase and install roll up door	Firm specializes in providing roll up door products and services	RFQ process of 1-2 months	Services scheduled to commence on 3.6.24. Contractor had to first order the replacement door.	Pyramid Building, Bay 3
4500060232	\$58,800	Not yet finalized	National Electrical Testing and Engineering, LLC (NETE)	Testing and repairs prior to regeneration of substations	Previous experience on testing and commissioning of substations for both the Mid Coast and Blue/Green lines.	RFQ process of 1-2 months	Ability to immediately start repairs	Green Line: San Altos Substation
PR: 10124169	\$250,000	Not yet finalized	Clean Harbor	Trolley Building Pump-out	Personnel availability, immediate mobilization, and past work performance.	Formal IFB, process of 4-6 months	Ability to immediately commence services	LRV Maintenance Facility (Building C)
4500059608	\$27,093	<u>\$27,093.10</u>	Badger Day Lighting	Clean-out LRV Maintenance pits	Prompt mobilization and prior work performance	RFQ process of 1-2 months	Ability to immediately start repairs	LRV Maintenance Facility (Building C)
	\$1,250,000	Not yet finalized	Balfor Property Restoration	Rebuilding/restorations of Building C	Personnel availability, immediate mobilization, and past work performance.	Formal RFP, process of six months	Ability to immediately commence services	LRV Maintenance Facility (Building C)

CEO Authorized Emergency Work from January 23, 2024 - present

Purchase Order No.	Estimated Cost	Actual Cost	Contractor	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected Emergency Procurement Timeline	Location
4500060233	\$19,668.53	<u>\$19,668.53</u>	NMS Management, Inc.	Strip and waxing of Building C Shop Floors for proper sanitation of shop floors	Janitorial expertise, personnel availability, immediate mobilization, and past work performance	RFQ process of 1-2 months	Ability to immediately start repairs	LRV Maintenance Facility (Building C)
4500059669	\$14,484.17	<u>\$14,484.17</u>	National Business Furniture (NBF)	Replace office furniture for SDTI staff (manager, project coordinator and shop supervisor)	Staff attempted to receive quotes from National Business Furniture, Madison Liquidators and Office Depot, Items are readily available for shipment and assembled, MTS chose NBF	RFQ process of 1-2 months	Ability to immediately ship furniture	LRV Maintenance Facility (Building C)
4500059667	\$5,039.04	<u>\$5,384.47</u>	National Business Furniture	Replace office furniture for SDTI LRV Director	Staff attempted to receive quotes from National business Furniture, Madison Liquidators and Office Depot, Items are readily available for shipment and assembled, MTS chose NBF	RFQ process of 1-2 months	Ability to immediately ship furniture	LRV Maintenance Facility (Building C)

CEO Authorized Emergency Work from January 23, 2024 - present

Purchase Order No.	Estimated Cost	Actual Cost	Contractor	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected Emergency Procurement Timeline	Location
4500059748	\$14,769.07	<u>\$14,769.07</u>	Gillig LLC	Purchase exterior mirrors (inventory item) for LRVs that were ripped off/damaged during storm	Staff attempted to attain quotes, received two from Gillig and Siemens. Gillig was the lowest bidder.	RFQ for inventory item, process of 7 days	Ability to immediately ship equipment/materials	LRV Maintenance Facility (Building C)
4500061162	\$160,000	<u>\$127,697.32</u>	ABC GC	Building A Interior Clean up, Building C Exterior Pressure Washing and Clean up, San Altos Substation Clean up, 65th & Imperial Slope SWPPP and BMP installation to support the shoring contractor at this location, 65th & Imperial fence that was replaced to support the shoring contractor at this location, 54th & Market fence installation near the	Personnel availability, immediate mobilization, and past work performance.	Construction IFB, process of 6 months	Ability to immediately commence services.	Building A, Building C. San Altos Substation, 65th & Imperial Slope, 65th & Imperial fence, 54th & Market fence.

CEO Authorized Emergency Work from January 23, 2024 - present

Purchase Order No.	Estimated Cost	Actual Cost	Contractor	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected Emergency Procurement Timeline	Location
				pedestrian crossing				
4500060050	\$7,176.00	Not yet Finalized	World Oil	Perform C2 Clarifier Clean Out due to flood	MTS turned to World Oil to perform this work based on their expertise of normal disposal, past purchase history with MTS, and previous work performance.	RFQ process of 30-60 days	Ability to immediately commence services	LRV Department
4500060078	\$12,200.00	<u>\$12,200.00</u>	Josephson Werdown atz	Structural analysis of the collapsed section of the roof on the Pyramid building, as well as designs on required repairs are necessary in order to ensure the building is safe for further crews to enter the building for additional repairs and to return the building to full functionality.	Based on previous work with MTS, specifically its previous work with MTS on structural improvements to this building in particulate.	RFQ process of 30-60 days	Ability to immediately commence services.	Pyramid Building
4500041657	\$12,865.00	<u>\$12,865.00</u>	NSH USA Corp.	Wheel truing machine evaluation.	NSH had drawings, technical support,	RFQ process of 30-60 days	Ability to immediately	LRV Department – Building C

CEO Authorized Emergency Work from January 23, 2024 - present

Purchase Order No.	Estimated Cost	Actual Cost	Contractor	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected Emergency Procurement Timeline	Location
					knowledge of operation and past work performance.		commence services	
4500060310	\$11,801.44	<u>\$11,804.44</u>	NMS Management	Cleaning, waxing and sealing of New Vinal floors in A Building, C Building and Yard Tower	NMS Management was identified due to its janitorial expertise, personnel availability, immediate mobilization, and past work performance.	RFQ process of 30-60 days	Ability to immediately commence services	Buildings A and C, and Yard Tower
4500060985	\$1,360,874.00	Not yet Finalized	Carlos Guzman	Above-ground Wheel Truing Machine Replacement for LRV Department	Staff learned Carlos Guzman hasd purchased a wheel truing machine that has only been in service for 4 ½ years and offered to sell it to MTS. Delivery of unit is 8-10 weeks compared to purchasing a brand new machine that would cost more and take longer to arrive with a lead time of 18 months from NTP.	IFB 4-6 months plus Lead time of 18 months	Availability of machine with a very short lead time.	LRV maintenance – Building C

CEO Authorized Emergency Work from January 23, 2024 - present

Purchase Order No.	Estimated Cost	Actual Cost	Contractor	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected Emergency Procurement Timeline	Location
4500061382	\$109,548.85	<u>\$109,548.85</u>	Legend to Kings Fence, Inc	Fencing Repair at Euclid Ave Station to Lemon Grove Station	MTS turned to LTK Fence to authorize them to perform this work. LTK Fence was identified due to its fencing expertise, personnel availability, and immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Euclid Ave Station to Lemon Grove Station
4500061099	\$1,500,000	Not yet finalized	DRS Contracting	Grade crossing on Euclid and Euclid Bridge repair	DRS was selected because they are currently mobilized on another project and have crews, equipment and long-lead time materials available for immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Euclid and Euclid Bridge
4500060538	\$67,500	<u>\$67,500.00</u>	Atlas	Trees were damaged during flood	Contractor has an existing on call tree trimming contract in place, personnel availability, immediate mobilization, and past work performance. Delays mean that track and	RFQ process of 30-60 days	Ability to immediately commence services	Orange Line - Intersection of Massachusetts and 69th

CEO Authorized Emergency Work from January 23, 2024 - present

Purchase Order No.	Estimated Cost	Actual Cost	Contractor	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected Emergency Procurement Timeline	Location
					OCS could have been damaged.			
4500059776	\$6,854	Not yet Finalized	Hitachi	Part replacement	Existing MTS contractor for replacement services	RFQ process of 1-2 months	Ability to immediately commence services	Wayside
4500060161	\$8,105.29	<u>\$8,733.46</u>	Otay Mesa Sales, Inc.	MTS Track department used this equipment for (1) one month to help restore tracks and clean up trash	Identified due to large inventory, machine availability and ability for immediate mobilization	RFQ process of 1-2 months	Ability to immediately commence services	Orange Line – Massachusetts Station
4500061003	\$187,680	Not yet Finalized	BBM Railway Innovations	Lifting Equipment	Sole Source – MACTON provided the lifts that were damaged. BBM bought out MACTON around 2018. BBM supplied similar replacement lifts	Formal IFB, process of 4-6 months	Availability to provide good with a very short lead time.	Trolley – LRV Maintenance
4500060764	\$58,600	Not yet Finalized	Kleinfelder	AE eval of sheet pile shoring	familiarity on the soil vicinity due to the past projects	Mini A&E RFP of 4 month	Ability to immediately commence services	Orange Line - Shoring Wall at 65 th Street
PR: 10127056	\$1,857,000	Not yet Finalized	Siemens	Repair damaged drive units	Existing MTS contractor for repair services	Formal IFB, process of 4-6 months	Ability to immediately commence services	LRV Department
4500061162	\$145,000	\$127,697.32	ABGGC	Emergency cleanup and repairs	Existing MTS contractor for JOC services	Formal IFB, process of 4-6 months	Ability to immediately commence services and	Various locations

CEO Authorized Emergency Work from January 23, 2024 - present

Purchase Order No.	Estimated Cost	Actual Cost	Contractor	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected Emergency Procurement Timeline	Location
							mobilize equipment and crews	
4500060841	\$5,071.50	\$5,071.50	Asbury Environmental Services	Removal of oil from C4/5 In-Floor Hoist Pits	Existing MTS contractor for services	RFQ process of 1-2 months	Ability to immediately commence services	LRV Maintenance – Bldg C
This is an amendment to PO 4500061454	\$21,508.31	Not yet finalized	PGH Wong	Inspection and construction management for track reconstruction	CM Services	Mini RFP through on-call construction management services agreements, process of 4 months	Ability to immediately commence services	Orange Line: Massachusetts to Euclid
	\$14,003,421.00	\$564,517.23	Total (as of 6/14/2024)					

EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
PWL353.0-22WOAAE09.01	DOKKEN	ADD SVCS	\$141,335.96	5/8/2024
PWL353.0-22WOAAE19.02	DOKKEN	ADD SVCS	\$117,746.82	5/8/2024
PWG347.0-22JOC347-28	ABCGC	CPD E PED ACCESS	\$7,956.43	5/9/2024
G2877.0-24	ZONES	CISCO 3-YEAR SUPPORT SVCS	\$140,522.20	5/15/2024
G2893.0-24	Nth GEN	HPE SERVER REPLACEMENT	\$80,276.62	5/16/2024
PWG324.0-21JOC324-50	ABCGC	SUPERLOOP STOP REPAIR	\$9,486.34	5/16/2024
PWG324.0-21JOC324-51	ABCGC	KMD PARKING DECK REPAIR	\$9,660.41	5/16/2024
PWG324.0-21JOC324-49	ABCGC	MILLS HR ROOM RENO	\$13,885.99	5/21/2024
G2452.3-21	UNITED SITE	ADD FUNDS	\$47,126.87	5/22/2024
PWL397.0-24	KING'S FENCE	EMERG FENCE REPAIRS	\$109,548.85	5/22/2024
G2896.0-24	FORVIS	FY23 ACFR	\$1,800.00	5/28/2024
PWL309.1-20	DAY WIRELESS	RADIO NET MIGRATION	\$149,592.96	5/28/2024
G2009.7-17	SCHNEIDER	ADD BRT UPS MAINT AND BATT REPLACE	\$43,127.23	5/28/2024
PWG324.0-21JOC-44.01	ABCGC	CCO 01	\$24,947.96	5/29/2024

REVENUE CONTRACTS

Doc #	Organization	Subject	Amount	Day
L1504.4-19	WYYERD	C ST FIBER ROE	\$750.00	5/8/2024
B0769.0-24	NCTD	SVCC VEHICLE & EQUIP SALES MOU	\$47,430.96	5/9/2024
S200-24-863	AGUIRRE & ASSOC	24TH ST STN ROE	\$1,008.16	5/21/2024
L4644.1-23	MICHELS CONST	SCOPE & TIME EXT ROE	\$750.00	5/21/2024
S200-22-771.3	ORTIZ CORP	ADD SCOPE & TIME EXT ROE	\$750.00	5/21/2024
G2669.1-23	SDSU	PRONTO PARTNERS PLUS	\$64,692.00	5/29/2024
S200-24-861	BLUE PAC ENG	EL CAJON TC ROE	\$1,008.16	5/29/2024
L5866.0-24	COMPETITOR GRP	263.10 263.40 267.30 JROE	\$750.00	5/31/2024
L6871.0-24	OHLA	255.45 255.50 JROE	\$1,008.16	6/6/2024

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400002872	5/8/2024	W.W. Grainger Inc		G130-SHOP TOOLS	\$ 61.79	\$ -	\$ -
4400002873	5/8/2024	ODP Business Solutions, LLC		I110-INFORMATION TECH	\$ 73.83	\$ -	\$ -
4400002874	5/8/2024	W.W. Grainger Inc		M130-CROSSING MECHANISM	\$ 795.50	\$ -	\$ -
4400002875	5/9/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 1,510.33	\$ -	\$ -
4400002876	5/10/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 212.13	\$ -	\$ -
4400002877	5/13/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 62.81	\$ -	\$ -
4400002878	5/14/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 52.89	\$ -	\$ -
4400002879	5/14/2024	ODP Business Solutions, LLC		I110-INFORMATION TECH	\$ 281.21	\$ -	\$ -
4400002880	5/15/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 652.89	\$ -	\$ -
4400002881	5/15/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 105.25	\$ -	\$ -
4400002882	5/16/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 218.23	\$ -	\$ -
4400002883	5/16/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 3,033.29	\$ -	\$ -
4400002884	5/16/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 322.33	\$ -	\$ -
4400002885	5/16/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 359.72	\$ -	\$ -
4400002886	5/16/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 534.82	\$ -	\$ -
4400002887	5/16/2024	W.W. Grainger Inc		G200-OFFICE SUPPLIES	\$ 851.20	\$ -	\$ -
4400002888	5/20/2024	W.W. Grainger Inc		G130-SHOP TOOLS	\$ 137.32	\$ -	\$ -
4400002889	5/21/2024	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$ 1,533.26	\$ -	\$ -
4400002890	5/22/2024	W.W. Grainger Inc		G170-LUBRICANTS	\$ 54.14	\$ -	\$ -
4400002891	5/23/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 86.02	\$ -	\$ -
4400002892	5/23/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 516.53	\$ -	\$ -
4400002893	5/23/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 850.04	\$ -	\$ -
4400002894	5/23/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 891.80	\$ -	\$ -
4400002895	5/24/2024	Mcmaster-Carr Supply Co		G150-FASTENERS	\$ 518.43	\$ -	\$ -
4400002896	5/28/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 507.38	\$ -	\$ -
4400002897	5/28/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 655.85	\$ -	\$ -
4400002898	5/28/2024	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$ 1,180.09	\$ -	\$ -
4400002899	5/29/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 121.76	\$ -	\$ -
4400002900	5/30/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 335.80	\$ -	\$ -
4400002901	5/30/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 358.99	\$ -	\$ -
4400002902	5/30/2024	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$ 136.10	\$ -	\$ -
4400002903	6/3/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 1,924.34	\$ -	\$ -
4400002904	6/4/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 58.82	\$ -	\$ -
4400002905	6/5/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 118.74	\$ -	\$ -
4400002906	6/6/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 1,086.00	\$ -	\$ -
4400002907	6/7/2024	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$ 62.60	\$ -	\$ -
4400002908	6/7/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 333.36	\$ -	\$ -
4400002909	6/7/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 506.41	\$ -	\$ -
4400002910	6/7/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 513.01	\$ -	\$ -
4400002911	6/10/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 623.63	\$ -	\$ -
4400002912	6/11/2024	W.W. Grainger Inc		M110-SUB STATION	\$ 1,939.35	\$ -	\$ -
4400002913	6/11/2024	Mcmaster-Carr Supply Co		M180-STATION ELECTRICAL	\$ 128.38	\$ -	\$ -
4400002914	6/11/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 1,463.75	\$ -	\$ -
4400002915	6/11/2024	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 675.48	\$ -	\$ -
4500061102	5/8/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 288.08	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061103	5/8/2024	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$ 2,261.95	\$ -	\$ -
4500061104	5/8/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 329.72	\$ -	\$ -
4500061105	5/8/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 480.40	\$ -	\$ -
4500061106	5/8/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,496.51	\$ -	\$ -
4500061107	5/8/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 1,527.30	\$ -	\$ -
4500061108	5/8/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 69.56	\$ -	\$ -
4500061109	5/8/2024	General Signals Inc		M130-CROSSING MECHANISM	\$ 3,146.85	\$ -	\$ -
4500061110	5/8/2024	Oran Safety Glass, Inc.		R120-RAIL/LRV CAR BODY	\$ 9,785.63	\$ -	\$ -
4500061111	5/8/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 198.95	\$ -	\$ -
4500061112	5/8/2024	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$ 721.29	\$ -	\$ -
4500061113	5/8/2024	Continental Locks		F150-DOORS, OVERHEAD	\$ 224.69	\$ -	\$ -
4500061114	5/8/2024	Citywide Auto Glass Inc		P280-GENERAL SVC AGRMNTS	\$ 859.03	\$ -	\$ -
4500061115	5/8/2024	Home Depot USA Inc		G110-BUS/TROLLEY SIGNAGE	\$ 33.03	\$ -	\$ -
4500061116	5/8/2024	Myers & Sons Hi-Way Safety Inc		M140-WAYSIDE SIGNALS	\$ 118.83	\$ -	\$ -
4500061117	5/8/2024	Arts Lawnmower and Repairs LLC		F190-LANDSCAPING MAT'LS	\$ 589.11	\$ -	\$ -
4500061118	5/8/2024	Shilpark Paint Corporation		G130-SHOP TOOLS	\$ 2,365.67	\$ -	\$ -
4500061119	5/8/2024	Cardlock Fuels System, LLC		A120-AUTO/TRUCK GASOLINE	\$ 19,320.00	\$ -	\$ -
4500061120	5/8/2024	Cardlock Fuels System, LLC		A120-AUTO/TRUCK GASOLINE	\$ 24,987.20	\$ -	\$ -
4500061121	5/8/2024	Shilpark Paint Corporation		G130-SHOP TOOLS	\$ 1,614.10	\$ -	\$ -
4500061122	5/8/2024	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 274.51	\$ -	\$ -
4500061123	5/8/2024	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	\$ 644.27	\$ -	\$ -
4500061124	5/8/2024	Ababa Bolt		P280-GENERAL SVC AGRMNTS	\$ 105.06	\$ -	\$ -
4500061125	5/8/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 392.98	\$ -	\$ -
4500061126	5/8/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$ 41.28	\$ -	\$ -
4500061127	5/8/2024	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	\$ 4,789.05	\$ -	\$ -
4500061128	5/8/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 479.85	\$ -	\$ -
4500061129	5/8/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 2,894.96	\$ -	\$ -
4500061130	5/8/2024	Midwest Motor Supply Co. Inc		G180-JANITORIAL SUPPLIES	\$ 1,302.05	\$ -	\$ -
4500061131	5/8/2024	Fastenal Company		G150-FASTENERS	\$ 10.78	\$ -	\$ -
4500061132	5/8/2024	Uline Inc		P280-GENERAL SVC AGRMNTS	\$ 269.91	\$ -	\$ -
4500061133	5/8/2024	Romaine Electric Corporation	Small Business	M130-CROSSING MECHANISM	\$ 2,132.82	\$ -	\$ -
4500061134	5/8/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 240.82	\$ -	\$ -
4500061135	5/8/2024	VGP Holdings LLC		B120-BUS MECHANICAL PARTS	\$ 3,324.09	\$ -	\$ -
4500061136	5/8/2024	Laird Plastics, Inc		M180-STATION ELECTRICAL	\$ 464.94	\$ -	\$ -
4500061137	5/9/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 23.88	\$ -	\$ -
4500061138	5/9/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 15.51	\$ -	\$ -
4500061139	5/9/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 928.97	\$ -	\$ -
4500061140	5/9/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,868.21	\$ -	\$ -
4500061141	5/9/2024	Transit Holdings Inc		B130-BUS BODY	\$ 12,780.11	\$ -	\$ -
4500061142	5/9/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 5,136.26	\$ -	\$ -
4500061143	5/9/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 260.49	\$ -	\$ -
4500061144	5/9/2024	Signal Hill Auto Enterprises, Inc.	Minority Owned Business	G180-JANITORIAL SUPPLIES	\$ 538.75	\$ -	\$ -
4500061145	5/9/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 73.38	\$ -	\$ -
4500061146	5/9/2024	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	\$ 2,901.32	\$ -	\$ -
4500061147	5/9/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$ 445.31	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061148	5/9/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 362.68	\$ -	\$ -
4500061150	5/9/2024	Newman Signs, Inc		G230-PRINTED MATERIALS	\$ 25,851.93	\$ -	\$ -
4500061151	5/9/2024	Carmine Bausone DVM Inc.		G120-SECURITY	\$ 315.00	\$ -	\$ -
4500061152	5/9/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 382.21	\$ -	\$ -
4500061153	5/9/2024	Ascendancy Corp		R230-RAIL/LRV MECHANICAL	\$ 3,718.78	\$ -	\$ -
4500061154	5/9/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 8,847.13	\$ -	\$ -
4500061155	5/9/2024	Carahsoft Technology Corporation		I110-INFORMATION TECH	\$ 8,768.24	\$ -	\$ -
4500061156	5/9/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 3,863.20	\$ -	\$ -
4500061157	5/9/2024	JKL Cleaning Systems	Small Business	G140-SHOP SUPPLIES	\$ 747.24	\$ -	\$ -
4500061158	5/9/2024	Alpine Fence Inc.		F190-LANDSCAPING MAT'LS	\$ 715.02	\$ -	\$ -
4500061159	5/9/2024	Continental Locks		G120-SECURITY	\$ 340.00	\$ -	\$ -
4500061160	5/9/2024	Rambuilt Glass LLC		F180-BUILDING MATERIALS	\$ 12,500.00	\$ -	\$ -
4500061161	5/9/2024	Alliant Insurance Services, Inc.		P380-WORKERS' COMP	\$ 22,622.00	\$ -	\$ -
4500061162	5/9/2024	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	\$ 127,697.32	\$ -	\$ -
4500061163	5/10/2024	Parts Authority, LLC		B160-BUS ELECTRICAL	\$ 7,384.94	\$ -	\$ -
4500061164	5/10/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 435.63	\$ -	\$ -
4500061165	5/10/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 29.42	\$ -	\$ -
4500061166	5/10/2024	Muncie Reclamation and Supply Co		B250-BUS REPAIR PARTS	\$ 79.18	\$ -	\$ -
4500061167	5/10/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 161.63	\$ -	\$ -
4500061168	5/10/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 2,193.19	\$ -	\$ -
4500061169	5/10/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 2,041.00	\$ -	\$ -
4500061170	5/10/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 114.86	\$ -	\$ -
4500061171	5/10/2024	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	\$ 53.15	\$ -	\$ -
4500061172	5/10/2024	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	\$ 7,956.43	\$ -	\$ 3,500.03
4500061173	5/10/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 400.87	\$ -	\$ -
4500061174	5/10/2024	Cummins Inc		B130-BUS BODY	\$ 1,686.11	\$ -	\$ -
4500061175	5/10/2024	Axiom Services, Inc		I140-IT CAPITAL SOFTWARE	\$ 4,989.00	\$ -	\$ -
4500061176	5/10/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$ 6,820.31	\$ -	\$ -
4500061178	5/10/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$ 554.41	\$ -	\$ -
4500061179	5/10/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 435.08	\$ -	\$ -
4500061180	5/10/2024	Mohawk Mfg & Supply Co		B130-BUS BODY	\$ 1,915.36	\$ -	\$ -
4500061181	5/10/2024	Muncie Reclamation and Supply Co		B130-BUS BODY	\$ 745.85	\$ -	\$ -
4500061182	5/10/2024	B & S Graphics Inc		B130-BUS BODY	\$ 225.20	\$ -	\$ -
4500061183	5/10/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$ 4,477.99	\$ -	\$ -
4500061184	5/10/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 370.45	\$ -	\$ -
4500061185	5/10/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$ 1,150.78	\$ -	\$ -
4500061186	5/10/2024	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	\$ 2,470.00	\$ -	\$ -
4500061187	5/10/2024	Home Depot USA Inc		G140-SHOP SUPPLIES	\$ 357.10	\$ -	\$ -
4500061188	5/13/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,159.01	\$ -	\$ -
4500061189	5/13/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 559.25	\$ -	\$ -
4500061190	5/13/2024	Muncie Reclamation and Supply Co		B160-BUS ELECTRICAL	\$ 542.11	\$ -	\$ -
4500061191	5/13/2024	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$ 3,882.01	\$ -	\$ -
4500061192	5/13/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,884.08	\$ -	\$ -
4500061193	5/13/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 131.67	\$ -	\$ -
4500061194	5/13/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 1,961.69	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061195	5/13/2024	CalMat Co.		T160-TRACK, AGGREGATES	\$ 3,577.93	\$ -	\$ -
4500061196	5/13/2024	The Gordian Group, Inc.		C110-GENERAL CONTRACTORS	\$ 140.03	\$ -	\$ -
4500061197	5/13/2024	Buchanan Auto Electric Inc	Small Business	B250-BUS REPAIR PARTS	\$ 1,039.73	\$ -	\$ -
4500061198	5/13/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,620.13	\$ -	\$ -
4500061199	5/13/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$ 13,270.16	\$ -	\$ -
4500061200	5/13/2024	County of San Diego		P130-EQUIP MAINT REPR SVC	\$ 1,947.74	\$ -	\$ -
4500061201	5/13/2024	Business Office Outfitters		G200-OFFICE SUPPLIES	\$ 275.85	\$ -	\$ -
4500061202	5/14/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 141.37	\$ -	\$ -
4500061203	5/14/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 94.18	\$ -	\$ -
4500061204	5/14/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 864.24	\$ -	\$ -
4500061205	5/14/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 519.73	\$ -	\$ -
4500061206	5/14/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,607.05	\$ -	\$ -
4500061207	5/14/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 15.13	\$ -	\$ -
4500061208	5/14/2024	Signal Hill Auto Enterprises, Inc.	Minority Owned Business	G180-JANITORIAL SUPPLIES	\$ 307.09	\$ -	\$ -
4500061209	5/14/2024	Fastenal Company		R230-RAIL/LRV MECHANICAL	\$ 3,585.92	\$ -	\$ -
4500061210	5/14/2024	Reg-A-Car Inc		B250-BUS REPAIR PARTS	\$ 810.00	\$ -	\$ -
4500061211	5/14/2024	Cart Mart Inc		F110-SHOP/BLDG MACHINERY	\$ 40.94	\$ -	\$ -
4500061214	5/15/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,801.42	\$ -	\$ -
4500061215	5/15/2024	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$ 13.64	\$ -	\$ -
4500061216	5/15/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 33.29	\$ -	\$ -
4500061217	5/15/2024	Muncie Reclamation and Supply Co		B160-BUS ELECTRICAL	\$ 20.67	\$ -	\$ -
4500061218	5/15/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 2,092.84	\$ -	\$ -
4500061219	5/15/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,976.90	\$ -	\$ -
4500061220	5/15/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 3,264.81	\$ -	\$ -
4500061221	5/15/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 883.04	\$ -	\$ -
4500061222	5/15/2024	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	\$ 26.57	\$ -	\$ -
4500061223	5/15/2024	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	\$ 80,320.95	\$ -	\$ -
4500061224	5/15/2024	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$ 2,051.22	\$ -	\$ -
4500061225	5/15/2024	Louis Sardo Upholstery Inc		B130-BUS BODY	\$ 1,251.33	\$ -	\$ -
4500061226	5/15/2024	Zones, LLC	Minority Owned Business	I110-INFORMATION TECH	\$ 140,522.20	\$ -	\$ -
4500061227	5/15/2024	Staples Contract & Commercial LLC		P280-GENERAL SVC AGRMNTS	\$ 215.11	\$ -	\$ -
4500061228	5/15/2024	Robcar Corporation	Woman Owned Business	P280-GENERAL SVC AGRMNTS	\$ 408.90	\$ -	\$ -
4500061229	5/15/2024	SiteOne Landscape Supply Holding		P280-GENERAL SVC AGRMNTS	\$ 186.20	\$ -	\$ -
4500061230	5/15/2024	EDCO Disposal Corporation		B120-BUS MECHANICAL PARTS	\$ 351.32	\$ -	\$ -
4500061231	5/15/2024	Gillig LLC		R120-RAIL/LRV CAR BODY	\$ 11,898.06	\$ -	\$ -
4500061232	5/15/2024	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 1,550.57	\$ -	\$ -
4500061233	5/15/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 286.97	\$ -	\$ -
4500061234	5/15/2024	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	\$ 833.21	\$ -	\$ -
4500061235	5/15/2024	W.W. Grainger Inc		G130-SHOP TOOLS	\$ 277.04	\$ -	\$ -
4500061236	5/15/2024	R.S. Hughes Co Inc		G130-SHOP TOOLS	\$ 46.76	\$ -	\$ -
4500061237	5/15/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,692.83	\$ -	\$ -
4500061238	5/15/2024	Charter Industrial Supply Inc	Small Business	B140-BUS CHASSIS	\$ 189.46	\$ -	\$ -
4500061239	5/15/2024	Transit Innovations LLC		M120-OVRHEAD CATENARY SYS	\$ 1,952.43	\$ -	\$ -
4500061240	5/15/2024	Transit Innovations LLC		M120-OVRHEAD CATENARY SYS	\$ 175.09	\$ -	\$ -
4500061241	5/15/2024	RJ International LLC		G190-SAFETY/MED SUPPLIES	\$ 560.49	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061242	5/15/2024	Alstom Signaling Operation LLC		M150-PWR SWITCHES/LOCKS	\$ 932.09	\$ -	\$ -
4500061243	5/15/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 163.86	\$ -	\$ -
4500061245	5/16/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 62.92	\$ -	\$ -
4500061246	5/16/2024	Transit Holdings Inc		B130-BUS BODY	\$ 6.04	\$ -	\$ -
4500061247	5/16/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,740.17	\$ -	\$ -
4500061248	5/16/2024	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	\$ 106.28	\$ -	\$ -
4500061249	5/16/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 6,363.66	\$ -	\$ -
4500061250	5/16/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 14.87	\$ -	\$ -
4500061251	5/16/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 18.97	\$ -	\$ -
4500061252	5/16/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 3,755.89	\$ -	\$ -
4500061253	5/16/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 5,279.28	\$ -	\$ -
4500061254	5/16/2024	Signal Hill Auto Enterprises, Inc.	Minority Owned Business	G180-JANITORIAL SUPPLIES	\$ 673.44	\$ -	\$ -
4500061255	5/16/2024	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$ 36.85	\$ -	\$ -
4500061256	5/16/2024	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$ 1,410.12	\$ -	\$ -
4500061257	5/16/2024	Clear Channel Outdoor LLC	Small Business	G230-PRINTED MATERIALS	\$ 4,732.50	\$ -	\$ -
4500061258	5/16/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 678.83	\$ -	\$ -
4500061259	5/16/2024	Steven R Timme		G230-PRINTED MATERIALS	\$ 46.94	\$ -	\$ -
4500061260	5/16/2024	Maintex Inc		G170-LUBRICANTS	\$ 715.03	\$ -	\$ -
4500061261	5/16/2024	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$ 1,266.07	\$ -	\$ -
4500061262	5/16/2024	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 191.43	\$ -	\$ -
4500061264	5/16/2024	White Cap, LP		G130-SHOP TOOLS	\$ 523.39	\$ -	\$ -
4500061265	5/16/2024	RJ International LLC		G190-SAFETY/MED SUPPLIES	\$ 824.30	\$ -	\$ -
4500061266	5/16/2024	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$ 3,885.95	\$ -	\$ -
4500061267	5/16/2024	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	\$ 9,486.34	\$ -	\$ -
4500061268	5/16/2024	TK Services Inc		R170-RAIL/LRV HVAC	\$ 44,577.34	\$ -	\$ -
4500061269	5/16/2024	Westair Gases & Equipment Inc	Small Business	G140-SHOP SUPPLIES	\$ 934.74	\$ -	\$ -
4500061270	5/16/2024	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$ 166.96	\$ -	\$ -
4500061271	5/16/2024	Bees Lighting		M180-STATION ELECTRICAL	\$ 1,981.53	\$ -	\$ -
4500061272	5/16/2024	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	\$ 1,102.63	\$ -	\$ -
4500061273	5/16/2024	JKL Cleaning Systems	Small Business	F180-BUILDING MATERIALS	\$ 554.86	\$ -	\$ -
4500061274	5/16/2024	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$ 3,128.52	\$ -	\$ -
4500061275	5/16/2024	Robcar Corporation	Woman Owned Business	F180-BUILDING MATERIALS	\$ 727.32	\$ -	\$ -
4500061276	5/16/2024	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$ 360.42	\$ -	\$ -
4500061277	5/16/2024	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	\$ 9,660.41	\$ -	\$ -
4500061278	5/16/2024	The Gordian Group, Inc.		C120-SPECIALTY CONTRACTOR	\$ 170.02	\$ -	\$ -
4500061279	5/16/2024	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$ 1,899.09	\$ -	\$ -
4500061280	5/16/2024	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 1,699.41	\$ -	\$ -
4500061281	5/16/2024	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,471.25	\$ -	\$ -
4500061282	5/16/2024	VGP Holdings LLC		B120-BUS MECHANICAL PARTS	\$ 7,977.81	\$ -	\$ -
4500061283	5/16/2024	Home Depot USA Inc		G170-LUBRICANTS	\$ 424.11	\$ -	\$ -
4500061284	5/16/2024	Carlos Guzman Inc	DBE	R120-RAIL/LRV CAR BODY	\$ 61,373.02	\$ -	\$ -
4500061285	5/17/2024	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 1,777.88	\$ -	\$ -
4500061286	5/17/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,148.80	\$ -	\$ -
4500061287	5/17/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,668.25	\$ -	\$ -
4500061288	5/17/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 164.86	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061289	5/17/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 19.44	\$ -	\$ -
4500061290	5/17/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,338.25	\$ -	\$ -
4500061291	5/17/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,173.05	\$ -	\$ -
4500061292	5/17/2024	Louis Sardo Upholstery Inc		B130-BUS BODY	\$ 1,183.96	\$ -	\$ -
4500061293	5/17/2024	Mobile Relay Associates, LLC	Small Business	B150-BUS COMM EQUIP.	\$ 2,052.86	\$ -	\$ -
4500061294	5/17/2024	RJ International LLC		G190-SAFETY/MED SUPPLIES	\$ 412.14	\$ -	\$ -
4500061296	5/17/2024	Buchanan Auto Electric Inc	Small Business	B250-BUS REPAIR PARTS	\$ 257.97	\$ -	\$ -
4500061297	5/17/2024	RJ International LLC		G190-SAFETY/MED SUPPLIES	\$ 1,070.60	\$ -	\$ -
4500061298	5/20/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 4,065.62	\$ -	\$ -
4500061299	5/20/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 81.25	\$ -	\$ -
4500061300	5/20/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 248.91	\$ -	\$ -
4500061301	5/20/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 3,248.80	\$ -	\$ -
4500061302	5/20/2024	Transit Holdings Inc		B130-BUS BODY	\$ 3,840.03	\$ -	\$ -
4500061303	5/20/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,169.90	\$ -	\$ -
4500061304	5/20/2024	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 8,312.44	\$ -	\$ -
4500061305	5/20/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 108.18	\$ -	\$ -
4500061306	5/20/2024	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 365.96	\$ -	\$ -
4500061307	5/20/2024	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 1,718.62	\$ -	\$ -
4500061308	5/20/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,201.05	\$ -	\$ -
4500061309	5/20/2024	Genuine Parts Company Inc		B250-BUS REPAIR PARTS	\$ 465.30	\$ -	\$ -
4500061310	5/20/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 3,397.68	\$ -	\$ -
4500061311	5/20/2024	Home Depot USA Inc		G170-LUBRICANTS	\$ 424.11	\$ -	\$ -
4500061312	5/20/2024	Fastenal Company		G180-JANITORIAL SUPPLIES	\$ 1,645.74	\$ -	\$ -
4500061313	5/20/2024	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$ 1,810.29	\$ -	\$ -
4500061314	5/20/2024	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 3,186.46	\$ -	\$ -
4500061315	5/20/2024	R.S. Hughes Co Inc		B130-BUS BODY	\$ 1,562.37	\$ -	\$ -
4500061316	5/20/2024	Christopher Stone		G260-MEDIA	\$ 12,000.00	\$ -	\$ -
4500061317	5/20/2024	Data Controls Printworks, Inc.	Small Business	G230-PRINTED MATERIALS	\$ 435.32	\$ -	\$ -
4500061318	5/20/2024	Motion Industries, Inc.		G130-SHOP TOOLS	\$ 4,288.05	\$ -	\$ -
4500061319	5/20/2024	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 4,838.66	\$ -	\$ -
4500061320	5/20/2024	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 2,482.22	\$ -	\$ -
4500061321	5/20/2024	Midwest Motor Supply Co. Inc		G140-SHOP SUPPLIES	\$ 301.70	\$ -	\$ -
4500061322	5/20/2024	AirSupply Tools, Inc		G150-FASTENERS	\$ 816.45	\$ -	\$ -
4500061323	5/20/2024	The Sherwin-Williams Company		F120-BUS/LRV PAINT BOOTHS	\$ 1,011.81	\$ -	\$ -
4500061324	5/20/2024	Neyenesch Printers Inc	Small Business	G230-PRINTED MATERIALS	\$ 3,651.55	\$ -	\$ -
4500061325	5/20/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 4,665.10	\$ -	\$ -
4500061326	5/20/2024	Cummins Inc		B130-BUS BODY	\$ 285.11	\$ -	\$ -
4500061327	5/20/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 171.50	\$ -	\$ -
4500061328	5/20/2024	Freeby Signs		B130-BUS BODY	\$ 96.09	\$ -	\$ -
4500061329	5/20/2024	Mcmaster-Carr Supply Co		B130-BUS BODY	\$ 1,461.85	\$ -	\$ -
4500061330	5/20/2024	Reid and Clark Screen Arts Co		G140-SHOP SUPPLIES	\$ 1,224.04	\$ -	\$ -
4500061331	5/20/2024	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 3,567.13	\$ -	\$ -
4500061332	5/20/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 1,042.10	\$ -	\$ -
4500061333	5/20/2024	American Battery Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$ 5,210.79	\$ -	\$ -
4500061334	5/20/2024	APD Incorporated		G140-SHOP SUPPLIES	\$ 1,185.25	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061335	5/20/2024	Gillig LLC		B130-BUS BODY	\$ 808.13	\$ -	\$ -
4500061336	5/20/2024	TK Services Inc		B250-BUS REPAIR PARTS	\$ 951.86	\$ -	\$ -
4500061337	5/20/2024	Allied Refrigeration Inc		G170-LUBRICANTS	\$ 68.96	\$ -	\$ -
4500061338	5/20/2024	OneSource Distributors, LLC		M140-WAYSIDE SIGNALS	\$ 254.83	\$ -	\$ -
4500061339	5/20/2024	Vern Rose Inc		G140-SHOP SUPPLIES	\$ 250.48	\$ -	\$ -
4500061340	5/20/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 959.91	\$ -	\$ -
4500061341	5/20/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 8,201.60	\$ -	\$ -
4500061342	5/20/2024	B and H Photo and Electronics		G220-OFFICE EQUIPMENT	\$ 3,712.48	\$ -	\$ -
4500061343	5/20/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 1,213.51	\$ -	\$ -
4500061344	5/20/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 63.25	\$ -	\$ -
4500061346	5/20/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$ 15,720.75	\$ -	\$ -
4500061347	5/20/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,959.20	\$ -	\$ -
4500061348	5/20/2024	Genfare, LLC		G290-FARE REVENUE EQUIP	\$ 2,619.56	\$ -	\$ -
4500061349	5/20/2024	No-Spill Systems Inc		B120-BUS MECHANICAL PARTS	\$ 99.16	\$ -	\$ -
4500061350	5/20/2024	Transit Holdings Inc		B150-BUS COMM EQUIP.	\$ 1,593.93	\$ -	\$ -
4500061351	5/20/2024	Harbor Diesel & Equipment, Inc		B120-BUS MECHANICAL PARTS	\$ 113.46	\$ -	\$ -
4500061352	5/20/2024	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$ 734.86	\$ -	\$ -
4500061353	5/20/2024	Facility Solutions Group, Inc.		M180-STATION ELECTRICAL	\$ 414.63	\$ -	\$ -
4500061354	5/20/2024	MAC-IMPULSE, LLC		M120-OVRHEAD CATENARY SYS	\$ 3,402.21	\$ -	\$ -
4500061355	5/20/2024	Winzer Franchise Company		R210-RAIL/LRV TIRES	\$ 941.35	\$ -	\$ -
4500061356	5/20/2024	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$ 646.50	\$ -	\$ -
4500061357	5/21/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,801.42	\$ -	\$ -
4500061358	5/21/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,831.34	\$ -	\$ -
4500061359	5/21/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 69.56	\$ -	\$ -
4500061360	5/21/2024	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 798.43	\$ -	\$ -
4500061361	5/21/2024	APG Vinyl Holdings, LLC		B130-BUS BODY	\$ 440.90	\$ -	\$ -
4500061362	5/21/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 58.06	\$ -	\$ -
4500061363	5/21/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 383.69	\$ -	\$ -
4500061364	5/21/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 484.86	\$ -	\$ -
4500061365	5/21/2024	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	\$ 555.29	\$ -	\$ -
4500061366	5/21/2024	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	\$ 3,168.67	\$ -	\$ -
4500061367	5/21/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 183.96	\$ -	\$ -
4500061368	5/21/2024	NS Corporation		F110-SHOP/BLDG MACHINERY	\$ 444.47	\$ -	\$ -
4500061369	5/21/2024	Signal Hill Auto Enterprises, Inc.	Minority Owned Business	G180-JANITORIAL SUPPLIES	\$ 135.77	\$ -	\$ -
4500061370	5/21/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 1,550.30	\$ -	\$ -
4500061371	5/21/2024	Integrity Newspapers Inc.		G260-MEDIA	\$ 330.00	\$ -	\$ -
4500061372	5/22/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 47.41	\$ -	\$ -
4500061373	5/22/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,703.66	\$ -	\$ -
4500061374	5/22/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 87.38	\$ -	\$ -
4500061375	5/22/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 529.21	\$ -	\$ -
4500061376	5/22/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 129.51	\$ -	\$ -
4500061377	5/22/2024	Transit Holdings Inc		B130-BUS BODY	\$ 220.05	\$ -	\$ -
4500061378	5/22/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 790.25	\$ -	\$ -
4500061379	5/22/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$ 5,568.80	\$ -	\$ -
4500061380	5/22/2024	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$ 2,261.95	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061381	5/22/2024	Uline Inc		G140-SHOP SUPPLIES	\$ 1,157.88	\$ -	\$ -
4500061382	5/22/2024	Legend to Kings Fence Inc		C110-GENERAL CONTRACTORS	\$ 109,548.85	\$ -	\$ -
4500061383	5/22/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 4,407.51	\$ -	\$ -
4500061384	5/22/2024	W.W. Grainger Inc		G130-SHOP TOOLS	\$ 1,295.05	\$ -	\$ -
4500061385	5/22/2024	Supreme Oil Co.		F130-VEH HOISTS, JACKS	\$ 17,312.85	\$ -	\$ -
4500061386	5/22/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 297.39	\$ -	\$ -
4500061387	5/23/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,298.49	\$ -	\$ -
4500061388	5/23/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 422.59	\$ -	\$ -
4500061389	5/23/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 4,452.78	\$ -	\$ -
4500061390	5/23/2024	Transit Holdings Inc		B130-BUS BODY	\$ 135.83	\$ -	\$ -
4500061391	5/23/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,563.36	\$ -	\$ -
4500061392	5/23/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 166.31	\$ -	\$ -
4500061393	5/23/2024	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$ 6,646.16	\$ -	\$ -
4500061394	5/23/2024	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	\$ 1,571.00	\$ -	\$ -
4500061395	5/23/2024	Brady Industries of California, LLC		G140-SHOP SUPPLIES	\$ 318.51	\$ -	\$ -
4500061396	5/23/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 2,424.90	\$ -	\$ -
4500061397	5/23/2024	Arenson Office Furniture, Inc.	Small Business	G210-OFFICE FURNITURE	\$ 2,808.00	\$ -	\$ -
4500061398	5/23/2024	APTA		P280-GENERAL SVC AGRMNTS	\$ 76,500.00	\$ -	\$ -
4500061399	5/23/2024	Citywide Auto Glass Inc		P210-NON-REV VEH REPAIRS	\$ 448.04	\$ -	\$ -
4500061400	5/24/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,367.41	\$ -	\$ -
4500061401	5/24/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,454.91	\$ -	\$ -
4500061402	5/24/2024	Cummins Inc		B120-BUS MECHANICAL PARTS	\$ 113.00	\$ -	\$ -
4500061403	5/24/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 3,026.71	\$ -	\$ -
4500061404	5/24/2024	Transit Holdings Inc		B130-BUS BODY	\$ 545.92	\$ -	\$ -
4500061405	5/24/2024	Interboro Packaging Corporation		G180-JANITORIAL SUPPLIES	\$ 153.35	\$ -	\$ -
4500061406	5/24/2024	DocuSign, Inc.		P450-PERSONNEL SVCS	\$ 4,788.60	\$ -	\$ -
4500061407	5/28/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 775.80	\$ -	\$ -
4500061408	5/28/2024	Transit Holdings Inc		B130-BUS BODY	\$ 127.36	\$ -	\$ -
4500061409	5/28/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,373.20	\$ -	\$ -
4500061410	5/28/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 2,408.07	\$ -	\$ -
4500061411	5/28/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,226.67	\$ -	\$ -
4500061412	5/28/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 363.94	\$ -	\$ -
4500061413	5/28/2024	Harbor Diesel & Equipment, Inc		B200-BUS PWR TRAIN EQUIP	\$ 19,914.71	\$ -	\$ -
4500061414	5/28/2024	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	\$ 403.64	\$ -	\$ -
4500061415	5/28/2024	Transit Holdings Inc		B130-BUS BODY	\$ 3,435.98	\$ -	\$ -
4500061416	5/28/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 2.91	\$ -	\$ -
4500061417	5/28/2024	David Bond		P490-MANAGEMENT TRAINING	\$ 270.00	\$ -	\$ -
4500061418	5/28/2024	SiteOne Landscape Supply Holding		G140-SHOP SUPPLIES	\$ 85.93	\$ -	\$ -
4500061419	5/28/2024	Carmine Bausone DVM Inc.		G120-SECURITY	\$ 1,530.00	\$ -	\$ -
4500061420	5/28/2024	FORVIS, LLP		P400-FINANCIAL & AUDIT	\$ 1,800.00	\$ -	\$ -
4500061421	5/28/2024	Robcar Corporation	Woman Owned Business	F180-BUILDING MATERIALS	\$ 210.12	\$ -	\$ -
4500061423	5/28/2024	B and H Photo and Electronics		R160-RAIL/LRV ELECTRICAL	\$ 1,563.73	\$ -	\$ -
4500061424	5/28/2024	CDW LLC		I110-INFORMATION TECH	\$ 228.32	\$ -	\$ -
4500061425	5/28/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,706.44	\$ -	\$ -
4500061426	5/28/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$ 10,506.72	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061427	5/28/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 22,185.33	\$ -	\$ -
4500061429	5/28/2024	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 3,096.77	\$ -	\$ -
4500061430	5/28/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 4,041.37	\$ -	\$ -
4500061431	5/28/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 392.21	\$ -	\$ -
4500061432	5/28/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 4,938.72	\$ -	\$ -
4500061433	5/28/2024	Home Depot USA Inc		F180-BUILDING MATERIALS	\$ 1,449.55	\$ -	\$ -
4500061434	5/28/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 706.99	\$ -	\$ -
4500061435	5/28/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 96.12	\$ -	\$ -
4500061436	5/28/2024	OneSource Distributors, LLC		M180-STATION ELECTRICAL	\$ 12,891.25	\$ -	\$ -
4500061437	5/29/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 3,246.31	\$ -	\$ -
4500061438	5/29/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,611.42	\$ -	\$ -
4500061439	5/29/2024	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	\$ 894.23	\$ -	\$ -
4500061440	5/29/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 422.71	\$ -	\$ -
4500061441	5/29/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 2,100.15	\$ -	\$ -
4500061442	5/29/2024	Hitachi Rail STS USA, Inc.		M150-PWR SWITCHES/LOCKS	\$ 6,791.51	\$ -	\$ -
4500061443	5/29/2024	Mcmaster-Carr Supply Co		P280-GENERAL SVC AGRMNTS	\$ 108.73	\$ -	\$ -
4500061444	5/29/2024	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	\$ 81.15	\$ -	\$ -
4500061445	5/29/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 5,157.14	\$ -	\$ -
4500061446	5/29/2024	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$ 448.22	\$ -	\$ -
4500061447	5/29/2024	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$ 2,056.08	\$ -	\$ -
4500061448	5/29/2024	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	\$ 1,066.62	\$ -	\$ -
4500061449	5/29/2024	RJ International LLC		G140-SHOP SUPPLIES	\$ 269.38	\$ -	\$ -
4500061450	5/29/2024	GHA Technologies Inc		I110-INFORMATION TECH	\$ 4,984.37	\$ -	\$ -
4500061451	5/29/2024	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$ 193.23	\$ -	\$ -
4500061452	5/29/2024	Transit Holdings Inc		B130-BUS BODY	\$ 918.50	\$ -	\$ -
4500061453	5/29/2024	Zemarc Corporation	Small Business	T120-TRACK, LUBRICATORS	\$ 1,996.72	\$ -	\$ -
4500061454	5/29/2024	PGH Wong Engineering Inc		C140-CONSTRUCTION MGT SRV	\$ 65,215.97	\$ -	\$ -
4500061455	5/29/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$ 1,304.20	\$ -	\$ -
4500061456	5/30/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 13.79	\$ -	\$ -
4500061457	5/30/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 4,782.82	\$ -	\$ -
4500061458	5/30/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,117.94	\$ -	\$ -
4500061459	5/30/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 223.69	\$ -	\$ -
4500061460	5/30/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 73.38	\$ -	\$ -
4500061461	5/30/2024	Drake Integrations LLC	Small Business	P280-GENERAL SVC AGRMNTS	\$ 2,590.00	\$ -	\$ -
4500061462	5/30/2024	Delphi Body Works, Inc.		P210-NON-REV VEH REPAIRS	\$ 4,573.17	\$ -	\$ -
4500061463	5/30/2024	Robcar Corporation	Woman Owned Business	G110-BUS/TROLLEY SIGNAGE	\$ 188.57	\$ -	\$ -
4500061464	5/30/2024	OneSource Distributors, LLC		M180-STATION ELECTRICAL	\$ 97.98	\$ -	\$ -
4500061465	5/30/2024	Knorr Brake Company, LLC		G130-SHOP TOOLS	\$ 1,483.72	\$ -	\$ -
4500061466	5/30/2024	Mid-Eastern Partners		G260-MEDIA	\$ 8,388.37	\$ -	\$ -
4500061467	5/30/2024	Kaeser & Blair, Inc		G250-NOVELTIES & AWARDS	\$ 400.80	\$ -	\$ -
4500061468	5/30/2024	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 465.48	\$ -	\$ -
4500061469	5/30/2024	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	\$ 1,319.68	\$ -	\$ -
4500061470	5/30/2024	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	\$ 388.85	\$ -	\$ -
4500061471	5/30/2024	M Power Truck & Diesel		P130-EQUIP MAINT REPR SVC	\$ 414.73	\$ -	\$ -
4500061472	5/30/2024	Home Depot USA Inc		G290-FARE REVENUE EQUIP	\$ 1,676.59	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061473	5/30/2024	OneSource Distributors, LLC		G130-SHOP TOOLS	\$ 1,918.51	\$ -	\$ -
4500061474	5/30/2024	Waxie's Enterprises, LLC		F180-BUILDING MATERIALS	\$ 2,693.75	\$ -	\$ -
4500061475	5/30/2024	Home Depot USA Inc		G130-SHOP TOOLS	\$ 278.00	\$ -	\$ -
4500061476	5/30/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 1,330.51	\$ -	\$ -
4500061477	5/30/2024	Patco Industries Inc		M150-PWR SWITCHES/LOCKS	\$ 721.93	\$ -	\$ -
4500061478	5/30/2024	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	\$ 823.75	\$ -	\$ -
4500061479	5/30/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 507.17	\$ -	\$ -
4500061480	5/30/2024	Allied Refrigeration Inc		G170-LUBRICANTS	\$ 68.96	\$ -	\$ -
4500061481	5/30/2024	Fastenal Company		B130-BUS BODY	\$ 315.63	\$ -	\$ -
4500061482	5/30/2024	W.W. Grainger Inc		B130-BUS BODY	\$ 626.20	\$ -	\$ -
4500061483	5/30/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 8,408.90	\$ -	\$ -
4500061484	5/30/2024	Prudential Overall Supply		G140-SHOP SUPPLIES	\$ 540.72	\$ -	\$ -
4500061485	5/30/2024	Gillig LLC		B130-BUS BODY	\$ 2,812.83	\$ -	\$ -
4500061486	5/30/2024	Don Oleson Inc	Small Business	G140-SHOP SUPPLIES	\$ 135.77	\$ -	\$ -
4500061487	5/30/2024	Cummins Inc		B120-BUS MECHANICAL PARTS	\$ 7,640.93	\$ -	\$ -
4500061488	5/30/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 20,192.14	\$ -	\$ -
4500061489	5/30/2024	Hi-Tec Enterprises		R220-RAIL/LRV TRUCKS	\$ 6,424.48	\$ -	\$ -
4500061490	5/30/2024	No-Spill Systems Inc		B120-BUS MECHANICAL PARTS	\$ 127.34	\$ -	\$ -
4500061491	5/30/2024	Ace Uniforms LLC	Small Business	G120-SECURITY	\$ 2,285.87	\$ -	\$ -
4500061492	5/30/2024	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	\$ 253.15	\$ -	\$ -
4500061493	5/30/2024	Daniel Hopkins		C120-SPECIALTY CONTRACTOR	\$ 52,200.00	\$ -	\$ -
4500061494	5/31/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 4,217.74	\$ -	\$ -
4500061495	5/31/2024	Brady Industries of California, LLC		G190-SAFETY/MED SUPPLIES	\$ 775.80	\$ -	\$ -
4500061496	5/31/2024	Carlos Guzman Inc	DBE	R120-RAIL/LRV CAR BODY	\$ 5,147.25	\$ -	\$ -
4500061498	5/31/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 4,316.39	\$ -	\$ -
4500061499	5/31/2024	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 80,350.00	\$ -	\$ -
4500061500	5/31/2024	Flyers Energy LLC		G170-LUBRICANTS	\$ 9,112.02	\$ -	\$ -
4500061501	5/31/2024	Genfare, LLC		B190-BUS FARE EQUIP	\$ 127.87	\$ -	\$ -
4500061502	5/31/2024	W. Baker Management Inc		R160-RAIL/LRV ELECTRICAL	\$ 536.00	\$ -	\$ -
4500061503	5/31/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$ 793.55	\$ -	\$ -
4500061504	5/31/2024	Trentman Corp	Small Business	P280-GENERAL SVC AGRMNTS	\$ 1,318.45	\$ -	\$ -
4500061505	5/31/2024	Allied Refrigeration Inc		B250-BUS REPAIR PARTS	\$ 93.38	\$ -	\$ -
4500061506	5/31/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 450.00	\$ -	\$ -
4500061507	5/31/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 1,365.00	\$ -	\$ -
4500061508	5/31/2024	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 1,343.67	\$ -	\$ -
4500061509	5/31/2024	Nth Generation Computing Inc		I110-INFORMATION TECH	\$ 80,276.62	\$ -	\$ -
4500061510	5/31/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 253.00	\$ -	\$ -
4500061511	5/31/2024	J and V Tools, LLC		B250-BUS REPAIR PARTS	\$ 193.95	\$ -	\$ -
4500061512	5/31/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 8,148.15	\$ -	\$ -
4500061513	5/31/2024	JKL Cleaning Systems	Small Business	F110-SHOP/BLDG MACHINERY	\$ 1,470.68	\$ -	\$ -
4500061514	5/31/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 3,180.69	\$ -	\$ -
4500061515	5/31/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 1,339.98	\$ -	\$ -
4500061516	5/31/2024	Gillig LLC		B130-BUS BODY	\$ 1,144.10	\$ -	\$ -
4500061517	5/31/2024	TK Services Inc		B250-BUS REPAIR PARTS	\$ 540.08	\$ -	\$ -
4500061518	5/31/2024	Mcmaster-Carr Supply Co		P280-GENERAL SVC AGRMNTS	\$ 65.38	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061519	5/31/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 252.95	\$ -	\$ -
4500061521	5/31/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 664.03	\$ -	\$ -
4500061522	5/31/2024	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	\$ 2,901.32	\$ -	\$ -
4500061523	5/31/2024	Gillig LLC		B130-BUS BODY	\$ 4,401.23	\$ -	\$ -
4500061524	5/31/2024	TK Services Inc		B250-BUS REPAIR PARTS	\$ 1,527.94	\$ -	\$ -
4500061525	5/31/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 65.13	\$ -	\$ -
4500061526	5/31/2024	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 2,922.94	\$ -	\$ -
4500061527	5/31/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 586.85	\$ -	\$ -
4500061528	6/2/2024	Tribologik Corporation		G140-SHOP SUPPLIES	\$ 3,406.59	\$ -	\$ -
4500061529	6/2/2024	Prudential Overall Supply		G140-SHOP SUPPLIES	\$ 280.97	\$ -	\$ -
4500061530	6/2/2024	Charter Industrial Supply Inc	Small Business	G150-FASTENERS	\$ 183.82	\$ -	\$ -
4500061531	6/2/2024	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 66,080.00	\$ -	\$ -
4500061532	6/2/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 127.91	\$ -	\$ -
4500061533	6/2/2024	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$ 2,368.27	\$ -	\$ -
4500061534	6/2/2024	APD Incorporated		G140-SHOP SUPPLIES	\$ 1,185.25	\$ -	\$ -
4500061535	6/2/2024	TK Services Inc		B250-BUS REPAIR PARTS	\$ 3,222.05	\$ -	\$ -
4500061536	6/2/2024	Neopart Transit LLC		B140-BUS CHASSIS	\$ 76.68	\$ -	\$ -
4500061537	6/2/2024	The Sherwin-Williams Company		F120-BUS/LRV PAINT BOOTHS	\$ 762.61	\$ -	\$ -
4500061538	6/2/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 4,166.33	\$ -	\$ -
4500061539	6/2/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 20,192.14	\$ -	\$ -
4500061540	6/2/2024	AirSupply Tools, Inc		G140-SHOP SUPPLIES	\$ 329.35	\$ -	\$ -
4500061541	6/2/2024	E W Truck & Equipment Co Inc		B120-BUS MECHANICAL PARTS	\$ 1,979.46	\$ -	\$ -
4500061542	6/2/2024	Freeby Signs		B130-BUS BODY	\$ 182.39	\$ -	\$ -
4500061543	6/2/2024	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 803.42	\$ -	\$ -
4500061544	6/2/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$ 5,683.59	\$ -	\$ -
4500061545	6/2/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$ 5,568.80	\$ -	\$ -
4500061546	6/2/2024	Willy's Electronic Supply Co Inc	Small Business	B160-BUS ELECTRICAL	\$ 551.65	\$ -	\$ -
4500061547	6/2/2024	Harbor Diesel & Equipment, Inc		G170-LUBRICANTS	\$ 9,865.43	\$ -	\$ -
4500061548	6/2/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,354.26	\$ -	\$ -
4500061549	6/2/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 150.00	\$ -	\$ -
4500061550	6/2/2024	Motion Industries, Inc.		G140-SHOP SUPPLIES	\$ 492.95	\$ -	\$ -
4500061551	6/2/2024	CDW LLC		B150-BUS COMM EQUIP.	\$ 1,129.09	\$ -	\$ -
4500061552	6/2/2024	USSC Acquisition Corp		B130-BUS BODY	\$ 644.30	\$ -	\$ -
4500061553	6/2/2024	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 125.00	\$ -	\$ -
4500061554	6/2/2024	Gillig LLC		B130-BUS BODY	\$ 4,298.96	\$ -	\$ -
4500061555	6/2/2024	JKL Cleaning Systems	Small Business	F180-BUILDING MATERIALS	\$ 216.31	\$ -	\$ -
4500061556	6/2/2024	Applied Industrial		G140-SHOP SUPPLIES	\$ 1,790.54	\$ -	\$ -
4500061557	6/2/2024	The Carpenter Group		M120-OVRHEAD CATENARY SYS	\$ 3,463.32	\$ -	\$ -
4500061558	6/2/2024	Professional Contractors Supplies		G130-SHOP TOOLS	\$ 1,519.94	\$ -	\$ -
4500061559	6/2/2024	Fastenal Company		G140-SHOP SUPPLIES	\$ 1,831.86	\$ -	\$ -
4500061560	6/2/2024	Winzer Franchise Company		G130-SHOP TOOLS	\$ 289.59	\$ -	\$ -
4500061561	6/2/2024	Cembre Inc		M170-IMPEDANCE BOND	\$ 3,294.92	\$ -	\$ -
4500061562	6/2/2024	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$ 972.46	\$ -	\$ -
4500061563	6/2/2024	W. Baker Management Inc		M140-WAYSIDE SIGNALS	\$ 1,652.89	\$ -	\$ -
4500061564	6/2/2024	RS Americas, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 947.91	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061565	6/2/2024	Applied Industrial		G140-SHOP SUPPLIES	\$ 118.31	\$ -	\$ -
4500061566	6/2/2024	Willy's Electronic Supply Co Inc	Small Business	G130-SHOP TOOLS	\$ 517.20	\$ -	\$ -
4500061567	6/2/2024	D's Kustom Sales & Services, LLC		M150-PWR SWITCHES/LOCKS	\$ 1,360.34	\$ -	\$ -
4500061568	6/2/2024	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$ 4,595.87	\$ -	\$ -
4500061569	6/2/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 3,809.51	\$ -	\$ -
4500061570	6/2/2024	Laird Plastics, Inc		F180-BUILDING MATERIALS	\$ 4,363.88	\$ -	\$ -
4500061571	6/2/2024	Virginia Electronic & Lighting LLC		M140-WAYSIDE SIGNALS	\$ 2,020.32	\$ -	\$ -
4500061572	6/3/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 82.71	\$ -	\$ -
4500061573	6/3/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 77.75	\$ -	\$ -
4500061574	6/3/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 2,242.38	\$ -	\$ -
4500061575	6/3/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 3,227.63	\$ -	\$ -
4500061576	6/3/2024	Cummins Inc		B160-BUS ELECTRICAL	\$ 8,399.65	\$ -	\$ -
4500061577	6/3/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,832.16	\$ -	\$ -
4500061578	6/3/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 36.72	\$ -	\$ -
4500061579	6/3/2024	Mike Farrar		B130-BUS BODY	\$ 8,189.00	\$ -	\$ -
4500061580	6/3/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$ 12,396.29	\$ -	\$ -
4500061581	6/3/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,589.30	\$ -	\$ -
4500061582	6/3/2024	Aymar Industries, LLC.		R140-RAIL/LRV DOORS/RAMP	\$ 4,032.54	\$ -	\$ -
4500061583	6/3/2024	Transit Innovations LLC		M120-OVRHEAD CATENARY SYS	\$ 1,301.62	\$ -	\$ -
4500061584	6/3/2024	OneSource Distributors, LLC		M180-STATION ELECTRICAL	\$ 1,758.23	\$ -	\$ -
4500061585	6/3/2024	Airgas Inc		G140-SHOP SUPPLIES	\$ 195.89	\$ -	\$ -
4500061586	6/3/2024	MAC-IMPULSE, LLC		M120-OVRHEAD CATENARY SYS	\$ 3,402.21	\$ -	\$ -
4500061587	6/3/2024	Home Depot USA Inc		G130-SHOP TOOLS	\$ 322.18	\$ -	\$ -
4500061588	6/3/2024	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	\$ 364.73	\$ -	\$ -
4500061589	6/4/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 37.39	\$ -	\$ -
4500061590	6/4/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 417.67	\$ -	\$ -
4500061591	6/4/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,527.75	\$ -	\$ -
4500061592	6/4/2024	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 48.60	\$ -	\$ -
4500061593	6/4/2024	Transit Holdings Inc		B130-BUS BODY	\$ 1,945.37	\$ -	\$ -
4500061594	6/4/2024	Zen Industrial Services LLC	DBE	B160-BUS ELECTRICAL	\$ 41.70	\$ -	\$ -
4500061595	6/4/2024	Canada Ticket Inc.		G280-FARE MATERIALS	\$ 7,585.60	\$ -	\$ -
4500061596	6/4/2024	Cummins Inc		B120-BUS MECHANICAL PARTS	\$ 361.07	\$ -	\$ -
4500061597	6/4/2024	Victor Insulators, Inc.		M120-OVRHEAD CATENARY SYS	\$ 113.14	\$ -	\$ -
4500061598	6/4/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 902.95	\$ -	\$ -
4500061599	6/4/2024	TK Services Inc		R170-RAIL/LRV HVAC	\$ 6,339.26	\$ -	\$ -
4500061600	6/4/2024	Ace Uniforms LLC	Small Business	C120-SPECIALTY CONTRACTOR	\$ 529.00	\$ -	\$ -
4500061601	6/4/2024	W.W. Grainger Inc		C120-SPECIALTY CONTRACTOR	\$ 335.58	\$ -	\$ -
4500061602	6/4/2024	Business Office Outfitters		G210-OFFICE FURNITURE	\$ 1,618.42	\$ -	\$ -
4500061603	6/4/2024	Maxwell Industries R&D, Inc.		R130-RAIL/LRV COUPLER	\$ 23,791.20	\$ -	\$ -
4500061604	6/4/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 2,323.74	\$ -	\$ -
4500061605	6/4/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,654.55	\$ -	\$ -
4500061606	6/4/2024	Steven R Timme		G230-PRINTED MATERIALS	\$ 90.04	\$ -	\$ -
4500061607	6/4/2024	TK Services Inc		B250-BUS REPAIR PARTS	\$ 2,393.70	\$ -	\$ -
4500061608	6/4/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 8,201.60	\$ -	\$ -
4500061609	6/4/2024	Bees Lighting		M180-STATION ELECTRICAL	\$ 4,283.07	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061610	6/4/2024	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$ 30.60	\$ -	\$ -
4500061611	6/4/2024	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$ 316.84	\$ -	\$ -
4500061613	6/4/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 370.45	\$ -	\$ -
4500061614	6/4/2024	Bald Eagle Enterprises Inc		G140-SHOP SUPPLIES	\$ 3,435.00	\$ -	\$ -
4500061615	6/4/2024	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$ 2,261.95	\$ -	\$ -
4500061616	6/4/2024	The Carpenter Group		M120-OVRHEAD CATENARY SYS	\$ 2,485.82	\$ -	\$ -
4500061617	6/4/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,589.30	\$ -	\$ -
4500061618	6/5/2024	Transit Holdings Inc		B130-BUS BODY	\$ 405.76	\$ -	\$ -
4500061619	6/5/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 572.16	\$ -	\$ -
4500061620	6/5/2024	Transit Holdings Inc		B130-BUS BODY	\$ 181.11	\$ -	\$ -
4500061621	6/5/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,710.41	\$ -	\$ -
4500061622	6/5/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,695.65	\$ -	\$ -
4500061623	6/5/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,820.77	\$ -	\$ -
4500061624	6/5/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 38.36	\$ -	\$ -
4500061625	6/5/2024	Vern Rose Inc		G140-SHOP SUPPLIES	\$ 43.64	\$ -	\$ -
4500061626	6/5/2024	Soapy Joes PH Inc		ZGM1-	\$ 66.00	\$ -	\$ -
4500061627	6/5/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 953.07	\$ -	\$ -
4500061628	6/5/2024	XpressMyself.com		G200-OFFICE SUPPLIES	\$ 1,060.26	\$ -	\$ -
4500061629	6/5/2024	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 476.23	\$ -	\$ -
4500061630	6/5/2024	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 43.04	\$ -	\$ -
4500061631	6/5/2024	MCI Carrillo Inc	Small Business	B250-BUS REPAIR PARTS	\$ 62.50	\$ -	\$ -
4500061632	6/5/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 1,034.28	\$ -	\$ -
4500061633	6/5/2024	ODP Business Solutions, LLC		P280-GENERAL SVC AGRMNTS	\$ 120.63	\$ -	\$ -
4500061634	6/5/2024	CDW LLC		I110-INFORMATION TECH	\$ 2,740.30	\$ -	\$ -
4500061635	6/5/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 154.41	\$ -	\$ -
4500061636	6/5/2024	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$ 428.33	\$ -	\$ -
4500061637	6/5/2024	Robcar Corporation	Woman Owned Business	P280-GENERAL SVC AGRMNTS	\$ 228.95	\$ -	\$ -
4500061638	6/5/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$ 197.35	\$ -	\$ -
4500061639	6/5/2024	TK Services Inc		B250-BUS REPAIR PARTS	\$ 108.53	\$ -	\$ -
4500061640	6/5/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 68.27	\$ -	\$ -
4500061644	6/5/2024	JKL Cleaning Systems	Small Business	P210-NON-REV VEH REPAIRS	\$ 361.52	\$ -	\$ -
4500061645	6/5/2024	Mcmaster-Carr Supply Co		M120-OVRHEAD CATENARY SYS	\$ 1,585.41	\$ -	\$ -
4500061646	6/5/2024	Motion Industries, Inc.		G140-SHOP SUPPLIES	\$ 287.49	\$ -	\$ -
4500061647	6/5/2024	Gillig LLC		B130-BUS BODY	\$ 2,830.87	\$ -	\$ -
4500061648	6/5/2024	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 1,718.62	\$ -	\$ -
4500061649	6/5/2024	Southern Counties Lubricants LLC		G170-LUBRICANTS	\$ 4,622.48	\$ -	\$ -
4500061650	6/5/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 255.30	\$ -	\$ -
4500061651	6/5/2024	Data Controls Printworks, Inc.	Small Business	G230-PRINTED MATERIALS	\$ 670.22	\$ -	\$ -
4500061652	6/5/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 31.38	\$ -	\$ -
4500061653	6/5/2024	VGP Holdings LLC		B120-BUS MECHANICAL PARTS	\$ 3,988.91	\$ -	\$ -
4500061654	6/5/2024	Fastenal Company		G140-SHOP SUPPLIES	\$ 3,749.38	\$ -	\$ -
4500061655	6/5/2024	Fastenal Company		G140-SHOP SUPPLIES	\$ 2,259.66	\$ -	\$ -
4500061656	6/5/2024	Clarran Inc.	DBE	G150-FASTENERS	\$ 244.67	\$ -	\$ -
4500061657	6/5/2024	Home Depot USA Inc		G140-SHOP SUPPLIES	\$ 603.34	\$ -	\$ -
4500061658	6/5/2024	Tribologik Corporation		G140-SHOP SUPPLIES	\$ 3,488.22	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061659	6/6/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 53.02	\$ -	\$ -
4500061660	6/6/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 66.85	\$ -	\$ -
4500061661	6/6/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 258.11	\$ -	\$ -
4500061662	6/6/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,521.22	\$ -	\$ -
4500061663	6/6/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 159.04	\$ -	\$ -
4500061664	6/6/2024	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$ 283.95	\$ -	\$ -
4500061665	6/6/2024	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	\$ 1,278.00	\$ -	\$ -
4500061666	6/6/2024	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 34.01	\$ -	\$ -
4500061667	6/6/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 1,051.33	\$ -	\$ -
4500061668	6/6/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,801.42	\$ -	\$ -
4500061669	6/6/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 2,316.68	\$ -	\$ -
4500061670	6/6/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 452.10	\$ -	\$ -
4500061671	6/6/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 597.51	\$ -	\$ -
4500061672	6/6/2024	Genfare, LLC		G290-FARE REVENUE EQUIP	\$ 1,610.34	\$ -	\$ -
4500061673	6/6/2024	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	\$ 545.97	\$ -	\$ -
4500061674	6/6/2024	Southern Counties Lubricants LLC		G170-LUBRICANTS	\$ 3,448.00	\$ -	\$ -
4500061675	6/6/2024	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 9,432.04	\$ -	\$ -
4500061676	6/6/2024	Mcmaster-Carr Supply Co		B140-BUS CHASSIS	\$ 257.97	\$ -	\$ -
4500061678	6/6/2024	Southern Counties Lubricants LLC		G170-LUBRICANTS	\$ 1,418.74	\$ -	\$ -
4500061679	6/6/2024	KM West Coast, Inc.		P160-EQUIPMENT RENTALS	\$ 2,085.00	\$ -	\$ -
4500061680	6/6/2024	KM West Coast, Inc.		P160-EQUIPMENT RENTALS	\$ 1,385.00	\$ -	\$ -
4500061681	6/6/2024	The Sherwin-Williams Company		B130-BUS BODY	\$ 1,070.15	\$ -	\$ -
4500061683	6/6/2024	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$ 386.75	\$ -	\$ -
4500061684	6/6/2024	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$ 490.63	\$ -	\$ -
4500061685	6/6/2024	Charter Industrial Supply Inc	Small Business	G130-SHOP TOOLS	\$ 313.56	\$ -	\$ -
4500061686	6/6/2024	Home Depot USA Inc		F180-BUILDING MATERIALS	\$ 135.64	\$ -	\$ -
4500061687	6/6/2024	Home Depot USA Inc		G140-SHOP SUPPLIES	\$ 321.10	\$ -	\$ -
4500061689	6/6/2024	Gillig LLC		B130-BUS BODY	\$ 1,895.32	\$ -	\$ -
4500061690	6/6/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 2,827.96	\$ -	\$ -
4500061691	6/6/2024	W.W. Grainger Inc		G150-FASTENERS	\$ 777.07	\$ -	\$ -
4500061692	6/7/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,849.79	\$ -	\$ -
4500061693	6/7/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 299.01	\$ -	\$ -
4500061694	6/7/2024	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,615.60	\$ -	\$ -
4500061695	6/7/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 69.56	\$ -	\$ -
4500061696	6/7/2024	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 34.82	\$ -	\$ -
4500061697	6/7/2024	Muncie Reclamation and Supply Co		B130-BUS BODY	\$ 315.28	\$ -	\$ -
4500061698	6/7/2024	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	\$ 68.99	\$ -	\$ -
4500061699	6/7/2024	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	\$ 213.22	\$ -	\$ -
4500061700	6/7/2024	Professional Contractors Supplies		G180-JANITORIAL SUPPLIES	\$ 943.25	\$ -	\$ -
4500061701	6/7/2024	Uline Inc		G130-SHOP TOOLS	\$ 148.70	\$ -	\$ -
4500061702	6/7/2024	Beverly Christensen	DBE	T110-TRACK, RAIL	\$ 39,759.40	\$ -	\$ -
4500061703	6/7/2024	Bert's Office Trailers, Inc.		P180-LEASES, OTHER	\$ 397.60	\$ -	\$ -
4500061704	6/7/2024	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$ 885.49	\$ -	\$ -
4500061705	6/7/2024	Naumann Hobbs Material Handling		F170-MATL HANDLING EQUIP	\$ 475.75	\$ -	\$ -
4500061706	6/7/2024	Citywide Auto Glass Inc		P210-NON-REV VEH REPAIRS	\$ 827.24	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061707	6/7/2024	Winzer Franchise Company		G140-SHOP SUPPLIES	\$ 439.61	\$ -	\$ -
4500061708	6/7/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 745.09	\$ -	\$ -
4500061709	6/7/2024	CDW LLC		I110-INFORMATION TECH	\$ 1,586.70	\$ -	\$ -
4500061710	6/7/2024	Balfour Beatty Infrastructure, Inc		T110-TRACK, RAIL	\$ 167,475.00	\$ -	\$ -
4500061711	6/10/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 67.66	\$ -	\$ -
4500061712	6/10/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,315.20	\$ -	\$ -
4500061713	6/10/2024	Muncie Reclamation and Supply Co		B250-BUS REPAIR PARTS	\$ 17.50	\$ -	\$ -
4500061714	6/10/2024	Transit Holdings Inc		B130-BUS BODY	\$ 1,166.97	\$ -	\$ -
4500061715	6/10/2024	Siemens Mobility, Inc.		R180-RAIL/LRV LIGHTING	\$ 1,033.97	\$ -	\$ -
4500061716	6/10/2024	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 40.30	\$ -	\$ -
4500061717	6/10/2024	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 497.05	\$ -	\$ -
4500061718	6/10/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,578.57	\$ -	\$ -
4500061719	6/10/2024	Transit Holdings Inc		B130-BUS BODY	\$ 1,517.69	\$ -	\$ -
4500061720	6/10/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$ 1,381.42	\$ -	\$ -
4500061721	6/10/2024	Harbor Diesel & Equipment, Inc		B200-BUS PWR TRAIN EQUIP	\$ 19,023.15	\$ -	\$ -
4500061722	6/10/2024	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,647.50	\$ -	\$ -
4500061723	6/10/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 11,771.29	\$ -	\$ -
4500061724	6/10/2024	Zones, LLC	Minority Owned Business	I110-INFORMATION TECH	\$ 3,359.20	\$ -	\$ -
4500061725	6/10/2024	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$ 11,943.17	\$ -	\$ -
4500061726	6/10/2024	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,527.65	\$ -	\$ -
4500061727	6/10/2024	Cummins-Allison Corp.		P130-EQUIP MAINT REPR SVC	\$ 2,306.72	\$ -	\$ -
4500061728	6/10/2024	Brand Makers LLC	Small Business	G260-MEDIA	\$ 6,150.79	\$ -	\$ -
4500061729	6/11/2024	Muncie Reclamation and Supply Co		B160-BUS ELECTRICAL	\$ 41.33	\$ -	\$ -
4500061730	6/11/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,609.29	\$ -	\$ -
4500061731	6/11/2024	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$ 783.41	\$ -	\$ -
4500061732	6/11/2024	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$ 2,072.41	\$ -	\$ -
4500061733	6/11/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,577.59	\$ -	\$ -
4500061734	6/11/2024	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	\$ 13,885.99	\$ -	\$ 13,885.99
4500061735	6/11/2024	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$ 244.39	\$ -	\$ -
4500061736	6/11/2024	General Signals Inc		M130-CROSSING MECHANISM	\$ 7,488.63	\$ -	\$ -
4500061737	6/11/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 94.07	\$ -	\$ -
4500061738	6/11/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,505.98	\$ -	\$ -
4500061739	6/11/2024	City of El Cajon		G260-MEDIA	\$ 2,500.00	\$ -	\$ -
4500061740	6/11/2024	SDREADER Inc		G260-MEDIA	\$ 775.00	\$ -	\$ -
4500061741	6/11/2024	CDW LLC		I110-INFORMATION TECH	\$ 3,322.49	\$ -	\$ -
4500061742	6/11/2024	ON-LINE STAMPCO INC	Small Business	G200-OFFICE SUPPLIES	\$ 1,823.15	\$ -	\$ -
4500061744	6/11/2024	Drain Medic Inc	Small Business	P280-GENERAL SVC AGRMNTS	\$ 78,974.67	\$ -	\$ 7.90
4500061745	6/11/2024	Drain Medic Inc	Small Business	C120-SPECIALTY CONTRACTOR	\$ 94,017.46	\$ -	\$ 9.40
4500061746	6/11/2024	Cummins Inc		B250-BUS REPAIR PARTS	\$ 9,879.50	\$ -	\$ -
4500061747	6/11/2024	Clarran Inc.	DBE	B160-BUS ELECTRICAL	\$ 4,232.62	\$ -	\$ -
4500061748	6/11/2024	Muncie Reclamation and Supply Co		B250-BUS REPAIR PARTS	\$ 8,606.53	\$ -	\$ -
4500061749	6/11/2024	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 1,773.81	\$ -	\$ -
4500061750	6/11/2024	Cummins Inc		P490-MANAGEMENT TRAINING	\$ 750.00	\$ -	\$ -
4500061751	6/11/2024	Grah Safe & Lock Inc	Small Business	F110-SHOP/BLDG MACHINERY	\$ 726.24	\$ -	\$ -
4500061752	6/11/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$ 197.35	\$ -	\$ -

Purchase Orders

PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500061753	6/11/2024	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$ 2,015.95	\$ -	\$ -
4500061754	6/11/2024	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 536.00	\$ -	\$ -
4500061755	6/11/2024	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 7,542.50	\$ -	\$ -
4500061756	6/11/2024	Dellner Inc		R130-RAIL/LRV COUPLER	\$ 19,925.75	\$ -	\$ -
4500061757	6/11/2024	Transit Holdings Inc		B140-BUS CHASSIS	\$ 3,061.18	\$ -	\$ -
4500061758	6/11/2024	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	\$ 400.51	\$ -	\$ -
4500061759	6/11/2024	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 294.00	\$ -	\$ -
4500061760	6/11/2024	Gillig LLC		B250-BUS REPAIR PARTS	\$ 4,716.46	\$ -	\$ -
4500061761	6/11/2024	W.W. Grainger Inc		M110-SUB STATION	\$ 3,511.19	\$ -	\$ -
4500061762	6/11/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$ 5,683.59	\$ -	\$ -
4500061763	6/11/2024	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$ 5,568.80	\$ -	\$ -
4500061764	6/11/2024	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 2,218.64	\$ -	\$ -
4500061765	6/11/2024	Mohawk Mfg & Supply Co		B130-BUS BODY	\$ 239.15	\$ -	\$ -
4500061766	6/11/2024	Gillig LLC		G140-SHOP SUPPLIES	\$ 3,281.05	\$ -	\$ -
4500061767	6/11/2024	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 342.00	\$ -	\$ -
4500061768	6/11/2024	AirSupply Tools, Inc		G140-SHOP SUPPLIES	\$ 140.29	\$ -	\$ -
4500061769	6/11/2024	Uline Inc		G220-OFFICE EQUIPMENT	\$ 1,060.57	\$ -	\$ -
4500061770	6/11/2024	Clarran Inc.	DBE	G140-SHOP SUPPLIES	\$ 181.68	\$ -	\$ -
4500061771	6/11/2024	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$ 1,076.34	\$ -	\$ -



**Metropolitan
Transit
System**

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Policy No. 26, Disadvantaged Business Enterprise Program – Policy Revisions

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve revisions to Board Policy No. 26, Disadvantaged Business Enterprise Program (Attachment A).

Budget Impact

None with this action.

DISCUSSION:

As a recipient of Federal Transit Administration (FTA) funds, MTS must comply with the Department of Transportation's (DOT's) Disadvantaged Business Enterprise (DBE) Regulations at 49 CFR Part 26. One such requirement is to maintain a DBE Program, which outlines how MTS intends to implement the DOT's DBE Regulations. MTS's DBE Program includes: MTS's objectives towards utilization of DBEs and other small businesses; the staff person responsible for the DBE Program implementation; how MTS aims to increase DBE and other small businesses participation on its DOT-assisted contracts; and how MTS ensures its prime contractors and subcontractors are complying with MTS's DBE Program.

The DOT recently revised DBE Regulations as of April 9, 2024, involving the following areas:

- Expanding the information that agencies must require proposers and bidders to provide at the time of bid or submission of proposal (i.e. Bidder List Form);
- How much agencies can count towards DBE utilization when awarding contracts to DBE (i.e. 60% of dollar value of contract for DBE regular dealer of materials and supplies can be counted toward DBE participation, while 100% of dollar value of DBE construction prime contract can be counted toward DBE participation);
- How agencies must review that DBEs are performing a commercially useful function before counting towards DBE participation (i.e. DBE firm must be responsible for executing, performing, managing, and supervising the work of the contract before an



agency can count the dollar value award/paid to the DBE firm towards its achievement of a DBE overall goal); and

- Ensuring agencies proactively monitor, oversee and as necessary enforce, prime contractors and subcontractors prompt payment and return of retainage to subcontractors and lower-tier subcontractors on federally funded contracts.

The proposed revisions to MTS Board Policy No. 26 reflect how MTS will comply with these changes, as well as making other minor, non-substantive revisions to reflect MTS's practices in implementing its DBE Program (Attachment A). Therefore, it is staff's recommendation that the MTS Board of Directors approve revisions to Board Policy No. 26, Disadvantaged Business Enterprise Program.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachment: A. MTS Board Policy No. 26 (revisions shown in red-line track changes)



Policies and Procedures No. 26

Board Approval: ~~10/14/2021~~6/20/2024

SUBJECT:

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

PURPOSE:

To provide a program to ensure nondiscrimination in the award and administration of federally-assisted contracts and create a level playing field on which disadvantaged business enterprises (DBEs) can compete fairly for those contracts.

POLICY:

26.1 POLICY STATEMENT AND PROGRAM OBJECTIVES

Policy Statement/Objectives (49 CFR § 26.3, § 26.7, § 26.21, § 26.23)

San Diego Metropolitan Transit System (MTS) has established and adopted a ~~Disadvantaged Business Enterprise (DBE)~~ program in accordance with regulations of the U.S. Department of Transportation (DOT), Title 49, Code of Federal Regulations, Part 26 "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs (49 CFR Part 26)." MTS has received Federal financial assistance from the ~~Department of Transportation~~DOT, and as a condition of receiving this assistance, MTS has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of MTS to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to receive and participate in MTS's DOT-assisted contracts. It is also our policy to:

1. Ensure nondiscrimination in the award and administration of all MTS contracts and subcontracts;
2. Create a level playing field by which DBEs can compete for and perform in MTS's DOT-assisted contracts;
3. Ensure that the MTS DBE Program is narrowly tailored in accordance with applicable law and current legal standards, including the Ninth Circuit Ruling in *Western States Paving vs. Washington State Department of Transportation*;



4. Ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. Help remove procurement and contracting barriers, which impede DBE participation in MTS DOT-assisted contracts;
6. Monitor and enforce contractors' compliance in meeting established goal objectives and program requirements;
7. Assist in the development of DBEs and Small Businesses to increase their ability to compete successfully in the market place outside the DBE Program; and
8. Ensure MTS contractors and subcontractors take all necessary and reasonable steps to comply with these policy objectives.

As evidence of MTS's commitment to pursue these policy objectives, the Chief Executive Officer has designated Deputy General Counsel as the DBE Liaison Officer (DBELO). In this capacity, the DBELO is responsible for implementing all aspects of the DBE program. The DBELO has direct access to the Chief Executive Officer for DBE-related matters. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by MTS in its financial assistance agreements with DOT. MTS will disseminate this policy statement ([See Exhibit A](#)) to all of the departments of our organization [through its intranet](#). Additionally, MTS will distribute this policy [statement](#) to DBE and non-DBE business communities that perform or are interested in performing work on MTS projects [through its website](#). Through such efforts, MTS will ensure DOT-assisted contracting and procurement related processes promote equity in access, consideration and opportunity for DBEs and other small businesses in response to requirements set forth under 49 CFR Part 26, DOT Directives and Final Rules.

26.2 APPLICABILITY ([49 CFR § 26.3](#), [§ 26.21](#))

MTS, ~~as is~~ a direct recipient of federal funds from the DOT [and considered a Federal Transit Administration \(FTA\) Tier I recipient, as defined at 49 CFR §26.5.](#) ~~, and a~~As a condition of Federal financial assistance, MTS is required to submit for approval to the DOT Operating Administration from which it receives the majority of its funding, a DBE Program developed in accordance with federal regulations published under ~~Title~~ 49 CFR Part 26 and subsequent guidance. This DBE Program sets forth the policies and procedures to be implemented by MTS to ensure that DBEs have an equitable opportunity to participate in DOT-assisted contracting opportunities.

In direct response to these regulatory requirements, MTS hereby establishes a DBE Program, which will:

1. Comply with federal regulations and financial assistance agreements;
2. Meet legal standards for narrow-tailoring requirements;
3. Ensure nondiscrimination in the award of DOT-assisted contracts; and
4. Reaffirm MTS's commitment to fairness and the principles of equal opportunity.

In conformance with 49 CFR Part 26, MTS will continue to carry out its DBE Program until all DOT funds have been expended.

MTS additionally complies with the California Department of Transportation's (Caltrans') DBE Program on projects on which it is a sub-recipient of federal funds through Caltrans.

MTS will advise all applicable DOT Operating Administrations of any significant updates and/or changes to this DBE Program.

26.3 DEFINITION OF TERMS (49 CFR § 26.5)

Race-Conscious Measure or Program: A program or portion thereof that focuses specifically on assisting only DBEs, including minority and women-owned DBEs, by the development and inclusion of participation goals or Good-Faith Effort activities.

Race-Neutral Measure or Program: A program or portion thereof that assists all small businesses, including DBEs, regardless of ownership status, in successfully participating in MTS's procurement program. For the purposes of the DBE Program, "race-neutral" includes gender-neutrality.

Any other term used in this DBE Program shall have the meaning set forth in 49 CFR Part 26.

26.4 RESPONSIBILITIES FOR DBE PROGRAM IMPLEMENTATION

A. DBE Liaison Officer (49 CFR § 26.25)

MTS has designated the following individual as the ~~Disadvantaged Business Enterprise Liaison Officer (DBELO)~~:

~~Samantha Leslie~~

Deputy General Counsel

San Diego Metropolitan Transit System

1255 Imperial Avenue, Suite 1000

San Diego, CA 92101

Telephone: (619) 557-4539; Fax: (619) 814-1559

E-mail: ~~Samantha.Leslie@sdmts.com~~ DBEProgram@sdmts.com

In this capacity, the DBELO is responsible for implementing all aspects of the DBE Program and ensuring that MTS complies with all provisions of 49 CFR Part 26 and subsequent DOT-issued directives and final rules. The DBELO has direct, independent access to the MTS Chief Executive Officer concerning DBE Program matters. The DBELO has sufficient support personnel who devote a portion of their time to implement the Program. The DBELO is responsible for developing, implementing and monitoring the DBE Program, in coordination with other appropriate officials.

The DBELO's and/or designee's duties include, but are not limited to, the following activities:

1. Gathers and reports statistical data and other information as required by the DBE Program, including preparation of semiannual DBE reports and related analysis for submission to the applicable DOT Operating Administration.
2. Reviews applicable contracts, purchase requisitions, advertisements, boilerplate language specifications and other related documentation specific to implementing applicable DBE requirements.
3. Consults with all affected departments in developing overall DBE goals.
4. Ensures that bid notices and requests for proposals are made available to DBEs in a timely manner.
5. Reviews DOT-assisted contracts and procurements for purposes of applying applicable race-neutral measures.
6. Analyzes MTS's progress towards meeting overall DBE goals by monitoring individual contract DBE attainments.
7. Ensures that pre-bid meetings inform potential bidders and/or offerors regarding MTS's DBE Program.
8. Advises the Chief Executive Officer and/or the MTS Board on DBE matters and achievements.
9. Assesses DBE participation eligibility towards MTS's overall DBE goal.

Additionally, the DBELO and/or designee is charged with implementing the race-neutral measures listed in this DBE Program document.

B. Reconsideration Official (49 CFR § 26.53)

Should MTS implement a race-conscious component to this DBE Program, the DBE Program will be amended to provide the procedures for the administrative reconsideration process and to specify MTS's Reconsideration Official.

26.5 ADMINISTRATIVE REQUIREMENTS

A. Non-Discrimination Requirements (49 CFR § 26.7)

MTS will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, or national origin.

In administering its DBE program, MTS will not, directly or through contractual or other arrangements, use criteria or methods of

administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, or national origin.

B. Federal Financial Assistance Agreement Assurance (49 CFR § 26.13 {a})

MTS will sign the following assurance as a condition of financial assistance agreements with the DOT, and which is hereby made applicable to all of MTS's DOT-assisted contracts:

"MTS shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. DOT-assisted contract or in the administration of its DBE Program or the requirements of 49 CFR Part 26. MTS shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of U.S. DOT-assisted contracts. MTS's DBE Program, as required by 49 CFR Part 26 and as approved by U.S. DOT, is incorporated by reference in this agreement. Implementation of this Program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to MTS of its failure to carry out its approved program, the Department may impose sanctions as provided under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.)."

C. DBE Financial Institutions (49 CFR § 26.27)

It is the policy of MTS to investigate the full extent of services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in the community, to make reasonable efforts to utilize these institutions, as available, and to encourage prime contractors on MTS's DOT-assisted contracts to make use of these institutions.

The Federal Reserve Board compiles data on financial institutions that participate in the Department of the Treasury's Minority Bank Deposit Program. When MTS competitively procures financial services, MTS will notify any identified minority and women-owned financial institutions in MTS's geographic market area of the upcoming procurement. Through MTS's website and MTS's contract solicitations, MTS will also encourage contractors to use the services of minority and women-owned financial institutions identified from the listings. The Internet address of this listing is <http://www.federalreserve.gov/releases/mob/>.

D. DBE Directory (49 CFR § 26.31)

MTS refers interested parties to the California Unified Certification Program (CUCP) Database of Certified DBE Firms (DBE Directory) to assist in identifying certified DBEs. The DBE Directory is published at <https://dot.ca.gov/programs/civil-rights/dbe>~~http://dot.ca.gov/hq/bep/find_certified.htm~~.

E. Overconcentration (49 CFR § 26.33)

MTS has not identified any types of work that have a burdensome overconcentration of DBE participation. However, should MTS determine that overconcentration exists in a work classification, MTS will obtain the approval of the concerned DOT Operating Administration of its determination and the measures devised to address it. Once these measures are approved, they will become part of MTS's DBE Program.

F. Business Development Programs (49 CFR § 26.35)

MTS has not established a business development program. The DBELO will continually evaluate the need and assess whether MTS should establish a Business Development Program and/or a Mentor Protege Program. If MTS establishes either program, the program will be guided by the applicable Appendix of 49 CFR Part 26 and approved by the cognizant DOT Operating Administration before being implemented.

G. Fostering Small Business Participation (49 CFR § 26.39)

MTS will structure contracting requirements to facilitate competition by small businesses by advising the contracting community of the benefits of becoming SB certified, the eligibility requirements to become certified as a SB, and the online directory of certified SBs, found at the California Department of General Services (DGS) website:

<https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx>.

MTS may also implement a Small Business Set Aside (i.e. competition among only small businesses) on certain contracts. The MTS Procurement Manager or designee shall consider whether there is a reasonable expectation of obtaining offers from three (3) or more responsible small business concerns that are competitive in terms of market prices, quality, and delivery before applying a Small Business Set Aside to a procurement. MTS will define a small business as a business that meets the definition of small business concern set out in 49 CFR § 26.5. A certified DBE will be presumed eligible to participate in a small business set aside, as all certified DBEs must meet the definition of a small business concern. To avoid program fraud, MTS will verify eligibility of a firm to participate in a small business set aside.

26.6 DETERMINING, MEETING, AND COUNTING DBE PARTICIPATION TOWARDS THE OVERALL DBE GOAL (49 CFR § 26.45; § 26.51; § 26.55)

MTS is currently operating a strictly race-neutral DBE Program in accordance with DOT guidance following the *Western States Paving* decision of the 9th Circuit Court of Appeals. Should MTS incorporate a race-conscious DBE Program in the future, the breakout of estimated race-neutral and race-conscious participation in MTS's DBE goal will be updated.

As MTS is currently operating a strictly race-neutral DBE Program, contract goals are not applicable to MTS procurements. Should MTS, at a future date, incorporate a race-conscious component to its DBE Program, it will then use contract goals to meet any portion of the overall goal MTS does not project being able to meet using race-neutral means. As required by *Western States Paving*, if

MTS incorporates a race-conscious DBE Program, MTS will gather evidence to determine if discrimination in the transportation contracting industry is present. MTS will make a determination at that time what type of evidence gathering is appropriate, based on DBE regulations and case law.

A. Methodology for Setting Overall DBE Goals (49 CFR § 26.45; 26.49)

In accordance with § 26.45(e)(3), and with FTA approval, MTS will establish an overall program goal on a triennial basis. The overall program goal will represent the amount of DOT-assisted funds MTS anticipates expending on DBE firms over three years, and will be presented as a percentage of the total DOT assistance received.

The overall program goal will be developed in accordance with the 2-step process specified in § 26.45 (c) & (d). The first step is to determine the goal "base figure" based on the relative availability of DBEs in MTS's market area. The second step is to adjust the goal "base figure" from Step 1 so that it reflects as accurately as possible the DBE participation MTS would expect in the absence of discrimination based on past participation, a disparity study and/or information about barriers to DBE participation. Annual projections on DBE participation during each fiscal year will be developed as specified by § 26.45 (e)(3)(iii).

Additionally, MTS will provide for public participation in establishing an overall program goal. MTS will publish a notice of the proposed overall program goal on MTS's website and a newspaper of general circulation, informing the public that the proposed goal and its rationale are available for inspection and comment.

Additionally, MTS will consult with minority, women's and general contractor groups, community organizations, and other officials or organizations to solicit information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and MTS's efforts to establish a level playing field for the participation of DBEs.

MTS will submit the overall program goal to DOT in accordance with § 26.45 (f)(2). The overall goal submission to DOT will include a summary of information and comments received during this public comment/participation process and any MTS responses.

MTS will begin using our overall goal on October 1 of each year, unless we have received other instructions from DOT. If we establish a goal on a project basis, we will begin using our goal by the time of the first solicitation for a DOT-assisted contract for the project.

B. Shortfall Analysis and Corrective Action Plan (49 CFR § 26.47)

If at the end of each year, awards/commitments are less than the applicable overall goal, MTS will analyze the reasons for the shortfall and establish specific steps that may enable MTS to meet its overall goal in the next year. MTS will submit its Shortfall Analysis and Corrective Action Plan to the FTA by December 29 for any applicable year.

C. Transit Vehicle Manufacturers (TVM) Certifications (49 CFR § 26.49)

In accordance with § 26.49, MTS will not include TVM vehicle procurements in its overall goal calculation or semiannual reports. MTS will require each TVM, as a condition of being authorized to bid or propose on DOT-assisted transit vehicle procurements, to certify that it has complied with the requirements of this section. Only TVMs listed on FTA's list of eligible TVMs or that have a submitted goal methodology that has been approved by the FTA or has not been disapproved at the time of solicitation, are eligible to bid on MTS's transit vehicle procurements. Alternatively, MTS may, at its discretion and with DOT approval, establish project-specific goals for DBE participation in the procurement of transit vehicles in lieu of the TVM complying with this element of the program. Within 30 calendar days of making a contract award to a TVM, MTS will submit notice to the FTA regarding the name of the TVM successful bidder and the total dollar value (including the federal share if so requested) of the contract. MTS will also submit additional notifications if options are exercised in subsequent years.

D. Race-Neutral Measures (49 CFR § 26.51)

MTS will implement the following race-neutral measures which are aimed at increasing DBE and other small business participation.

1. MTS will hold and/or participate in conferences, which include a networking component to promote teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community. MTS will also actively promote the Small Business conferences, programs, and support services offered by other agencies that have established DBE and Small Business Programs.
2. MTS will provide assistance in overcoming limitations such as inability to obtain bonding or financing. Specifically, MTS will, through its website, refer the DBE and Small Business contracting community to the U.S. Small Business Administration Bonding Assistance Program and San Diego Small Business Development Center.
3. MTS will solicit DBEs and other small business participation by carrying out information on specific contract opportunities. Specifically, MTS will: ensure the inclusion of DBEs and other small businesses on MTS's mailing lists of bidders and/or MTS's e-procurement web based vendor list; make available to prime contractors information on how to view a listing of potential DBE and other small business subcontractors; and provide contracting information in languages other than English, where appropriate and upon request.

4. MTS will advise its contracting community of the benefits of becoming DBE certified, the eligibility requirements to become certified as a DBE, and the online directory of certified DBEs, found at the CUCP website: <https://dot.ca.gov/programs/civil-rights/dbe>~~http://dot.ca.gov/hq/bep/find_certified.htm~~.

E. Use of Set-Asides or Quotas (49 CFR § 26.43)

Except as otherwise provided for in Section 26.5(G) (i.e. small business set aside), MTS shall not permit the use of quotas for DBEs on DOT-assisted contracts in accordance with 49 CFR Part 26. Further, MTS shall not set aside contracts for DBEs on DOT-assisted contracts subject to the regulatory provisions, except in limited and extreme circumstances where no other method could be reasonably expected to redress egregious instances of discrimination.

F. Counting DBE Participation and Commercially Useful Function (49 CFR § 26.55)

MTS will count DBE participation toward overall ~~and contract specific~~ goals as provided in 49 CFR Part 26.55.

MTS will count the value of the work actually performed by the DBE. MTS will not count the participation of a DBE subcontract toward a contractor's final compliance with its DBE obligations on a contract until the amount being counted has actually been paid to the DBE subcontractor.

MTS will count the dollar value of work performed by DBE if currently certified at the time of execution of the contract. MTS will not count the dollar value of work performed under a contract if the DBE is no longer certified.

G. Commercially Useful Function (49 CFR §26.55)

MTS will count expenditures to a DBE firm if the DBE is performing a commercially useful function on that contract. A DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved, and as further described at §26.55.

1. Construction Services

MTS will count the entire amount of that portion of a construction contract that is performed by the DBE's own forces, including the cost of supplies and materials obtained by the DBE for the work of the contract, including supplies purchased or equipment leased by the DBE (except if supplies

and equipment is purchased or leases from the prime contractor or its affiliate to a DBE subcontractor in which labor costs will only be counted).

2. Bona Fide Services

MTS will count the entire amount of fees or commissions charged by a DBE firm for providing a bona fide service, such as professional, technical, consultant, or managerial services, or for providing bonds or insurance specifically required for the performance of a DOT-assisted contract, provided MTS determines the fee to be reasonable and not excessive as compared with fees customarily allowed for similar services. If services are of a broker, packger or manufacturer representative nature, only the fees or commissions will be counted.

3. Subcontracted Work

When a DBE firm subcontracts part of the work of its contract to another firm, the value of the subcontracted work will be counted only if the DBE's subcontractor is itself a DBE. Work that a DBE subcontracts to a non-DBE firm will not be counted.

4. Joint Venture

When a DBE performs as a participant in a joint venture, MTS will count a portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work of the contract that the DBE performs with its own forces.

5. Trucking

When a DBE owns and operates trucking services, MTS will count the entire amount awarded to the DBE firm if it is responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract. When a DBE firm leases trucks from another DBE firm, including an owner-operator who is certified as a DBE, MTS will count the total value of the transportation services the lessee DBE provides on the contract.

6. Materials and Supplies

MTS will determine the amount of credit awarded to a DBE firm for the provisions of materials and supplies (e.g., whether a firm is acting as a manufacturer, regular dealer, distributor, or a transaction facilitator) on a contract by contract basis. MTS's system to determine compliance with 49 CFR Section 26.55 will include review of Bidder List responses and/or direct contact by email or phone to determine whether each DBE supplier has the demonstrated capacity to perform a commercially useful function prior to its participation.

If the materials or supplies are obtained from a DBE manufacturer, MTS will count 100 percent of the cost of the materials or supplies.

If the materials or supplies are purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies (including transportation costs).

If the materials or supplies are purchased from a DBE distributor that neither maintains sufficient inventory nor uses its own distribution equipment for the products in question, MTS will count 40 percent of the cost of materials or supplies (including transportation costs).

With respect to materials or supplies purchased from a DBE that is neither a manufacturer, a regular dealer, nor a distributor, MTS will count the entire amount of fees or commissions charged that is deemed to be reasonable, including transportation charges for the delivery of materials or supplies. MTS will not count any portion of the cost of the materials and supplies themselves.

26.7 REQUIRED CONTRACT PROVISIONS AND ENFORCEMENT

A. Contractor's Assurance Clause Regarding Non-Discrimination (49 CFR § 26.13)

MTS will ~~ensure include~~ that the following clause is placed in all its DOT-assisted contracts ~~and subcontracts~~ that complies with 49 CFR 26.13 and will state, in substantially the same language: "The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of Title 49, CFR, Part 26 in the award and administration of MTS's U.S. DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as MTS deems appropriate, which may include, but is not limited to: (1) Withholding monthly progress payments; (2) Assessing sanctions; (3) Liquidated damages; and/or (4) Disqualifying the contractor from future bidding as non-responsible. Contractor shall be required to include this clause in its subcontracts."

B. Prompt Payment Provisions (49 CFR § 26.29)

The DBE Program found at ~~Title~~ 49 CFR Part 26 requires that any delay or postponement of payment over 30 calendar days from the prime contractor to any subcontractor, or from subcontractor to any lower-tier subcontractor, for work performed pursuant to their agreements may take place only for good cause and with MTS's prior written approval.

1. Prompt Progress Payments to Subcontractors

In accordance with 49 CFR 26.29, MTS will include a contract clause that will require the prime contractor to pay each subcontractor- ~~participating on the contract for satisfactory performance completion of accepted work of its contract~~ no later than 30 calendar days on DOT assisted contracts, or 7 calendar days if a construction contract as required by state law, from the

receipt of each payment the prime contractor receives from MTS. Any subcontractor will also be required to pay any lower-tier subcontractors no later than 30 calendar days, or 7 calendar days if a construction contract as required by state law, from the receipt of each payment from the prime contractor. Any delay or postponement of payment over 30 calendar days may occur only for good cause following written approval of MTS. This clause applies to both DBE and non-DBE subcontractors. MTS will also require that the Prime Contractor include this clause in its subcontracts and lower-tier subcontracts related to the performance of a DOT assisted contract.

2. Payment of Retention Withheld from Subcontractor

When MTS elects to hold retainage from the prime contractor, MTS will provide prompt and regular incremental acceptances of portions of the work on each contract and pay retainage to the prime contractor based on these acceptances.

In accordance with 49 CFR 26.29, MTS will include a contract clause that will require the prime contractor to make prompt and full payment of any retainage owed to subcontractors, for satisfactory completion of the subcontractors work within 30 calendar days on DOT assisted contracts, or seven (7) calendar days if a construction contract as required by state law, after subcontractor's work has been satisfactorily completed. Subcontractors will also be required to make prompt and full payment of any retainage owed to any lower-tier subcontractors, for satisfactory completion of the subcontractors work, no later than 30 calendar days, or 7 calendar days if a construction contract as required by state law, from the receipt of each payment from the prime contractor. Any delay or postponement of payment over 30 calendar days may occur only for good cause following written approval of MTS. This clause applies to both DBE and non-DBE subcontractors. MTS will also require that the Prime Contractor include this clause in its subcontracts and lower-tier subcontracts related to the performance of a DOT assisted contract.

26.8 DBE CERTIFICATION STANDARDS (49 CFR § 26.61-3 26.73; § 26.81; § 26.83a)

As a non-certifying member of the CUCP, MTS will accept DBE certifications from certifying member agencies of the CUCP.

For more information about the certification process or to apply for certification, firms should visit the CUCP website at: <https://dot.ca.gov/programs/civil-rights/dbe>~~http://www.dot.ca.gov/hq/bep/business_forms.htm~~.

26.9 RECORD KEEPING AND MONITORING (49 CFR § 26.11, §29.29, § 26.37)

A. Bidders List (49 CFR § 26.11)

MTS will ~~develop and maintain~~ obtain ~~ba~~ Bidders List information consisting of all firms bidding on prime contracts, and ~~bidding or quoting~~ subcontracts on MTS's DOT-assisted projects/contracts. MTS will enter this data in the DOT's designated system as prescribed at 49 CFR § 26.11. The following information will be included in the bidders list:

1. Firm Name;
2. Full Address (including zip code);
3. Years ~~in~~ Business was established / years in business;
4. Status as a DBE or non-DBE;
5. North American Industry Classification System (NAICS) code for the ~~T~~type of Work bidding on; ~~and~~
6. Race and gender of firm's majority owner; and
- ~~6-7.~~ Annual Range of Gross Receipts.

B. Reporting to DOT (49 CFR § 26.11)

MTS will submit to the applicable DOT Operating Administration the "Uniform Report of DBE Awards or Commitments and Payments" semiannually on June 1 and December 1 of each year, as required. The June 1 report will include DBE activity from October 1 through March 31. The December 1 report will include DBE activity from April 1 through September 30. This report presents a summary of DOT-assisted prime contracts and subcontracts that are: awarded or committed to; open; and completed during the applicable reporting period.

Upon request, MTS will compile and submit ad-hoc DBE contract award and progress reports for DOT-assisted projects. Furthermore, MTS will continue to provide reports relative to MTS's DBE Program, as directed. These reports will provide DBE participation information on MTS's race-neutral and gender-neutral contracts on all DOT assisted procurement activities.

C. Information, Confidentiality, Cooperation (49 CFR § 26.109)

MTS will safeguard from disclosure to third parties information that may reasonably be regarded as confidential business information, consistent with Federal Freedom of Information and Privacy Acts (5 U.S.C. 552 and 552a), California Public Records Act (Government Code § 6250 et seq) state, and local law. Notwithstanding the preceding provision, MTS will not release any information that may reasonably be construed as confidential business information to any third party (other than DOT) without the written consent of the firm that submitted the information.

D. Monitoring and Enforcement Mechanisms (49 CFR § 26.29, 26.37)

MTS will implement appropriate mechanisms to ensure compliance with 49 CFR Part 26 requirements by all program participants (e.g., applying legal and contract remedies available under Federal, state and local law).

1. Monitoring Work Committed to DBE

MTS's DBE Program will include a monitoring and enforcement mechanism to ensure that work committed to DBE prime or DBE subcontractors ~~are~~ is actually performed by DBEs. This will include a written ~~certification~~ verification by MTS that contract records have been reviewed and work sites have been monitored to ensure ~~work~~ the counting of each DBE's participation is consistent with its function on the contract and that the work is actually performed by the DBE. ~~In addition,~~

2. Running Tally

MTS will use a running tally that provides for a frequent comparison of cumulative DBE awards/commitments to DOT-assisted prime contract awards to determine whether current race-neutral measures are projected to be sufficient to meet MTS's overall goal, on an annual basis. MTS utilizes a report within its enterprise resource program that tallies all cumulative DBE awards/commitments to DOT assisted prime contracts to show DBE participation utilization. MTS will run this report monthly and will identify whether adjustments to its race-neutral measures may be necessary.

~~MTS will maintain a running tally of actual DBE attainments (e.g., payments actually made to DBE firms) to compare against the prime contractor's commitments to use a DBE, when applicable.~~

2.3. Termination or Substitution of DBE subcontractors

~~Should MTS implement a race-conscious component to this DBE Program, MTS includes a contract clause in each federally assisted contract that will require the prime contractor to notify and receive consent from MTS whenever a DBE subcontractor is terminated or substituted. For construction contracts, MTS shall follow applicable state law for terminations or substitutions of subcontractors.~~

3.4. Monitoring Prompt Payments and Return of Retainage to DBE and Non-DBE subcontractors

~~MTS undertakes monitoring proactively oversees of prime prompt payments and return of retainage to subcontractors and lower-tier subcontractors over the course of any DOT- assisted contract. Such monitoring activities will be accomplished through the following methods: MTS includes a contract clause in each federally assisted contract that the prime contractor must provide subcontractor payment information to the MTS Contract Administrator monthly, if any payments were made to subcontractors, as well as a contract clause that requires prime contractors and subcontractors to maintain records of payments to non-DBE and DBE subcontractors and lower-tier subcontractors, for a minimum of three (3) years. In addition, MTS reviews contract payments to bi-annually requests subcontractor-s and lower-tier subcontractors monthly by requesting prime provide subcontractor payment information. payment information from the~~

~~prime contractor to ensure MTS has accurate listing of subcontractor payment information within its records.~~ Lastly, MTS may use a monthly prompt payment certification form that requires prime contractor and/or subcontractor to certify prompt payments were made to subcontractor or lower-tier subcontractor, as required by the contract.

4.5. Prompt Payment Dispute Resolution

The obligations of prompt payment and release of retainage does not arise if there is a legitimate dispute over a subcontractor's or lower-tier subcontractor's performance. Subcontractor should first attempt to work with the prime contractor regarding whether subcontractor's work has been satisfactorily performed. If a dispute remains as to whether work has been satisfactorily completed for purposes of prompt payment requirements, notice should be given to the DBELO to take further action. Steps to resolve dispute may include, but are not limited to, conducting a meeting between prime contractor, subcontractor, and MTS project manager to review whether subcontractor work was completed in accordance with contract, plans and specifications.

5.6. Prompt Payment Complaints

Complaints by subcontractors or lower-tier subcontractors regarding prompt payment should first be directed to the prime contractor and their payment bond surety, if applicable. If affected subcontractor needs assistance in communicating with the prime contractor regarding payment or is unable to resolve payment discrepancies with prime, subcontractor should contact DBELO in writing to initiate the complaint. The complaint should identify specifics regarding the subcontract payment language, items of work in question, and the subcontractor's attempts to obtain payment from the prime contractor and payment bond surety, if applicable.

Upon receipt of a subcontractor's written complaint that contains the above described information, DBELO will contact prime contractor directly, advising them of MTS's receipt of a prompt payment complaint, of prime contractor's responsibility to work with the subcontractor to resolve the dispute and potential enforcement action, as further described in Section 26.9 (D)(5) of this Board Policy. If after notice to the prime there is still no timely and meaningful action by the prime to resolve prompt payment disputes, affected subcontractor may refer the complaint to the responsible FTA contact.

6.7. Enforcement Action for Noncompliance of Prompt Payment and Return of Retainage

MTS will include a contract clause in its DOT- assisted contracts that any violation of prompt payment requirements, as defined in Section 26.27 (B) of this Board Policy, shall subject the violating

prime contractor or subcontractor to ~~the penalties, prime contractor not being reimbursed for work performed by subcontractors unless and until the prime contractor ensures that the subcontractors are promptly paid for the work they have satisfactorily completed, contract termination and/or other remedy as deemed appropriate by MTS. If a construction project, then also the sanctions and and other remedies specified in Section 7108.5 of the Business and Professions Code may apply. ,if applicable. It may also result in the application of appropriate administrative sanctions, including, but not limited to, prime contractor not being reimbursed for work performed by subcontractors unless and until the prime contractor ensures that the subcontractors are promptly paid for the work they have performed.~~

7.8. Enforcement Action for False, Fraudulent or Dishonest Conduct

MTS will bring to the attention of the DOT any false, fraudulent, or dishonest conduct in connection with the program, so that DOT can take the steps provided in § 26.107 (e.g., referral to the Department of Justice for criminal prosecution, referral to the DOT Inspector General, action under suspension and debarment or Program Fraud and Civil Penalties rules). ~~Additionally, MTS will consider similar action under its own legal authorities, including responsibility determinations in future contracts.~~

9. Procurement Protests Alleging Noncompliance with DBE Regulations

MTS Board Policy No. 52 “Procurement of Goods and Services”, Section 52.7, describes MTS’s procurement protest procedures. If there is a procurement protest alleging noncompliance with DBE regulations on a DOT assisted project, the MTS Procurement Manager will notify the DBELO of the allegation. The DBELO or its designee will investigate and provide findings to the MTS Procurement Manager. The MTS Procurement Manager will respond to the procurement protest accordingly.

Additional DBE Documents (Available from DBELO upon request)

- A. DBE Program Regulations
- B. DBE Program Organizational Chart
- C. Listing of DBE Financial Institutions located within MTS’s geographic market area
- D. MTS Goal Setting Methodology
- ~~E. CUCP DBE Certification Application~~
- FE. Uniform Report of DBE Awards or Commitments and Payments
- F. DBE Program Related Third-Party Contractor Clauses and Forms

Original Policy approved on 12/6/84.
 Policy revised on 4/28/88.
 Policy revised on 4/25/91.
 Policy revised on 1/26/95.
 Policy revised on 10/16/97.

| Policy revised on 8/12/99.
Policy revised on 8/10/00.
Policy revised on 9/27/01.
Policy revised on 7/25/02.
Policy revised on 3/11/04.
Policy revised on 7/22/04.
Policy revised on 2/16/12.
Policy revised on 7/16/15.
Policy revised on 7/26/18.
Policy revised on 7/25/19
Policy revised on 10/14/21
| Policy revised on 6/20/2024

Attachments: Exhibit A – DBE Policy Statement

Exhibit A – MTS Board Policy No. 26

DBE POLICY STATEMENT

San Diego Metropolitan Transit System (MTS) has established and adopted a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), Title 49, Code of Federal Regulations, Part 26 "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs (49 CFR Part 26)." MTS has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, MTS has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of MTS to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to receive and participate in MTS's DOT-assisted contracts.

It is also MTS policy to:

1. Ensure nondiscrimination in the award and administration of all MTS contracts and subcontracts;
2. Create a level playing field by which DBEs can compete for and perform in MTS's DOT-assisted contracts;
3. Ensure that the MTS DBE Program is narrowly tailored in accordance with applicable law and current legal standards, including the Ninth Circuit Ruling in *Western States Paving vs. Washington State Department of Transportation*;
4. Ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. Help remove procurement and contracting barriers, which impede DBE participation in MTS DOT-assisted contracts;
6. Monitor and enforce contractors' compliance in meeting established goal objectives and program requirements;
7. Assist in the development of DBEs and Small Businesses to increase their ability to compete successfully in the market place outside the DBE Program; and
8. Ensure MTS contractors and subcontractors take all necessary and reasonable steps to comply with these policy objectives.

MTS has designated Deputy General Counsel as the DBE Liaison Officer (DBELO). In this capacity, the DBELO is responsible for implementing all aspects of the DBE program.

This signed and dated policy statement expresses MTS's commitment to pursuing the objectives of the DBE Program.

Sharon Cooney
Chief Executive Officer

Date



**Metropolitan
Transit
System**

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

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

I. Goals of MTS's DBE Program

The goals of MTS's race-neutral DBE program are:

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

II. MTS's DBE Triennial Overall Goal for FFY 2022-2024

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

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.



The DBE regulations require MTS to prepare a DBE Triennial Overall Goal. The DBE Triennial Overall Goal is established upon the number of ready, willing, and able DBE contractors within MTS's geographic market area that are available to bid on MTS's federally assisted procurements (excludes transit vehicle procurements). For FFY 2022-2024 (October 1, 2021 to September 30, 2024), MTS's aspirational DBE Overall Goal is **6.3%** on federally funded contracts.

III. Participation by certified DBEs

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

- (1) have a majority owner who is **socially and economically disadvantaged** (Native Americans, African Americans, Hispanics, Asian-Pacific, Subcontinent Asian Americans and women are currently presumed to be socially and economically disadvantaged by the DOT);
- (2) the majority owner must have a personal net worth of less than **\$1,320,000**; and
- (3) the business must be a **small business** and, for *most* types of businesses, have average annual gross receipts less than **\$30,400,000**.

Per DOT DBE Regulations, MTS *may not* count participation from certified minority owned businesses (MBE), disabled veteran owned businesses (DVBE), women owned businesses (WBE), small businesses (SB), lesbian gay bisexual transgender owned businesses (LGBTBE), or persons with disabilities businesses (PDBE) (collectively referred to as SBEs) toward meeting its DBE Triennial Overall Goal. Nonetheless, MTS encourages participation from, conducts outreach to, and tracks awards to SBEs.

IV. Race-Neutral Outreach Measures to Increase DBE and SBE Participation

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

To increase DBE participation on MTS's federally assisted procurements, as well as SBE participation on all MTS's contracts, MTS conducts outreach to DBEs and SBEs in an effort to inform them of upcoming MTS procurements. The following are some of the race-neutral measures MTS has implemented:

1. outreach to new vendors to discuss the benefits of DBE, MBE, DVBE, WBE, SB, PDBE and/or LGBTBE certification and what qualifications are necessary to become certified, as some may already qualify;
2. outreach to vendors requesting that they register on PlanetBids so they can receive automatic notification of upcoming MTS formal procurements;

3. for small purchase procurements in which MTS must seek out three (3) bids, MTS aims to advertise more of these procurement on PlanetBids so as to increase the potential of DBEs, and SBEs learning of the procurement, if such a contractor is available to perform the work;
4. for small purchase procurements in which MTS must seek out three (3) bids, seeking at least one (1) of those bids from a DBE or SBE, if available; and
5. attend and actively promote small business conferences and programs to alert DBEs and SBEs of upcoming MTS contracting opportunities and to educate about MTS's DBE program.

MTS also continued to attend San Diego Public Agency Consortium (PAC) bi-monthly meetings, as well as the Local Small Business Council bi-monthly meetings, virtually. At these meetings, public agencies discuss upcoming planned outreach events amongst the members and best practices regarding their agency's DBE and SB programs.

V. Federally Funded Procurements

Only contracts awarded and paid by MTS using federal funds (or a portion of federal funds) are reported to the FTA per DOT DBE Regulations. MTS generally reserves federal funds for transit vehicle procurements, transit facility improvements, state-of-good-repair vehicle or system preventative maintenance projects, and contracted fixed route and paratransit bus services. MTS generally uses local and state funds for administrative costs and other expenses (e.g. marketing, land management, office supplies).

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

The FTA Semi-Annual Report for October 1, 2023 to March 31, 2024 is the fifth of six reports in the triennial period of FFY 2022-2024.

a. Contracts Awarded

For this reporting period, MTS **did not achieve** its DBE Triennial Overall Goal of 6.3% for contracts awarded. MTS achieved **2.11%** DBE participation for contracts awarded, as shown below in Table 1.

Table 1: Federal Contracts Awarded

Federal Contract Awards/Commitments				Goal
REPORTING PERIOD	Total Federal \$	DBE \$	DBE %	vs 6.3%
Federal Funds: Oct 1, 2023 to Mar 31, 2024	\$11,394,054.87	\$240,626.03	2.11%	-4.19%

The main reason for why MTS was not able to meet its DBE Triennial Overall Goal for contracts awarded was due to awarding a large contract to a non-DBE firm. MTS awarded a large contract to **Balfour Beatty**, a **non-DBE firm**, relating to grade crossing and crosstie replacements, in the amount of \$8,884,454.00 (65% federally funded). This contract award to a non-DBE substantially diluted the participation that was achieved through a contract award to

Carlos Guzman, a **DBE firm**, relating to non-revenue vehicle bodywork repair services in the amount of \$623,765.24 (42% federally funded).

b. Contracts Open

For this reporting period, MTS **did not achieve** its DBE Triennial Overall Goal of 6.3% for contracts opened. MTS achieved **2.57%** DBE participation for contracts open, as shown below in Table 2.

Table 2: Federal Contracts Open

Federal Contracts Open/Payments During Reporting Period				Goal
<u>REPORTING PERIOD</u>	<u>Total Federal \$</u>	<u>DBE \$</u>	<u>DBE %</u>	<u>vs 6.3%</u>
Federal Funds: Oct 1, 2023 to Mar 31, 2024	\$32,992,748.41	\$848,754.56	2.57%	-3.73%

The main reason why MTS was not able to meet its DBE Triennial Overall Goal for contracts opened was due to ongoing payments to **Transdev**, a **non-DBE firm**, for fixed route bus service, in the amount of \$18,508,002.64 (federal portion only) paid between October 1st, 2023 to March 31st, 2024. These payments substantially diluted ongoing payments on large contracts to **NMS Management**, a **DBE firm**, for janitorial services, in the amount of \$821,634.14 (federal portion only) paid between October 1st, 2023 to March 31st, 2024.

c. Contracts Completed

For this reporting period, MTS **did not achieve** its DBE Triennial Overall Goal of 6.3% for contracts completed. MTS achieved **0.12%** DBE participation for contracts completed, as shown below in Table 3.

Table 3: Federal Contracts Completed

Federal Contracts Completed/Total Payments				Goal
<u>REPORTING PERIOD</u>	<u>Total Federal \$</u>	<u>DBE \$</u>	<u>DBE %</u>	<u>vs 6.3%</u>
Federal Funds: Oct 1, 2023 to Mar 31, 2024	\$4,082,024.43	\$4,773.00	0.12%	--6.18%

The main reason for why MTS was not able to meet its DBE Triennial Overall Goal for contracts completed was due to closing out MTS's previous bus engine overhaul services contract to **Cummins**, a **non-DBE firm**. Total payments made during the life of this contract totaled \$1,051,400.68 (80% federally funded). In addition, MTS decides contract performance periods based on MTS business and operational needs. Every reporting period will differ on the number, type and dollar amount of contracts closed out. No large contracts with a DBE firm were closed out during this reporting period.

VII. Summary of Achievement Toward Meeting MTS's DBE Triennial Overall Goal

While the specific DBE participation rate for each six (6) month reporting period may fluctuate, the goal of the MTS DBE program is to achieve the 6.3% DBE Triennial Overall Goal as an average for the FFY 2022-2024 triennial period. Despite having one (1) reporting period left in the triennial period, MTS has currently **achieved** its DBE Triennial Overall Goal of 6.3% for FFY

2022-2024, thus far. MTS achieved **20.07%** DBE participation for FFY 2022-2024 thus far, as shown below in Table 4.

Table 4: DBE Achievement for FFY 2022-2024

DBE Achievement for FFY 2022-2024				
FFY	Reporting Period	Total Federal Awarded	Total DBE Awarded	DBE %
FFY 2022	Oct 1 21 to Mar 31 22	\$7,843,315.85	\$234,599.40	2.99%
FFY 2022	April 1 22 to Sept 30 22	\$6,977,851.08	\$92,523.71	1.33%
FFY 2023	Oct 1 22 to Mar 31 23	\$17,806,277.45	\$7,965,351.88	44.73%
FFY 2023	April 1 23 to Sept 30 23	\$9,630,377.28	\$2,237,323.28	23.23%
FFY 2024	Oct 1 23 to Mar 31 24	\$11,394,054.87	\$240,626.03	2.11%
FFY 2024	April 1 24 to Sept 30 24	<i>Not yet completed</i>		
Achievement Toward Meeting FFY 2022-2024 DBE Triennial Overall Goal of 6.3% (FFY 2022-2024 Total DBE Awarded ÷ FFY 2022-2024 Total Fed Awarded)		IN PROGRESS: 20.07% Achieved 20.07% <i>thus far</i> towards DBE Overall Triennial Goal of 6.3%		

VIII. Development of MTS’s new DBE Triennial Overall Goal

MTS is currently working on its new DBE Triennial Overall Goal for FFY 2025 – 2027. MTS is accepting public comment until June 13, 2024 on its draft MTS DBE Triennial Overall Goal Methodology, which can be found at <https://www.sdmts.com/business-center/procurement/dbe>. MTS will present its proposed DBE Triennial Overall Goal for FFY 2025 – 2027 for MTS Board approval on July 18, 2024.

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

Although MTS may not count participation of MBE, DVBE, WBE, SB, PDBE and LGBTBE (collectively referred to as SBEs) towards achievement of its DBE Overall Triennial Goal, MTS does record the participation of these businesses to gauge the success of its program to foster small business participation. MTS encourages the participation of DBEs and SBEs on all of its contracts, no matter the funding source.

MTS’s DBE and SBE participation rates for the reporting period, *using both local and federal funds*, are included below in Table 5.

Table 5: All Contracts Awarded (All Funding Sources)

All Contract Awards/Commitments (All Funding Sources)					
REPORTING PERIOD	Total \$	DBE \$	DBE %	SBE \$ (MBE, DVBE, WBE, SB, PDBE and LGBTBE)	SBE %
Total Funds: Oct 1 2023 to Mar 31, 2024	\$77,886,701.74	\$4,246,084.11	5.45%	\$8,310,162.54	10.67%

To compare MTS’s current achievements with past reporting periods, enclosed is a History of Semi-Annual Reports (Attachment A).

/S/ Sharon Cooney
 Sharon Cooney
 Chief Executive Officer

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

Attachment: A. History of Semi-Annual DBE Reports

MTS History of DBE Semi Annual Reports

Contract Awards/Commitments*

	Federal DBE GOAL	REPORTING PERIOD	TOTAL DOLLARS AWARDED (fed & local)	Total DBE \$\$	Total DBE %	Total SBE \$\$	Total SBE %	Total Federal \$\$	Federal DBE \$\$	Federal DBE %	Federal SBE \$\$	Federal SBE %	Total Local \$\$	Local DBE \$\$	Local DBE %	Local SBE \$	LOCAL SBE %
FFY16	3.75%	Oct 1 15 to Mar 31 16	\$ 63,883,438.52	\$ 298,902.02	0.47%	\$ 2,929,504.04	4.59%	\$ 4,094,298.13	\$ 11,859.89	0.29%	\$ 246,645.99	6.02%	\$ 59,789,140.39	\$ 287,042.13	0.48%	\$ 2,682,858.05	4.49%
		Apr 1 16 to Sept 30 16	\$ 32,178,592.14	\$ 976,115.34	3.03%	\$ 996,434.97	3.10%	\$ 6,418,545.41	\$ 255,760.97	3.98%	\$ 148,325.08	2.31%	\$ 25,760,046.73	\$ 720,354.37	2.80%	\$ 848,109.89	3.29%
FFY17**	3.75%	Oct 1 16 to Mar 31 17	\$ 92,516,929.91	\$ 5,611,166.70	6.07%	\$ 3,735,641.71	4.04%	\$ 19,827,518.60	\$ 3,781,098.94	19.07%	\$ 196,188.57	0.99%	\$ 72,689,411.31	\$ 1,830,067.76	2.52%	\$ 3,539,453.14	4.87%
		Apr 1 17 to Sept 30 17	\$ 40,939,010.42	\$ 478,288.92	1.17%	\$ 1,622,764.06	3.96%	\$ 3,326,175.53	\$ 31,444.62	0.95%	\$ 405,594.52	12.19%	\$ 37,612,834.89	\$ 446,844.30	1.19%	\$ 1,217,169.54	3.24%
FFY18	3.75%	Oct 1 17 to Mar 31 18	\$ 31,874,559.08	\$ 754,167.60	2.37%	\$ 3,002,750.48	9.42%	\$ 5,888,603.26	\$ 107,876.47	1.83%	\$ 716,139.92	12.16%	\$ 25,985,955.82	\$ 646,291.13	2.49%	\$ 2,286,610.56	8.80%
		Apr 1 18 to Sept 30 18	\$ 68,024,202.91	\$ 1,725,734.24	2.54%	\$ 4,982,014.37	7.32%	\$ 5,453,720.86	\$ 977,533.90	17.92%	\$ 267,303.01	4.90%	\$ 62,570,482.05	\$ 748,200.34	1.20%	\$ 4,714,711.36	7.54%
FFY16-18	3.75%	Oct 1, 2015 thru Sept 30, 2018 (6 semi-annual reports)	\$ 329,416,732.98	\$ 9,844,374.82	2.99%	\$ 17,269,109.63	5.24%	\$ 45,008,861.79	\$ 5,165,574.79	11.48%	\$ 1,980,197.09	4.40%	\$ 284,407,871.19	\$ 4,678,800.03	1.65%	\$ 15,288,912.54	5.38%
FFY19	2.9%	Oct 1 18 to Mar 31 19	\$ 73,790,097.91	\$ 606,817.10	0.82%	\$ 5,715,068.36	7.75%	\$ 8,603,476.55	\$ 204,022.26	2.37%	\$ 182,110.81	2.12%	\$ 65,186,621.36	\$ 402,794.84	0.62%	\$ 5,532,957.55	8.49%
		Apr 1 19 to Sept 30 19	\$ 40,005,268.47	\$ 6,243,719.33	15.61%	\$ 1,796,894.06	4.49%	\$ 9,005,016.32	\$ 3,884,727.66	43.14%	\$ 644,406.58	7.16%	\$ 31,000,252.15	\$ 2,358,991.67	7.61%	\$ 1,152,487.48	3.72%
FFY20	2.9%	Oct 1 19 to Mar 31 20	\$ 52,022,126.82	\$ 4,330,163.32	8.32%	\$ 4,831,911.79	9.29%	\$ 7,065,591.07	\$ 84,861.22	1.20%	\$ 1,309,065.78	18.53%	\$ 44,956,535.75	\$ 4,245,302.10	9.44%	\$ 3,522,846.01	7.84%
		Apr 1 20 to Sept 30 20	\$ 230,588,830.67	\$ 636,712.08	0.28%	\$ 2,322,909.77	1.01%	\$ 130,881,224.89	\$ 135,337.29	0.10%	\$ 242,071.52	0.18%	\$ 99,707,605.78	\$ 501,374.79	0.50%	\$ 2,080,838.25	2.09%
FFY21	2.9%	Apr 1 20 to Sept 30 20 w/o First Transit contract (*for reference only*)	\$ 47,280,121.00	\$ 636,712.08	1.35%	\$ 2,322,909.77	4.91%	\$ 14,306,408.31	\$ 135,337.29	0.95%	\$ 242,071.52	1.69%	\$ 32,973,712.69	\$ 501,374.79	1.52%	\$ 2,080,838.25	6.31%
		Oct 1 20 to Mar 31 21	\$ 546,248,722.19	\$ 428,054.08	0.08%	\$ 5,511,166.79	1.01%	\$ 182,514,682.65	\$ 45,759.00	0.03%	\$ 369,213.11	0.20%	\$ 363,734,039.54	\$ 382,295.08	0.11%	\$ 5,141,953.68	1.41%
		Oct 1 20 to Mar 31 21 w/o Transdev contract (*for reference only*)	\$ 39,863,273.69	\$ 428,054.08	1.07%	\$ 5,511,166.79	13.83%	\$ 1,059,896.95	\$ 45,759.00	4.32%	\$ 369,213.11	34.83%	\$ 38,803,376.74	\$ 382,295.08	0.99%	\$ 5,141,953.68	13.25%
FFY19-21	2.9%	Apr 1 21 to Sept 30 21	\$ 96,111,004.32	\$ 461,370.54	0.48%	\$ 44,133,244.11	45.92%	\$ 14,952,198.32	\$ 44,380.72	0.30%	\$ 712,640.36	4.77%	\$ 81,158,806.00	\$ 416,989.82	0.51%	\$ 43,420,603.75	53.50%
		Oct 1, 2018 thru Sept 30, 2021 (6 semi-annual reports)	\$ 1,038,766,050.38	\$ 12,706,836.45	1.22%	\$ 64,311,194.88	6.19%	\$ 353,022,189.80	\$ 4,399,088.15	1.25%	\$ 3,459,508.16	0.98%	\$ 685,743,860.58	\$ 8,307,748.30	1.21%	\$ 60,851,686.72	8.87%
FFY22	6.3%	Oct 1, 2018 thru Sept 30, 2021 (6 semi-annual reports) w/o First Transit or Transdev contract (*for reference only*)	\$ 349,071,892.21	\$ 12,706,836.45	3.64%	\$ 64,311,194.88	18.42%	\$ 54,992,587.52	\$ 4,399,088.15	8.00%	\$ 3,459,508.16	6.29%	\$ 294,079,304.69	\$ 8,307,748.30	2.83%	\$ 60,851,686.72	20.69%
		Oct 1 21 to Mar 31 22	\$ 58,074,628.88	\$ 637,356.70	1.10%	\$ 6,907,845.36	11.89%	\$ 7,843,315.85	\$ 234,599.40	2.99%	\$ 760,885.51	9.70%	\$ 50,231,313.03	\$ 402,757.30	0.80%	\$ 6,146,959.85	12.24%
FFY23	6.3%	Apr 1 22 to Sept 30 22	\$ 45,351,112.49	\$ 670,801.19	1.48%	\$ 1,810,431.39	3.99%	\$ 6,977,851.08	\$ 92,523.71	1.33%	\$ 231,078.11	3.31%	\$ 38,373,261.41	\$ 578,277.48	1.51%	\$ 1,579,353.28	4.12%
		Oct 1 22 to Mar 31 23	\$ 67,365,767.07	\$ 10,440,863.02	15.50%	\$ 12,221,020.20	18.14%	\$ 17,806,277.45	\$ 7,965,351.88	44.73%	\$ 1,029,876.32	5.78%	\$ 49,559,489.62	\$ 2,475,511.14	5.00%	\$ 11,191,143.88	22.58%
FFY24	6.3%	Apr 1 23 to Sept 30 23	\$ 53,799,232.47	\$ 5,446,585.33	10.12%	\$ 1,208,807.09	2.25%	\$ 9,630,377.28	\$ 2,237,323.28	23.23%	\$ 126,527.09	1.31%	\$ 44,168,855.19	\$ 3,209,262.05	7.27%	\$ 1,082,280.00	2.45%
		Oct 1 23 to Mar 31 24	\$ 77,886,701.74	\$ 4,246,084.11	5.45%	\$ 8,310,162.54	10.67%	\$ 11,394,054.87	\$ 240,626.03	2.11%	\$ 1,832,026.03	16.08%	\$ 66,492,646.87	\$ 4,005,458.08	6.02%	\$ 6,478,136.51	9.74%
In Progress																	
FFY22-24	6.3%	Oct 1, 2021 thru Sept 30, 2024 (6 semi-annual reports IN PROGRESS)	\$ 302,477,442.65	\$ 21,441,690.35	7.09%	\$ 30,458,266.58	10.07%	\$ 53,651,876.53	\$ 10,770,424.30	20.07%	\$ 3,980,393.06	7.42%	\$ 248,825,566.12	\$ 10,671,266.05	4.29%	\$ 26,477,873.52	10.64%

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

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

In FY17, MTS began using the U.S. Small Business Administration Database, which provides a listing of Small Businesses. This Database tracks firms in which revenues and/or number of employees do not exceed the North American Industry Classification System (NAICS) code's small business size standards, which is used to determine whether a DBE is a small business or not.



**Metropolitan
Transit
System**

Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Operations Budget Status Report for April 2024

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

This report summarizes the year-to-date operating results for April 2024 compared to the Fiscal Year (FY) 2024 amended budget for the San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for April 2024. Attachment A-2 details the April 2024 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 April 2024 results for MTS's other activities (For Hire Vehicle Administration (FHV)/San Diego and Arizona Eastern Railway Company (SD&AE)).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending April 2024, MTS's net-operating income favorable variance totaled \$3,239,000 (1.3%). Operations produced a \$1,875,000 (0.8%) favorable variance and the administrative/other activities areas were favorable by \$1,363,000.

MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through April 2024 were \$86,538,000 compared to the year-to-date budget of \$86,723,000, representing a \$186,000 (-0.2%) unfavorable variance. Year-to-date passenger revenue was unfavorable to budget by \$1,097,000 (-1.8%) through April. Passenger revenue was \$3,067,000 (5.4%) higher than the prior year.



Other operating revenue was favorable by \$911,000 (3.5%), primarily due to favorable interest income.

Operating Expenses. Year-to-date combined expenses through April 2024 were \$335,162,000 compared to the budget of \$338,586,000, resulting in a \$3,424,000 (1.0%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$145,774,000, compared to a budgetary figure of \$147,478,000, producing a favorable variance of \$1,704,000 (1.2%). This is primarily due to favorable paid absences and worker's compensation within Bus Operations as well as favorable Security wages within Administration. Additional wages were included in the midyear amendment for 47 new security positions, but hiring has been slower than anticipated.

Outside Services and Purchased Transportation. Outside services in total through April 2024 were \$122,610,000, compared to a budget of \$122,631,000, resulting in a favorable variance of \$21,000. This is primarily due to favorable purchased transportation services for fixed route, favorable FHV pass-through, and favorable performance bonuses for paratransit services. This is partially offset by unfavorable purchased transportation services for paratransit services and revenue vehicle general repair services within Rail Operations.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$15,554,000, compared to a budgetary figure of \$15,392,000, resulting in an unfavorable variance of \$163,000 (-1.1%). This is primarily due to unfavorable revenue vehicle parts and maintenance supplies within both Rail and Bus Operations.

Energy. Total year-to-date costs were \$38,195,000, compared to the budget of \$39,733,000, resulting in a favorable variance of \$1,538,000 (3.9%). This is primarily due to favorable commodity rates and consumption for compressed natural gas (CNG). Electricity costs are also favorable due to lower consumption versus budget.

Risk Management. Total year-to-date expenses for risk management were \$6,516,000 compared to the budget of \$6,844,000, resulting in a favorable variance totaling \$328,000 (4.8%). This is primarily due to favorable claims recoveries within Rail Operations and favorable liability claims payouts and legal costs within Administrative, Bus, and Rail Operations.

General and Administrative. The year-to-date general and administrative costs were \$4,981,000 through April 2024, compared to a budget of \$5,068,000, resulting in a favorable variance of \$88,000 (1.7%).

Vehicle and Facility Leases. The year-to-date vehicle and facilities lease costs were \$1,531,000 compared to the budget of \$1,439,000, resulting in an unfavorable variance of \$92,000 (-6.4%).

YEAR-TO-DATE SUMMARY

The April 2024, year-to-date net-operating income totaled a favorable variance of \$3,239,000 (1.3%). These factors include favorable variances in other operating revenue, personnel costs, energy, and risk management, partially offset by unfavorable passenger revenue, materials and supplies, general and administrative, and vehicle/facility leases.

/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

MTS
CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2024

APRIL 30, 2024

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 59,633	\$ 60,730	\$ (1,097)	-1.8%
Other Revenue	26,905	25,993	911	3.5%
Total Operating Revenue	\$ 86,538	\$ 86,723	\$ (186)	-0.2%
Personnel costs	\$ 145,774	\$ 147,478	\$ 1,704	1.2%
Outside services	122,610	122,631	21	0.0%
Materials and supplies	15,554	15,392	(163)	-1.1%
Energy	38,195	39,733	1,538	3.9%
Risk management	6,516	6,844	328	4.8%
General & administrative	4,981	5,068	88	1.7%
Vehicle/facility leases	1,531	1,439	(92)	-6.4%
Administrative Allocation	0	0	(0)	0.0%
Total Operating Expenses	\$ 335,162	\$ 338,586	\$ 3,424	1.0%
Operating Income (Loss)	\$ (248,624)	\$ (251,863)	\$ 3,239	1.3%
Total Non-Operating Activities	814	2,730	(1,915)	-70.2%
Income (Loss) before Capital Contributions	\$ (247,810)	\$ (249,133)	\$ 1,323	-0.5%

**OPERATIONS
CONSOLIDATED**

COMPARISON TO BUDGET - FISCAL YEAR 2024

APRIL 30, 2024

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 59,633	\$ 60,730	\$ (1,097)	-1.8%
Other Revenue	892	801	91	11.4%
Total Operating Revenue	\$ 60,525	\$ 61,530	\$ (1,006)	-1.6%
Personnel costs	\$ 121,256	\$ 122,406	\$ 1,150	0.9%
Outside services	100,090	100,274	183	0.2%
Materials and supplies	15,516	15,351	(165)	-1.1%
Energy	37,145	38,682	1,537	4.0%
Risk management	5,937	6,120	182	3.0%
General & administrative	788	861	73	8.5%
Vehicle/facility leases	1,238	1,158	(80)	-7.0%
Administrative Allocation	24,258	24,258	0	0.0%
Total Operating Expenses	\$ 306,228	\$ 309,109	\$ 2,881	0.9%
Operating Income (Loss)	\$ (245,703)	\$ (247,579)	\$ 1,875	0.8%
Total Non-Operating Activities	220	2,640	(2,420)	-91.7%
Income (Loss) before Capital Contributions	\$ (245,484)	\$ (244,939)	\$ (545)	0.2%

OPERATIONS

BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)

COMPARISON TO BUDGET - FISCAL YEAR 2024

APRIL 30, 2024

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 16,287	\$ 16,676	\$ (389)	-2.3%
Other Revenue	116	133	(17)	-12.8%
Total Operating Revenue	\$ 16,403	\$ 16,809	\$ (406)	-2.4%
Personnel costs	\$ 75,906	\$ 76,426	\$ 521	0.7%
Outside services	1,884	1,962	78	4.0%
Materials and supplies	6,379	6,263	(116)	-1.9%
Energy	6,696	7,202	506	7.0%
Risk management	2,598	2,621	23	0.9%
General & administrative	374	418	44	10.6%
Vehicle/facility leases	457	379	(78)	-20.5%
Administrative Allocation	2,513	2,513	(0)	0.0%
Total Operating Expenses	\$ 96,807	\$ 97,785	\$ 978	1.0%
Operating Income (Loss)	\$ (80,404)	\$ (80,976)	\$ 573	0.7%
Total Non-Operating Activities	(49)	293	(342)	-116.9%
Income (Loss) before Capital Contributions	\$ (80,453)	\$ (80,683)	\$ 230	-0.3%

OPERATIONS
RAIL (SAN DIEGO TROLLEY INC.)
COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 24,470	\$ 24,684	\$ (214)	-0.9%
Other Revenue	776	668	108	16.2%
Total Operating Revenue	\$ 25,246	\$ 25,352	\$ (106)	-0.4%
Personnel costs	\$ 44,675	\$ 45,268	\$ 594	1.3%
Outside services	9,703	9,386	(317)	-3.4%
Materials and supplies	9,093	9,047	(46)	-0.5%
Energy	22,286	22,810	524	2.3%
Risk management	3,324	3,483	159	4.6%
General & administrative	402	426	25	5.8%
Vehicle/facility leases	493	482	(11)	-2.3%
Administrative Allocation	19,591	19,591	(0)	0.0%
Total Operating Expenses	\$ 109,567	\$ 110,495	\$ 928	0.8%
Operating Income (Loss)	\$ (84,321)	\$ (85,143)	\$ 822	1.0%
Total Non-Operating Activities	0	-	0	-
Income (Loss) before Capital Contributions	\$ (84,321)	\$ (85,143)	\$ 822	-1.0%

OPERATIONS
BUS - CONTRACTED SERVICES (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 17,716	\$ 18,138	\$ (422)	-2.3%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 17,716	\$ 18,138	\$ (422)	-2.3%
Personnel costs	\$ 583	\$ 583	\$ (0)	-0.1%
Outside services	73,914	74,076	162	0.2%
Materials and supplies	44	41	(3)	-6.8%
Energy	7,354	7,836	482	6.2%
Risk management	-	-	-	-
General & administrative	5	8	3	36.0%
Vehicle/facility leases	3	11	8	74.4%
Administrative Allocation	1,866	1,866	0	0.0%
Total Operating Expenses	\$ 83,769	\$ 84,421	\$ 652	0.8%
Operating Income (Loss)	\$ (66,053)	\$ (66,283)	\$ 230	0.3%
Total Non-Operating Activities	-	2,078	(2,078)	-
Income (Loss) before Capital Contributions	\$ (66,053)	\$ (64,206)	\$ (1,848)	2.9%

OPERATIONS
BUS - CONTRACTED SERVICES (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 1,160	\$ 1,232	\$ (72)	-5.9%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 1,160	\$ 1,232	\$ (72)	-5.9%
Personnel costs	\$ 92	\$ 128	\$ 36	28.1%
Outside services	14,321	14,581	260	1.8%
Materials and supplies	-	-	-	-
Energy	809	834	25	3.0%
Risk management	15	15	-	0.0%
General & administrative	7	8	1	17.9%
Vehicle/facility leases	285	286	0	0.1%
Administrative Allocation	287	287	(0)	0.0%
Total Operating Expenses	\$ 15,816	\$ 16,138	\$ 323	2.0%
Operating Income (Loss)	\$ (14,656)	\$ (14,907)	\$ 250	1.7%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (14,656)	\$ (14,907)	\$ 250	-1.7%

**OPERATIONS
CORONADO FERRY**

COMPARISON TO BUDGET - FISCAL YEAR 2024

APRIL 30, 2024

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	269	269	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	\$ 269	\$ 269	\$ -	0.0%
Operating Income (Loss)	\$ (269)	\$ (269)	\$ -	0.0%
Total Non-Operating Activities	269	269	-	0.0%
Income (Loss) before Capital Contributions	\$ -	\$ -	\$ -	-

ADMINISTRATION
CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2024

APRIL 30, 2024

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	25,083	24,262	821	3.4%
Total Operating Revenue	\$ 25,083	\$ 24,262	\$ 821	3.4%
Personnel costs	\$ 24,055	\$ 24,609	\$ 554	2.3%
Outside services	22,507	22,325	(182)	-0.8%
Materials and supplies	38	40	2	5.2%
Energy	1,046	1,046	(0)	0.0%
Risk management	537	664	127	19.2%
General & administrative	4,142	4,149	7	0.2%
Vehicle/facility leases	289	278	(11)	-3.9%
Administrative Allocation	(24,257)	(24,257)	(0)	0.0%
Total Operating Expenses	\$ 28,358	\$ 28,855	\$ 498	1.7%
Operating Income (Loss)	\$ (3,275)	\$ (4,593)	\$ 1,318	28.7%
Total Non-Operating Activities	828	90	738	822.2%
Income (Loss) before Capital Contributions	\$ (2,447)	\$ (4,503)	\$ 2,057	-45.7%

**OTHER ACTIVITIES
CONSOLIDATED**

COMPARISON TO BUDGET - FISCAL YEAR 2024

APRIL 30, 2024

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	930	931	(1)	-0.1%
Total Operating Revenue	\$ 930	\$ 931	\$ (1)	-0.1%
Personnel costs	\$ 463	\$ 464	\$ 0	0.1%
Outside services	13	33	20	61.1%
Materials and supplies	0	0	(0)	-82.8%
Energy	4	5	1	21.2%
Risk management	42	60	18	30.2%
General & administrative	51	58	7	11.9%
Vehicle/facility leases	3	3	(0)	-15.1%
Administrative Allocation	(1)	(1)	0	0.0%
Total Operating Expenses	\$ 576	\$ 622	\$ 46	7.4%
Operating Income (Loss)	\$ 354	\$ 309	\$ 45	14.6%
Total Non-Operating Activities	(234)	-	(234)	-
Income (Loss) before Capital Contributions	\$ 120	\$ 309	\$ (189)	-61.0%



Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Renewal of City Agreements to Regulate For-Hire Vehicle Services

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve a five-year extension of existing agreements for For-Hire Vehicle Regulation with the cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee (in substantially the same format as in Attachments A, B, C, D, E, F, G, H, and I).

Budget Impact

None with this action.

DISCUSSION:

Per MTS's enabling legislation, MTS may enter into agreements with cities or the County of San Diego to regulate for-hire vehicles, such as taxicabs, non-emergency medical vehicles, low-speed vehicles, sightseeing vehicles, charter vehicles and jitneys, in their jurisdiction. For-hire vehicle regulation includes: ensuring each vehicle has undergone a safety inspection; each vehicle has valid liability insurance; each permit holder (i.e. business owner) has passed a fingerprint-based criminal background check; confirming drivers have been validly licensed by the Sheriff's Department; investigating passenger complaints; and in the field monitoring and enforcement. The MTS For-Hire Vehicle Administration is statutorily required to be full cost recovery. The cost to administer for-hire vehicle regulations is covered by fees assessed on permit holders.

MTS first contracted to administer and regulate for-hire vehicles with the City of San Diego in 1988, the cities of El Cajon, Imperial Beach, Lemon Grove, and Santee in 1990, the City of Poway in 1991, the City of La Mesa in 1999, the City of National City in 2017, and City of Chula Vista in 2018. All of these cities' For-Hire Vehicle Administration agreements are set to expire on June 30, 2024. Please note, last year MTS entered into an agreement with the City of Oceanside for For-Hire Vehicle Regulation (see Agenda Item No. 7, MTS Board of Directors Meeting October 19, 2023) that expires on June 30, 2029, and thus it is not included in today's action.



The respective City Councils for the Cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, Poway, and Santee have approved the five-year extension agreement, which will expire on June 30, 2029. The Agreement with City of Chula Vista is still pending signature. The cities of National City and San Diego will be taking this five-year extension to their respective City Councils in the coming weeks.

In the event that any of these city agreements are not executed by July 1, 2024, MTS will continue to administer for-hire vehicles on their behalf unless a city communicates its desire to take over for-hire vehicle regulation. If any substantive changes to the draft agreements are requested by those cities, it will be presented to the Board at a subsequent meeting for its approval.

Therefore, it is staff's recommendation that the MTS Board of Directors approve a five-year extension of existing agreements for For-Hire Vehicle Regulation with the cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee (in substantially the same format as in Attachments A, B, C, D, E, F, G, H, and I).

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

- Attachments:
- A. Chula Vista Agreement Extension (Pending Signature from Chula Vista)
 - B. El Cajon Agreement Extension (Signed by El Cajon)
 - C. Imperial Beach Agreement Extension (Signed by Imperial Beach)
 - D. La Mesa Agreement Extension (Signed by La Mesa)
 - E. Lemon Grove Agreement Extension (Signed by Lemon Grove)
 - F. National City Agreement Extension (Not yet approved by National City)
 - G. Poway Agreement Extension (Signed by Poway)
 - H. San Diego Agreement Extension (Not yet approved by San Diego)
 - I. Santee Agreement Extension (Signed by Santee)

**SECOND AMENDMENT TO AGREEMENT FOR
ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AND
CITY OF CHULA VISTA**

THIS AGREEMENT is entered into by and between the City of Chula Vista, a charter city and municipal corporation, 276 4th Avenue, Chula Vista, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

- A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;
- B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters, and sightseeing vehicles;
- C. CITY regulated taxicab and other for-hire vehicles in accordance with the Chula Vista City Municipal Code, Chapter 5.54;
- D. CITY desires that MTS regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;
- E. CITY and MTS entered into an agreement for the period of November 1, 2018 through June 30, 2019; and a first amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and
- F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

- 1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate such For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.
- 2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now

or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this second amendment to the Agreement is executed by the CITY acting by and through its Mayor pursuant to Council Resolution No. 2024-056, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF CHULA VISTA

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

John McCann
Mayor

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

Marco A. Verdugo
City Attorney

General Counsel

Date: _____

Date: _____

Attest: _____

Kerry K. Bigelow, MMC
City Clerk

**EIGHTH AMENDMENT TO AGREEMENT FOR
ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS
BETWEEN
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AND
CITY OF EL CAJON**

THIS AGREEMENT is entered into by and between the City of El Cajon, a charter city and municipal corporation, 200 Civic Center Way, El Cajon, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

- A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;
- B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters, and sightseeing vehicles;
- C. CITY regulated taxicab and other for-hire vehicles in accordance with the El Cajon Municipal Code, Chapter 5.68;
- D. CITY desires that MTS regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;
- E. CITY and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1995; a first amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a second amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a third amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fourth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a fifth amendment to that agreement for the period of July 1, 2013, through June 30, 2014; a sixth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a seventh amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and
- F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY's City Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the CITY and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this eighth amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. 036-24, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF EL CAJON

SAN DIEGO METROPOLITAN TRANSIT SYSTEM



Graham Mitchell
City Manager

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.


Morgan L. Foley
City Attorney

General Counsel

Date: 10. APRIL '24

Date: _____

Attest: 
Angela L. Cortez, CMC, City Clerk

**EIGHTH AMENDMENT TO AGREEMENT FOR
ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS
BETWEEN
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AND
CITY OF IMPERIAL BEACH**

THIS AGREEMENT is entered into by and between the City of Imperial Beach, a municipal corporation, 825 Imperial Beach Boulevard, Imperial Beach, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

- A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;
- B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charts and sightseeing vehicles;
- C. The City of Imperial Beach regulated taxicab and other for-hire vehicles in accordance with the Imperial Beach Municipal Code, Chapter 4.44;
- D. The City of Imperial Beach desires that MTS regulate For-Hire Vehicles Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;
- E. The City of Imperial Beach and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1995; a first amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a second amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a third amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fourth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a fifth amendment to that agreement for the period of July 1, 2013 through June 30, 2014; a sixth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a seventh amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and
- F. The City of Imperial Beach and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicles Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicles Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this eighth amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. 2024-025, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF IMPERIAL BEACH

SAN DIEGO METROPOLITAN TRANSIT SYSTEM



City Manager

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

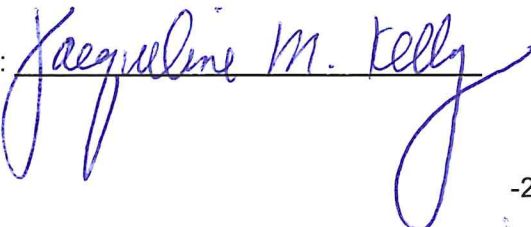


City Attorney

General Counsel

Date: 5/8/24

Date: _____

Attest: 

Jacqueline M. Kelly

RESOLUTION NO. 2024-033

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, APPROVING AN EIGHTH AMENDMENT TO AN AGREEMENT BETWEEN THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) AND THE CITY OF IMPERIAL BEACH FOR THE ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT

WHEREAS, MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county; and

WHEREAS, For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charts and sightseeing vehicles; and

WHEREAS, the City of Imperial Beach regulated taxicab and other for-hire vehicles in accordance with the Imperial Beach Municipal Code, Chapter 4.44; and

WHEREAS, The City of Imperial Beach desires that MTS regulate For-Hire Vehicles Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations; and

WHEREAS, The City of Imperial Beach and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1995; a first amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a second amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a third amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fourth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a fifth amendment to that agreement for the period of July 1, 2013 through June 30, 2014; a sixth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a seventh amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and

WHEREAS, The City of Imperial Beach and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial Beach as follows:

1. The above recitals are true and correct.
2. MTS will administer and enforce For-Hire Vehicle Services through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicles Services rendered wholly within the City's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.
3. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

4. The City Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicles Services regulation and to provide for reimbursable staff and legal support services.
5. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

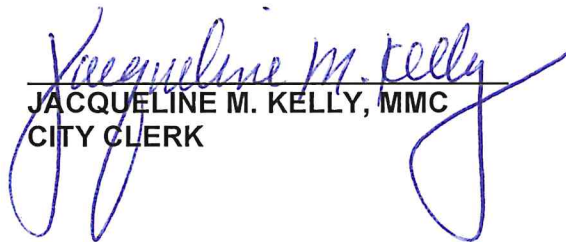
PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its meeting held on the 1st day of May 2024, by the following vote:

AYES:	COUNCILMEMBERS:	LEYBA-GONZALEZ, FISHER, SEABURY, MCKAY, AGUIRRE
NOES:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	NONE



PALOMA AGUIRRE, MAYOR

ATTEST:



**JACQUELINE M. KELLY, MMC
CITY CLERK**

**SIXTH AMENDMENT TO AGREEMENT FOR
ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS
BETWEEN
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AND
CITY OF LA MESA**

THIS AGREEMENT is entered into by and between the City of La Mesa, a municipal corporation, 8130 Allison Avenue, La Mesa, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

- A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;
- B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters and sightseeing vehicles;
- C. CITY regulated taxicab and other for-hire vehicles in accordance with the La Mesa Municipal Code, Sections 6.24.030, 6.24.080, and 6.24.110;
- D. CITY desires that MTS regulate For-Hire Vehicle and Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;
- E. CITY and MTS entered into an agreement for the period of July 1, 1999, through June 30, 2003; a first amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a second amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a third amendment to that agreement for the period of July 1, 2013, through June 30, 2014; a fourth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a fifth amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and
- F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

- 1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as

thereafter from time to time amended by MTS, and thereby regulate such For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this sixth amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF LA MESA


SAN DIEGO METROPOLITAN TRANSIT SYSTEM



City Manager

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.



City Attorney

General Counsel

Date: 3/19/24

Date: _____

Attest: _____

RESOLUTION NO. 2024-017

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA MESA
AUTHORIZING THE EXECUTION OF A SIXTH AMENDMENT TO AN
AGREEMENT BETWEEN THE CITY OF LA MESA AND SAN DIEGO
METROPOLITAN TRANSIT SYSTEM (MTS) FOR ADMINISTRATION OF TAXICAB
AND OTHER FOR-HIRE VEHICLE REGULATIONS

WHEREAS, the San Diego Metropolitan Transit System (MTS) is authorized to enter into contracts to regulate transportation services in the City of La Mesa;

WHEREAS, the City of La Mesa desires that MTS regulate taxicabs and other for-hire vehicles and services such as charter vehicles, sight-seeing vehicles, nonemergency medical vehicles, and jitney vehicles pursuant to Public Utilities Code Section 120266 and in accordance with MTS Ordinance No. 11 "An Ordinance Providing for the Licensing and Regulation of Transportation Services Within the City";

WHEREAS, the City and MTS have previously agreed to this arrangement in 1999, 2003, 2008, 2013, 2014, and 2019; and

WHEREAS, the City and MTS now desire to extend this arrangement from July 1, 2024 to June 30, 2029.

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by the City Council of the City of La Mesa, California, that the City Manager is hereby authorized to execute the Sixth Amendment to the Agreement for Administration of Taxicab and Other For-Hire Vehicle Regulations between MTS and the City of La Mesa.

PASSED AND ADOPTED at a Regular meeting of the City Council of the City of La Mesa, California, held the 27th day of February 2024, by the following vote, to wit:

AYES: Councilmembers Dillard, Lothian, Parent, Shu, and Mayor Arapostathis

NOES: None

ABSENT: None

CERTIFICATE OF CITY CLERK

I, MEGAN WIEGELMAN, City Clerk of the City of La Mesa, California, do hereby certify the foregoing to be a true and exact copy of Resolution No. 2024-017, duly passed and adopted by the City Council of said City on the date and by the vote therein recited.



MEGAN WIEGELMAN, CMC, City Clerk

(SEAL OF CITY)

**NINTH AMENDMENT TO AGREEMENT FOR
ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS
BETWEEN
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AND
CITY OF LEMON GROVE**

THIS AGREEMENT is entered into by and between the City of Lemon Grove, a municipal corporation, 3232 Main Street, Lemon Grove, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

- A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;
- B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters, and sightseeing vehicles;
- C. CITY regulated taxicab and other for-hire vehicles in accordance with the Lemon Grove Municipal Code, Chapter 5.64;
- D. CITY desires that MTS regulate For-Hire Vehicles Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;
- E. CITY and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1991; a first amendment to that agreement, correcting Section 1 to reflect the intention that the period was from July 1, 1990, through June 30, 1995; a second amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a third amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a fourth amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fifth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a sixth amendment to that agreement for the period of July 1, 2013 through June 30, 2014; a seventh amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and an eighth amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and
- A. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies, and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services regulation and to provide for reimbursable staff and legal support services.


4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this ninth amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF LEMON GROVE

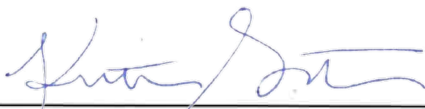
SAN DIEGO METROPOLITAN TRANSIT SYSTEM



City Manager

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.



City Attorney

General Counsel

Date: June 12, 2024

Date: _____

Attest: _____

RESOLUTION NO. 2024 – 4018

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMON GROVE
AUTHORIZING THE EXECUTION OF THE NINTH AMENDMENT TO THE
AGREEMENT FOR ADMINISTRATION OF TAXICAB AND OTHER FOR-HIRE
VEHICLE REGULATIONS BETWEEN SAN DIEGO METROPOLITAN TRANSIT
SYSTEM AND CITY OF LEMON GROVE FOR THE PERIOD OF JULY 1, 2024
THROUGH JUNE 30, 2029**

WHEREAS, the San Diego Metropolitan Transit System (MTS) is authorized to enter into contracts to regulate transportation services in the City of Lemon Grove; and

WHEREAS, the City of Lemon Grove desires that MTS regulate taxicabs and other for-hire vehicles and services such as charter vehicles, sight-seeing vehicles, nonemergency medical vehicles, and jitney vehicles pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11 “An Ordinance Providing for the Licensing and Regulation of Transportation Services within the City”; and

WHEREAS, the City and MTS have previously agreed to this arrangement in 1999, 2003, 2008, 2013, 2014, 2019; and

WHEREAS, the City and MTS now mutually desire to extend this agreement from July 1, 2024 to June 30, 2029.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lemon Grove, California, hereby approves the Ninth Amendment to the Agreement for the Administration of Taxicab and other For Hire Vehicle Regulations between San Diego Metropolitan Transit System and City of Lemon Grove (Exhibit 1); and Authorizes the City Manager to execute said Agreement.

PASSED AND ADOPTED on May 7, 2024, the City Council of the City of Lemon Grove, California, adopted Resolution No. 2024-4018, passed by the following vote:

AYES: *Snow, LeBaron, Gastil, Mendoza, Vasquez*

NOES: *None*


ABSENT: *None*

ABSTAIN: *None*



Racquel Vasquez, Mayor


Attest:



Joel G. Pablo (May 13, 2024 16:59 PDT)

Joel G. Pablo, City Clerk

Approved as to Form:



Kristen Steinke (May 14, 2024 15:12 PDT)

Kristen Steinke, City Attorney

**SECOND AMENDMENT TO AGREEMENT FOR
ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS
BETWEEN
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AND
CITY OF NATIONAL CITY**

THIS AGREEMENT is entered into by and between the City of National City, a municipal corporation, 1243 National City Boulevard, National City, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

- A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;
- B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-seed vehicles, charters, and sightseeing vehicles;
- C. CITY regulated taxicab and other for-hire vehicles in accordance with the National City Municipal Code, Chapter 11.70;
- D. CITY desires that MTS regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;
- E. CITY and MTS entered into an agreement for the period of March 21, 2017 through June 30, 2019; and a first amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and
- F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

- 1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicles Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through July 31, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicles Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this second amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024

CITY OF NATIONAL CITY

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Mayor

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

City Attorney

General Counsel

Date: _____

Date: _____

Attest: _____

**EIGHTH AMENDMENT TO AGREEMENT FOR
ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS
BETWEEN
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AND
CITY OF POWAY**

THIS AGREEMENT is entered into by and between the City of Poway, a municipal corporation, 13325 Civic Center Drive, Poway, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

- A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;
- B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters, and sightseeing vehicles;
- C. CITY desires that MTS regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;
- D. CITY and MTS entered into an agreement for the period of July 1, 1991, through June 30, 1995; a first amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a second amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a third amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fourth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a fifth amendment to that agreement for the period of July 1, 2013, through June 30, 2014; a sixth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a seventh amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and
- E. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies, and regulations as in effect on July 1, 2024, and as

thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until the expiration date of June 30, 2029. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this eighth amendment to the Agreement is executed by the CITY acting by and through its City Manager, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF POWAY

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Chris Hazeltine
City Manager

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

City Attorney

General Counsel

Date: _____

Date: _____

**ELEVENTH AMENDED AND RESTATED
AGREEMENT FOR
ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AND
CITY OF SAN DIEGO**

THIS AGREEMENT is entered into by and between the City of San Diego, a municipal corporation, 202 C Street, San Diego, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

- A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the County;
- B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes, taxicabs, non-emergency medical vehicles, as defined under PUC Section 120266, passenger jitney service, low-speed vehicles, charters, and sightseeing vehicles;
- C. Pursuant to a series of agreements beginning on July 1, 1988, City has contracted with MTS to regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" ("MTS Ordinance No. 11") and its other policies and regulations;
- D. CITY regulated taxicabs and other vehicles in accordance with San Diego Municipal Code, Chapter 7, Article 5, Divisions 1 through 6, "Paratransit Code", which provided for CITY regulation prior to 1988, and was repealed in 1989;
- E. Under this Agreement, CITY continues to set the fundamental public policy pursuant to regulation of taxicabs through Council Policy 500-02 "Taxicab Permits", which, MTS shall implement through MTS Ordinance No. 11 and its other policies and regulations;
- F. MTS does not desire to expand its regulatory role to include oversight of the taxicab permit holder and subcontractor (e.g., lease drivers) relationships;
- G. The current agreement between CITY and MTS for MTS regulation of For-Hire Vehicle Services expires on June 30, 2024; and
- H. CITY and MTS desire to extend the agreement (MTS Doc. No. G0225.0-95 to G0225.10-95) through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Service regulations through MTS Ordinance No. 11, and its other policies and regulations as in effect on July 1, 2024, and

as thereafter from time to time amended by MTS, and thereby regulate such For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266. City or MTS may terminate this Agreement with 12 months' notice.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11, and its other policies and regulations. PUC section 120266, subdivision (b) requires MTS to levy the fees necessary to recover the full cost of regulating vehicles and services under this Agreement.

3. MTS will not alter a fundamental policy or regulation without prior approval of the CITY. Any CITY-proposed change to MTS Ordinance No. 11 shall similarly require the approval of the MTS Board of Directors. Proposed policy changes shall indicate the expected source of funding for their implementation and include an analysis of cost.

4. MTS shall not be required to be a party to contracts between holders of taxicab permits in the CITY and their subcontractors/lease drivers. In the event that the CITY determines that it is in the public's best interest to create a new forum for resolution of disputes between lease drivers and permit holders, the CITY may operate a dispute resolution center or create some other mechanism for processing these types of disputes. During the term of this Agreement MTS shall not perform this function.

5. The CITY agrees to indemnify, defend and hold harmless MTS, its agents and officers from and against any liability that it may incur as a result of its administration and enforcement of MTS Ordinance No. 11, regulations and policies thereunder, during the period of this Agreement.

6. The CITY and MTS may supplement this Agreement by written amendment.

IN WITNESS THEREOF, this eleventh amendment to the Agreement is executed by the CITY acting by and through its Mayor pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July 2024.

CITY OF SAN DIEGO

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Mayor

Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

City Attorney

General Counsel

Date: _____

Date: _____

Attest: _____

**EIGHTH AMENDMENT TO AGREEMENT FOR
ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS
BETWEEN
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AND
CITY OF SANTEE**

THIS AGREEMENT is entered into by and between the City of Santee, a municipal corporation, 10601 Magnolia, Santee, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

- A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;
- B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters and sightseeing vehicles;
- C. CITY regulated taxicab and other for-hire vehicles in accordance with the Santee Municipal Code, Sections 12.301 through 21.322;
- D. CITY desires that MTS regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;
- E. CITY and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1995; a first amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a second amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a third amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fourth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a fifth amendment to that agreement for the period of July 1, 2013, through June 30, 2014; a sixth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a seventh amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and
- F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate such For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services regulation and to provide for reimbursable staff and legal support services.

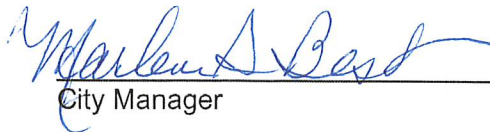
4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this eighth amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF SANTEE


SAN DIEGO METROPOLITAN TRANSIT SYSTEM



City Manager

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

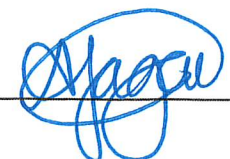


City Attorney

General Counsel

Date: July 6, 2024

Date: _____

Attest: 



**Metropolitan
Transit
System**

Agenda Item No. 9

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

June 20, 2024

SUBJECT:

PRONTO Operations Technical Support – Sole Source Contract Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 11 to MTS Doc. No. G1923.0-16, as a Sole Source extension (in substantially the same format as Attachment A), with Jacobs Engineering Group Inc. (Jacobs), to provide operations technical support services for the PRONTO fare payment system in the amount of \$361,063.00 from June 30, 2024 to June 30, 2026.

Budget Impact

The total cost of this amendment is estimated to be \$361,063.00, and the total contract cost of the service is estimated to be \$2,683,184.70. The service cost will be funded by the Fare System Operating Budget account 535010-571250.

DISCUSSION:

In 2014, a fare collection project working group consisting of MTS, the San Diego Association of Governments (SANDAG), and the North County Transit District (NCTD) was established to spearhead the creation of a set of preliminary requirements for the future electronic fare collection system.

In July 2016, a competitively solicited contract for \$38,594.70 was issued to CH2M Hill, Inc. (CH2M) to assist MTS with consulting services on a new fare collection system. MTS staff provided outreach and a Request for Proposal (RFP) to three (3) companies with expertise in transit system fare technology on June 6, 2016, and on June 27, 2016, two (2) proposals were received. On July 12, 2016, after evaluations and additional negotiations, CH2M was deemed to provide the best value proposal and the contract was awarded to CH2M. CH2M also was found to be highly qualified and experienced based on their previous transit agency experience in fare collection system implementation. For example, for Tri-Met, a similar transit agency to MTS in Oregon, CH2M provided technical and management services in support of planning and design of a fare collection system, including development of a concept of operations, procurement alternatives, cost estimates, partnership agreements and technical specifications.



In December 2016, a Whitepaper detailing the results of the working group’s efforts was presented to the MTS Board of Directors. The overall Board consensus was that staff could move forward with the next phase of analysis to further refine requirements for the fare collection system upgrade into a detailed Concept of Operations.

On January 19, 2017 (Agenda Item (AI) 14), the Board of Directors awarded a sole source contract extension for \$252,596.00 to CH2M to create the Concept of Operations since this project built on the extensive work from the 2016 Whitepaper project.

On November 9, 2017 (AI 7), the Board of Directors awarded a sole source extension for \$249,088.00 to CH2M to assist in the Request for Qualifications (RFQ) and the RFP procurement processes for the new PRONTO fare payment system.

On December 18, 2017, Jacobs announced that it had acquired CH2M. The key staff from CH2M who provided consulting services under this agreement remained on the project after the transition and the work continued under the CH2M entity name.

On March 21, 2019 (AI 15), the Board of Directors authorized MTS to retain CH2M to assist in the implementation phase of the PRONTO fare payment system, at a cost of \$1,285,880.00.

On December 16, 2021 (AI 10), the Board of Directors awarded a sole source extension Jacobs (formerly CH2M) for PRONTO operations technical support at a cost of \$495,963.00.

Today’s proposed action would authorize MTS to retain Jacobs to continue to provide PRONTO operations technical support at a cost of \$361,063.00. In the interest of economy, efficiency, and project knowledge, MTS wishes to continue its engagement with Jacobs as a logical follow-on to work that is already in progress. Considering that the Jacobs team has gained extensive knowledge of MTS’s newly implemented fare structure and system, it is not expected that a separate competitive procurement will be of benefit to the agency. A new solicitation with a different consultant would result in duplication of costs, time and effort needed by the successor to become familiar with MTS’s needs and the concepts behind the project.

As a result of today’s Proposed Action, the contract value will increase by \$361,063.00 as shown in Attachment A. The contract summary is shown below:

Document	Description	Amount
Original Agreement	Next Gen Fare Design Decision Process	\$ 38,594.70
Amendment No. 1	No cost amendment (time extension)	\$ 0.00
Amendment No. 2	Concept of Operations	\$ 252,596.00
Amendment No. 3	No cost amendment (rate sheet)	\$ 0.00
Amendment No. 4	Support for procurement process	\$ 249,088.00
Amendment No. 5	No cost amendment (rate sheet)	\$ 0.00
Amendment No. 6	No cost amendment (time extension)	\$ 0.00
Amendment No. 7	Support for implementation process	\$1,285,880.00
Amendment No. 8	No cost, add subcontractor Schaich	\$ 0.00
Amendment No. 9	PRONTO Operations Technical Support	\$ 495,963.00
Amendment No. 10	No cost amendment (rate sheet)	\$ 0.00
Amendment No. 11	<u>PRONTO Operations Technical Support</u>	<u>\$ 361,063.00</u>
Total:		\$2,683,184.70

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No. 11 to MTS Doc. No. G1923.0-16, as a Sole Source extension (in substantially the same format as Attachment A), with Jacobs, to provide operations technical support services for the PRONTO fare payment system, in the amount of \$361,063.00 from June 30, 2024, to June 30, 2026.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement MTS Doc. No. G1923.11-16



**Metropolitan
Transit
System**

Amendment 11

June 20, 2024

MTS Doc No. G1923.11-16

PRONTO OPERATIONS TECHNICAL SUPPORT

Jacobs Engineering Group, Inc.
Hany Haroun
Vice President
401 B Street, Suite 1560
San Diego, CA, 92101

This shall serve as Amendment No.11 to the original agreement G1923.0-16 as further described below.

SCOPE

Pursuant to the Scope of Work of the San Diego Metropolitan Transit System (MTS), Contractor shall continue to provide technical support to ensure the successful operation and implementation of Phase-3 enhancements of the PRONTO fare system as outlined in Attachment A.

SCHEDULE

The contract shall be extended for two years effective from June 30, 2024 to June 30, 2026.

PAYMENT

At invoicing, Contractor shall bill, and MTS shall pay using the rates outlined in Attachment B. Contractor shall not add classifications to the contract without MTS's written approval. This contract amendment shall authorize additional costs not to exceed \$361,063.00. The total value of this contract, including this amendment, shall be in the amount of \$2,683,184.70. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Hany Haroun, Vice President
Jacobs Engineering Group Inc.

Date: _____

Attachment:

Attachment A – Scope of Services
Attachment B – Rate Table

DRAFT

ATTACHMENT A SCOPE OF WORK

I. BACKGROUND

The PRONTO fare system will require additional support from Jacobs consulting beyond the current phase 2 contract. Jacobs currently serves as the consultant for regional agencies such as OCTA, Valley Metro and has local experience that will help facilitate regional expansion. The scope of work described below takes into consideration key future phase 3 enhancements and operational support in key areas.

II. SUPPORT FOR “PHASE 3” INITIATIVES

- a. PRONTO mobile app enhancements project:
 - i. Capture requirements and facilitate workshops with internal/external stakeholders.
 - ii. Create technical scope of work specification in support of a contractual amendment.
 - iii. Support implementation and necessary feature/account transition from existing mobile app.
- b. Open payment validation Phase 2- support the design and implementation of expanded open payments functionality, including:
 - i. Explore and introduce fare capping.
 - ii. Explore and introduce reduced fares with open payments.
 - iii. Explore fare inspection phase 2 enhancements necessary for open payments, e.g. consolidated PCI compliant design.
- c. Comprehensive Parking Solution and PRONTO
 - i. Explore parking solution concepts that are scalable to the MTS service area.
 - ii. Develop technical specifications in favor of the preferred parking solution.
 - iii. Support the procurement and implementation process.
- d. Support the Online Reduced Fare Phase 2 scope implementation.

III. SUPPORT FOR INTERREGIONAL PASS PRODUCT INTEGRATION

- a. Explore and facilitate discussions with other regional operators (Metrolink, OCTA, etc.) that may want to integrate with the new account-based system.
- b. Communicate with resources at current and former clients to draft agreements and other documents that define increased regional interoperability.
- c. Draft white papers that define the capabilities and limitations of partner agencies, and if necessary new scope required for integration.

IV. DIRECT OPERATIONAL SUPPORT AND TROUBLESHOOTING OF COMPLEX ISSUES IMPACTING THE:

- a. Financial Reconciliation Processes.

- b. PRONTO Support Center.
- c. Transit Store Ticket Office Terminals.
- d. Customer and Institutional Websites.
- e. Mobile Ticketing Application.
- f. Tariff Configuration and modifications.
- g. Key Performance Indicators (KPI) evaluation and Failure Review Board (FRB) meeting support.
- h. Institutional partner support and account management research capabilities.
- i. Bulk account processing and modifications features.

Attachment B - Rate Table
 MTS Doc. No. G1923.11-16

Classification	Estimated # of Hours	Labor Rates	Estimated Cost
2025			
Senior Professional	208	\$ 257.07	\$ 53,470.56
Senior Professional	187	\$ 257.07	\$ 48,072.09
Staff Professional 2	104	\$ 133.17	\$ 13,849.68
Associate Professional 2	104	\$ 242.85	\$ 25,256.40
Staff Professional 1	104	\$ 106.85	\$ 11,112.40
Associate Professional 1	104	\$ 173.12	\$ 18,004.48
Sub-total			\$ 169,765.61
2026			
Senior Professional	187	\$ 264.78	\$ 49,513.86
Senior Professional	187	\$ 264.78	\$ 49,513.86
Staff Professional 2	104	\$ 137.17	\$ 14,265.68
Associate Professional 2	104	\$ 250.14	\$ 26,014.56
Staff Professional 1	104	\$ 110.05	\$ 11,445.20
Associate Professional 1	104	\$ 178.31	\$ 18,544.24
Subtotal			\$ 169,297.40
Total Labor			\$ 339,063.01
Other Direct Costs			\$ 22,000.00
GRAND TOTAL			\$ 361,063.01



**Metropolitan
Transit
System**

MTS STAFF USE ONLY
Public Comment
AI #: 9 Date: 6/20/24
No. in queue: 1

IN – PERSON PUBLIC COMMENT

SPEAKER INFORMATION (please print)

Agenda Item No.: Consent: 9
 Name: Manny Rodriguez Telephone: 619-788-6445
 Email: mrodriguez@cityheightsca.org
 City of Residence: San Diego
 Remark Subject: _____
 Affiliated Organization: City Heights CDC

PLEASE SUBMIT THIS COMPLETED FORM BACK TO THE CLERK

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to three minutes per person, unless specified by the Chairperson. Please make your comment at the podium located on the right side of the dais. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard three-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website: <https://www.sdmts.com/about/meetings-and-agendas>. This form will be included in the Meeting Materials posted on the respective MTS meeting site.

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

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.





**Metropolitan
Transit
System**

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Mission San Diego Station Fence Repair – Work Order Agreement

RECOMMENDATION:

That the San Diego Metropolitan System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-07 under Job Order Contract (JOC) to MTS Doc. No. PWG348.0-22 (in substantially the same format as Attachment A), with Veterans Engineering Inc. (Veterans), a Disabled Veteran Business Enterprise (DVBE), in the amount of \$228,001.06 for removing and replacing the coping on top of the Mechanically Stabilized Earth (MSE) wall near Mission San Diego Station.

Budget Impact

The total contract cost of services is estimated to be \$228,001.06. Under separate MTS Doc. No. L1282.0-16 with The Gordian Group, MTS will pay a 1.76% JOC software license fee in the amount of \$4,012.82. The project will be funded by the MTS Track Department Cost Center 370016-536600.

DISCUSSION:

There is currently 189 linear feet of chain link fence secured into the coping atop a MSE wall parallel to the tracks just west of the Mission San Diego Station. The reinforcement within the coping has corroded, resulting in concrete cracking, and breaking. Consequently, the fence atop the coping is leaning toward the adjacent trolley track. This poses a risk of both obstructing the tracks and exposing the right-of-way, creating safety hazards for both the trolley passengers and public. Once complete, the new coping will allow the existing fence to be properly anchored to the MSE wall.

This work will be completed by issuing a JOC work order to MTS's JOC contractor for railroad construction services, Veterans. 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

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

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.



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.

On June 16, 2022 (Agenda Item (AI) 12), after a competitive Invitation for Bids (IFB) process, the MTS Board approved MTS Doc. No. PWG348.0-22 with Veterans for Railroad Construction Services. Railroad Construction Services includes work that primarily consists of repair, remodeling or other repetitive work involving railroad construction improvements. This includes, but is not limited to, main Continuous Welded Rail (CWR) track rehabilitation/replacement, grade crossings (precast concrete panels, rubber panels, paved with rubber rail interface) special track work, direct fixation, signal systems, overhead catenary, traction power, and related civil construction improvements work; and all required incidental professional and technical services required for quality control monitoring and testing, shop drawings, safety, environmental, scheduling, traffic control, storm water pollution prevention, geotechnical, surveying, biological, and hazardous/contaminated materials.

Today's proposed action will issue a work order to Veterans under this JOC master agreement. Staff has reviewed the pricing for this repair work order and determined it to be fair and reasonable. Veterans will be providing all materials, labor, and equipment for the project. Work is expected to be completed within ninety (90) days of issuing a Notice to Proceed. No subcontractors will be utilized for this project.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC348-07 under JOC to MTS Doc. No. PWG348.0-22 (in substantially the same format at Attachment A), with Veterans, in the amount of \$228,001.06 for removing and replacing the coping on top of the MSE wall near Mission San Diego Station.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Job Order MTS Doc No. MTSJOC348-07



Metropolitan Transit System

JOB ORDER CONTRACT WORK ORDER

PWG348.0-22
CONTRACT NUMBER

MTSJOC348-07
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2023, 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: Veterans Engineering Services, Inc. Address: 5100 E La Palma Ave Suite 201 _

Form of Business: Corporation _____ Anaheim, CA 92807

(Corporation, partnership, sole proprietor, etc.)

Telephone: 714-733-1462

Authorized person to sign contracts: Paul Marshall _____ President
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG348.0-22), 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 \$228,001.06

SAN DIEGO METROPOLITAN TRANSIT SYSTEM | VETERANS ENGINEERING SERVICES, INC.

By: _____
Sharon Cooney, Chief Executive Officer

Firm: _____

Approved as to form:

By: _____
Signature

By: _____
Karen Landers, General Counsel

Title: _____



EXHIBIT A
(Scope of Work)



San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, California 92101

Final Scope of Work

Date: 5/21/2024

Job Order Contracting

To:	From:
Contract No:	PWG348.0-22
Job Order No:	MTSJOC348-07
Job Order Title:	Mission San Diego Fence Repair
Location:	Green Line ROW 1255 Imperial Ave San Diego, CA 92101
Brief Scope of Work:	This job order involves removing and replacing the existing precast coping on top of the MSE wall near Mission San Diego Station.

The following items detail the scope of work as discussed at the site. All requirements necessary to accomplish the items set forth below shall be considered part of this scope of work.

The Contractor is responsible for fully completing the construction of this project. They must provide all necessary labor, materials, equipment, and traffic control. This includes protecting utilities, procuring materials, and performing any other required tasks to finish the work in accordance with the Detailed Scope of Work and the Conformed Special Provisions.

This job order involves removing and replacing the existing precast coping on top of the MSE wall near Mission San Diego Station.

The Contractor shall:

- Remove and protect the existing 189 LF of chain-link fence that is mounted to the existing coping.
- Remove and dispose of the existing 189 LF of coping.
- Install a temporary fence protecting the worksite
- Procure and install 21 EA precast coping that are 9 ft long, 12 inches in height, and 8 inches in width.
- Reinstall existing chain-link fence by mounting into new coping.

Submittals:

Pre-cast Coping

Phasing Plan

Specifications:

All the work must adhere to the specifications outlined in the Special Provisions stated in the executed MTS Job Order Contract (JOC) PWG348.0-22.

Contract Schedule:

The Contractor must strive to complete all the work as soon as possible, and shall finish all work within 90 calendar days from the issuance of the Notice to Proceed (NTP).

All job orders include the labor, equipment, and material costs for a complete and in-place installation, unless otherwise noted.

EXHIBIT B
(Cost Breakdown)

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$228,001.06

Approved Date: May 9, 2024

Job Order: MTSJOC348-07

Job Order Name: Mission San Diego Fence Repair

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

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 1

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	\$177,682.22	\$0.00	\$0.00	\$177,682.22
02	Existing Conditions	\$6,195.08	\$0.00	\$0.00	\$6,195.08
03	Concrete	\$1,061.14	\$0.00	\$0.00	\$1,061.14
04	Masonry	\$20,215.78	\$0.00	\$4,781.01	\$24,996.79
32	Exterior Improvements	\$18,065.83	\$0.00	\$0.00	\$18,065.83
Line Count: 20				Proposal Total:	\$228,001.06

The Percentage of Non Pre-Priced on this Proposal: 0.0%

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$228,001.06

Approved Date: May 9, 2024

Job Order: MTSJOC348-07

Job Order Name: Mission San Diego Fence Repair

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

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 1

01 General Requirements **\$177,682.22**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012216000002	Negotiated Travel Costs	Installation	0.00	\$1.00	EA	1.1619	\$0.00
Accepted		<i>History:</i>	Demo:	0.000000	\$0.00	EA	1.1619	\$0.00
		Includes Labor No	Includes Equipment No	Includes Materials No				

Total:	\$0.00
---------------	---------------

2	012220000006	Carpenter	Installation	480.00	\$91.64	HR	1.2449	\$54,759.67
Accepted		<i>History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	HR	1.2449	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials No				

User Note: Coping removal and installation

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

Total:	\$54,759.67
---------------	--------------------

3	012220000006	For Foreperson, Add	MOD: 0001	Installation	120.00	\$4.58	HR	1.2449	\$684.20
Accepted		<i>History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted</i>							
		Includes Labor Yes	Includes Equipment No	Includes Materials No					

Total:	\$684.20
---------------	-----------------

4	012220000027	Laborer	Installation	240.00	\$78.51	HR	1.2449	\$23,456.90
Accepted		<i>History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	HR	1.2449	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials No				

User Note: Coping removal and installation

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

Total:	\$23,456.90
---------------	--------------------

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$228,001.06

Approved Date: May 9, 2024

Job Order: MTSJOC348-07

Job Order Name: Mission San Diego Fence Repair

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

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 1

5	012220000088	Transport Vehicle With Driver	Installation	55.00	\$126.20	HR	1.2449	\$8,640.85
Accepted		<i>History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	HR	1.2449	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials No				

User Note: mobilization

Item Note:

Total:	\$8,640.85
---------------	-------------------

6	012223000975	10,000 LB Telescopic Boom, Hi-Reach, Rough Terrain Construction Forklift With Full-Time Operator	Installation	15.00	\$1,565.12	DAY	1.2449	\$29,226.27
Accepted		<i>History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	DAY	1.2449	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials Yes				

Total:	\$29,226.27
---------------	--------------------

7	012223001334	3/4 Ton, 4 x 4 Crew Cab Pickup Truck With Full-Time Truck Driver	Installation	15.00	\$891.97	DAY	1.2449	\$16,656.20
Accepted		<i>History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	DAY	1.2449	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials Yes				

Total:	\$16,656.20
---------------	--------------------

8	012223001334	3/4 Ton, 4 x 4 Crew Cab Pickup Truck With Full-Time Truck Driver	Installation	15.00	\$891.97	DAY	1.2449	\$16,656.20
Accepted		<i>History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	DAY	1.2449	\$0.00
		Includes Labor Yes	Includes Equipment No	Includes Materials Yes				

User Note: Weld Truck

Item Note:

Total:	\$16,656.20
---------------	--------------------

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$228,001.06

Approved Date: May 9, 2024

Job Order: MTSJOC348-07

Job Order Name: Mission San Diego Fence Repair

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

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 1

9	012223001350	18 CY Rear Dump Truck With Full-Time Truck Driver	Installation	4.00	\$2,021.67	DAY	1.2449	\$10,067.11
Accepted		<i>History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	DAY	1.2449	\$0.00
<p>Includes Labor Yes Includes Equipment No Includes Materials Yes</p>								

Total:	\$10,067.11
---------------	--------------------

10	015219000002	Portable Chemical Toilet	Installation	10.00	\$65.66	WK	1.2449	\$817.40
Accepted		<i>History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	WK	1.2449	\$0.00
<p>Includes Labor No Includes Equipment No Includes Materials Yes</p>								

Total:	\$817.40
---------------	-----------------

11	015626000005	Temporary 6' High Chain Link Fence And Posts, Up To 6 Months	Installation	189.00	\$6.47	LF	1.2449	\$1,522.30
Accepted		<i>History:</i>	Demo:	189.000000	\$0.00	LF	1.2449	\$0.00
<p>Includes Labor Yes Includes Equipment Yes Includes Materials Yes</p>								

User Note: Contractor included Temporary fencing to provide protection during coping installation when original fence is removed.

Item Note:

Total:	\$1,522.30
---------------	-------------------

12	016619000005	Transfer Delivered Materials Distances Greater Than 125', Per CY Of Material Per 125'	Installation	280.00	\$6.18	CY	1.1619	\$2,010.55
Accepted		<i>History:</i>	Demo:	0.000000	\$0.00	CY	1.1619	\$0.00
<p>Includes Labor Yes Includes Equipment Yes Includes Materials No</p>								

User Note: Contractor will be storing removed fencing material at their yard to be reinstalled after new coping is installed. This includes travel to and from yard.

Item Note:

Total:	\$2,010.55
---------------	-------------------

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$228,001.06

Approved Date: May 9, 2024

Job Order: MTSJOC348-07

Job Order Name: Mission San Diego Fence Repair

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

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 1

13	017113000003	>25 Miles, Equipment Delivery And Pickup Using A Rollback Flatbed Truck	Installation	650.00	\$4.51	MI	1.1619	\$3,406.11
----	--------------	---	--------------	--------	--------	----	--------	------------

Accepted		<i>History:</i>	Demo:	0.000000	\$0.00	MI	1.1619	\$0.00
----------	--	-----------------	-------	----------	--------	----	--------	--------

Includes Labor Yes Includes Equipment Yes Includes Materials No

User Note: Delivery of Coping Materials

Item Note: Excludes first 25 miles.

Total:	\$3,406.11
---------------	-------------------

14	017113000007	Up To 20 Ton Lift Move On/Off Cost, Hydraulic Crane	Installation	10.00	\$451.59	EA	1.1619	\$5,247.02
----	--------------	---	--------------	-------	----------	----	--------	------------

Accepted		<i>History:</i>	Demo:	0.000000	\$0.00	EA	1.1619	\$0.00
----------	--	-----------------	-------	----------	--------	----	--------	--------

Includes Labor Yes Includes Equipment Yes Includes Materials No

Total:	\$5,247.02
---------------	-------------------

15	017419000029	Reinforced Concrete not trimmed, 2" Minus	Installation	350.00	\$10.40	CY	1.2449	\$4,531.44
----	--------------	---	--------------	--------	---------	----	--------	------------

Accepted		<i>History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted</i>	Demo:	0.000000	\$0.00	CY	1.2449	\$0.00
----------	--	---	-------	----------	--------	----	--------	--------

Includes Labor No Includes Equipment Yes Includes Materials No

Total:	\$4,531.44
---------------	-------------------

02 Existing Conditions								\$6,195.08
-------------------------------	--	--	--	--	--	--	--	-------------------

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
----------	------------	-------------	------	----------	------------	-----	--------	------------

16	024119130016	>8" To 12" Wide, Remove And Reset Precast, Stone Or Masonry Coping	Installation	189.00	\$26.33	LF	1.2449	\$6,195.08
----	--------------	--	--------------	--------	---------	----	--------	------------

Accepted		<i>History:</i>	Demo:	189.000000	\$0.00	LF	1.2449	\$0.00
----------	--	-----------------	-------	------------	--------	----	--------	--------

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

Total:	\$6,195.08
---------------	-------------------

03 Concrete								\$1,061.14
--------------------	--	--	--	--	--	--	--	-------------------

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
----------	------------	-------------	------	----------	------------	-----	--------	------------

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Detail Report

By Division

Version: 2.0
 Approved
 Proposal Value: \$228,001.06
 Approved Date: May 9, 2024

Job Order: MTSJOC348-07
 Job Order Name: Mission San Diego Fence Repair
 Location: Green Line ROW 1255 Imperial Ave San Diego, CA 92101

Contractor: Veteran's Engineering Services
 Contract Number: PWG348.0-22
 Contract Name: JOC General Railroad Construction Services - Option 1

17	034829000006	Bearing Pads, Continuous 2" Wide x 3/4" Thick Strips	Installation	189.00	\$4.51	LF	1.2449	\$1,061.14
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted	Demo:	0.000000	\$0.00	LF	1.2449	\$0.00
Includes Labor Yes Includes Equipment No Includes Materials Yes								

Total:	\$1,061.14
--------	------------

04 Masonry \$24,996.79

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
18	047200000018	6" Thick Precast Concrete Coping	Installation	252.00	\$64.44	SF	1.2449	\$20,215.78
Accepted		History:	Demo:	252.000000	\$15.24	SF	1.2449	\$4,781.01
Includes Labor Yes Includes Equipment Yes Includes Materials Yes								

Owner Comments: V:1.2-Multiply by 1.33 for 8 inches, for 168 SF

User Note: 9" per quote. Gordian max is 6". We added extra sf to accommodate.

Item Note:

Total:	\$24,996.79
--------	-------------

32 Exterior Improvements \$18,065.83

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
19	323113130756	Removal And Reinstallation Of Chain Link Fence 6' To 12' Height	Installation	189.00	\$27.40	LF	1.2449	\$6,446.84
Accepted		History:	Demo:	189.000000	\$0.00	LF	1.2449	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials No								

User Note: Contractor scope included removal and reinstallation of fence.

Item Note:

Total:	\$6,446.84
--------	------------

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$228,001.06

Approved Date: May 9, 2024

Job Order: MTSJOC348-07

Job Order Name: Mission San Diego Fence Repair

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

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 1

20	323123000009	6' High Semi-Privacy 6" Picket Vinyl Fence	Installation	189.00	\$52.91	LF	1.1619	\$11,618.99
Accepted		<i>History:</i>	Demo:	0.000000	\$7.43	LF	1.1619	\$0.00
		Includes Labor No	Includes Equipment No	Includes Materials Yes				

User Note: Contractor will be replacing damaged privacy fencing during reinstallation of fence. This line item is for material only.

Item Note:

		Total:	\$11,618.99
		Proposal Total:	\$228,001.06
Div	The Percentage of Non Pre-Priced on this Proposal:		0.0%

* Includes Price Changes due to Construction Task Catalog update

EXHIBIT C
(Subcontractor Listing)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 5/21/2024
Job Order Contracting

Contract #: PWG348.0-22
Job Order #: MTSJOC348-07
Job Order Title: Mission San Diego Fence Repair
Job Order Value: \$228,001.06
Location: Green Line ROW
Contractor: Veteran's Engineering Services
Subcontractor:

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
--------------------	----------------	---------------------------------	----------------	---------------------	---

Summary

Certification Name	Value	%
Total		0.00%



**Metropolitan
Transit
System**

Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Architecture and Engineering (A&E) On-Call Services – Capacity Increase

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve a capacity increase in the amount of \$20,000,000 for MTS A&E On-Call Work Orders based on the following seven (7) Master Agreements: PWL352.0-22, PWL353.0-22, PWL354.0-22, PWL355.0-22, PWL356.0-22, PWL357.0-22, and PWL358.0-22 for the provision of On-Call A&E Services through the remaining duration of the current five-year contract period, expiring June 30, 2027.

Budget Impact

The total contract cost of services is estimated to be \$20,000,000. Overall, the contract services for A&E is estimated to be \$40,500,000, this is including the previous estimated cost for in the amount of \$20,500,000, and this action to increase by \$20,000,000. Individual work orders under the On-Call list will be processed according to MTS Board Policy No. 41 “Signature Authority”, with funding identified at the time of work order issuance.

DISCUSSION:

MTS currently utilizes a list of qualified A&E firms to design high-quality public transportation improvements from inception through construction, under seven (7) Master Agreements. These Master Agreements were approved by the MTS Board of Directors at the May 12, 2022, meeting (Agenda Item (AI) 10) and expire on June 30, 2027. As MTS’s Capital Improvement Program (CIP) increases in size and complexity, MTS requires multiple A&E On-Call, Work Order based, Master Agreements in order to support various infrastructure projects for Bus Operations, Trolley Operations, and the Planning and Real Estate Departments. A&E services are necessary to obtain competitive bids for construction services.

On September 15, 2021, MTS issued a solicitation for On-Call A&E Services by Requesting Statements of Qualifications (RFSQ) from firms with expertise in a variety of A&E design and related consulting services separated into the following three (3) categories:



Category A: Comprehensive/Full Service - Five (5) prime contracts

Category B: Small Business Set Aside - Three (3) prime contracts awarded to a certified Small Business (SB) or a Disadvantaged Business Enterprise (DBE) certified firm, (which is also considered to be a Small Business)

Category C: Specialty Prime – Up to Five (5) specialty service contracts

On October 28, 2021, MTS received fifteen (15) Statements of Qualifications and the evaluation process which was completed in March 2022 resulted in the following seven (7) contracts:

Firm Name	Certification Status	Contract Number	Category
HDR Engineering, Inc. (HDR)		PWL352.0-22	A - Comprehensive
Dokken Engineering, Inc. (Dokken)		PWL353.0-22	A - Comprehensive
Mott MacDonald Group, Inc. (Mott)		PWL354.0-22	A - Comprehensive
Psomas		PWL355.0-22	A - Comprehensive
Pacific Railway Enterprises, Inc. (PRE)	SB, DBE	PWL356.0-22	B - Small Business Set Aside
Chen Ryan Associates (CRA)	SB, DBE, MBE, WBE	PWL357.0-22	B - Small Business Set Aside
CL Surveying and Mapping (CL)	SB, DBE, MBE	PWL358.0-22	C - Specialty

At the time of awarding these On-Call A&E Master Agreements in 2022, estimated costs for all On-Call A&E Services was \$20,500,000 over the five (5) year period. This amount was established based on MTS’s previous needs and future CIP project forecasts.

In the five (5) years preceding the On-Call A&E Master Agreement awards (Fiscal Year (FY) 18-22), the average annual CIP was just under \$100,000,000, of which approximately \$45,000,000 was allocated to design and construction projects. The same analysis covering FY23 – FY27 has seen the projected annual CIP double to \$202,000,000, with \$78,000,000 allocated for design and construction projects.

Transit and Intercity Rail Capital Program (TIRCP) grant awards account for about half of the design and construction project growth over the last five (5) years, the remaining growth is a function of the increased state and federal allocation dollars. These additional CIP projects have necessitated more A&E services than originally forecasted.

MTS has executed work orders totaling ~\$14,621,952.06 for On-Call A&E Services. An additional \$20,000,000 in capacity is needed based on a review of the projected design and construction projects in MTS’s CIP that are scheduled to be performed during the remaining On-Call A&E Master Agreement period of performance (expiring on June 30, 2027), potential new CIP projects that could occur depending on Senate Bill 125 “Transit Program” funding, and how much A&E services are anticipated to cost to execute these projects.

Individual work orders under the On-Call A&E list will be processed according to MTS Board Policy No. 41 “Signature Authority”, with funding identified at the time of work order issuance.

Per MTS Board Policy No. 41 "Signature Authority", work orders under \$150,000 are under the CEO's authority to be executed and work orders over \$150,000 require MTS Board of Directors approval.

Therefore, staff recommends that the MTS Board of Directors approve a capacity increase in the amount of \$20,000,000 for MTS A&E On-Call Work Orders based on the following seven (7) Master Agreements: PWL352.0-22, PWL353.0-22, PWL354.0-22, PWL355.0-22, PWL356.0-22, PWL357.0-22, and PWL358.0-22 for the provision of On-Call A&E Services through the remaining duration of the current five-year contract period, expiring June 30, 2027.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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



**Metropolitan
Transit
System**

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Orange Line Improvement Project (Project) – Special Trackwork Materials – 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. L1672.0-24 (in substantially the same format as Attachment A), with Progress Rail Services (Progress Rail), for the one-time supply of special trackwork materials, in the amount of \$1,077,473.06 inclusive of 7.75% CA Sales Tax.

Budget Impact

The total contract cost of this project is estimated to be \$1,077,473.06, inclusive of 7.75% CA Sales Tax (Attachment C). This project is funded by Capital Improvement Project (CIP) 2005119501 – 599908 Orange Line Rail Signals

DISCUSSION:

The Project is a major capital project being undertaken by MTS to make substantial trolley system improvements at various locations within the 17.6-mile Orange Line, benefitting the cities of San Diego, Lemon Grove, La Mesa, and El Cajon. The Project goal is to increase train speeds, improve service reliability and operating flexibility, maintain grade crossing safety, and increase the State of Good Repair (SGR). The overall project has a current budget of \$135,879,860.00 across two phases. Phase 1 of the Project will upgrade the signal system and grade crossing warning systems to support bi-directional running between 32nd/Commercial Station and Massachusetts Avenue Station.

On December 8, 2022 (Agenda Item (AI) 13), the Board approved a contract with Pacific Railway Enterprises, Inc. (PRE) to prepare plans, specifications, and estimates for the Project. The design process began in January 2023 and used the standard signal design documented and implemented with the Mid-Coast Project as a basis. The design for Phase 1 is currently 90% complete and is expected to be advertised for construction in August 2024. Along with the design, MTS Capital Projects staff and the design team have been working on a project implementation schedule to meet the Transit and Intercity Capital Program (TIRCP) grant's required completion date of June 30, 2027. The scheduling effort identified required start dates for construction. When compared with known lead times for specialty equipment to be installed by the contractor, staff identified that material lead times could put the construction schedule at risk.



In the case of the special trackwork materials, where lead times can be up to 12 months, the MTS Capital Projects team proposes that MTS directly purchase the special trackwork materials so that it can be provided as “owner-furnished equipment” to the construction contractor for installation.

On March 29, 2024, MTS issued an Invitation for Bids (IFB) to purchase special trackwork materials. A total of two (2) bids were received by the due date of May 8, 2024, from the following bidders:

Name	Amount	Sales Tax	Overall Total Amount
Progress Rail	\$999,975.00	\$77,498.06	\$1,077,473.06
Voestalpine	\$1,247,355.00	\$96,670.01	\$1,344,025.01
MTS Independent Cost Estimate (ICE)	\$2,357,570.00	\$169,570.00	\$2,357,570.00

MTS staff has deemed Progress Rail to be the lowest responsive and responsible bidder; and has determined their bid to be fair and reasonable based on the comparison of all bids received and MTS’ ICE as shown above. The MTS ICE is much larger than the bids due to conservative assumptions for insulated joint plugs, non-standard cross-over pricing, inflation, and shipping. Both bidders are known within the rail industry and the slight difference between the bids received allows MTS to determine that Progress Rail’s bid is fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1672.0-24 (In substantially the same format as Attachment A), with Progress Rail, for the one-time supply of special trackwork materials, in the amount of \$1,077,473.06 inclusive of 7.75% CA Sales Tax.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement L1672.0-24
B. Cost Form



Metropolitan Transit System

**STANDARD AGREEMENT
FOR
MTS DOC. NO. L1672.0-24**

THIS AGREEMENT is entered into this _____ day of _____, 2024 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: Progress Rail Services Corporation Address: 1600 Progress Drive
Albertville Alabama 35950
 Form of Business: Corporation City State Zip
 (Corporation, Partnership, Sole Proprietor, etc.) Email: gmoreno@progressrail.com
 Telephone: 708-387-6981

Authorized person to sign contracts Guylando Moreno Vice President
 Name Title

The Contractor agrees to provide 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), Forms (Exhibit D).

The contract term commences upon full execution of the Agreement and concludes 300 days thereafter from Notice to Proceed (NTP). This timeframe allows for the completion of delivery and processing of all invoices.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$1,077,473.06 (inclusive of 7.75% CA sales tax) without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	PROGRESS RAIL SERVICES CORPORATION
By: _____ Sharon Cooney, Chief Executive Officer Approved as to form: By: _____ Karen Landers, General Counsel	By: _____ Title: _____



**L1672.0-24 Owner Furnished Special Trackwork Procurement IFB
ATT 1 - Cost Form**

**** Fill in the Green Cells ****

Bid Item	DESCRIPTION	ESTIMATED QTY	Unit	Unit Price	Extended Price
1	#11 Left-Hand 115 RE Crossover (BNSF Std. Drawing #2055)	2	EA	\$ 214,750.00	\$ 429,500.00
2	#11 Right-Hand 115 RE Crossover (BNSF Std. Drawing #2055)	1	EA	\$ 214,750.00	\$ 214,750.00
3	Spare - #11 Left-Hand Switch Points (BNSF Std. Drawing #2055)	1	EA	\$ 9,300.00	\$ 9,300.00
4	Spare - #11 Right-Hand Switch Points (BNSF Std. Drawing #2055)	1	EA	\$ 9,300.00	\$ 9,300.00
5	Spare - #11 RBM Frog (BNSF Std. Drawing #2055)	1	EA	\$ 14,725.00	\$ 14,725.00
6	#10 RH 115 RE Solid Heel-Block Track Switch Conversion Package (AREMA Std. Drawing 124-08) (MTS Switch Identification 304A & 304B) Provide new maintenance length stock rails (39'+), switch points (19' 6"), bolted heel block assemblies, pre-plated ties #Ø through #12 tie/plate, chairs & anchors, #1 w/ basket, #2 & #3 insulated gauge rods & transit clips	2	EA	\$ 28,100.00	\$ 56,200.00
7	#10 LH 115 RE Solid Heel-Block Track Switch Conversion Package (AREMA Std. Drawing 124-08) (MTS Switch Identification 315A & 315B) Provide new maintenance length stock rails (39'+), switch points (19' 6"), bolted heel block assemblies, pre-plated ties #Ø through #12 tie/plate, chairs & anchors, #1 w/ basket, #2 & #3 insulated gauge rods & transit clips	2	EA	\$ 28,100.00	\$ 56,200.00
8	#10 RH 115 RE Track Switch Upgrade Package (AREMA Std. Drawing 124-08) (MTS Switch Identification E5A & E5B) Provide new ties and plates #Ø, #1 & #2, #1 w/basket insulated gauge rod & transit clips	2	EA	\$ 13,725.00	\$ 27,450.00
9	#20 LH 115 RE Track Switch Upgrade Package (AREMA Std. Drawing 127-08) (MTS Switch Identification E7A & E7B) Provide new ties and plates #Ø, #1 & #2, #1 w/basket insulated gauge rod & transit clips. New ties, #Ø through #13	2	EA	\$ 18,100.00	\$ 36,200.00
10	#20 RH 115 RE Track Switch Upgrade Package (AREMA Std. Drawing 127-08) (MTS Switch Identification E9A & E9B) Provide new ties and plates #Ø, #1 & #2, #1 w/basket insulated gauge rod & transit clips. New ties, #Ø through #13	2	EA	\$ 18,100.00	\$ 36,200.00
11	9' - #1 Treated Hardwood Ties	200	EA	\$ 142.00	\$ 28,400.00
12	19' - 6" 115 RE Shop Bonded Insulated Joint Plugs	30	EA	\$ 2,275.00	\$ 68,250.00
13	39' - 0" 115 RE Shop Bonded Insulated Joint Plugs	4	EA	\$ 3,375.00	\$ 13,500.00
				Sub-Total	\$ 999,975.00
				Sales Tax (7.75%)	\$ 77,498.06
				Grand Total (BASIS OF AWARD)	\$ 1,077,473.06

Costs shall be firm fixed, all-inclusive with the exception of California sales tax. MTS will calculate sales tax at purchase order issuance. Other than the CA sales tax, MTS will not pay any other additional costs.



REVISED

Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Fenton Parkway Grade Crossing and Wyyerd Fiber Installation Construction Management (CM) 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 Amendment No. WOA2496-CM02.01 under MTS Doc. No. G2496.0-21 (in substantially the same format as Attachment A) with AECOM Technical Services Inc. (AECOM) for the Fenton Parkway Grade Crossing and Wyyerd Fiber Installation CM services in the amount of \$40,002.94.

Budget Impact

The cost of this amendment is ~~estimated to be~~ \$40,002.94, ~~and bringing~~ the total contract cost ~~is estimated to be~~ \$171,571.82. This project will be funded by the Land Management Operating Budget account 791010-571143. All costs associated with this work order will be ~~backfilled/reimbursed~~ by San Diego State University (SDSU) and Wyyerd Fiber, respectively, as a requirement of the Right of Entry permit process.

DISCUSSION:

As part of On June 27, 2023, MTS executed Work Order agreement WOA2496-CM02 (Attachment B) with AECOM for construction management and inspection staff to oversee two separate projects being built by others at the same time. Both projects, Fenton Parkway Grade Crossing and Wyyerd Fiber, tie into existing MTS facilities and therefore require additional inspection resources to ensure the security and longevity of MTS systems. Construction of both projects is now complete.

The Fenton Parkway Grade Crossing project was a requirement of the SDSU Stadium project, the university was required to construct creating a new roadway crossing at the green line tracks just west of the new stadium. The new grade crossing at Fenton Parkway on the Green Line. The construction services at Fenton were being performed by was designed and constructed by SDSU contractors. MTS reviewed and approved the plans, and provided the University's contractor, Clark Construction ~~under a contract,~~ with SDSU a Right of Entry permit. Since the grade crossing was constructed by others, MTS staff required CM and inspection services for both the trackwork, systems and signal work to ensure it was built to MTS standards, and the work does not adversely affect the existing MTS system. ~~MTS has a separate agreement with Wyyerd Fiber, allowing them to access MTS fiber as part of their system redundancy.~~

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

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.



~~On June 27, 2023, MTS executed Work Order agreement WOA2496-CM02 (Attachment B) with AECOM. While the Fenton Parkway Grade Crossing was under construction management, MTS MOW and Capital Projects staff determined additional hours would be needed for the CM and inspection staff for the project. However, the scope of the signaling and systems work for the grade crossing was larger than originally anticipated, requiring more time from the CM consultant.~~

~~team.~~ Today's proposed action would ~~provide~~ authorize the additional CM hours needed for the ~~Wyverd Fiber installation near 24th St Station~~ Fenton Parkway Grade Crossing on the BlueGreen Line.

The Work Order and amendments are summarized below:

Work Order No.	Purpose	Amount	Board Approval Date
WOA2496-CM02	Original Work Order - CM	\$131,568.88	Approved by the CEO on 6/29/23, per MTS Policy 41
WOA2496-CM02.01	Add funds to the Work Order	\$40,002.94	Today's Proposed Action
Total		\$171,571.82	

CM Consultant Selection Process

On January 11, 2021, the San Diego Association of Governments (SANDAG) and MTS issued a joint Request for Statement of Qualifications (RFSQ) for On-Call CM Services. The RFSQ resulted in the identification of six (6) firms qualified to perform CM services (one of the qualified firms did not execute an agreement with MTS, leaving an on-call bench five firms); the MTS Board of Directors approved this panel of On-Call CM Services firms on July 29, 2021 (Agenda Item 16). Tasks are assigned to the firms through a work order process. Due to the exigent nature of the requested services, MTS staff utilized the Direct Award method and selected AECOM from its on-call list of CM firms.

AECOM's proposed fee amount of \$40,002.94 is less than MTS's Independent Cost Estimate (ICE) of \$43,900.00 and was determined to be fair and reasonable. For this project, AECOM will utilize the following subcontractors:

Subcontractor Name	Subcontractor Certification	Subcontract Amount
C.A. Wehsener Engineering	Small Business (SB)	\$40,002.94

Therefore, staff recommends that the MTS Board authorize the CEO to execute Work Order No. WOA2496-CM02.01 under MTS Doc. No. G2496.0-21 (in substantially the same format as Attachment A), with AECOM for the Fenton Parkway Grade Crossing and Wyyerd Fiber Installation CM services in the amount of \$40,002.94.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Work Order WOA2496-CM02.01
B. Executed Work Order WOA2496-CM02



Metropolitan Transit System

June 20, 2024

MTS Doc. No. G2496.0-21
Work Order No. WOA2496-CM02.01

Irfan Kalhoro
Vice President
AECOM Technical Services Inc.
401 W A St.
San Diego, CA 92101

Dear Mr. Kalhoro:

Subject: AMENDMENT NO. 1 TO WOA2496-CM02, UNDER MTS DOC. NO. G2496.0-21 FOR CONSTRUCTION MANAGEMENT (CM) SERVICES FOR FENTON PARKWAY GRADE CROSSING & WYYERD FIBER INSTALLATION

This letter shall serve as Amendment No. 1 to our agreement WOA2496-CM02, under MTS Doc. No. G2496.0-21, for Construction Management services under the Construction Management Consultant Agreement, as further described below.

SCOPE OF SERVICES

There shall be no change to the Scope of Services as a result of this Amendment. This Amendment shall provide additional funds for construction management and inspection staff for the Fenton Parkway Grade Crossing & Wyyerd Fiber Installation project.

SCHEDULE

As a result of the Amendment, the Schedule shall be increased by a period of three hundred sixty-five (365) days. The revised Schedule shall be for a period of three hundred seventy (370) calendar days from Notice to Proceed (NTP). CM services for this project, follow construction services performed by Clark Construction under a separate contract with San Diego State University (SDSU).

PAYMENT

As a result of this Amendment, Payment shall be increased by \$40,002.94 (Attachment A). The revised Payment amount of \$171,571.82 shall be based on actual costs, and shall not be exceeded without prior written authorization of 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

Irfan Kalhoro – Vice President
AECOM Technical Services, Inc.

Date:

Attachments: A. Negotiated Fee Proposal

DRAFT

ATTACHMENT A
NEGOTIATED FEE PROPOSAL

DRAFT

Work Order Estimate Summary

Att.A, AI 13, 06/20/24

MTS Doc. No.	G2496.0-21
Work Order No.	WOA2499-CM02.01
Attachment:	B

Work Order Title: Fenton Parkway Grade Crossing & Wyyerd Fiber Installation

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Fenton parkway Grade Crossing & Wyyerd Fiber Installation CM Services	\$40,002.94
2			

Totals = \$40,002.94

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1		Task Order Management		
2		Track Inspection		
3		Railroad Signaling and Communications Inspection	210.0	\$40,002.94

Totals = 210.0 \$40,002.94

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				AECOM		
		x		CA Wehsener	210.0	\$40,002.94

Totals = 210.0 \$40,002.94

Work Order Estimate

Summary

Consultant/Subconsultant: **AECOM Technical Services**

MTS Doc. No.: **G2496.0-21**

Total Hours =

Work Order No.: **WOA2499-CM02.01**

Total Costs =

Work Order Title: **Fenton Parkway Grade Crossing & Wyverd Fiber Installation**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager (FY24)	Project Controls III (FY24)	Engineer, Associate (FY24)								Total Hours	Totals
				\$ 347.26	\$ 165.40	\$ 177.75									

1	Task 1	Task Order Management													
		Contract/Task Order Manager													
		Admin													

Subtotals (Hours) = N/A
 Subtotals (Costs) =

2	Task 2	Track Inspection													
		Track Inspection													

Subtotals (Hours) = N/A
 Subtotals (Costs) =

Totals (Summary) =
 Total (Hours) = N/A
 Total (Costs) =
 Percentage of Total (Hours) = N/A
 Percentage of Total (Costs) =



**Metropolitan
Transit
System**

June 27, 2023

MTS Doc. No. G2496.0-21
Work Order No. WOA2496-CM02

Irfan Kalhoro
Vice President
AECOM Technical Services Inc.
401 W A St.
San Diego, CA 92101

Dear Mr. Kalhoro:

Subject: MTS DOC. NO. G2496.0-21, WOA2496-CM02, FENTON PARKWAY GRADE CROSSING & WYYERD FIBER INSTALLATION, CONSTRUCTION MANAGEMENT (CM) SERVICES WORK ORDER AGREEMENT

This letter shall serve as our agreement MTS Doc. No. G2496.0-21, WOA2496-CM02, for Construction Management services under the Construction Management Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide construction management and inspection staff for Fenton Parkway Grade Crossing & Wyyerd Fiber Installation CM and 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

The project schedule shall be five (5) calendar days from Notice to Proceed (NTP).

PAYMENT

Payment shall be based on actual costs in the amount not-to-exceed \$131,568.88 without prior written authorization of 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:



Irfan Kalhoro – Vice President
AECOM Technical Services, Inc.

Date: 06/29/23

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



ATTACHMENT A

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)

SCOPE OF WORK

FENTON PARKWAY GRADE CROSSING & WYYERD FIBER INSTALLATION

CM AND INSPECTION SERVICES

Contract No. G2496.0-21

Work Order No. WOA2496-CM02

III. QUALIFICATIONS

Inspectors from the consulting firms, including any proposed sub-consultants, including any proposed sub-consultants, must have least five (5) years' experience in heavy and light railroad construction, including track replacement, special trackwork, signaling, or OCS on an operating Class I railroad. American Railway Engineering and Maintenance-of-Way Association (AREMA) recommended practices, and applicable FRA, California Public Utilities Commission (CPUC), and Occupational Safety and Health Administration OSHA regulations.

IV. DETAILED SCOPE OF WORK:

I. PROJECT DESCRIPTION

Permit 1 -This permit consists of installing new grade crossing equipment and signaling system along with track panels at a new grade crossing at Fenton Pkwy. On the Green Line.

Permit 2 – This permit consists of Intercept Wyyerd owned fibers (12) on the MTS 144 count fiber optic cable at 24th St station. Utilize existing MTS conduit path on MTS property from the splice enclosure at the electrical substation to the east Comm HH in the South driveway sidewalk 50' West of Wilson Ave. Wyyerd will construct a path from said Comm HH to the public right of way.

II. EXPECTED RESULTS

Provide quality assurance inspection services to verify compliance with the plans and specifications during demolition and construction of the Fenton Pkwy Grade Crossing and Wyyerd Fiber optic cable installation.



III. SCOPE OF WORK

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

1.0 Contract/Task Order Manager

Contract/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 Assurance Inspection Services Railroad Signaling and Communications

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 project.
6. Track and monitor drawings and markups for producing as-built drawings.

IV. PERIOD OF PERFORMANCE

NTP + 360 calendar days

V. DELIVERABLES

Deliverables will consist of daily work products which include:

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

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

Tasks Schedule

Task	Begin/End Dates
Construction Management Services	5 Calendar days from NTP

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

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

VIII. SPECIAL CONDITIONS

Scope of services excludes:

- Labor compliance services for the construction contract
- Construction staking and surveying
- Hazardous material monitoring and testing services. Services may be performed, as requested by MTS, and as needed, for additional fee
- Construction contractor is responsible for job site safety and safety of transit patrons and general public during construction, including for non-completed work and work in progress

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

Work Order Estimate Summary

Att.B, AI 13, 06/20/24

MTS Doc. No.	G2496.0-21
Work Order No.	WOA2496-CM02
Attachment:	B

Work Order Title: Fenton Parkway Grade Crossing & Wyyerd Fiber Installation

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Fenton parkway Grade Crossing & Wyyerd Fiber Installation CM Services	\$131,568.88
2			

Totals = **\$131,568.88**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1		Task Order Management	144.0	\$32,546.88
2		Track Inspection	40.0	\$7,110.00
3		Railroad Signaling and Communications Inspection	400.0	\$91,912.00

Totals = **584.0** **\$131,568.88**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				AECOM	184.0	\$39,656.88
		x		CA Wehsener	400.0	\$91,912.00

Totals = **584.0** **\$131,568.88**

Work Order Estimate

Att.B, AI 13, 06/20/24

Summary

Consultant/Subconsultant: **AECOM Technical Services**

MTS Doc. No.: **G2496.0-21**

Total Hours = **184**

Work Order No.: **WOA2496-CM02**

Total Costs = **\$39,656.88**

Work Order Title: **Fenton Parkway Grade Crossing & Wyyerd Fiber Installation**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager (FY24)	Project Controls III (FY24)	Engineer, Associate (FY24)							Total Hours	Totals
				\$ 347.26	\$ 165.40	\$ 177.75								
1	Task 1	Task Order Management												
		Contract/Task Order Manager		48									48	\$16,668.48
		Admin			96								96	\$15,878.40
		Subtotals (Hours) =	N/A	48	96								144	\$32,546.88
		Subtotals (Costs) =		\$16,668.48	\$15,878.40								144	\$32,546.88
2	Task 2	Track Inspection												
		Track Inspection				40							40	\$7,110.00
		Subtotals (Hours) =	N/A			40							40	\$7,110.00
		Subtotals (Costs) =				\$7,110.00							40	\$7,110.00
		Totals (Summary) =											184	\$39,656.88
		Total (Hours) =	N/A	48	96	40							184	
		Total (Costs) =		\$16,668.48	\$15,878.40	\$7,110.00								\$39,656.88
		Percentage of Total (Hours) =	N/A	26%	52%	22%							100%	
		Percentage of Total (Costs) =		42%	40%	18%								100%

Work Order Estimate

Att.B, AI 13, 06/20/24

Summary

Consultant/Subconsultant: **CA Wehsener**

MTS Doc. No.: **G2496.0-21**

Total Hours = **400**

Work Order No.: **WOA2496-CM02**

Total Costs = **\$91,912.00**

Work Order Title: **Fenton Parkway Grade Crossing & Wyyerd Fiber Installation**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer, Supervising (FY24)									Total Hours	Totals
			\$	229.78										
1	Task 1	Fenton Parkway Grade Crossing												
		Railroad Signaling and Communications Inspection		300									300	\$68,934.00
		Subtotals (Hours) =	N/A	300									300	\$68,934.00
		Subtotals (Costs) =		\$68,934.00									300	\$68,934.00
2	Task 2	Wyyerd Fiber Installation												
		Railroad Signaling and Communications Inspection		100									100	\$22,978.00
		Subtotals (Hours) =	N/A	100									100	\$22,978.00
		Subtotals (Costs) =		\$22,978.00									100	\$22,978.00
		Totals (Summary) =											400	\$91,912.00
		Total (Hours) =	N/A	400									400	
		Total (Costs) =		\$91,912.00										\$91,912.00
		Percentage of Total (Hours) =	N/A	100%									100%	
		Percentage of Total (Costs) =		100%										100%



**Metropolitan
Transit
System**

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Hitech Maintenance and Support Services for UTC and Nobel Transit Parking Structures –
Sole Source Contract Award

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Contract L1680.0-24 (in substantially the same format as Attachment A), with Hitech Software (Hitech), in the amount of \$216,280.42 for maintenance and support services for UTC and Nobel Transit Parking Structures.

Budget Impact

The total cost of this contract is estimated to be \$216,280.42 (Attachment B). The project will be funded by the San Diego Trolley, Inc. (SDTI) Facility Maintenance Operating Budget account 380016-536300.

DISCUSSION:

On September 14, 2016, San Diego Association of Governments (SANDAG) executed Agreement 5008600, with Mid-Coast Transit Contractors for the Mid-Coast Corridor Transit Project. The Mid-Coast Corridor Transit Project extended the trolley service from Santa Fe Depot in Downtown San Diego to the University City community. Nine new stations were added at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, Pepper Canyon, Voigt Drive, Executive Drive, and the Terminus Station at the Westfield UTC Transit Center. From those stations, two parking structures were constructed at UTC and Nobel.

At the two parking structures, subcontractor to Mid-Coast Transit Contractors, Hitech, was contracted to provide real-time parking spot occupancy monitoring and reporting. Hitech has been monitoring the parking at the UTC and Nobel parking structures since its opening in 2021. Hitech is the developer and installer of the smart parking system, a proprietary technology. Therefore, this is a sole source procurement for the service and repair to the existing parking system.

Today's proposed action would authorize a sole source contract to have Hitech continue to provide maintenance and support services at both parking structures.



Staff's Independent Cost Estimate (ICE) is based on the past purchase price history of these services. In comparison with the ICE amount of \$186,853.88 and the quote received of \$216,280.42, staff has determined that the agreed upon cost is fair and reasonable. The table below shows the cost difference between MTS's ICE and Hitech's quote.

ENTITY	CERTIFICATION	AMOUNT
MTS ICE		\$186,853.88
Hitech	Small Business (SB)	\$216,280.42
<i>MTS cost increase (MTS ICE vs Hitech's quote)</i>		\$29,426.54

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Contract L1680.0-24 (in substantially the same format as Attachment A), with Hitech, in the amount of \$216,280.42 for maintenance and support services for UTC and Nobel Transit Parking Structures.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement L1680.0-24
B. Technical and Cost Proposal



Metropolitan Transit System

**STANDARD AGREEMENT
FOR
MTS DOC. NO. L1680.0-24**

**HI-TECH MAINTENANCE AND SUPPORT SERVICES FOR UTC AND NOBEL TRANSIT PARKING
STRUCTURES**

THIS AGREEMENT is entered into this _____ day of _____, 2024 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: Hitech Software Address: 19333 Wells Dr
Tarzana CA 91356
 Form of Business: Corporation City State Zip
 (Corporation, Partnership, Sole Proprietor, etc.) Email: jim@hitech-software.com
 Telephone: 818-822-5203

Authorized person to sign contracts Jim Eshraghi President
 Name Title

The Contractor agrees to provide services 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 effective July 1, 2024 through April 30, 2029.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$216,280.42 without the express written consent of MTS.

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



July 1 2024 to April 30 2029

**MAINTENANCE, WARRANTY, SERVICE and SUPPORT PROPOSAL
NOBEL and UTC Parking Structures**



**HITECH PARKING MANAGEMENT SYSTEM
REAL TIME OCCUPANCY MONITORING**

NOBEL and UTC Parking Structures WARRANTY, MAINTENANCE, SERVICE AND SUPPORT

Hitech Software offers various levels of maintenance and service arrangements to its customers, We propose to provide the following coverage for NOBEL and UTC Parking Structures Smart Parking System.

System and Software Maintenance, Support and Consulting.

To maintain the operational integrity and maximize the availability of the System on an ongoing basis. Hitech Software will take the necessary steps including vehicle detection calibration, the development of special diagnostic software modules as required, software and database maintenance, operating system maintenance, consulting and trouble-shooting plus remote monitoring and diagnosis in an effort to maintain the complete system in operational condition 24 hours/day, seven-days/week.. We will maintain maximum accuracy of counts by calibrating the system as necessary.

This service includes real time monitoring of the system and its counts, remote adjustment of the counts as needed and an ongoing effort to keep the system calibrated. unlimited support and consulting to MTS employees and periodical off site backup of the databases.

It should be noted that using the System's built-in diagnostic and test tools, the capability to reset parameters and capability of downloading corrective software patches, all which can be invoked remotely, most system problems can be resolved within minutes of occurrence. Includes upgrade to the application software as they become available plus custom reports per request

Extended Warranty, Service and Repairs

This service offering provides, for a fixed monthly price, on-site system problem resolution including free repair of failed components or equipment or their replacement from an inventory of spares maintained by Hitech Software specifically for MTS.

- On site service - includes all service calls
- Response time within 48 hours
- **Free repair & replacement of the components of the system. Without any cap or deductible**
- If Hitech cannot repair the defective hardware, a loaner will be provided free of charge

Coverage

All the components of Hitech Car Count Systems are covered

Exclusion

- Does not include damages caused by user misuse, vandalism, power surge, fire, theft, accidents or acts of nature
- The infrastructure such as embedded loops, conduits, network and power
- Delineators
- Replacement products will be equivalent in function, but not necessarily identical to the replaced product

Hours of service and response time:

- 8AM to 5PM M-F
- Most problems will be addressed and solved remotely within hours of receiving the service call.

Fees associated with support services as described above

Ongoing system and software maintenance, extended warranty, consulting and support as described above

	Monthly Fees	Per Year
July 1 24 to June 30 25	\$ 1,833.40	\$22,000.80
July 1 25 to June 30 26	\$ 1,906.74	\$22,880.88
July 1 26 to June 30 27	\$ 2,002.07	\$24,024.84
July 1 27 to June 30 28	\$ 2,122.20	\$25,466.40
July 1 28 to April 30 29	\$ 2,270.75	\$22,707.50

Terms:

- Price firm for 60 days
- Monthly billing
- Net 30

Conditions:

- Steady remote access during the complete life of contract to both servers at Nobel and UTC
- Parking Structures
- MTS to maintain installed delineators and replace them as needed

Non – contract fees & charges

- Servers/Software/Databases/Operating Systems Maintenance: \$550
- \$250 an hour weekday - 8AM to 5PM - minimum 2 hours
- \$325 Saturdays 8AM to 5PM - minimum 3 hours
- Travel time \$500 per trip.

Note: Hitech Software is the developer and installer of the smart parking system which is a proprietary technology and we are the sole source for service and repair. Any service or repair by a third party would void our warranty.

Cost Proposal Breakdown

Description	# of Months	Monthly Fee	Total Cost
Maintenance Fees (July 1, 2024 to June 30, 2025)	12	\$ 1,833.40	\$ 22,000.80
Maintenance Fees (July 1, 2025 to June 30, 2026)	12	\$ 1,906.74	\$ 22,880.88
Maintenance Fees (July 1, 2026 to June 30, 2027)	12	\$ 2,002.07	\$ 24,024.84
Maintenance Fees (July 1, 2027 to June 30, 2028)	12	\$ 2,122.20	\$ 25,466.40
Maintenance Fees (July 1, 2028 to April 30, 2029)	10	\$ 2,270.75	\$ 22,707.50
Subtotal (Maintenance)			\$ 117,080.42
Description	# of Hours	Hourly Rate	Total Cost
As-Needed Repairs - 2024 (Monday-Friday)	50	\$ 250.00	\$ 12,500.00
As-Needed Repairs - 2024 (Saturday)	2	\$ 325.00	\$ 650.00
Travel - 2024	2	\$ 500.00	\$ 1,000.00
As-Needed Repairs - 2025 (Monday-Friday)	50	\$ 250.00	\$ 12,500.00
As-Needed Repairs - 2025 (Saturday)	2	\$ 325.00	\$ 650.00
Travel - 2025	2	\$ 500.00	\$ 1,000.00
As-Needed Repairs - 2026 (Monday-Friday)	50	\$ 250.00	\$ 12,500.00
As-Needed Repairs - 2026 (Saturday)	2	\$ 325.00	\$ 650.00
Travel - 2026	2	\$ 500.00	\$ 1,000.00
As-Needed Repairs - 2027 (Monday-Friday)	50	\$ 250.00	\$ 12,500.00
As-Needed Repairs - 2027 (Saturday)	2	\$ 325.00	\$ 650.00
Travel - 2027	2	\$ 500.00	\$ 1,000.00
As-Needed Repairs - 2028 (Monday-Friday)	50	\$ 250.00	\$ 12,500.00
As-Needed Repairs - 2028 (Saturday)	2	\$ 325.00	\$ 650.00
Travel - 2028	2	\$ 500.00	\$ 1,000.00
As-Needed Repairs - 2029 (Monday-Friday)	40	\$ 250.00	\$ 10,000.00
As-Needed Repairs - 2029 (Saturday)	2	\$ 325.00	\$ 650.00
Travel - 2029	2	\$ 500.00	\$ 1,000.00
Subtotal (As-Needed Repairs)			\$ 82,400.00
As-Needed Parts - 2024			\$ 2,800.00
As-Needed Parts - 2025			\$ 2,800.00
As-Needed Parts - 2026			\$ 2,800.00
As-Needed Parts - 2027			\$ 2,800.00
As-Needed Parts - 2028			\$ 2,800.00
As-Needed Parts - 2029			\$ 2,800.00
Subtotal (As-Needed Parts)			\$ 16,800.00
Grand Total			\$ 216,280.42



**Metropolitan
Transit
System**

Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Construction Management (CM) Services for South Bay Zero Emission Bus (ZEB) Overhead (OH) Charging Infrastructure Installation and Iris Rapid Station Infrastructure – Work Order Amendment

RECOMMENDATION:

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

- 1) Ratify \$12,343.48 that was added to Work Order Amendment WOA2501-CM01.1 under MTS Doc No. G2501.0-21 (Attachment A) following Board approval of the Amendment on March 10, 2022 (Agenda Item (AI) 9). The funds were added due to increases in the prevailing wage rates for various classifications performing services under this agreement; and
- 2) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2501-CM01.5 under MTS Doc. No. G2501.0-21 (in substantially the same format as Attachment B), with TRC Engineers, Inc. (TRC), for additional CM Services for the ZEB OH Charging Infrastructure and Iris Rapid Station Infrastructure construction projects in the amount of \$254,604.92.

Budget Impact

The total budget for this contract shall not exceed \$2,092,019.36. The project will be funded by Capital Improvement Program (CIP) 1009113101 – Iris Rapid – Charging Infrastructure at South Bay Maintenance Facility (SBMF), and CIP 1009113001 – Iris Rapid – Route & Stations Infrastructure.

DISCUSSION:

On December 16, 2021 (AI 16), the MTS Board approved a construction contract with Palm Engineering Construction for the ZEB OH Charging Infrastructure Construction project at the SBMF. The South Bay ZEB OH Charging Construction project added a new overhead gantry system capable of providing charging to Battery Electric Buses (BEBs). On April 14, 2022 (AI

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

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.



11), the MTS board approved a construction contract with Palm Engineering Construction for the Iris Rapid Route and Stations Infrastructure Contract. The Iris Rapid contract added four (4) new bus bays to the west side of the Iris Transit Center to support the planned implementation of new route Rapid 227.

MTS staff typically requires CM Services to assist with the coordination, control, and oversight of the construction contractor from beginning of the work through completion. For the two projects mentioned above, TRC was selected to perform the CM services. The first agreement with TRC was awarded on December 16, 2021 (AI 12) for CM Services for the South Bay ZEB OH Charging Construction. That agreement was amended at the March 10, 2022 (AI 9) board meeting, to add the Iris Rapid Route project to the TRC contract.

Both projects are now currently in the closeout phase; however, the projects have experienced several delays including, but not limited to, supply chain issues, manufacturer delays, design changes, utility coordination changes, and a work stoppage that has pushed the completion date of the project. Today's proposed action would authorize additional funding to maintain sufficient construction management services throughout the expanded project timeline through to substantial completion.

Under the proposed work order Amendment 5, TRC will continue to provide CM services through the closeout and completion process of both the SBMF ZEB OH and Iris Rapid Station Infrastructure projects.

The Work Order, and subsequent Amendments are summarized below:

Work Order No.	Purpose	Amount	Board Approval Date
WOA2501-CM01	Original Work Order for the SBMF ZEB overhead charging infrastructure project.	\$796,363.18	12/16/21 (AI 12)
WOA2501-CM01.1	Additional CM Services for the Iris Rapid Route construction project.	\$574,202.74	3/10/22 (AI 9)
	Amendment budget adjustment due to increases in prevailing wage rates	\$12,343.48	Today's Proposed Action (ratify)
<i>Subtotal for WOA2501-CM01.1</i>		<i>\$586,546.22</i>	
WOA2501-CM01.2	Provide additional survey and inspection staff	\$40,305.00	Ratified by the Board on 9/14/23
WOA2501-CM01.3	Revision of the estimated work hours for each task	(\$6,942.44)	Ratified by the Board on 9/14/23
WOA2501-CM01.4	Provide additional CM Services due to project delays	\$421,142.48	9/14/23 (AI 10)
WOA2501-CM01.5	Provide additional CM Services due to project delays	\$254,604.92	Today's Proposed Action
TOTAL		\$2,092,019.36	

Based on the level of effort and classifications required for these services, TRC's proposed amount of \$254,604.92 was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors:

- 1) Ratify \$12,343.48 that was added to Work Order Amendment WOA-2501-CM01.1 under MTS Doc No. G2501.0-21 (Attachment A) following Board approval of the Amendment on March 10, 2022 (AI 9). The funds were added due to increases in the prevailing wage rates for various classifications performing services under this agreement; and
- 2) Authorize the CEO to execute Work Order WOA2501-CM01.5 under MTS Doc. No. G2501.0-21 (in substantially the same format as Attachment B), with TRC, for additional CM Services for the ZEB OH Charging Infrastructure and Iris Rapid Station Infrastructure construction projects in the amount of \$254,604.92.

/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 WOA2501-CM01.1
B. Draft Work Order WOA2501-CM01.5



**Metropolitan
Transit
System**

July 28, 2022

MTS Doc. No. G2501.0-21
Work Order No. WOA2501-CM01.1

Jim Devey
Project/Task Order Manager
TRC Engineers Inc.
4393 Viewridge Ave. Ste. A
San Diego, CA 92123

Dear Agnes Weber:

Subject: MTS DOC. NO. G2501.0-21, WOA2501-CM01.1, ZERO EMISSION BUS (ZEB) OVERHEAD (OH) INFRASTRUCTURE CONSTRUCTION PROJECT, CONSTRUCTION MANAGEMENT (CM) SERVICES WORK ORDER AGREEMENT AMENDMENT

This letter shall serve as Amendment 1 to MTS Doc. No. G2501.0-21, WOA2501-CM01, for Construction Management services under the Construction Management Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide additional construction management and inspection staff for the Iris Rapid Construction work (see MTS contract PWB342.0-22.0), in accordance with MTS and SANDAG policies and procedures. This Amendment shall replace *Attachment A, Scope of Services*, with Attachment A, Scope of Services Amd1 for a detailed summary of the services to be provided.

SCHEDULE

The project schedule shall follow MTS Project Iris Rapid Construction (PWB342.0-22).

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$586,546.22. The total of this contract including this amendment shall be \$1,382,909.40. This Amendment shall Replace *Attachment B, Negotiated Fee Proposal* with Attachment B, Negotiated Fee Proposal Amd 1.

Please sign and return the copy to MTS. All other terms shall remain unchanged. Retain a copy for your records.



Sincerely,

Sharon Cooney

Digitally signed by Sharon Cooney
DN: cn=Sharon Cooney, o=San Diego
Metropolitan Transit System, ou,
email=sharon.cooney@sdmts.com, c=US
Date: 2022.07.26 12:17:14 -07'00'

Sharon Cooney
Chief Executive Officer

Accepted:

Charlene Palmer

Charlene R Palmer , Vice President
TRC Engineers,
Inc.

Attachments: A - Scope of Services Amd 1
B - Negotiated Fee Proposal Amd 1

Date: 8/8/2022



WORK ORDER TITLE: Zero Emissions Bus and Iris Rapid Corridor Station Construction
MTS Doc. No. G2501-21

I. PROJECT DESCRIPTION

This Work order is comprised of the following two construction phases:

Phase 1 Zero Emissions Bus:

Consists of the South Bay Bus Maintenance Facility ZEB Overhead Charging Facility –generally consists of civil, structural and electrical improvements to the MTS South Bay Bus Maintenance Facility located at 3650 Main St., Chula Vista 91910. The project is to provide overhead charging capabilities for twenty-four battery electric buses. Work consists of constructing new primary switchgear, a site electrical vehicle duct bank, a new charging island curb and a steel gantry system. This work order provides construction management services to aid in the management of the project.

Phase 2 Iris Rapid Corridor Stations:

Consists of a new ‘Rapid’ Bus Route between the Otay Mesa Transit Center, the Iris Transit Center and the Imperial Communities. Work encompasses new bus stops and shelters, visual messaging system (VMS) signs and pedestals, and associated appurtenances.

II. EXPECTED RESULTS

The Contractor is expected to provide the scope of work and deliverables.

III. SCOPE OF WORK

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

Construction Management and Inspection Services

- Monitor construction activities performed by the contractor per project plans and specifications, including periodic job site safety reviews.
 - Resident Engineering and Field Inspection
 - Assistant Resident Engineer / Office Engineering
 - Project Scheduling Analysis
 - Geotechnical Testing and Observations
 - Stormwater Compliance Monitoring
 - Labor Compliance Monitoring
 - QA Source and Specialty Inspection
 - Surveying and Construction Staking
 - Resident Engineering
 - Preconstruction Meeting and project set-up
 - RFI and Submittal Log coordination with Designer
 - Permit compliance activities
 - CCOs
 - Weekly Progress Meetings
 - QA Inspection Oversight

- Post Construction, Project close-out
- Field Inspection
 - Civil
 - Electrical
 - Landscape
 - Stormwater (Phase 2 only)
- Assistant Resident Engineer / Office Engineering
- Project Scheduling Analysis
- Special Inspections, Testing and Geotechnical Observations
 - Compaction Testing of subgrade, aggregate base, and footing bottoms
 - Asphalt Concrete Compaction
 - Hazardous Soil and Asbestos Sampling and Testing
 - Soil and Aggregate Laboratory Testing
 - Reinforced Concrete Inspection, Sampling and Testing (cylinders)
 - Special Inspections: Geotechnical Observations, High Strength Bolting and Structural Steel (Phase 1)
- QA Field/Source Weld Inspections (Phase 1 Structural Steel, Phase 2 VMS Signs)
 - Welding Submittal Reviews (Weld Procedures and Welder Qualifications)
 - QA CWI Inspections – Startup followed by intermittent. Present during full penetration welding operations.
 - QA NDT Inspections – 10% Ultrasonic Testing for full penetration welds (Phase 1)
 - QA NDT Inspections - Other additional NDT as requested (MT, UT) by MTS.
 - Welding outside of Southern California (Signal Lighting Poles, Bus Shelters) field visual inspections performed.
- QA Surveyor if determined necessary to check Contractor's Surveying

Staffing:

1. Resident Engineer
2. Assistant Resident Engineer/Office Engineer
3. Field Inspectors -Civil, Electrical, Landscape
4. QA Inspectors
5. Scheduler
6. Stormwater Compliance Monitoring
7. Materials Testers/Engineers

IV. PERIOD OF PERFORMANCE

Phase 1 ZEB: Follows the Zeb Construction schedule PWB333.0-21

Phase 2 IRIS: Follows the Iris Construction schedule. PWB342.0-22

V. DELIVERABLES

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

1. Inspector's daily reports and photographs
2. Residents Engineers' daily or weekly status reports and updates.
3. A set of 11x17 size prints of the project marked on the front "RESIDENT ENGINEER COPY"
4. Correspondence files.
5. Geotechnical and Materials Testing Reports

6. Request for Information (RFIs) and Submittal Logs
7. Meeting Minutes
8. Contract Change Order Documentation
9. Other pertinent files established and maintained that would normally be required for a project of this scope, set up using the Caltrans numbering system.

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

Task	Begin/End Dates
Construction Management Services	See Zeb and Iris Rapid Construction
Project Closeout and Final Records Transmittal	See Zeb and Iris Rapid Construction

VII. MATERIALS TO BE PROVIDED BY MTS AND/OR SANDAG

1. Project drawings, specifications, and other pertinent project documents.
2. Necessary forms for project flaggers.
3. Flagging personnel for work alongside the MTS right-of-way.
4. MTS Roadway Worker training (if not current) for personnel to be working on the project, at all sites, alongside the MTS right-of-way.
5. Access to all signal and highway grade crossing facilities as required.

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.

All employees including our sub-consultants subject to prevailing wage work will be compensated for prevailing wage compensation, including deltas, according to the employee labor category and the wage determination issued by California Department of Industrial Relations. Rate sheets will be included as part of our work order.

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 shall 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 shall 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 shall 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

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

- Skilled and Trained Workforce requirements do not apply to consultant services
- QA Source and Specialty Inspections based on single fabricator local within Southern California.
- QA Source and Specialty Inspections based on an adequate Contractor Quality Control fabrication, testing and inspection program. If determined necessary and agreed upon by MTS, QA inspections may be increased.
- Scope and Costs based on approximately 210 Calendar Days for Construction and 35 days for close-out for each project. Contract time may be extended by weather or unforeseen delays that arise during construction.
- Assume SBMF and Iris Rapid Projects run concurrently.
- Services Not included in Scope of Work:
 - Submittal and Shop Drawing Reviews/Approvals (Performed by Designer)
 - Electrical System Start-Up, Commissioning and Acceptance Testing
 - Labor Compliance Monitoring
 - Quality Assurance Surveying (not required unless requested or determined necessary to QA check Contractor's surveying)

Work Order Estimate Summary

Att.A, AI 15, 06/20/24

MTS Doc. No.

Work Order No. WOA2501-CM01.1

Attachment: **B**

Work Order Title: Phase 1 - ZEB Overhead
Phase 2 - IRIS Rapid Corridor Bus Stations

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		PHASE 1 Construction Management and Inspection Services	\$796,363.18
2		PHASE 2 Construction Management and Inspection Services	\$586,546.22

Totals = \$1,382,909.40

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1		PHASE 1 Construction Management and Inspection Services	3,551.6	\$796,363.18
2		PHASE 2 Construction Management and Inspection Services	2,692.0	\$586,546.22
3				
4				
5				

Totals = 6,243.6 \$1,382,909.40

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				PHASE 1 TRC Engineers	3,159.6	\$711,337.04
				PHASE 2 TRC Engineers	2,408.0	\$521,883.06
				PHASE 1 Leighton Consulting	392.0	\$85,026.14
				PHASE 2 Leighton Consulting	284.0	\$64,663.16

Totals = 6,243.6 \$1,382,909.40

Work Order Estimate Summary

Consultant/Subconsultant: **TRC Engineers**

MTS Doc. No.:

Total Hours =	3,160
Total Costs =	\$711,337.04

Work Order No.: **WOA2501-CM01.1**

Work Order Title: **PHASE 1: South Bay Maintenance Facility - ZEB OH Charging**

Attachment: **B**

	Task Order Manager	Engineer, Supervising	Engineer, Senior	Field Inspector, Civil, Mechanical	Field Inspector, Electrical	Technical Expert - Other (Electrical)	QA/QC, Senior CWI NDT	QA/QC, Senior CWI NDT	Scheduler, Senior	Project Controls III	Stormwater Compliance, Senior		Total Hours	Totals
ODCs (See Attachment)	Charlene Palmer	Jim Devey, PE (PW)	Mike Moen, PE (PW)	Mel Jacobo or Rob Hehman (PW)	Al Perez, PE (PW)	Jesse Sandhu, PE	Brian Murray (PW)	Brian Murray (NPW)	Dagher Dagher	Linda Abu-Hamid	Amy Comte (PW)			
	\$ 226.33	\$ 264.10	\$ 204.40	\$ 200.00	\$ 213.76	\$ 314.35	\$ 183.81	\$ 145.19	\$ 238.90	\$ 151.87	\$ 176.00			

Item TASKS/WBS TASKS/WBS Description

1	Task 1 Construction Management and Inspection															
	Task Order Management	\$19,871.32	44									14			58	\$31,902.72
	Resident Engineering			860											860	\$227,126.00
	Office Engineering				790										790	\$161,476.00
	Field Inspection					584	584								1,168	\$241,635.84
	Electrical Submittal and Shop Drawing Reviews															
	QA/QC - Source and Specialty Inspection							80	152						232	\$36,773.68
	Scheduling Analysis									52					52	\$12,422.80
	Labor Compliance Monitoring															
	Stormwater Compliance Monitoring															
	Subtotals (Hours) =	N/A	44	860	790	584	584	80	152	52	14				3,160	\$711,337.04
	Subtotals (Costs) =	\$19,871.32	\$9,958.52	\$227,126.00	\$161,476.00	\$116,800.00	\$124,835.84	\$14,704.80	\$22,068.88	\$12,422.80	\$2,072.88				3,160	\$711,337.04
	Subtotals (Hours) =	N/A														
	Subtotals (Costs) =															
	Totals (Summary) =														3,160	\$711,337.04
	Total (Hours) =	N/A	44	860	790	584	584	80	152	52	14				3160	
	Total (Costs) =	\$19,871.32	\$9,958.52	\$227,126.00	\$161,476.00	\$116,800.00	\$124,835.84	\$14,704.80	\$22,068.88	\$12,422.80	\$2,072.88					\$711,337.04
	Percentage of Total (Hours) =	N/A	1%	27%	25%	18%	18%	3%	5%	2%	0%				100%	
	Percentage of Total (Costs) =	3%	1%	32%	23%	16%	18%	2%	3%	2%	0%					100%

Work Order Estimate Summary

Consultant/Subconsultant: **Leighton Consulting**

MTS Doc. No.: **WOA2501-CM01.1**

Total Hours =	392
Total Costs =	\$85,026.14

Work Order Title: **PHASE 1: South Bay Maintenance Facility - ZEB OH Charging**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer, Supervising	Engineer, Senior	Geologist, Senior	Geologist III	PW Tech	PW Tech	PW Inspector	PW Inspector	PW Inspector	CADD III	Admin III	Total Hours	Totals
								Lynn Reid	Neil Carey	Greg Prout	Duane Lorenz	Stacy Weimer				
				\$ 264.53	\$ 185.16	\$ 164.94	\$ 132.27	\$ 188.60	\$ 193.13	\$ 232.03	\$ 232.03	\$ 232.88	\$ 117.30	\$ 88.62	\$ -	

1	Task 1	QA Material Testing														
	ODCs		\$7,558.00													\$7,558.00
	Project Management and Communications			8	12	20									40	\$7,636.96
	Geotechnical Sampling and Testing				4			40	46						90	\$17,168.62
	Environmental Sampling					4	24								28	\$3,834.24
	Special Inspection									50	50	80			180	\$41,833.40
	Document Control				8	12	8						6	10	44	\$6,108.72
	Project Accounting and Labor Compliance													10	10	\$886.20
	Subtotals (Hours) =	N/A		8	24	36	32	40	46	50	50	80	6	20	392	\$85,026.14
	Subtotals (Costs) =	\$7,558.00	\$2,116.24	\$4,443.84	\$5,937.84	\$4,232.64	\$7,544.00	\$8,883.98	\$11,601.50	\$11,601.50	\$18,630.40	\$703.80	\$1,772.40			
	Subtotals (Hours) =	N/A														
	Subtotals (Costs) =															
	Totals (Summary) =															
	Total (Hours) =	N/A		8	24	36	32	40	46	50	50	80	6	20	392	\$85,026.14
	Total (Costs) =	\$7,558.00	\$2,116.24	\$4,443.84	\$5,937.84	\$4,232.64	\$7,544.00	\$8,883.98	\$11,601.50	\$11,601.50	\$18,630.40	\$703.80	\$1,772.40			\$85,026.14
	Percentage of Total (Hours) =	N/A	9%	2%	6%	9%	8%	10%	12%	13%	13%	20%	2%	5%	100%	
	Percentage of Total (Costs) =		9%	2%	5%	7%	5%	9%	10%	14%	14%	22%	1%	2%		100%

**Work Order Estimate
Summary**

Att.A, AI 15, 06/20/24

Consultant/ Subconsultant: **TRC Engineers**

Contract No:

Work Order Title: **PHASE 1: South Bay Maintenance Facility - ZEB OH Charging**

Task Order No. **WOA2501-CM01.1**

Attachment: **B**

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	Vehicles	Monthly	\$709.69	28	\$19,871.32								
2	QA Surveying (If Required) Invoice												
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =	\$19,871.32	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>

TASKS/WBS (6-10)

ODC Item	Description									Totals			
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total		
1	Vehicles									28	\$19,871.32		
2	QA Surveying (If Required) Invoice												
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Totals =	\$19,871.32

**Work Order Estimate
Summary**

Att.A, AI 15, 06/20/24

Consultant/ Subconsultant: **Leighton Consulting**

Contract No:

Work Order Title: **PHASE 1: South Bay Maintenance Facility - ZEB OH Charging**

Task Order No. **WOA2501-CM01.1**

Attachment: **B**

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	MI	\$0.575	600	\$345.00								
2	Modified Proctor	EA	\$220.00	2	\$440.00								
3	Modified Proctor (6 inch)	EA	\$245.00	2	\$490.00								
4	Sieve Analysis	EA	\$175.00	2	\$350.00								
5	Sand Equivalent	EA	\$105.00	2	\$210.00								
6	Durability Index	EA	\$200.00	2	\$400.00								
7	Specific Gravity	EA	\$130.00	2	\$260.00								
8	R-Value	EA	\$310.00	2	\$620.00								
9	HMA Theoretical Max Density	EA	\$130.00	2	\$260.00								
10	Concrete/CLSM Testing	EA	\$25.00	35	\$875.00								
11	Sample Pick Up	EA	\$90.00	7	\$630.00								
12	PID and PPE	EA	\$150.00	1	\$150.00								
13	CA Title 22 Metals	EA	\$128.00	8	\$1,024.00								
14	TPH ext.	EA	\$83.00	8	\$664.00								
15	VOCs	EA	\$105.00	8	\$840.00								
				Subtotal =	\$7,558.00	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>

TASKS/WBS (6-10)

ODC Item	Description	Task 1		Task 2		Task 3		Task 4		Task 5		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage											600	\$345.00
2	Modified Proctor											2	\$440.00
3	Modified Proctor (6 inch)											2	\$490.00
4	Sieve Analysis											2	\$350.00
5	Sand Equivalent											2	\$210.00
6	Durability Index											2	\$400.00
7	Specific Gravity											2	\$260.00
8	R-Value											2	\$620.00
9	HMA Theoretical Max Density											2	\$260.00
10	Concrete/CLSM Testing											35	\$875.00
11	Sample Pick Up											7	\$630.00
12	PID and PPE											1	\$150.00
13	CA Title 22 Metals											8	\$1,024.00
14	TPH ext.											8	\$664.00
15	VOCs											8	\$840.00
		Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Totals =	\$7,558.00

**Work Order Estimate
Summary**

Att.A, AI 15, 06/20/24

Consultant/ Subconsultant:

Contract No:

Work Order Title:

Task Order No.

Attachment:

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	MI	\$0.575										
2													
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage												
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Totals =	<input type="text"/>

Work Order Estimate Summary

Consultant/Subconsultant: **TRC Engineers**

MTS Doc. No.:

Total Hours =	2,408
Total Costs =	\$521,883.06

Work Order No.: **WOA2501-CM01.1**

Work Order Title: **Iris Rapid Corridor and Station Design**

Attachment: **B**

	Task Order Manager	Engineer, Supervising	Engineer, Senior	Field Inspector, Civil, Mechanical	Field Inspector, Electrical	Field Inspector, Landscape	Technical Expert - Other (Electrical)	QA/QC, Senior	QA/QC, Senior	Scheduler, Senior	Project Controls III	Stormwater Compliance, Senior		Total Hours	Totals
ODCs (See Attachment)	Charlene Palmer	Jim Devey, PE (PW)	Mike Moen, PE (PW)	Mel Jacobo or Rob Hehman (PW)	Al Perez, PE (PW)	Matt Tsugawa (PW)	Jesse Sandhu, PE	Brian Murray (PW)	Brian Murray (NPW)	Dagher Dagher	Linda Abu-Hamid	Amy Comte (PW)			
	\$ 226.33	\$ 264.10	\$ 204.40	\$ 200.00	\$ 213.76	\$ 190.00	\$ 314.35	\$ 183.81	\$ 145.19	\$ 238.90	\$ 151.87	\$ 176.00			

Item TASKS/WBS TASKS/WBS Description

1	Task 1 Construction Management and Inspection		16	468	612	636	232	136		62	16	88	14	128			
	Task Order Management	\$9,935.66														30	\$15,683.12
	Resident Engineering			468												468	\$123,598.80
	Office Engineering				612											612	\$125,092.80
	Field Inspection					636	232	136								1,004	\$202,632.32
	Electrical Submittal and Shop Drawing Reviews																
	QA/QC - Source and Specialty Inspection									62	16					78	\$13,719.26
	Scheduling Analysis											88				88	\$21,023.20
	Labor Compliance Monitoring																
	Stormwater Compliance Monitoring													128		128	\$22,528.00

Subtotals (Hours) =	N/A	16	468	612	636	232	136			62	16	88	14	128		2,408	\$524,277.50
Subtotals (Costs) =	\$9,935.66	\$3,621.28	\$123,598.80	\$125,092.80	\$127,200.00	\$49,592.32	\$25,840.00			\$9,001.78	\$2,323.04	\$21,023.20	\$2,126.18	\$22,528.00		2,408	\$521,883.06
Subtotals (Hours) =	N/A																
Subtotals (Costs) =																	

Totals (Summary) =															2,408	\$521,883.06	
Total (Hours) =	N/A	16	468	612	636	232	136			62	16	88	14	128		2,408	
Total (Costs) =	\$9,935.66	\$3,621.28	\$123,598.80	\$125,092.80	\$127,200.00	\$49,592.32	\$25,840.00			\$9,001.78	\$2,323.04	\$21,023.20	\$2,126.18	\$22,528.00			\$524,277.50
Percentage of Total (Hours) =	N/A	1%	19%	25%	26%	10%	6%			3%	1%	4%	1%	5%		100%	
Percentage of Total (Costs) =	2%	1%	24%	24%	24%	10%	5%			2%	0%	4%	0%	4%			100%

Work Order Estimate Summary

Consultant/Subconsultant: **Leighton Consulting**

MTS Doc. No.:

Total Hours = **284**
Total Costs = **\$64,663.16**

Work Order No.: **WOA2501-CM01.1**

Work Order Title: **Iris Rapid Corridor and Station Design**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer, Supervising	Engineer, Senior	PW Tech	PW Tech	PW Inspector	PW Inspector	PW Inspector	CADD III	Admin III			Total Hours	Totals
						Lynn Reid	Neil Carey	Greg Prout	Duane Lorenz	Stacy Weimer						
				\$ 264.53	\$ 185.16	\$ 188.60	\$ 193.13	\$ 232.03	\$ 232.03	\$ 232.88	\$ 117.30	\$ 88.62			\$ -	
1	Task 1	QA Material Testing														
	ODCs		\$7,665.00													\$7,665.00
	Project Management and Communications			4	20										24	\$4,761.32
	Geotechnical Sampling and Testing				4	40	56								100	\$19,099.92
	Environmental Sampling															
	Special Inspection							40	40	44					124	\$28,809.12
	Document Control				10						6	10			26	\$3,441.60
	Project Accounting and Labor Compliance											10			10	\$886.20
	Subtotals (Hours) =	N/A		4	34	40	56	40	40	44	6	20			284	\$64,663.16
	Subtotals (Costs) =	\$7,665.00	\$1,058.12	\$6,295.44	\$7,544.00	\$10,815.28	\$9,281.20	\$9,281.20	\$10,246.72	\$703.80	\$1,772.40				284	\$64,663.16
	Subtotals (Hours) =	N/A														
	Subtotals (Costs) =															
	Totals (Summary) =														284	\$64,663.16
	Total (Hours) =	N/A		4	34	40	56	40	40	44	6	20			284	
	Total (Costs) =	\$7,665.00	\$1,058.12	\$6,295.44	\$7,544.00	\$10,815.28	\$9,281.20	\$9,281.20	\$10,246.72	\$703.80	\$1,772.40					\$64,663.16
	Percentage of Total (Hours) =	N/A		1%	12%	14%	20%	14%	14%	15%	2%	7%			100%	
	Percentage of Total (Costs) =		12%	2%	10%	12%	17%	14%	14%	16%	1%	3%				100%

**Work Order Estimate
Summary**

Att.A, AI 15, 06/20/24

Consultant/ Subconsultant: **TRC Engineers**

Contract No:

Work Order Title: **Iris Rapid Corridor and Station Design**

Task Order No. **WOA2501-CM01.1**

Attachment: **B**

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	Vehicles	Monthly	\$709.69	14	\$9,935.66								
2	QA Surveying (If Required) Invoice												
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =	\$9,935.66	Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description									Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Vehicles									14	\$9,935.66
2	QA Surveying (If Required) Invoice										
3											
4											
5											
6											
7											
8											
9											
10											
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	\$9,935.66

**Work Order Estimate
Summary**

Att.A, AI 15, 06/20/24

Consultant/ Subconsultant: **Leighton Consulting**

Contract No:

Work Order Title: **Iris Rapid Corridor and Station Design**

Task Order No. **WOA2501-CM01.1**

Attachment: **B**

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	MI	\$0.575	400	\$230.00								
2	Modified Proctor	EA	\$220.00	4	\$880.00								
3	Modified Proctor (6 inch)	EA	\$245.00	4	\$980.00								
4	Sieve Analysis	EA	\$175.00	2	\$350.00								
5	Sand Equivalent	EA	\$105.00	2	\$210.00								
6	Durability Index	EA	\$200.00	2	\$400.00								
7	Specific Gravity	EA	\$130.00	2	\$260.00								
8	R-Value	EA	\$310.00	2	\$620.00								
9	HMA Theoretical Max Density	EA	\$130.00	2	\$260.00								
10	Concrete/CLSM Testing	EA	\$25.00	85	\$2,125.00								
11	Sample Pick Up	EA	\$90.00	15	\$1,350.00								
12	PID and PPE	EA	\$150.00										
13	CA Title 22 Metals	EA	\$128.00										
14	TPH ext.	EA	\$83.00										
15	VOCs	EA	\$105.00										
				Subtotal =	\$7,665.00	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>

TASKS/WBS (6-10)

ODC Item	Description	Task 1		Task 2		Task 3		Task 4		Task 5		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage											400	\$230.00
2	Modified Proctor											4	\$880.00
3	Modified Proctor (6 inch)											4	\$980.00
4	Sieve Analysis											2	\$350.00
5	Sand Equivalent											2	\$210.00
6	Durability Index											2	\$400.00
7	Specific Gravity											2	\$260.00
8	R-Value											2	\$620.00
9	HMA Theoretical Max Density											2	\$260.00
10	Concrete/CLSM Testing											85	\$2,125.00
11	Sample Pick Up											15	\$1,350.00
12	PID and PPE												
13	CA Title 22 Metals												
14	TPH ext.												
15	VOCs												
		Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Subtotal =	<input type="text"/>	Totals =	\$7,665.00



**Metropolitan
Transit
System**

Amendment 5

June 20, 2024

MTS Doc No. G2501.0-21
WOA2501-CM01.5

ZEB IRIS CM AMENDMENT

TRC Engineers Inc
Jim Devey
Project/Task Order Manager
4393 Viewridge Ave. Ste. A
San Diego, CA 92123

This shall serve as Amendment No.5 to the original agreement WOA2501-CM01 as further described below.

SCOPE OF SERVICES

There shall be no change to the Scope of Work, as a result of this Amendment. This Amendment shall provide additional time and funding for construction management services for the ZEB Overhead and Iris Rapid construction projects.

SCHEDULE

There shall be no change to the Schedule as a result of this Amendment. The Schedule shall remain in effect through the completion of the ZEB Overhead and Iris Rapid construction projects (see MTS contracts PWB333.0-21 and PWB342.0-22 respectively).

PAYMENT

As a result of this Amendment, the Payment shall be increased by \$254,604.92 (Attachment B). The revised total value of this contract including this amendment shall be \$2,092,019.36. This amount shall not be exceeded without prior written approval 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,

Agreed:

Sharon Cooney, Chief Executive Officer

Jim Devey, Project Manager
TRC Engineers Inc.

Date: _____

Attachments: B - Negotiated Fee Proposal

**ATTACHMENTS B
NEGOTIATED FEE PROPOSAL**



**Metropolitan
Transit
System**

Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Transit Enforcement and PRONTO Hand-Held Units (HHU) – 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 G2869.0-24 (in substantially the same format as Attachment A), with Vantage ID Applications, Inc. (Vantage), a Small Business (SB), in the amount of \$537,204.69 for a period of five (5) years for the purchase of Transit Enforcement and PRONTO HHUs.

Budget Impact

The total cost of this contract is estimated to be \$502,712.00 plus \$34,492.69 sales tax, for a total of \$537,204.69 (Attachment C). The project will be funded by the Security Department Operating Budget. The project costs are summarized below:

Cost Center – GL Account	Amount
420010-575150 (Hardware) (taxable)	\$445,067.00
420010-571250 (Service) (non-taxable)	\$57,645.00
CA Sales Tax 7.75%	\$34,492.69
Total	\$537,204.69

DISCUSSION:

MTS Transit Enforcement department is seeking 105 new TC78 handheld units (HHUs), 15 charging cradles, 3 standard IT racks, rack mounting hardware, and service plans to augment our currently aging TC77 Zebra Fleet of HHUs and deploy modern units to support operations. MTS Transit Enforcement Officers conduct rider fare validation utilizing HHU’s that are linked to the PRONTO application. This technology assists MTS in maintaining rider safety by preventing and deterring individuals from loitering onboard our transit system and MTS property without a proper fare. The HHU’s also provide a means of communication and will be receiving an enhancement to support “Be on the Lookout” (BOLO) messaging capability. BOLO will enhance situational awareness of our security staff by providing photos and descriptions of individuals that are of interest to local law enforcement or pose a security concern to our passengers. This



procurement will directly impact a critical public safety and fare-enforcement requirement for the Transit Enforcement division of MTS.

On March 26, 2024, MTS issued an Invitation for Bids (IFB) for the HHU. On April 26, 2024, MTS received a single bid from Vantage ID Applications, Inc., a SB, in the amount of \$537,204.69.

MTS conducted a post bid survey with prospective bidders requesting their reason(s) for not bidding. The results of the survey indicated that neither the IFB nor MTS's procurement processes played a role in other firms' decisions not to bid on the project.

On May 27, 2024, MTS contacted Vantage ID Applications, Inc. to negotiate the costs. Vantage declined to adjust their original bid price and submitted a Best and Final Offer (BAFO), which did not change from their original bid in the amount of \$537,204.69.

Based on a comparison of MTS's Independent Cost Estimate (ICE) in the amount of \$733,259.00, retail/market pricing, and recent comparable purchases made by other agencies; staff deemed Vantage's BAFO pricing to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2869.0-24 (in substantially the same format as Attachment A), with Vantage ID Applications, Inc., in the amount of \$537,204.69 for a period of five (5) years for the purchase of Transit Enforcement and PRONTO HHUs.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement, MTS Doc No. G2869.0-24
B. Scope of Work G2869.0-24
C. Bid Form G2869.0-24



Metropolitan Transit System

**STANDARD AGREEMENT
FOR
MTS DOC. NO. G2869.0-24**

PURCHASE OF TRANSIT ENFORCEMENT AND PRONTO HAND-HELD UNITS

THIS AGREEMENT is entered into this _____ day of _____ 2024, 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":

me: Vantage ID Applications, Inc. Address: 2400 Fenton Street, Suite 204
Chula Vista, CA 91914
 Form of Business: S Corporation
 (Corporation, Partnership, Sole Proprietor, etc.) Email: pam@vantageid.com
 Telephone: (619) 678-0154

Authorized person to sign contracts Pam Baker Director of Business Development
 Name Title

The Contractor agrees to provide services with goods as specified in the conformed Scope of Work, including the Standard Agreement and General Conditions (Exhibit A), Scope of Work, Special Conditions and Attachments (Exhibit B), Bid Price Form (Exhibit C), and Forms (Exhibit D).

The contract term is for five (5) years effective July 1, 2024, through June 30, 2029.

Payment terms shall be net 30 days from invoice date. The total contract cost shall not exceed \$537,204.69 (inclusive of 7.75% CA sales tax) without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	VANTAGE ID APPLICATIONS, INC.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____



1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

4.1. INTRODUCTION

Bidders shall provide Handheld Units (HHUs), supporting devices and service support that meets the Scope of Work described in this IFB.

4.2. BACKGROUND

MTS Transit Enforcement department is seeking bids to procure additional HHUs, charging cradles, racks, rack mounts and service to augment our current TC78 Zebra Fleet of HHUs. MTS is looking to purchase the equipment described in the Scope of Work, or approved equals.

This procurement will directly impact a critical public safety and fare-enforcement requirement for the Transit Enforcement division of the MTS. MTS is interested in bids that meet the specifications shown in the Scope of Work.

4.3. MINIMUM REQUIREMENTS

- A. All Zebra equipment or hardware shall come from Zebra or from authorized Zebra reseller with an active Zebra Partner ID.
- B. All Zebra equipment shall be in proper condition, brand new and not refurbished or remanufactured with its original Zebra packaging.
- C. All Zebra equipment shall be running the safest and most up-to-date software specified in this Scope of work.
- D. All Zebra equipment warranty shall cover the defects resulting from defective parts, materials, or manufacturing if such defects are revealed during the period of 60 months since the date of purchase or/and shall have hardware limited warranty option.
- E. For the defective parts under warranty, the vendor shall provide a return label. MTS will only send back the defective parts once it has received the replacement.
- F. Zebra brand or any Zebra compatible products and services herein, is required to be with the highest level of quality standards and backed by warranty and shall be sourced through authorized Zebra distributors.
- G. All Zebra equipment shall be delivered in complete\full packages to the address specified under Section 4.12. In addition, the packages label shall specify the MTS PO number.
- H. **MTS Security Questionnaire attached to this IFB shall be completed and submitted within your bid.**
- I. Please submit along with bid a Business Continuity and Disaster Recovery Plan as an attachment, labeled appendix A. Describe your organization's contingency

plan and/or business continuity plan for unexpected events. Unexpected events can include, but are not limited to, natural disasters, emergencies, or employee job actions.

4.4. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

EQUIPMENT		
ITEM	DESCRIPTION	QTY
Zebra TC-78	Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Exhibit-A-tc78-SpecSheet	105
Zebra TC-78 Battery	Zebra TC-78 Standard Battery with Power Precision Plus SKU BTRY-NGTC5TC7-44MA-01; Lithium Ion 4680 mAh	20
Zebra TC-78 Charge Cradle	Zebra TC78 5 Slot Charge Only Cradle SKU CRD-NGTC7-5SC5D; includes power supply, DC cable and 5-pack of TC78 inserts/shims	15
Zebra Rack Bracket	Zebra Rack and Wall Mounting Bracket SKU BRKT-SCRD-SMRK-01 19" Rack and Wall mounting bracket for multi slot cradle with holder for power supply and cords	15
Zebra AC Cord	Zebra AC Line Cord SKU 23844-00-00R; US AC Line Cord, 3 Wire/Prong, 7.5 feet, Grounded, NEMA 5-15P	15
45u Server Rack	45u (7ft) 19 inch server rack, 12-24 thread, Tripp Lite SKU SR2POST; 5yr warranty, black, accepts PDU's or Cable Managers. Server rack shall comply with Attachment B-Post Open Frame Server Rack	3
SERVICE (5 Years)		
ITEM	DESCRIPTION	QTY
Zebra One Service	Zebra OneCare Essential Service and Warranty Vendor shall provide Zebra OneCare Essential Service Coverage, Turnaround Time, Live Agent Support, Contract Length, Software Updates and Enhancements as specified in Attachment C-Zebra-service and Attachment D-Zebra-onecare	105
AS NEEDED TC-78's		
ITEM	DESCRIPTION	QTY
*As Needed Zebra TC-78 or Better Replacements	Year 1 As Required Zebra TC78 Equivalent or Better Replacements Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Attachment -A-tc78-SpecSheet	25
*As Needed Zebra TC-78 or Better Replacements	Year 2 As Required Zebra TC78 Equivalent or Better Replacements	25

	Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Exhibit-A-tc78-SpecSheet	
*As Needed Zebra TC-78 or Better Replacements	Year 3 As Required Zebra TC78 Equivalent or Better Replacements Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Exhibit-A-tc78-SpecSheet	25
*As Needed Zebra TC-78 or Better Replacements	Year 4 As Required Zebra TC78 Equivalent or Better Replacements Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Exhibit-A-tc78-SpecSheet	25
*As Needed Zebra TC-78 or Better Replacements	Year 5 As Required Zebra TC78 Equivalent or Better Replacements Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Exhibit-A-tc78-SpecSheet	25

*During the term of the resultant contract, as needed services will be purchased at MTS's sole discretion when required. The MTS project manager will contact the vendor with the list of equipment and quantities.

4.5. PURCHASING SCHEDULE

MTS project manager will place the orders via email correspondence to vendor. The orders will show the items and quantities. The unit cost submitted for each item shall apply.

4.6. BID PRICING (ALL-INCLUSIVE COSTS)

Bidder shall provide Zebra OneCare Essential Service Coverage, Turnaround Time, Live Agent Support, Contract Length, Software Updates, Enhancements Zebra-service and Zebra-onecare for 5 years.

Bidders shall submit pricing using the Bid Form provided as Attachment 1.

Basis for award will be the lowest responsive, responsible bidder, with the lowest pricing determined by overall **total costs. MTS will award to one Bidder.**

Bidders must provide pricing for all lines to be determined responsive.

Pricing should **not** include California sales tax. MTS will add tax at PO issuance. Bidders will indicate the shipping/delivery charges in the section provided.

All pricing must be all-inclusive. MTS will not pay additional costs so Bidders should bid accordingly.

4.7. [NOT APPLICABLE] BUY AMERICA

4.7.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

4.7.2. [NOT APPLICABLE] MANUFACTURED PRODUCT

4.7.3. [NOT APPLICABLE] ROLLING STOCK

4.7.4. [NOT APPLICABLE] IRON OR STEEL

4.8. INVOICES

Invoices must be sent to the MTS Accounting Department, via email, at ap@sdmts.com. All invoices must have the Purchase Order and contract number clearly displayed to ensure timely payment. MTS will not pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment.

Payment terms shall be net 30 days from invoice date.

Contractors must also indicate if any of the invoiced amount(s) is for service or work provided by a subcontractor and indicate the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in the *Prompt Progress Payments* section of the Standard Conditions.

4.9. [NOT APPLICABLE] SAFETY DATA SHEETS (SDS)

4.10. WARRANTY

Bidders shall outline in detail their warranty on the equipment offered, including the method of adjustment in cases of equipment, component or parts failure. Warranty shall also be stated for installation labor, materials, and method of adjustment.

4.11. REPLACEMENT PARTS

Replacement parts and technical support for the specified equipment must be guaranteed by the manufacturer; to be available for a ten (10) year period from the date of purchase. Manufacturer shall keep parts books and maintenance manuals up-to-date for that period.

4.12. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to MTS, 100 16th Street, San Diego, California 92101 unless otherwise specified, in first class condition, complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery.

Contractor shall indicate delivery date on the Bid Form unless already specified, in which case, shall be made within the time set forth. Delivery is part of the consideration and must be adhered to as specified.

Contractor will not be held liable for failure to make delivery because of strikes, construction of property, governmental regulations, acts of God or any other causes beyond his control, provided a written extension of time is obtained from MTS.

Upon delivery, MTS will acknowledge receipt of said items or products. Delivery shall not constitute acceptance. Upon inspection and testing (if necessary) by MTS, a determination will be made whether said items or products are in conformance with contract requirements. If found in conformance, MTS shall approve the Contractor's invoice for payment; thereby constituting acceptance. Payment terms begin from this point. If the delivered items or products are found not in compliance, MTS will immediately notify the Contractor, and furnish all details of deficiencies. Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS), and resubmit for inspection and testing (if necessary).

4.13. [NOT APPLICABLE] LIQUIDATED DAMAGES

4.14. [NOT APPLICABLE] ACQUISITION OF ROLLING STOCK

Transit Enforcement & Pronto Hand-Held Units - BID FORM

MTS Doc No. G2869.0-24

Vantage ID Applications, Inc

23023 NASPO

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

ITEM	ITEM DESCRIPTION	QTY	UOM	UNIT PRICE	EXT. PRICE
Equipment					
1	Zebra TC-78	105	Each	\$ 1,825.00	\$ 191,625.00
2	Zebra TC-78 Battery	20	Each	\$ 79.00	\$ 1,580.00
3	Zebra TC-78 Charge Cradle	15	Each	\$ 683.00	\$ 10,245.00
4	Zebra Rack Bracket	15	Each	\$ 109.00	\$ 1,635.00
5	Zebra AC Cord	15	Each	\$ 10.00	\$ 150.00
6	45u Server Rack	3	Each	\$ 244.00	\$ 732.00
Service (5 Years)					
7	Zebra One Service	105	Each	\$ 549.00	\$ 57,645.00
As needed Replacements (5 Years)					
8	Zebra TC-78 Year 1	25	Each	\$ 1,855.00	\$ 46,375.00
9	Zebra TC-78 Year 2	25	Each	\$ 1,884.00	\$ 47,100.00
10	Zebra TC-78 Year 3	25	Each	\$ 1,912.00	\$ 47,800.00
11	Zebra TC-78 Year 4	25	Each	\$ 1,941.00	\$ 48,525.00
12	Zebra TC-78 Year 5	25	Each	\$ 1,972.00	\$ 49,300.00
Sub-Total:					\$ 502,712.00
Shipping/Delivery Costs (If applicable):					\$ -
(BASIS OF AWARD) GRAND TOTAL (All Inclusive of any applicable fees/charges):					\$ 502,712.00

*Pricing should exclude CA sales tax. MTS will add tax at PO issuance.

**Unit prices will prevail regardless of extensions submitted by the Bidder.

***The above quantities are for bidding purposes only and are based on MTS' current usage. They represent what MTS anticipates as a requirement, but MTS does not guarantee this quantity. The actual quantity ordered may be more or less than what is anticipated on the pricing form, and it is dictated by MTS actual requirements and the available funding at the time each order is initiated.

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

Vantage ID Applications, Inc.
 2400 Fenton Street Suite 204
 Chula Vista, CA 91914
 Phone: 619-656-5887
 Fax: 619-482-3168
 Web: <http://www.vantageid.com>
 E-Mail: info@vantageid.com



CUSTOMER NO. S00198

TC78 SCANNERS & ACCESSORIES

BILL TO:

San Diego MTS
 1255 Imperial Avenue #1000
 San Diego, CA 92101
 Phone: (619)238-0100 Fax: 619-234-3407

SHIP TO:

San Diego MTS
 Christina Flores
 San Diego Transit Corp. 100 16th St.
 San Diego, CA 92101
 US

DATE	SHIP VIA	SALESPERSON	TERMS
5/20/2024	Drop ship	SLED	

P.O. NUMBER	QUOTE DATE	EXPIRATION DATE	OUR ORDER #
	5/8/2024	6/7/2024	

LINE	PART NUMBER	DESCRIPTION	QTY	UOM	LIST PRICE	UNIT PRICE	EXT. PRICE	TAX	LINE TTL
1	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	105	EA	3,631.95	1,825.00	191,625.00	14,850.94	206,475.94
2	BTRY-NGTC5TC7-44MA-01	Zebra EVM/EMC TC53/58 and TC73/78 4,680 MAH Standard Battery	20	EA	137.35	79.00	1,580.00	122.45	1,702.45
3	CRD-NGTC7-5SC5D	Zebra EVM TC73/TC78 Slot Charge Only Cradle 5 Devices W/Shim and Power Sup	15	EA	1,200.93	683.00	10,245.00	793.99	11,038.99
4	BRKT-SCRD-SMRK-01	Zebra EVM Sharecradle Rack - Wall Mounting Bracket	15	EA	190.22	109.00	1,635.00	126.71	1,761.71
5	23844-00-00R	AC Zebra EVM Line Cord	15	EA	14.86	10.00	150.00	11.63	161.63
6	SR2POST	Tripp Lite SR2POST 45U SmartRack 2-Post Open Frame Rack, 800 lbs (3	EA	359.42	244.00	732.00	56.73	788.73

LINE	PART NUMBER	DESCRIPTION	QTY	UOM	LIST PRICE	UNIT PRICE	Att.C, AI EXT. PRICE	16, 06/20/24 TAX	LINE TTL
7	Z1AE-TC78XX-5C00	OneCare Service Zebra EVM TC78XX5 5Yr. Comprehensive STD. Logistics	105	EA	879.49	549.00	57,645.00	0.00	57,645.00
8	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	25	EA	3,631.95	1,855.00	46,375.00	3,594.06	49,969.06
additional devices, Year 1									
9	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	25	EA	3,631.95	1,884.00	47,100.00	3,650.25	50,750.25
additional devices, Year 2									
10	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	25	EA	3,631.95	1,912.00	47,800.00	3,704.50	51,504.50
additional devices, Year 3									
11	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	25	EA	3,631.95	1,941.00	48,525.00	3,760.69	52,285.69
additional devices, Year 4									
12	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	25	EA	3,631.95	1,972.00	49,300.00	3,820.75	53,120.75
additional devices, Year 5									

We look forward to working with you!

For questions related to your quotation, please contact us using the information above. Please fax your completed order to **619-482-3168**.

Customer accepts overruns on custom labels of +/- 10%. (industry standard). All Return Merchandise Authorization Numbers (RMA#) must be requested within 10 days of invoice date and, if authorized, product must be received by Vantage ID no later than 20 days after invoice date. **Restocking Fee will apply.** No returns shall be authorized on CUSTOM ITEMS, OPENED SOFTWARE, or PRINTHEADS.

Products must be in NEW condition, with ALL original packaging and accessories (i.e. Manuals, cables, power supplies, static bags, etc.) just as received by the customer. If a product has been visibly damaged during transit, the customer must file a claim with the carrier and notify Vantage ID immediately.

PARTS & SUPPLIES:	\$502,712.00
SERVICES & SUPPORT:	\$0.00
QUOTATION SUBTOTAL:	\$502,712.00
TOTAL PACKAGE DISCOUNT:	(\$0.00)
SALES TAX FOR SAN DIEGO :	\$34,492.70
TAX 2:	\$0.00

TOTAL W/INCENTIVE: ~~537,204.69~~

If changes are made after order confirmation, VantageID will not be responsible for resulting delays and shipping charges. Please confirm the information contained on the order is accurate.

Acceptance:

Signature : _____

Print Name: _____

At Vantage ID, we are committed to providing an exemplary customer experience while embracing the diversity and creativity of our team and giving top priority to our social and environmental responsibilities. In alignment with this mission, and as a part of our ongoing commitment to responsible business and sustainability, we have developed the Supplier Code of Conduct ("the Code") to assure that our business partners, suppliers, and subcontractors meet our basic expectations for doing business related to legal requirements, ethical practices, human rights, safety, and environmental management.



Please consider the environment before printing.



**Metropolitan
Transit
System**

Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Public Hearing: Revisions to Ordinance No. 5 Relating to The Enforcement Authorities of Designated MTS Employees

RECOMMENDATION:

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

- 1) Adopt the proposed amendments to MTS Ordinance No. 5 “An Ordinance Relating to the Enforcement Authorities of Code Compliance Inspectors, Assistant Code Compliance Supervisors, the Code Compliance Inspection Supervisor, and Taxicab Inspectors I & II” (Attachment A); and
- 2) Waive the requirements of MTS Board Policy No. 22 “Rules of Procedure for MTS Board of Directors” Sections 22.4.3, stating all ordinances shall be read in full either at the time of introduction or passage (per MTS Board Policy No. 22, unanimous vote of the Board members present is required in order to waive further reading).

Budget Impact

None with this action.

DISCUSSION:

Per MTS’s enabling legislation at Public Utilities Code Section 120105, the MTS Board of Directors is vested with the duty to adopt ordinances and make rules and regulations necessary to regulate the use and operation of its property, facilities and vehicles, and services. As such, the Board has over time adopted various MTS Ordinances (e.g. MTS Ordinance No. 3 (regulating parking at facilities), MTS Ordinance No. 11 (regulation of for-hire vehicle services) and MTS Ordinance No. 13 (prohibited conduct on vehicles and facilities)).

To enforce these ordinances, as well as other local and state code sections and regulations applicable to prohibited conduct at MTS’s facilities and vehicles, the Board has vested the appropriate authority to designated MTS employees through MTS Ordinance No. 5. MTS Ordinance No. 5 also expressly lists out each ordinance and local or state code section or regulation that designated MTS employees are authorized to enforce.



MTS Ordinance No. 5 has not undergone a comprehensive review in many years. The proposed amendments to MTS Ordinance No. 5 updates position titles, removes local and state code sections and regulations that MTS no longer intends to enforce or are no longer applicable, as well as adds new state code sections to enforce.

Attachment A to this Agenda Item details each ordinance, local or state regulation or code section that designated MTS employees are authorized to enforce (see comment bubbles for a description of each ordinance, local or state regulation or code section). The following is an explanation of the additional authorities that MTS recommends adding to MTS Ordinance No. 5.

Lewd conduct

MTS is currently working with the San Diego City Attorney's office to prioritize the prosecution of lewd conduct occurring on MTS vehicles and stations. When lewd conduct occurs, MTS requests local law enforcement assistance. In situations when local law enforcement is not able to timely arrive to assist (as witnesses may not want to wait for law enforcement to arrive), MTS is working on various strategies to ensure these incidents still progress into a criminal case that can be prosecuted. This includes new training on how MTS Security can more efficiently obtain witness statements, submitting records of lewd conduct directly to the San Diego City Attorney's office for prosecution, and authorizing MTS Security to cite for lewd conduct. Therefore, it is staff's recommendation to add Penal Code Section 314, so that MTS can cite and detain individuals for indecent exposure.

Battery

Similarly, when a battery occurs (e.g. punching of a passenger by another passenger), MTS requests local law enforcement assistance. In situations when local law enforcement is not able to timely arrive to assist, authorizing designated MTS Security staff to cite for a battery is another strategy to ensure these crimes can still progress into a criminal case. Therefore, it is staff's recommendation to add Penal Code Section 242, willful and lawful force on another person, to MTS Ordinance No. 5.

Sidewalk Vending

Unlawful sidewalk vending impacts the ability of MTS employees and passengers to get to MTS facilities and stations. Therefore, it is staff's recommendation to add the City of San Diego's Sidewalk Vending Ordinance, San Diego Municipal Code sections 36.0101 to 36.0115, to MTS Ordinance No. 5.

Un-Permitted Taxicabs

For-hire vehicles operating in a city in which MTS conducts for-hire vehicle regulation are required to have a valid permit issued by the MTS For-Hire Vehicle Administration. Taxicabs, per Government Code Section 53075 et seq requirements, are only required to obtain an operating permit where it is substantially located (i.e. where it does the majority of its business). Unpermitted taxicab operators are a public safety concern, as it may mean commercial vehicle insurance is not maintained in case of an accident, the vehicle has not undergone a safety inspection, or drivers or business owner may have not had proper criminal background checks completed. In situations in which MTS For-Hire Vehicle Administration finds an un-permitted taxicab not complying with this requirement, and educational efforts such as warnings and requests to come into compliance to the business owner are unmet, staff recommends adding Government Code Section 53075(i)(1), as an additional authority to cite against when identifying unpermitted taxicab operators.

Prohibited Conduct at Transit Facility by Taxicabs

Recently, there have been incidents in which taxicabs are picking up passengers not within an authorized taxicab stand, but instead parking in passenger trolley station parking spots while waiting to pick up passengers. Staff will be reviewing whether additional taxicab stands should be installed at certain transit facilities to assist in addressing this issue. However, in the event of witnessing such unauthorized parking by taxicabs, or witnessing other prohibited conduct at a transit facilities, staff recommends adding authority for designated MTS For-Hire Vehicle Administration staff to cite for violations under MTS Ordinance No. 3 (regulating parking at facilities) and No. 13 (prohibited conduct at facilities and vehicle), instead of being limited to waiting for designated MTS Security personnel to arrive to assist in such a citation.

Designated MTS Employees Authorized to Cite under MTS Ordinance No. 5

Lastly, the proposed amendments update the position titles of those able to cite and detain for MTS Security and MTS For-Hire Vehicle Administration. For MTS Security, the designated staff include Code Compliance Inspectors, Code Compliance Supervisors, Code Compliance Investigators, Assistant Field Operations Managers, and Field Operations Managers. For For-Hire Vehicle Administration, the designated staff include: Regulatory Inspectors and Regulatory Supervisors.

Therefore, it is staff's recommendation that MTS Board of Directors:

- 1) Adopt the proposed amendments to MTS Ordinance No. 5 "An Ordinance Relating to the Enforcement Authorities of Code Compliance Inspectors, Assistant Code Compliance Supervisors, the Code Compliance Inspection Supervisor, and Taxicab Inspectors I & II" (Attachment A); and
- 2) Waive the requirements of MTS Board Policy No. 22 "Rules of Procedure for MTS Board of Directors" Sections 22.4.3, stating all ordinances shall be read in full either at the time of introduction or passage (per MTS Board Policy No. 22, unanimous vote of the Board members present is required in order to waive further reading).

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. MTS Ordinance No. 5 (track changes in red-line)

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD
(also known as San Diego Metropolitan Transit System)

CODIFIED ORDINANCE NO. 5
(as amended 5/12/201606/20/2024)

An Ordinance Relating to the Enforcement
Authorities of Designated MTS Employees Code Compliance Inspectors,
Assistant Code Compliance Supervisors,
the Code Compliance Inspection Supervisor,
and Taxicab Inspectors I & II

The Board of Directors of the San Diego Metropolitan Transit System (MTS) do ordain as follows:

Section 5.1 Statutory Authorities

A. ~~MTS The Metropolitan Transit System~~ has been created by State law (Public Utilities Code Section 120000 through ~~12054120702~~) as a public agency with the authority and duty to plan and construct exclusive public mass transit guideways (Section 120260) and to acquire, construct, maintain, and operate or let a contract to operate public transit systems and related transportation facilities and services (Section 120264).

B. Additionally, the Board is vested with the duty to adopt all ordinances and make all rules and regulations proper and necessary to regulate the use, operation, and maintenance of its property and facilities, including its public transit systems and related transportation facilities and services (Section 120105). ~~The violation of any ordinance, rule, or regulation enacted by the Board relating to evasion of fares in any transit facility owned or controlled by the Board is an infraction and upon a violation after the second conviction is a misdemeanor (Section 120450).~~

~~C. The provision of information known to be false to a Code Compliance Inspector, Assistant Code Compliance Supervisor, the Code Compliance Inspection Supervisor, or the Transit Security Administrator (hereinafter cumulatively referred to as Inspectors) is similarly an infraction or misdemeanor (Section 120450.5).~~

~~D. The violation of any ordinance, rule, or regulation prohibiting unauthorized operation or manipulation of transit facilities or prohibiting unauthorized tampering or interference with transit facilities is similarly an infraction or misdemeanor (Section 120451).~~

~~E. The violation of any ordinance, rule, or regulation prohibiting the unauthorized entering into, climbing upon, holding onto, or in any manner attaching oneself to vehicles operated upon exclusive public mass transit guideways is an infraction or misdemeanor (Section 120452).~~

F. In implementation of those provisions of State law, the Board has adopted MTS Ordinance No. 13, prohibiting specified conduct onboard transit vehicles and prohibiting specified actions on or about the transit facilities. The Board has further adopted MTS Ordinance No. 2, requiring proof of fare payment by passengers using the San Diego Trolley and MTS Ordinance No. 3, regulating parking in ~~the San Diego Trolley~~MTS parking lots and other transit facilities.

G. The Board is authorized to contract with ~~cities and the County~~ any city in the County of San Diego to license or regulate by ordinance any ~~for-hire vehicle transportation services rendered wholly within such cities the city's corporate limits~~ or within the unincorporated area (Section 120266) and has done so by adoption of ~~MTS~~ Ordinance No. 11, the enforcement of which will be done by ~~Taxicab For-Hire Vehicle Administration Regulatory Inspectors and Regulatory Supervisors I & II, and other Taxicab Administration staff designated in Section 5.3.~~

H. Pursuant to Penal Code Section 836.5, the Board may authorize public officers and employees to arrest a person without warrant, including officers and employees of a nonprofit transit corporation wholly owned by a local agency and formed to carry out the purposes of the local agency and San Diego Trolley, Inc., is such a corporation.

- ~~(Section 5.1 amended 6/20/2024)~~
- ~~(Section 5.1 amended 11/15/2012)~~
- ~~(Section 5.1 amended 7/12/2001)~~
- ~~(Section 5.1 amended 9/26/1996)~~
- ~~(Section 5.1 amended 1/11/1996)~~
- ~~(Section 5.1 amended 11/10/1994)~~
- ~~(Section 5.1 amended 8/12/1993)~~

Section 5.2 Purposes

In view of the multitude of regulations applicable to the facilities and vehicles of ~~MTS, the San Diego Metropolitan Transit Development Board,~~ it is desirable to clarify and specify the authority of ~~the Inspectors designated MTS employees,~~ relative to various acts committed on or about the property and vehicles.

~~(Section 5.2 amended 6/20/2024)~~

Section 5.3 Duties and Authorizations

A. Code Compliance Inspectors, Code Compliance Supervisors, Code Compliance Investigators, Assistant Field Operations Managers, and Field Operations Managers Inspectors employed by the ~~San Diego Metropolitan Transit System (MTS) and Inspectors employed by San Diego Trolley, MTS Inc.,~~ are hereby vested with the duty to enforce MTS Ordinances No. 2, No. 3, ~~No. 4,~~ No. 11, and No. 13 and the following code sections:

1. Business and Professions Code Sections ~~4140 and 25662;~~
2. Health and Safety Code Sections ~~11364 and 11357(b), and 11532;~~
3. Public Utilities Code Sections ~~5411.5, 120450, 120450.5, 120451, and 120452;~~
4. Penal Code Sections ~~148, 219.2, 242, 308(b), 314, 369(g), 417.25(a), 470(a), 481.1, 555.1, 555.2, 587(a), 594, 594.1, 594.2, 594.4, 602(f), 602(o), 602(q), 640, 640(a), 640.5, 647(a), 647(c), and 647(j), and 653(k);~~
5. Vehicle Code Sections ~~5204(a), 21456, 21461(a), 21955, 22500, 22507, 22521, and 22526;~~
6. San Diego City Municipal Code Sections ~~56.54 (at transit facilities owned, controlled, or used by the Board, including but not limited to transit centers, rail stations, bus shelters, and bus stops on public and private property), 58.05(b)(1), and 58.05(b)(2), and 36.0101 to 36.0115;~~ and

Commented [KL1]: BPC 4140 (possession of hypodermic needles etc) was repealed by SB 41 (2011)

Commented [KL2]: BPC 25662 - minor in possession of alcoholic beverage in a public place

Commented [KL3]: HSC 11364 - possession of opium pipe or other drug paraphernalia used to inject or smoke a controlled substance

Commented [KL4]: HSC 11357(b) - possession of MORE THAN 28.5 g of cannabis or 8 g concentrated cannabis

Commented [KL5]: HSC 11532 - loitering with intent to commit drug-related activity

Commented [KL6]: PUC 5411.5 - impounding of vehicle if operating charter carrier or taxicab without a permit

Commented [KL7]: MTS Enabling Legislation
 PUC 12450 - violation of MTS ordinance re nonpayment of fare
 PUC 120450.5 - providing false information to MTS officer
 PUC 120451 - violating MTS ordinance 13 re unauthorized use, tampering, interference, loitering at MST transit facilities, shelters, bus stops, etc.
 PUC 120452 - violating MTS ordinance 31 re unauthorized entering, climbing, etc on trolleys

Commented [KL8]: Penal Code:
 148 - willfully resist, delay, obstruct officer etc
 219.2 - willfully throw etc stone or other hard object at trolley or bus
 242: battery is any willful and unlawful use of force or violence upon the person of another
 308(b) - sale of tobacco without reqd notice re no sale to under 21
 314 - lewd acts in public (1st act: misdemeanor; 2nd act: felony)
 369g - w/o auth rides, drives etc any vehicle on rail track
 417.25(a) - aim or point laser scope at another person in threatening manner
 470(a) - w/ intent to defraud, sign the name of another person or fictitious person to [list of documents - includes check, contract, passage ticket, etc]
 481.1 - counterfeit fare media ... [1]

Commented [KL9]: Vehicle Code
 5204(a) - expired vehicle registration sticker
 21456 - ped xing on WALK, WAIT, DON'T WALK signals - revised eff 1/1/2024 - officer shall not stop a pedestrian for violation "unless a reasonably careful person would realize t... [2]

Commented [KL10]: SD Municipal Code
 56.54 - No public consumption of alcoholic beverages
 58.05 - daytime loitering of juveniles in a public place (8:30am-1:30pm during school days) ... [3]

7. San Diego County Code of Regulatory Ordinances Section 32.4303703.

In accordance with Penal Code Section 836.5, Code Compliance Inspectors, Code Compliance Supervisors, Code Compliance Investigators, Assistant Field Operations Managers, and Field Operations Managers Inspectors employed by MTS are authorized to arrest a person without a warrant whenever an Inspector has they have reasonable cause to believe that the person to be arrested has committed an infraction or misdemeanor in the Inspector's their presence which is a violation of the statutes and ordinances which he or she has they have the duty to enforce.

B. Taxicab For-Hire Vehicle Administration Regulatory Inspectors and Regulatory Supervisors, Regulatory Analysts, and the Taxicab Administrator, employed by MTS, are hereby vested with the duty to enforce MTS Ordinances Nos. 3, 5 and No. 11, and No. 13 and the following code sections:

1. Government Code Section 53075.5 (i)(1);
 2. Penal Code Section 654.1;
 3. Public Utilities Code sections Sections 5360.5, 5371, -5379, 5381.5, 5386.5, 5411; and
 4. California Public Utilities Commission General Order 157-D-E Sections 3.01 and 3.03;
- and,
5. San Diego County Regional Airport Authority (SDCRAA) 9.13(a), San Diego Municipal Code (SDMC) 31.0121, 33.1406 and 86.0105; and
 6. California Vehicle Code Sections 4000(a)(1), per 260(a), 16502(a), 5204(a), 21100.4, 22507.8, 23123 and 23123.5.

In accordance with Penal Code Section 836.5, Taxicab For-Hire Vehicle Administration Regulatory Inspectors and Regulatory Supervisors, and the Taxicab Administrator, employed by MTS are authorized to arrest a person without a warrant whenever a Taxicab they have Inspector has reasonable cause to believe that the person to be arrested has committed an infraction or misdemeanor in the Inspector's their presence which is a violation of the statutes and ordinances which he or she has they have the duty to enforce.

Commented [KL11]: County Regulatory Code: 32.1303 re Daytime Loitering of Juveniles was re-codified as 32.703 in 2009

Commented [SL12]: Gov Code 53075.5(i)(1) - taxicabs must have a permit in order to operate in a jurisdiction it is substantially located in

Commented [KL13]: Penal Code 654.1 - unlawful to offer transportation on an individual fare basis without certificate or permit

Commented [KL14]: Public Utilities Code 5360.5 - charter carriers shall operate on a prearranged basis
5371 - non transit agency charter-party carriers shall not engage in transportation services w/o a CPUC certificate
5379 - unlawful to operate charter-party carrier services with a canceled or revoked permit
5381.5 - CPUC to require waybill or trip report with specified info
5386.5 - charter-party carrier shall not advertise as a taxi service
5411 - violation of charter-party carrier rules is a misdemeanor +fine

Commented [KL15]: CPUC General Order 157-D superseded by 157-E effective 10/31/2019.
3.01 - CPUC prearranged trip rule
3.03 - no advertising as a taxi service rule

Commented [KL16]: Could not find a SDCRAA Policy 9.13. SDCRAA has also requested that MTS FHVA not conduct enforcement actions at the airport.

Commented [KL17]: San Diego Municipal Code 31.0121 - business/occupations require a SD business certificate
33.1406 - prohibiting solicitors in peddlers in certain areas of SD, including near SYPOE from east line of SDAE ROW to Virginia Ave
86.0105 - stop, stand, or park in passenger loading zone

Commented [KL18]: Vehicle Code
400(a)(1) - drive, move, leave standing upon a highway or offstreet public parking facility an unregistered vehicle, etc.
260(a) - defines a "commercial vehicle" as being for transportations of persons or property for hire
16502(a) - vehicle owner shall maintain proof of financial responsibility before it is used in a business that transports people or property
5204 - vehicle required to have registration sticker showing month/year of expiration
21100.4 - warrant may be issued to impound unlicensed taxicab
22507.8 - unlawful to park in disabled parking spot without special plate or placard
23123 - unlawful to operate vehicle while using a mobile phone unless configured for handsfree talking and listening

... [4]

C. Right-of-Way Agents, designated by the ~~General Manager~~Chief Executive Officer and employed by MTS are hereby vested with the duty to enforce MTS Ordinance No. 3 and, in accordance with Penal Code Section 836.5, are authorized to arrest a person without a warrant whenever an agent has reasonable cause to believe that the person to be arrested has committed an infraction or misdemeanor in the Agent's presence which is a violation of the statutes and ordinances which ~~he or she has~~they have the duty to enforce.

- (Section 5.3 amended 6/20/2024)
- ~~(Section 5.3 amended 5/12/2016)~~
- ~~(Section 5.3 amended 9/17/2015)~~
- ~~(Section 5.3 amended 11/15/2012)~~
- ~~(Section 5.3 amended 10/28/2004)~~
- ~~(Section 5.3 amended 10/3/2002)~~
- ~~(Section 5.3 amended 7/12/2001)~~
- ~~(Section 5.3 amended 3/23/2000)~~
- ~~(Section 5.3 amended 9/26/1996)~~
- ~~(Section 5.3 amended 1/11/1996)~~
- ~~(Section 5.3 amended 11/10/1994)~~
- ~~(Section 5.3 amended 8/12/1993)~~

Section 5.4 Severability

The provisions of this Ordinance are severable, and if any of the provisions, clauses, sentences, subsections, sections, words, or parts thereof is held illegal, invalid, or unconstitutional or inapplicable to any person or circumstance, such illegality, invalidity, unconstitutionality or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, sections, words or parts of this Ordinance or their application to other persons or circumstances. It is hereby declared to be the legislative intent that this Ordinance would have been adopted if such illegal, invalid, or unconstitutional provision, clause, sentence, subsection, section, word, or part had not been included therein or such person or circumstance to which the Ordinance or part thereof is held inapplicable has been specifically exempted therefrom.

- | | |
|----------------------------------|---------------------------|
| Adopted: 7/25/1983 | Amended: 11/15/2012 |
| Amended: 2/27/1984 | Amended: 9/17/2015 |
| Amended: 10/4/1984 | Amended: 5/12/2016 |
| Amended: 10/13/1988 | <u>Amended: 6/20/2024</u> |
| Amended: 2/8/1990 | |
| Repealed & Readopted: 12/12/1991 | |
| Amended: 8/12/1993 | |
| Amended: 11/10/1994 | |
| Amended: 1/11/1996 | |
| Amended: 9/26/1996 | |
| Amended: 3/23/2000 | |
| Amended: 8/9/2001 | |
| Amended: 10/3/2002 | |
| Amended: 10/28/2004 | |
| Amended: 6/28/2007 | |



**Metropolitan
Transit
System**

Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Transit Enforcement Body Worn Cameras (BWC) – 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 G2905.0-24 (in substantially the same format as Attachment A), with Axon Enterprise, Inc. (Axon), in the amount of \$954,319.01 (inclusive of tax) for a period of five (5) years for the purchase and maintenance of Transit Enforcement BWC.

Budget Impact

The total cost of this contract is estimated to be \$927,201.18 plus \$27,117.83 sales tax, for a total of \$954,319.01 (Attachment C). The project will be funded by the Information Technology (IT) Operating Budget reflected below. The project costs are summarized below:

Funding Source (Cost Center – GL Account)	Amount
661010/571250	\$927,201.18
CA Sales Tax 7.75%	\$27,117.83
Total	\$954,319.01

DISCUSSION:

MTS Transit Enforcement Department is seeking 119 Body Worn Cameras, 119 Body Worn Camera Service Plans, 10 docking stations with all the hardware and cabling for full operations, Evidence.com storage and sharing capability and a full-service installation, training and configuration package to replace our aging Visiologix Body Worn Camera system.

Staff determined that the current Visiologix system no longer meets the agency’s needs. Visiologix lacks data sharing capabilities, takes long periods of time to upload video, isn’t reliable and presents user interface challenges. Visiologix does not provide a sharing platform with local and county law enforcement agencies which has created additional cost in resource hours and technology like Dropbox and local data storage devices to execute the Transit



Enforcement departmental work requirements. The Visiologix contract is set to expire in October of 2024.

Staff researched available alternate body worn camera systems and has determined that only Axon can meet all of the agency's requirements. As part of its body worn camera system and the applicable software that manages the video footage, Axon provides a unique, proprietary webapp called *evidence.com* that natively integrates the communication and transfer of stored information with other local agencies throughout San Diego County. *Evidence.com* and its backend servers provide data storage and communications mediums that MTS does not currently have with local and county law enforcement agencies. The *evidence.com* webapp is innovative in that the video camera system is integrated to support immediate upload over Wi-Fi and provides unlimited data retention which will eliminate costly and labor-intensive video records keeping efforts and storage costs.

Moving MTS to the *evidence.com* platform will align our agency with other agencies using the same platform including:

- San Diego PD
- San Diego County Sheriff's Office
- Carlsbad PD
- Oceanside PD
- El Cajon PD
- La Mesa PD
- Escondido PD
- National City PD
- Chula Vista PD
- San Diego County District Attorney's Office
- San Diego City District attorney

Using the same system as other San Diego law enforcement agencies will allow MTS to better support cases that are filed related to criminal acts on MTS property.

Therefore, staff recommends that the Board of Directors authorize the CEO to Execute MTS Doc. No G2905.0-24 (in substantially the same format as Attachment A), with Axon, in the amount of \$954,319.01 (inclusive of tax) for a period of five (5) years for the purchase and maintenance of Transit Enforcement BWC.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Agreement MTS Doc. No. G2905.0-24
B. Scope of Work
C. Contractor's Cost/Price Quote Q-530580-45454.864AS



Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. G2905.0-24

TRANSIT ENFORCEMENT BODY WORN CAMERA (BWC) PROJECT

THIS AGREEMENT is entered into this _____ day of _____, 2024 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: Axon Enterprise, Inc. Address: 17800 N. 85th St.
Scottsdale AZ 85255
 Form of Business: Corporation City State Zip
 (Corporation, Partnership, Sole Proprietor, etc.) Email: contracts@axon.com
 Telephone: 800-978-2737

Authorized person to sign contracts Robert E. Driscoll, Jr. Deputy General Counsel
 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 Quote Q-530580-45454.864AS (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Forms (Exhibit D), Policy 44C Travel Guidelines for Contractors (Exhibit E), and Contractor’s Master Services and Purchasing Agreement (Exhibit F).

The contract term is for five (5) years effective September 1, 2024 through August 31, 2029.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$954,319.01 (inclusive of tax) without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	AXON ENTERPRISE, INC.
By: _____ Sharon Cooney, Chief Executive Officer Approved as to form: By: _____ Karen Landers, General Counsel	By _____ Title: _____



1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. TECHNICAL SPECIFICATIONS

Axom Bundled Packages

Item	Description	Quantity
BWCUwTAP	BWC Unlimited with TAP	119
H00001	AB4 Camera Bundle	119
H00002	AB4 Multi Bay Dock Bundle	15
73682	AXON EVIDENCE - AUTO TAGGING LICENSE	119
ProLicense	Pro License Bundle	7
85055	AXON BODY - PSO - FULL SERVICE	1

1.1.1. HARDWARE DELIVERABLES

Name	Item	Description	Qty
AB4 Camera Bundle	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	119
AB4 Camera Bundle	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	3
AB4 Camera Bundle	100466	AXON BODY 4 - CABLE - USB-C TO USB-C	131
AB4 Camera Bundle	74028	AXON BODY - MOUNT - WING CLIP RAPIDLOCK	131
AB4 Multi Bay Dock Bundle	100206	AXON BODY 4 - DOCK - EIGHT BAY	15
AB4 Multi Bay Dock Bundle	70033	AXON - DOCK WALL MOUNT - BRACKET ASSY	15
AB4 Multi Bay Dock Bundle	71019	AXON BODY - DOCK POWERCORD - NORTH AMERICA	15
BWC Unlimited with TAP	73309	AXON BODY - TAP REFRESH 1 - CAMERA (2027)	122
BWC Unlimited with TAP	73689	AXON BODY - TAP REFRESH 1 - DOCK MULTI BAY (2027)	15
BWC Unlimited with TAP	73310	AXON BODY - TAP REFRESH 2 - CAMERA (2029)	122
BWC Unlimited with TAP	73688	AXON BODY - TAP REFRESH 2 - DOCK MULTI BAY (2029)	15

1.1.2. SOFTWARE DELIVERABLES

Name	Item	Description	Qty
BWC Unlimited with TAP	73686	AXON EVIDENCE - STORAGE - UNLIMITED (AXON DEVICE)	119
BWC Unlimited with TAP	73746	AXON EVIDENCE - ECOM LICENSE - PRO	119
Pro License Bundle	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	21
Pro License Bundle	73746	AXON EVIDENCE - ECOM LICENSE - PRO	7
A la Carte	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	119

1.1.3. IMPLEMENTATION SERVICES

Name	Item	Description	Qty
A la Carte	85055	AXON BODY - PSO - FULL SERVICE	1

1.1.4. ONGOING MAINTENANCE/WARRANTIES

Name	Item	Description	Qty
BWC Unlimited with TAP	80464	AXON BODY - TAP WARRANTY - CAMERA	119
BWC Unlimited with TAP	80464	AXON BODY - TAP WARRANTY - CAMERA	3
BWC Unlimited with TAP	80465	AXON BODY - TAP WARRANTY - MULTI BAY DOCK	15

1.2. SERVICE PERIOD

The service period will be five (5) years from the date of go-live and acceptance from the MTS Project Manager.

Axon will replace all broken, damaged, or underperforming hardware as a part of the annual service package.

Axon will conduct a hardware refresh to include the newest cameras, docking stations and associated hardware required for full functionality every 2.5 years.

1.3. PROFESSIONAL SERVICES

Axon shall provide advanced remote project planning and configuration support and up to four

(4) consecutive days of on-site service and a professional services manager to work with MTS to assess the agency's deployment and determine which on-site services are appropriate.

Detailed services shall include:

System set up and configuration

- Instructor-led setup of Axon View on smartphones (if applicable)
- Configure categories and custom roles based on Agency need
- Register cameras to Agency domain
- Troubleshoot IT issues with Axon Evidence and Axon Dock ("Dock") access

Dock configuration

- Work with Agency to decide the ideal location of Docks and set configurations on Dock
- Authenticate Dock with Axon Evidence using admin credentials from Agency
- On-site assistance, not to include physical mounting of docks

Best practice implementation planning session

- Provide considerations for the establishment of video policy and system operations best practices based on Axon's observations with other agencies
- Discuss the importance of entering metadata in the field for organization purposes and other best practices for digital data management
- Provide referrals of other agencies using the Axon camera devices and Axon Evidence
- Recommend rollout plan based on review of shift schedules

System Admin and troubleshooting training sessions

- Step-by-step explanation and assistance for Agency's configuration of security, roles & permissions, categories & retention, and other specific settings for Axon Evidence

Axon instructor training (Train the Trainer)

- Training for Agency's in-house instructors who can support Agency's Axon

camera and Axon Evidence training needs after Axon has fulfilled its contractual on-site obligations.

Evidence sharing training

- Tailored workflow instruction for Investigative Units on sharing Cases and Evidence with local prosecuting agencies

End user go-live training and support sessions

- Assistance with device set up and configuration
- Training on device use, Axon Evidence, and Evidence Sync

1.4. INVOICES

Invoices must be sent to the MTS Accounting Department, via email, at ap@sdmts.com. All invoices must have the Purchase Order and contract number clearly displayed to ensure timely payment. MTS will not pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment.

Payment terms shall be net 30 days for goods/services in arrears only upon receipt of a proper invoice, detailing the goods/services provided or receipt of the goods/services, whichever is later. Notwithstanding the foregoing, payments for software licenses, subscriptions, or maintenance may be paid annually in advance.

Contractors must also indicate if any of the invoiced amount(s) is for service or work provided by a subcontractor and indicate the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in the *Prompt Progress Payments* section of the Standard Conditions.

1.5. [NOT APPLICABLE] HEWLETT PACKARD ENTERPRISE (HPE) MINIMUM REQUIREMENTS

1.6. [NOT APPLICABLE] CISCO MINIMUM REQUIREMENTS

1.7. [NOT APPLICABLE] CONTRACTOR'S INFORMATION SECURITY RESPONSIBILITIES

MTS has established the following responsibilities to ensure the security of vendor operations in accordance with MTS policies, standards, and SOPs. The following procedures outline the expectations for Contractor and any subcontractors:

- A. Contractor Lists: Contractor and any subcontractors must provide an up-to-date list of all staff working on the contract. This list should be promptly updated and submitted to MTS whenever there are staff changes.
- B. ID and Security Clearances: Contractor and subcontractor onsite technicians must be issued MTS security badges/key cards. These badges/key cards should be visibly displayed at all times while on MTS premises.
- C. Incident Reporting: Contractor and subcontractors agree to promptly report any security incidents or breaches involving their systems or access to the MTS network. Detailed incident response procedures should be provided, and cooperation in

investigations, including the provision of necessary logs and evidence, is expected.

- D. Change Management: Contractor and subcontracted personnel must adhere to all applicable MTS change control processes and procedures.
- E. Patch Management: Contractor and subcontractors agree to promptly apply security patches and updates to their systems and software used to perform services in this contract.
- F. Data Protection and Privacy: The vendor must protect MTS data in accordance with applicable laws and regulations, including those related to data privacy. Appropriate safeguards should be implemented to ensure the confidentiality, integrity, and availability of MTS data.
- G. Remote Access and Forms: Remote access must be uniquely identifiable, and password management should comply with MTS password standards' reserves the right to determine the applicable virtual private network and encryption technologies used to access their systems and network. Remote access forms must be updated and submitted yearly or upon request by MTS.
- H. Contractor Termination: Upon departure of a contractor from MTS for any reason, Contractor or subcontractors must ensure that all sensitive information is collected and returned to MTS or destroyed within the timeframe specified in the original contract terms.
- I. Keycard and Security Access: Upon termination of the contract or at the request of MTS, Contractor and subcontractors must surrender all MTS-issued identification badges, access cards, equipment, and supplies immediately. Equipment and supplies retained by Contractor or subcontractors must be documented and authorized by the MTS contract POC or their designee.
- J. Auditing and Compliance: Contractor or subcontractor are required to comply with all applicable MTS security Policies, Standards and SOP's. Contractor and subcontractor must comply with MTS when conducting an audit or risk assessment based on contractual obligations and applicable security policy's, standard and SOP's set by MTS.
- K. Disclosure and Sub-Contractor Security: If the vendor engages subcontractors or third-party service providers, they must ensure that these entities adhere to the same vendor information security obligations outlined in this contract. The vendor is responsible for the security practices of their subcontractors and should perform due diligence in selecting and monitoring them.
- L. Training and Awareness: Contractor and subcontractors agree to provide security awareness training to individuals who have access to the MTS network or systems. The training should cover topics such as security policies, data handling, and incident response procedures. If training cannot be provided by Contractor or subcontracted staff then MTS provided training must be completed on initial access and yearly refresher training.

1.8. [NOT APPLICABLE] BUY AMERICA

1.8.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

1.8.2. [NOT APPLICABLE] MANUFACTURED PRODUCT

1.8.3. [NOT APPLICABLE] ROLLING STOCK

1.8.4. [NOT APPLICABLE] IRON OR STEEL

1.9. [NOT APPLICABLE] SAFETY DATA SHEETS (SDS)

1.10. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

The Contractor shall not post or otherwise affix signs, decals or other media on MTS property or equipment, except as required to maintain safety during the course of repair or maintenance work. No permanent signs, decals, or other media may be installed without MTS's express written permission.

1.11. REPLACEMENT PARTS

Technical support for the specified equipment must be guaranteed by the manufacturer; to be available for a ten (10) year period from the date of purchase. Manufacturer shall keep parts books and maintenance manuals up-to-date for that period.

1.12. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to MTS, 100 16th Street, San Diego, California 92101 unless otherwise specified, in first class condition, complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery. Contractor shall indicate delivery date on the Bid Form unless already specified, in which case, shall be made within the time set forth. Delivery is part of the consideration and must be adhered to as specified. Contractor will not be held liable for failure to make delivery because of strikes, construction of property, governmental regulations, acts of God or any other causes beyond his control, provided a written extension of time is obtained from MTS. Upon delivery, MTS will acknowledge receipt of said items or products. Delivery shall not constitute acceptance. Upon inspection and testing (if necessary) by MTS, a determination will be made whether said items or products are in conformance with contract requirements. If found in conformance, MTS shall approve the Contractor's invoice for payment; thereby constituting acceptance. Payment terms begin from this point. If the delivered items or products are found not in compliance, MTS will immediately notify the Contractor, and furnish all details of deficiencies. Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS), and resubmit for inspection and testing (if necessary). Any goods which are not rejected as defective or non-functional within ten (10) days of delivery shall be deemed accepted.

1.13. EXPEDITING

The goods furnished under this Agreement shall be subject to expediting by MTS. MTS shall be afforded free access to Contractor's shops, factories, or places of business, and those of Contractor's suppliers, for expediting purposes. As required by MTS, Contractor shall supply schedules, unpriced copies of purchase orders and progress reports for MTS's use in expediting.

1.14. [NOT APPLICABLE] ACQUISITION OF ROLLING STOCK



Axon Enterprise, Inc.
 17800 N 85th St.
 Scottsdale, Arizona 85255
 United States
 VAT: 86-0741227
 Domestic: (800) 978-2737
 International: +1.800.978.2737

Att.C, A 18, 06/20/24

Q-530580-45454.864AS

Issued: 06/11/2024

Quote Expiration: 09/30/2024

Estimated Contract Start Date: 11/01/2024

Account Number: 546257

Payment Terms: N30

Delivery Method:

SHIP TO	BILL TO
San Diego Metropolitan Transit (MTS) - CA 1255 Imperial Ave Ste 1000 San Diego, CA 92101-7490 USA	San Diego Metropolitan Transit (MTS) - CA 1255 Imperial Ave Ste 1000 San Diego CA 92101-7490 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Allen Sliper Phone: Email: asliper@axon.com Fax:	Joshua Ortiz Phone: (619) 557-4558 Email: joshua.ortiz@sdmts.com Fax:

Quote Summary

Program Length	60 Months
TOTAL COST	\$927,201.18
ESTIMATED TOTAL W/ TAX	\$954,319.01

Discount Summary

Average Savings Per Year	\$39,738.58
TOTAL SAVINGS	\$198,692.92

Payment Summary

Date	Subtotal	Tax	Total
Oct 2024	\$177,440.22	\$5,423.56	\$182,863.78
Nov 2024	\$40,000.00	\$0.00	\$40,000.00
Oct 2025	\$177,440.24	\$5,423.56	\$182,863.80
Oct 2026	\$177,440.24	\$5,423.56	\$182,863.80
Oct 2027	\$177,440.24	\$5,423.56	\$182,863.80
Oct 2028	\$177,440.24	\$5,423.59	\$182,863.83
Total	\$927,201.18	\$27,117.83	\$954,319.01

Quote Unbundled Price: \$1,125,894.10
 Quote List Price: \$972,883.90
 Quote Subtotal: \$927,201.18

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
BWCUwTAP	BWC Unlimited with TAP	119	60	\$121.09	\$99.66	\$99.66	\$711,572.40	\$18,017.77	\$729,590.17
A la Carte Hardware									
H00001	AB4 Camera Bundle	119			\$849.00	\$849.00	\$101,031.00	\$7,829.91	\$108,860.91
H00002	AB4 Multi Bay Dock Bundle	15			\$1,638.90	\$1,092.60	\$16,389.00	\$1,270.15	\$17,659.15
A la Carte Software									
73682	AXON EVIDENCE - AUTO TAGGING LICENSE	119	60		\$10.85	\$5.60	\$40,010.18	\$0.00	\$40,010.18
ProLicense	Pro License Bundle	7	60		\$43.40	\$43.33	\$18,198.60	\$0.00	\$18,198.60
A la Carte Services									
85055	AXON BODY - PSO - FULL SERVICE	1			\$40,000.00	\$40,000.00	\$40,000.00	\$0.00	\$40,000.00
Total							\$927,201.18	\$27,117.83	\$954,319.01

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
AB4 Camera Bundle	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	119		10/01/2024
AB4 Camera Bundle	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	3		10/01/2024
AB4 Camera Bundle	100466	AXON BODY 4 - CABLE - USB-C TO USB-C	131		10/01/2024
AB4 Camera Bundle	74028	AXON BODY - MOUNT - WING CLIP RAPIDLOCK	131		10/01/2024
AB4 Multi Bay Dock Bundle	100206	AXON BODY 4 - DOCK - EIGHT BAY	15		10/01/2024
AB4 Multi Bay Dock Bundle	70033	AXON - DOCK WALL MOUNT - BRACKET ASSY	15		10/01/2024
AB4 Multi Bay Dock Bundle	71019	AXON BODY - DOCK POWERCORD - NORTH AMERICA	15		10/01/2024
BWC Unlimited with TAP	73309	AXON BODY - TAP REFRESH 1 - CAMERA	122		04/01/2027
BWC Unlimited with TAP	73689	AXON BODY - TAP REFRESH 1 - DOCK MULTI BAY	15		04/01/2027
BWC Unlimited with TAP	73310	AXON BODY - TAP REFRESH 2 - CAMERA	122		10/01/2029
BWC Unlimited with TAP	73688	AXON BODY - TAP REFRESH 2 - DOCK MULTI BAY	15		10/01/2029

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
BWC Unlimited with TAP	73686	AXON EVIDENCE - STORAGE - UNLIMITED (AXON DEVICE)	119	11/01/2024	10/31/2029
BWC Unlimited with TAP	73746	AXON EVIDENCE - ECOM LICENSE - PRO	119	11/01/2024	10/31/2029
Pro License Bundle	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	21	11/01/2024	10/31/2029
Pro License Bundle	73746	AXON EVIDENCE - ECOM LICENSE - PRO	7	11/01/2024	10/31/2029
A la Carte	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	119	11/01/2024	10/31/2029

Services

Bundle	Item	Description	QTY
A la Carte	85055	AXON BODY - PSO - FULL SERVICE	1

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
BWC Unlimited with TAP	80464	AXON BODY - TAP WARRANTY - CAMERA	119	10/01/2025	10/31/2029
BWC Unlimited with TAP	80464	AXON BODY - TAP WARRANTY - CAMERA	3	10/01/2025	10/31/2029
BWC Unlimited with TAP	80465	AXON BODY - TAP WARRANTY - MULTI BAY DOCK	15	10/01/2025	10/31/2029

Shipping Locations

Location Number	Street	City	State	Zip	Country
	1255 Imperial Ave Ste 1000	San Diego	CA	92101-7490	USA

Payment Details

Oct 2024						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	119	\$8,002.04	\$0.00	\$8,002.04
Year 1	BWCUwTAP	BWC Unlimited with TAP	119	\$142,314.46	\$3,603.55	\$145,918.01
Year 1	H00001	AB4 Camera Bundle	119	\$20,206.20	\$1,565.98	\$21,772.18
Year 1	H00002	AB4 Multi Bay Dock Bundle	15	\$3,277.80	\$254.03	\$3,531.83
Year 1	ProLicense	Pro License Bundle	7	\$3,639.72	\$0.00	\$3,639.72
Total				\$177,440.22	\$5,423.56	\$182,863.78

Nov 2024						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Invoice Upon Fulfillment	85055	AXON BODY - PSO - FULL SERVICE	1	\$40,000.00	\$0.00	\$40,000.00
Total				\$40,000.00	\$0.00	\$40,000.00

Oct 2025						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	119	\$8,002.04	\$0.00	\$8,002.04
Year 2	BWCUwTAP	BWC Unlimited with TAP	119	\$142,314.48	\$3,603.55	\$145,918.03
Year 2	H00001	AB4 Camera Bundle	119	\$20,206.20	\$1,565.98	\$21,772.18
Year 2	H00002	AB4 Multi Bay Dock Bundle	15	\$3,277.80	\$254.03	\$3,531.83
Year 2	ProLicense	Pro License Bundle	7	\$3,639.72	\$0.00	\$3,639.72
Total				\$177,440.24	\$5,423.56	\$182,863.80

Oct 2026						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	119	\$8,002.04	\$0.00	\$8,002.04
Year 3	BWCUwTAP	BWC Unlimited with TAP	119	\$142,314.48	\$3,603.55	\$145,918.03
Year 3	H00001	AB4 Camera Bundle	119	\$20,206.20	\$1,565.98	\$21,772.18
Year 3	H00002	AB4 Multi Bay Dock Bundle	15	\$3,277.80	\$254.03	\$3,531.83
Year 3	ProLicense	Pro License Bundle	7	\$3,639.72	\$0.00	\$3,639.72
Total				\$177,440.24	\$5,423.56	\$182,863.80

Oct 2027						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	119	\$8,002.04	\$0.00	\$8,002.04
Year 4	BWCUwTAP	BWC Unlimited with TAP	119	\$142,314.48	\$3,603.55	\$145,918.03
Year 4	H00001	AB4 Camera Bundle	119	\$20,206.20	\$1,565.98	\$21,772.18
Year 4	H00002	AB4 Multi Bay Dock Bundle	15	\$3,277.80	\$254.03	\$3,531.83
Year 4	ProLicense	Pro License Bundle	7	\$3,639.72	\$0.00	\$3,639.72
Total				\$177,440.24	\$5,423.56	\$182,863.80

Oct 2028						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	119	\$8,002.04	\$0.00	\$8,002.04
Year 5	BWCUwTAP	BWC Unlimited with TAP	119	\$142,314.48	\$3,603.57	\$145,918.05
Year 5	H00001	AB4 Camera Bundle	119	\$20,206.20	\$1,565.99	\$21,772.19
Year 5	H00002	AB4 Multi Bay Dock Bundle	15	\$3,277.80	\$254.03	\$3,531.83
Year 5	ProLicense	Pro License Bundle	7	\$3,639.72	\$0.00	\$3,639.72
Total				\$177,440.24	\$5,423.59	\$182,863.83



**Metropolitan
Transit
System**

Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Chief Executive Officer Employment Agreement – Contract Amendment

RECOMMENDATION:

That the Board of Directors approve an amendment to the Executive Employment Agreement (EEA) between MTS and Sharon Cooney (MTS Doc. No. G2403.3-20, as shown in Attachment A).

Budget Impact

Today's proposed action would increase the CEO's base salary by \$28,350 to \$378,350. The proposed action also provides for \$45,000 in contractual deferred compensation, and a one-time discretionary bonus of \$34,000 for performance during the May 14, 2022 to May 13, 2024 contract years. Future base salary adjustments will be based on the annual unrepresented employee merit pool percentage increase approved by the Board each year as part of the MTS operating budget.

DISCUSSION:

On May 14, 2020 (AI 24(b)), the Board of Directors formally appointed Sharon Cooney as MTS Chief Executive Officer. A formal Executive Employment Agreement (EEA) with Ms. Cooney was approved by the Board on June 18, 2020 (AI 21), with a term expiring on May 13, 2022. Following her first-year performance review, on July 29, 2021 (AI 20), the Board extended the EEA term to May 13, 2025. On July 21, 2022 (AI 7), following a performance review process, the Board approved a contract amendment awarding a base salary increase to \$350,000 and an additional, discretionary deferred compensation bonus of \$20,000. No review or contract amendment was conducted or proposed following the contract year that ended May 13, 2023.

At the Board's regular meeting on May 16, 2024 (AI 28), the Board conducted a closed session performance evaluation of CEO Sharon Cooney. The Board also conducted a closed session conference with Board Chair Stephen Whitburn, who acts as the Board's chief negotiator regarding the EEA, to discuss a potential compensation package adjustment and contract extension for the CEO.



Today's proposed action would amend the EEA to include the following changes:

1. Extend the contract term by three years, to May 13, 2028.
2. Effective, May 15, 2024, increase the CEO's base salary to \$378,350.
3. Beginning on May 15, 2025, and annually thereafter, increase the CEO's base salary by an amount equivalent to the merit pool for unrepresented MTS management employees, if any, approved by the MTS Board each year as part of the applicable MTS operating budget.
4. Increase the deferred compensation payment due to Ms. Cooney on July 1 of each year to \$45,000.
5. Award a one-time only discretionary bonus of \$34,000 to be paid as set forth in Attachment A.
6. Other non-substantive edits.

Some highlights of Ms. Cooney's performance achievements include:

Youth Opportunity Pass and PRONTO Extend--

The Youth Opportunity Pass launched May 1, 2022. Immediately after the program's start, youth average weekday ridership increased by 20%. Estimated youth ridership in 2024 is close to 10 million trips, a figure higher than pre-pandemic ridership in this category.

The PRONTO Extend Program launched in July 2022. This program provides free fares for individuals 18 through 24 who have transitioned out of the foster care system. The Board extended the program through FY 2026.

MTS Joint Development Program--

In the past two years more than 2000 homes were in various stages of development at MTS properties (excludes 12th and Imperial). A parking study was also completed to ensure that the appropriate amount of parking for transit passengers is incorporated in new projects. Numerous transit-oriented development projects reached milestones:

- New housing projects opened at the Grantville Trolley Station in 2023 (Greystar) and 2024 (Affirmed).
- Construction of an affordable housing project began at the Rancho Bernardo Transit Center in November 2023.
- A Development and Disposition Agreement (DDA) for an affordable housing project at Spring Street Trolley Station was approved in October 2023 and design is underway.
- The Board approved a redesign for a mixed income development project at Palm Avenue Trolley Station in December 2023.

- An Exclusive Negotiation Agreement (ENA) was executed with a development team for a project at the E Street Trolley Station in November 2022.
- MTS executed a Collaboration Agreement with the San Diego Foundation in June 2023 to market the 12th and Imperial Transit Center project for residential development; a developer competition was initiated in 2024; proposals are under consideration.
- MTS executed an ENA with an affordable housing developer for the El Cajon Transit Center in November 2022.

Iris Rapid—

MTS designed, funded, and constructed an all-electric Rapid Bus route between the Otay Mesa Transit Center and Imperial Beach via the Iris Trolley Station. This service began operations in fall 2023. The electric buses are charged by a new overhead charging infrastructure at the South Bay Maintenance Facility.

Clean Transit Advancement Campus—

State environmental certification and site selection for a sixth bus maintenance facility that will accelerate implementation of the agency's Zero Emission Bus Transition Plan occurred in October 2022, and federal certification was completed in July 2023. Land acquisition and preliminary design are underway.

Flood Emergency Response—

MTS suffered significant infrastructure damage during the January 22, 2024 flood event but was able to return to full service by February 17, 2024. The agency also assisted residential flood victims by providing free transit passes and helped to move shelter residents to safety.

Passenger Safety and Transit Security--

MTS initiated a forty percent increase in front-line security staff in the fall of 2023 to address safety concerns discovered through passenger/community surveys and focus groups. Special enforcement details focused on educating passengers about the fare system, collecting data on code compliance, and outreach efforts to those passengers experiencing homelessness.

Advocacy and Funding--

MTS advocated for increased subsidy funding and grant awards with continued success. State Senate Bill 125 (2023) was enacted, and authorizes an estimated \$284 million in flexible funding to MTS. A plan for use of these funds was submitted to the state in December 2023. Current State Budget discussions are underway that may impact the availability of this funding. Cooney is actively engaged in advocacy to retain this funding for MTS and other transit agencies.

Stakeholder Engagement--

MTS conducted a Customer Satisfaction Survey, the results of which were presented to the Board in September 2022. Focus Groups were also engaged in 2023 to specifically address Public Safety on the transit network. The results of a third research instrument, the Social

Equity Listening Tour, were presented to the Board in May 2023. These three research instruments were used to inform the decisions to increase investments in security, lighting, system cleanliness and amenities.

Bus Operator Recruitment –

Recruitment for bus operators was prioritized to return the services cut due to a lack of drivers. Increased recruitment supported the restoration of \$4.9 million in annual bus service in 2023.

/S/ Karen Landers
Karen Landers
General Counsel

Key Staff Contacts: Jeff Stumbo, 619.557.4509, Jeff.Stumbo@sdmts.com
Karen Landers, 619.557.4512, Karen.Landers@sdmts.com

Attachment: A. MTS Doc. No. G2403.3-20 – Proposed Amended and Restated CEO Executive Employment Agreement

AMENDED AND RESTATED

EXECUTIVE EMPLOYMENT AGREEMENT

This Amended and Restated Executive Employment Agreement (Agreement) is entered into by and between the San Diego Metropolitan Transit System, a public agency established pursuant to Public Utilities Code sections 120000, *et seq.* (MTS) and Sharon Cooney (Cooney) effective June 20, 2024.

Agreement

The parties agree as follows:

1. Employment. Effective May 14, 2020, MTS agreed to employ Cooney, and Cooney accepted such employment, as MTS's Chief Executive Officer. The terms of Cooney's employment have been amended through amendments to this Agreement dated July 29, 2021 and July 21, 2022. This amended and restated Agreement, MTS Doc. No. G2403.3-20, is intended to amend and restate the terms and conditions of Cooney's employment effective May 14, 2024. The parties now agree to the following terms and conditions of such employment, which shall be retroactive to the May 14, 2020 effective date.
2. Duties:
 - a. Position. Cooney shall be employed as the Chief Executive Officer of MTS (CEO) and shall have the duties and responsibilities established by the MTS Board of Directors (Board), as may be reasonably assigned from time to time. MTS reserves the right to modify Cooney's position and duties at any time in its sole and absolute discretion, provided that the duties assigned are consistent with the position of a Chief Executive Officer and that Cooney continues to report to the Board. The CEO position includes the following positions at MTS's wholly-owned subsidiaries:
 - i. Chief Executive Officer of San Diego Trolley, Inc.
 - ii. Chief Executive Officer of San Diego Transit Corp.
 - iii. President of San Diego & Arizona Eastern Railway Co.
 - b. Best Efforts/Full-Time. Cooney shall perform faithfully and diligently all duties assigned to her. Cooney shall expend her best efforts on behalf of MTS and will abide by all policies and decisions made by the Board, as well as all applicable federal, state and local laws, regulations or ordinances. Cooney shall act in the best interests of MTS at all times. Cooney shall devote her full business time and efforts to the performance of her assigned duties for MTS, unless she notifies the Board in advance of her intent to engage in other paid work and receives the express written consent of the Board. Non-paid work with non-profit organizations and/or committees that advance the interests of

public transit, such as the American Public Transportation Association or California Transit Association, or other MTS initiatives shall be included in the CEO duties.

- c. Work Location. Cooney's principal place of work shall be in San Diego, California, or such other location as the parties may agree to from time to time.

3. Term:

- a. Two-Year Term. The employment relationship pursuant to this Agreement shall be for a period ~~of two years (Two-Year Term)~~ commencing May 14, 2020 and expiring on May 13, 2028, unless otherwise terminated in accordance with Section 7 below.
- b. Option/Renewal. There shall be no option to renew this agreement. The parties shall renegotiate this agreement at the end of the ~~Two-Year Term~~ in section 3(a) above, unless otherwise terminated in accordance with Section 6 below. In accordance with Section 6(d), the Board shall provide Cooney with notice of renewal/extension or non-renewal of the term at least six months prior to the expiration date of the ~~Two-Year Term~~ or any subsequent extension term.

4. Compensation:

- a. Base Salary. As compensation for Cooney's employment and performance of her duties, effective May 15, 2024, MTS shall pay Cooney an initial base salary of ~~\$350,000~~378,350 per year, payable in accordance with the normal payroll practices of MTS, less required deductions for state and federal withholding tax, social security, employee-share pension contributions, and all other employment taxes and payroll deductions. Beginning on May 15, 2025, and annually thereafter during the term of this Agreement, the base salary shall be increased by an amount equivalent to the merit pool (e.g. 4% for FY 24 budget) for unrepresented MTS management employees, if any, approved by the MTS Board as part of the applicable MTS operating budget.
- b. Performance and Salary Review. The Board shall annually review the performance of Cooney. Based upon the Board's evaluation of the specific performance of Cooney, the Board may determine an appropriate salary adjustment and /or changes to the compensation package included in this Section 4 bonus.
- c. Customary Fringe Benefits. Cooney shall be eligible for the fringe benefits set forth in Exhibit A, ~~which may be adjusted annually as part of the performance and salary review described in Section 4(b)~~.

5. Business Expenses: Cooney shall be reimbursed for all reasonable, out-of-pocket business expenses incurred in the performance of her duties on behalf of MTS, consistent with Board Policy No. 44 (MTS Travel Expense Policy) rules for all MTS employees.
6. Termination of Employment:
 - a. Termination for Cause by MTS. Although MTS anticipates a mutually rewarding employment relationship with Cooney, MTS may terminate her employment immediately, at any time, for Cause. For purposes of this Agreement, "Cause" is defined as:
 - i. Acts or omissions constituting gross negligence, recklessness, or willful misconduct on the part of Cooney with respect to her obligations or otherwise relating to the business of MTS;
 - ii. Cooney's material breach of this Agreement;
 - iii. Cooney's conviction or entry of a plea of nolo contendere for fraud, misappropriation, or embezzlement, or any felony or crime of moral turpitude;
 - iv. Cooney's willful neglect of duties as determined in the sole and absolute discretion of the Board;
 - v. Cooney's failure to perform the essential functions of her position, with reasonable accommodation, due to a mental or physical disability; or
 - vi. Cooney's death.

The Board shall provide Cooney with 30 days written notice of any cause for termination to allow Cooney to cure any such cause. In the event Cooney is unable to cure the cause for termination and her employment is terminated in accordance with Section 6(a), she shall be entitled to receive only the Base Salary and Fringe Benefits then in effect, prorated to the date of termination and any accrued leave. All other MTS obligations to Cooney under this Agreement shall automatically terminate and be extinguished. Cooney will not be entitled to receive the Severance Payment described in Section 6(b) below.

- b. Termination without Cause by MTS/Severance. MTS may terminate Cooney's employment under this Agreement without Cause at any time upon six months advance written notice from the Board. In the event of such termination, Cooney shall receive:
 - i. Her Base Salary and Fringe Benefits then in effect, prorated to the date of termination and any accrued leave;

- ii. A “Severance Payment” equivalent to her then-in-effect Base Salary plus benefit accruals for 18 months or the remainder of the term of this Agreement then in effect, whichever is less, payable in a lump sum;
 - iii. Payment of the Severance Payment shall be subject to the condition that Cooney execute a full general release, waiving all claims known or unknown, that she may have against MTS arising out of, or in any way related to her employment or termination of employment with MTS. All other MTS obligations for Cooney shall be automatically terminated and extinguished.
 - c. Resignation by Cooney. Cooney may voluntarily resign her position with MTS at any time upon ninety (90) days written notice. In the event of Cooney’s resignation, she will be entitled to receive only the Base Salary and Fringe Benefits for the 90-day notice period, plus accrued leave and no other amount for the months remaining on the term of this Agreement, if any. All other MTS obligations for Cooney shall be automatically terminated and extinguished. Cooney will not be entitled to receive the Severance Payment described in Section 6(b) above.
 - d. Termination of Employment Upon Non-Renewal. The Board shall consider renewal or non-renewal at least six months before the expiration of this Agreement. In the event either party decides not to renew this Agreement for a subsequent term in accordance with Section 3(b) above, the Agreement will expire, Cooney’s employment with MTS will terminate, and Cooney will only be entitled to the Base Salary and Fringe Benefits paid until the expiration date of the Agreement, plus accrued leave. All other MTS obligations for Cooney shall be automatically terminated and extinguished. Cooney will not be entitled to receive the Severance Payment described in Section 6(b) above.
 - e. Termination by Mutual Consent. The parties may by mutual written consent terminate this Agreement at any time without any obligation for a Severance Payment.
 - f. Limitation on Severance Payment. In compliance with Government Code sections 3511.2(b) and 53260(a), notwithstanding the above, in no event shall the Severance Payment provided in this Section 6 exceed the amount of the monthly Base Salary times the remaining months left on the unexpired term of this Agreement.
7. No Conflict of Interest. During the term of Cooney’s employment with MTS and during any period she is receiving payments from MTS, Cooney must not engage in any work, paid or unpaid, that creates an actual or potential conflict of interest with MTS. If the Board believes such a conflict exists during any period in which Cooney is receiving payments pursuant to this Agreement, the Board may request she discontinue the other work or forfeit the remaining severance payments.

8. Agreement to Arbitrate. To the fullest extent permitted by law, Cooney and MTS agree to arbitrate any controversy, claim or dispute between them arising out of, or in any way related to, this Agreement, the employment relationship between MTS and Cooney, and any disputes upon termination of employment, including but not limited to: breach of contract, tort, discrimination, harassment, wrongful termination, demotion, discipline, failure to accommodate, family and medical leave, compensation or benefits claims, constitutional claims, and any claims for violation of any local, state or federal law, statute, regulation, ordinance, or common law. For purposes of this Agreement to arbitrate, references to “MTS” include all parent, subsidiary or related entities (including San Diego Transit Corporation and San Diego Trolley, Inc.) and their employees, supervisors, officers, directors, agents, pension or benefit plans, pension or benefit plan sponsors, fiduciaries, administrators, affiliates, and all successors and assigns of any of them, and this Agreement shall apply to them to the extent Cooney’s claims arise out of or relate to their actions on behalf of MTS.
- a. Waiver of Right to Trial. Both Cooney and MTS understand and agree that the arbitration of disputes and claims under this Agreement shall be instead of a trial before a judge or jury. Both parties understand and agree that they are expressly waiving, to the fullest extent permitted by law, any and all rights to a trial before a judge or jury, regarding any disputes and claims that are subject to arbitration under this Agreement.
 - b. Consideration. The salary and benefits provided by MTS as set forth in this Agreement, and the mutual promise by MTS and Cooney to arbitrate any and all disputes between them, rather than litigate them before the courts, provides the consideration for this Agreement to Arbitrate.
 - c. Initiation of Arbitration. Either party may exercise the right to arbitrate by providing the other party with written notice of any and all claims forming the basis of such right in sufficient detail to inform the other party of the substance of such claims. In no event shall the request for arbitration be made after the date when institution of legal or equitable proceedings based on such claims would be barred by the applicable statute of limitations.
 - d. Arbitration Procedure. The arbitration shall be conducted in San Diego, California by a single neutral arbitrator in accordance with the JAMS Employment Arbitration Rules & Procedures and subject to the JAMS Policy on Employment Arbitration Minimum Standards of Procedural Fairness; provided, however, to the extent that any of the JAMS Employment Arbitration Rules & Procedures or anything in this Agreement conflicts with any arbitration procedures required by applicable law, the arbitration procedures required by the applicable law shall govern. The JAMS Rules are available at <https://www.jamsadr.com/rules-employment>. The arbitrator shall have the power to enter any award that could be entered by a judge of the San Diego County Superior Court, and only such power, and shall follow the law. The parties agree to abide by and perform any award rendered by the

- arbitrator. Judgment on the award may be entered in any court having jurisdiction thereof.
- e. Costs of Arbitration. Each party shall bear one-half the cost of the arbitration filing and hearing fees, and the cost of the arbitrator.
 - f. Claims Not Covered by this Agreement to Arbitrate. The following claims are not subject to this Agreement to Arbitrate: (1) claims for workers' compensation benefits, state or federal disability benefits or state unemployment benefits; (2) administrative charges or claims filed with a federal, state or local government office or agency, such as the Equal Employment Opportunity Commission ("EEOC"), the California ~~Department of Fair Employment and Housing ("DFEH")~~ Civil Rights Department ("CRD"), or the National Labor Relations Board ("NLRB"); (3) any claims that, as a matter of law, cannot legally be subject to arbitration; (4) claims under an employee benefit or pension plan that specifies a different arbitration procedure; or (5) claims brought pursuant to the California Labor Code Private Attorneys General Act of 2004.

9. General Provisions:

- a. Successors and Assigns. The rights and obligations of MTS under this Agreement shall inure to the benefit of and shall be binding upon the successors and assigns of MTS. Cooney shall not be entitled to assign any of her rights or obligations under this Agreement, except as required by law.
- b. Waiver. Either party's failure to enforce any provision of this Agreement shall not in any way be construed as a waiver of any such provision, or prevent a party thereafter from enforcing each and every other provision of this Agreement.
- c. Attorney's Fees. Each side will bear its own attorney's fees in any dispute arising out of or in any way related to this Agreement.
- d. Severability. In the event any portion of this Agreement is found to be unenforceable by an arbitrator or court of competent jurisdiction, such provision shall be deemed modified to the extent necessary to allow enforceability of the provision as so limited, it being intended that the parties shall receive the benefit contemplated herein to the fullest extent permitted by law. If a deemed modification is not satisfactory in the judgment of such arbitrator or court, the unenforceable provision shall be deemed deleted, and the validity and enforceability of the remaining provisions shall not be affected thereby.
- e. Interpretation and Construction. This Agreement has been drafted by legal counsel representing MTS, but Cooney has participated in the negotiations of the terms. By signing this Agreement, Cooney acknowledges that she has had an opportunity to review and revise the Agreement and have it reviewed

by legal counsel, if desired. Therefore, the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be applied in the interpretation of this Agreement.

- f. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of California.
- g. Notices. Any notice required or permitted by this Agreement shall be in writing and be delivered and noticed deemed received as follows:
 - i. By personal delivery with notice upon receipt;
 - ii. By overnight courier with notice upon written confirmation of delivery;
 - iii. By electronic mail with notice upon written acknowledgment of receipt; or
 - iv. By certified or registered mail, return-receipt requested, with notice upon verification of receipt.

10. Entire Agreement. This Agreement is the entire agreement between the parties relating to this subject matter and supersedes all prior or simultaneous representations, discussions, negotiations, and agreements, whether written or verbal. This Agreement may be modified only with the written consent of Cooney and the Board. No verbal waiver, amendment, or modification of this Agreement shall be effective under any circumstances. This amended and restated Agreement supersedes and replaces the prior agreements (MTS Doc Nos. G2403.0-20, G2403.1-20, and G2403.2-20) as stated herein.

THE PARTIES TO THIS AGREEMENT HAVE READ THE FOREGOING AND FULLY UNDERSTAND EACH AND EVERY PROVISION CONTAINED HEREIN. WHEREFORE, THE PARTIES HAVE EXECUTED THIS AGREEMENT ON THE DATES SHOWN BELOW.

Dated: _____ By: _____
Sharon Cooney

Dated: _____ SAN DIEGO METROPOLITAN TRANSIT SYSTEM

By: _____
Stephen Whitburn
Chair, MTS Board of Directors

APPROVED AS TO FORM:

By: _____
Karen Landers
General Counsel, MTS

Exhibit A – Fringe Benefits

EXHIBIT A

FRINGE BENEFITS FOR CHIEF EXECUTIVE OFFICER

Cooney shall be eligible for the following fringe benefits:

1. All employee benefits applicable to regular, full-time management employees listed in Section 3 of the MTS Management Handbook, a copy of which is attached (consisting of pages 2422 to 3532), with the following exceptions:
 - a. As to health insurance, health insurance premiums shall be fully paid by MTS for Cooney and her dependents regardless of the health plan chosen by Cooney during the term of her employment.
2. Annual payment of \$~~45,000~~25,000 toward Cooney's 457401a(b) plan deferred compensation account, payable on or about July 1 of each year. In the event Cooney has already contributed the maximum amount allowed to her 457(b)401a plan account, ~~Cooney may designate an alternate deferred compensation account to receive the annual payment.~~then it shall be deposited into her 457(b) deferred compensation account or distributed as taxable cash at Cooney's discretion.
- 2-3. One time only discretionary bonus of \$34,000, payable upon execution of this Amended and Restated Executive Employment Agreement dated June 20, 2024 into Cooney's 401a plan deferred compensation account. In the event Cooney has already contributed the maximum amount allowed to her 401a plan account, then it shall be deposited into her 457(b) deferred compensation account or distributed as taxable cash at Cooney's discretion.



**Metropolitan
Transit
System**

PUBLIC COMMENT
Consent, 6/20/2024
No. in Queue:1

CALL – IN PUBLIC COMMENT

Truth provided a public comment for consent items. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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

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

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.





**Metropolitan
Transit
System**

PUBLIC COMMENT
Consent, 6/20/2024
No. in Queue:2

CALL – IN PUBLIC COMMENT

The Original DRA provided a public comment for consent items. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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

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

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.





**Metropolitan
Transit
System**

PUBLIC COMMENT
ent Items, 6/20/2024
No. in Queue:3

CALL – IN PUBLIC COMMENT

The Original DRA provided a public comment for consent items. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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

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

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.





**Metropolitan
Transit
System**

Agenda Item No. 20

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Fiscal Year (FY) 2025 Proposed Operating Budget (Gordon Meyer)

RECOMMENDATION:

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

- 1) Receive testimony, review, and comment on the FY 2025 MTS Operating Budget at a public hearing; and
- 2) Enact Resolution No. 24-06 (in substantially the same format as Attachment B) adopting the FY 2025 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.

Budget Impact

Board adoption would establish the FY 2025 operating budget totaling \$448.2 million.

Joint Audit Oversight and Executive Committee Recommendation

At its June 13, 2024 meeting, the Joint Audit Oversight and Executive Committee voted 6 to 0 (Board Members: Whitburn, Elo-Rivera, Montgomery Steppe, Frank, Moreno and Goble in favor, with Board Member Bush absent) to recommend that the Board of Directors approve the staff recommendation.

DISCUSSION:

Fiscal Year 2025 Budget Recap

The following is a recap of the FY 2025 budget process:

- MTS uses a zero-based budgeting process that begins in January each year. In MTS's process, every line-item budget is reviewed and approved each year. Department managers complete budget templates in which they propose amounts for each line item, submitted with the appropriate supporting details for each assumption (in contrast, with a traditional historic budgeting process, managers only justify variances versus prior year budget; the assumption is that the baseline is automatically approved). Meetings are held



with each department to validate their assumptions, review proposals versus existing spending trends, and review any new initiatives. This collaborative process results in the assumptions that are then presented to and reviewed by senior management at MTS, the Budget Development Committee (BDC) and ultimately the MTS Board.

- On February 28, 2024, staff had its first meeting with the BDC. During this meeting, staff reviewed and recommended approval of the FY 2024 midyear operating budget amendment and the FY 2025 Capital Improvement Program (CIP).
- On March 14, 2024, staff held a Finance Workshop at the Board of Directors meeting. During this meeting, staff reviewed and received Board approval of the FY 2024 amended operating budget and the FY 2025 CIP.
- On April 23, 2024, staff held its second meeting with the BDC. During this meeting, staff presented an initial draft of the FY 2025 operating budget. This presentation included a full discussion of expense and revenue assumptions, resulting in a projected structural deficit of \$88.6 million. The initial draft also included significant service increases for bus and trolley operations originally planned for State Senate Bill (SB) 125 funds. During this meeting, future options for addressing the structural were also presented.
- On April 25, 2024, staff held its second Finance Workshop at the Board of Directors meeting. At this meeting, staff presented the initial draft of the FY 2025 operating budget, including a detailed discussion on expense and revenue assumptions, service level assumptions, the projected structural deficit of \$88.6 million, as well as potential options for addressing the structural deficit in the future. In this meeting, staff also amended the FY 2025 CIP to include \$6.7 million in additional funding from earmarks and increased appropriations of federal formula revenue sources.
- Staff originally expected to present a final version of the proposed FY 2025 operating budget to the BDC on May 8, 2024, however, on April 30th, staff was notified that State SB125 funds were being frozen indefinitely as the State continued to balance its budget. This was significant news to MTS as the initial draft of the FY 2025 operating budget included \$19.7 million in SB125 Transit and Intercity Rail Capital (TIRCP) funds. During the BDC on May 8th, staff presented the SB125 funding news to the BDC and recommended postponing service increases funded by SB125 funds until the future of those funds was more certain. Staff also described other budget adjustments made since the initial draft was presented in April. Furthermore, staff presented a baseline 5-year forecast with all SB125 funds included in the projection, a version with all SB125 funds (and related expenses) removed, and a version that represented shifting funds from capital in future fiscal years to extend the timing of the fiscal cliff. Without SB125 funds and without implementing any measures to address the deficit, MTS was projected to have an operating deficit (hit fiscal cliff) in FY 2026. In the other scenario, where MTS shifted significant funding from the capital budget to operations, MTS could balance the budget through FY 2027 and would hit the fiscal cliff in FY 2028. During this meeting, the BDC approved staff recommendation to postpone bus and rail service increases related to SB125 funding.
- On May 16, 2024, staff held its third Finance Workshop with the Board of Directors. During this meeting, staff presented the news about the freezing of SB125 funds at the State, the projected impact to the FY 2025 operating budget, and the five-year forecasts scenarios presented to the BDC on May 8th. During the meeting, the Board approved staff recommendation to postpone bus and rail service increases related to SB125 funding. The

Public Hearing, originally scheduled for May 16th, was moved to June 20th to allow more time to reflect the impact of the SB125 funding uncertainty.

- Since the Finance Workshop on May 16, 2024, staff has refined the estimated impact of removing SB125 revenue and related expenses from the proposed FY 2025 operating budget. Staff finalized all expense and revenue assumptions for the draft FY 2025 operating budget described in the remaining sections below.

Fiscal Year 2025 Operating Budget

The FY 2025 total budgeted revenue is projected at \$448.2 million, and total expenses are projected at \$448.2 million, resulting in a balanced budget for FY 2025. Attachment A is the proposed FY 2025 Operating Budget.

Fiscal Year 2025 Revenues

Section 3.02 of Attachment A summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, FY 2025 combined revenues total \$448.2 million, an increase from the FY 2024 amended budget of \$34.3 million (8.3%).

Operating revenue totals \$112.1 million, an increase from the FY 2024 amended budget of \$6.4 million (6.1%). Passenger revenues are projected to increase by \$4.4 million (5.9%) based on projected ridership of 80.6 million passengers and an average fare of \$0.98. Other operating revenues are projected to increase by \$2.0 million (6.6%), primarily due to increases in interest revenue, rental income from newly acquired properties, and other miscellaneous revenues. Energy credit revenue is projected to decrease by \$1.1 million (-10.8%), primarily due to reducing the projected Renewable Identification Number System (RINS) credit price from \$3.10 in the FY 2024 amended budget to \$2.50, based on historical averages.

Non-operating revenue totals \$336.1 million, an increase from the FY 2024 amended budget of \$27.9 million (9.0%). Non-operating revenue includes both subsidy revenue and other revenue as detailed in Section 3.02 of Attachment A.

Section 3.05 details the subsidy revenues by funding source.

Federal Transit Administration (FTA) funding is structured on a reimbursement basis (after expenses are incurred), and funds both the CIP and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by \$2.7 million (3.8%) from the FY 2024 amended budget to \$73.1 million in total. This is due to increasing the preventive maintenance funds in the operating budget by \$1.9 million and including \$750,000 of federal planning funds from a previously awarded discretionary grant.

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 received \$220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. On March 11, 2021, the President signed the American Rescue Plan (ARP) Act into law, providing \$140 million in additional stimulus funding for MTS. In total, MTS has been awarded \$360.0 million in stimulus funds. MTS has drawn \$290.3 million of available stimulus funds to date and plans to draw the remaining \$69.7 million by midway through FY 2025. The amount of federal stimulus funds included in the operating budget is \$47.0 million for FY 2025, a decrease of \$38.0 million from the FY 2024 amended

budget. The overall amount of federal revenues in the operating budget is projected to decrease by \$35.3 million (-22.7%).

Regional sales tax revenues in the MTS operating budget are expected to increase by \$2.9 million (1.8%) year over year for FY 2025. Transportation Development Act (TDA) revenue in the operating budget is decreasing by \$48,000 (-0.1%) from the FY 2024 amended budget. MTS files an annual TDA claim based on San Diego Association of Governments (SANDAG) projections, and that claim amount is the amount received, regardless of actual sales tax performance. In FY 2025, MTS is claiming an additional \$3.0 million above SANDAG's original projection for MTS to reflect a less conservative growth assumption (2.1% growth with additional \$3.0 million, versus -0.1% growth reflected in SANDAG's projection). The overall amount of TDA projected for FY 2025, available for both capital and operations, is increasing by \$2.8 million (2.1%) over the FY 2024 claim amount based on projected sales tax receipts by SANDAG and the additional \$3.0 million included in the FY 2025 TDA claim.

TransNet revenue is projected to increase by \$3.0 million (4.1%) versus the FY 2024 amended budget. Unlike TDA, TransNet revenues are not based on an annual claim process and are instead disbursed as the revenue is generated. The formula share of TransNet funding is expected to increase by \$388,000 (0.9%) versus last year, based on economic growth assumptions provided by Avenu, a consultant used by SANDAG for forecasting sales tax revenue for the region. MTS also receives TransNet as operating assistance for TransNet funding services, which includes Superloop, I-15 BRT, Mid-City Rapid, South Bay BRT, and Mid-Coast. TransNet operating assistance is projected to be \$33.5 million in FY 2025, an increase of \$2.6 million (8.4%) from the FY 2024 amended budget. This is primarily due to increases in net subsidy for TransNet-funded services based on higher expenses for these services. In total, TransNet revenues are projected to increase by \$3.0 million (4.1%) from the FY 2024 amended budget.

In the FY 2024 fiscal year to date, MTS has received \$27.9 million of the projected \$36.5 million of State Transit Assistance (STA) funding. This funding is primarily programmed in the CIP due to its volatile history, but a portion is also allocated to operations to fund service increases, replace lost Medi-Cal revenue, and address the structural deficit. The amount in the operating budget is typically static at \$11.3 million but was reduced to \$8.4 million in the FY 2024 budget to keep the capital budget whole while reflecting an anticipated \$2.9 million shortfall in overall STA revenue. The share of STA in the operating budget is increasing back to \$11.3 million in FY 2025, an increase of \$2.9 million from the FY 2024 amended budget.

Other state revenue was originally projected to be \$19.7 million in FY 2025, an increase of \$15.2 million from the FY 2024 operating budget. However, the \$19.7 million included SB125 TIRCP funds, which have been removed from the FY 2025 operating budget due to the uncertainty regarding the timing and amount of those funds. SB125, approved by the Governor on July 10, 2023, guides the distribution of \$4 billion in General Fund through the TIRCP on a population-based formula to regional transportation planning agencies, which can use the funds for either capital or operations. MTS was originally expected to receive \$283.7 million in SB125 funds over the next four years, including both capital and operations. The initial draft of the FY 2025 operating budget included \$3.5 million for security enhancements, \$12.0 million for bus and trolley frequency enhancements, \$4.0 million for Iris Rapid operations, and \$200,000 for a planning study for service improvements at the Otay Mesa border crossing. However, the SB125 revenue for these activities was removed in the final version of the FY 2025 proposed operating budget.

Other local funding is projected to be \$4.3 million, a decrease of \$181,000 (-4.0%) from the FY 2024 amended budget. This is primarily due to no longer receiving revenue from North County Transit District (NCTD) for providing the Sorrento Valley Coast Connection (SVCC) service since that service will no longer be operated by MTS beginning in FY 2025.

Consolidated subsidy revenue totals \$304.5 million, a decrease of \$34.2 million (-10.1%) from the FY 2024 amended budget.

Section 3.06 details the other non-operating revenues by funding source. Reserve revenue totals \$31.6 million for FY 2025. The For-Hire Vehicle (FHV) Administration and San Diego & Arizona Eastern (SD&AE) are both self-funded activities. The FHV Administration is expected to utilize \$26,000 in its contingency reserve funds in FY 2025, as expenses are projected to exceed revenues. SD&AE is expected to contribute \$70,000 to its contingency reserve in FY 2025, as revenues are projected to exceed expenses. The creation of an operating budget deficit reserve was approved by the Board in April 2023. MTS contributed \$57.0 million in excess revenues over expenses to the Operating Budget deficit reserve in FY 2023, with an additional \$30.2 million contribution planned in the FY 2024 amended budget. As noted prior, federal stimulus funds are expected to be exhausted midway through FY 2025, at which point funds from the operating deficit reserve will be utilized to balance the structural deficit. The FY 2025 operating budget includes the usage of \$31.7 million in operating deficit reserve funds to balance the proposed budget.

Fiscal Year 2025 Expenses

Section 2.01 contains the total revenues as detailed above and the total proposed expenses for FY 2025. FY 2025 combined expenses totaled \$448.2 million, an increase from the FY 2024 amended budget of \$34.3 million (8.3%). The initial draft of the proposed FY 2025 operating budget included significant increases in service levels across all modes, funded primarily by the new SB125 funding. However, most of these increases were removed in the final proposed draft due to the uncertainty surrounding SB125 funds. Rail operations service levels, with the SB125 service increases removed, are expected to increase by 3.3%. Directly operated bus service levels are expected to increase 0.9%. Contracted fixed route bus service levels are expected to increase by 3.4%. Paratransit service levels, based on demand, are projected to increase by 17.2% in FY 2025 as demand continues to increase toward pre-pandemic levels.

Within operating expenses, personnel expenses are projected to increase from the FY 2024 amended budget by \$18.0 million (10.1%). Wages are expected to increase by \$11.6 million (11.0%), primarily due to having a full year of 86.8 FTEs that were added in the FY 2024 amended budget. Another significant factor is that four out of five union CBAs are currently being negotiated, with significant salary increases assumed in the FY 2025 budget. Lastly, projected wages include most of the \$2.2 million overall impact of the salary study approved by the Board in April, which also set the new salary grades and ranges. The projected expenses also include a 4.0% merit pool for non-bargaining unit employees and a 1.0% Performance Incentive Program for the fiscal year. Fringe expenses are projected to increase by \$6.4 million (8.8%) versus the FY 2024 amended budget. This is primarily due to increasing healthcare expenses, paid absences, and pension expenses. Healthcare expenses are increasing by \$3.3 million (18.0%) due to premium increases, enrollment increases due to added positions, as well as proposed increases to employer contributions in the latest round of labor agreement proposals. Paid absences are increasing \$1.0 million (7.4%), primarily due to headcount changes and current wage increase assumptions. Pension costs are increasing by \$1.9 million (6.1%) overall. Within pension costs, the estimated employer share of the SDTC defined contribution plan is increasing by \$1.1 million (61.0%), based on contribution increases included

in the most recent CBA proposals. Costs related to the SDTC defined benefit plan are projected to increase by \$1.2 million (7.0%), primarily due to an increase in the unaccrued liability payment per the most recent actuary valuation. CalPERS related expenses, for management and Trolley employees, are projected to increase by \$1.4 million (14.6%) based on projected payroll and contribution rates. Partially offsetting these increases in pension costs is a decrease of \$1.8 million in pension obligation bond (POB) costs. FY 2024 was the last year with bond payments, and there will be no further POB payments going forward.

Purchased transportation costs are projected to increase from the FY 2024 amended budget by \$5.1 million (4.9%). This is mainly due to planned increases in the contract rates for the fixed route contract with Transdev and the paratransit and minibus contract with Transdev. Both contracts have fixed and variable rate components which together determine total contract costs. The fixed cost rate is not dependent on service levels and is a fixed monthly fee, whereas the variable rate is dependent on the volume of service operated. Transdev fixed costs decrease by \$28,000 over the FY 2024 amended budget because the FY 2024 budget included one-time payments to Transdev for union negotiations which inflated the FY 2024 contract figures. Without these one-time extra payments, fixed costs are increasing by 3.2% over the base contract fixed costs in FY 2024. The variable rate for Transdev is increasing by 3.0% in FY 2025. Overall Transdev fixed route costs are projected to increase by \$3.6 million (4.5%). The fixed cost rate on the paratransit and minibus contract is increasing by 4.2% for both minibus and paratransit. The minibus per-mile rate is increasing by 4.8%, and the paratransit per-hour rate is increasing by 1.8%. Overall, paratransit and minibus costs are projected to increase by \$1.5 million (6.4%) primarily due to an estimated 18.7% increase in paratransit service demand (billable revenue hours), as well as the aforementioned contract increases.

Excluding purchased transportation, outside service expenses are projected to increase from the FY 2024 amended budget by \$3.9 million (8.0%). Within outside services, security costs are increasing by 5.1%, primarily due to contractual 4.0% wage increases. Repair and maintenance costs are projected to decrease by \$818,000 (-6.3%), primarily due to a reduction in the budget for tie replacement within the Track Maintenance department. Other outside services are increasing by \$4.2 million (19.2%) due to a variety of projects. Of the \$4.2 million increase, \$1.4 million is due to new software initiatives within the IT department, \$744,000 is for painting all Rail facilities at Fashion Valley, \$951,000 is for Pronto system enhancement costs, \$540,000 is for paving repairs at the South Bay Maintenance Facility, and \$750,000 is for conducting multiple planning studies which are grant funded.

Materials and supplies costs are projected to increase by \$1.9 million (10.4%), primarily due to including \$1.1 million for SD8 light rail vehicle (LRV) drive unit overhauls within the LRV maintenance budget, and \$830,000 for upgrading the credit card module on all existing ticket vending machines within the Revenue Maintenance department budget.

Energy costs are projected to increase by \$2.0 million (4.2%). Electricity costs are projected to increase by \$1.7 million (5.9%) due to a projected 4.9% increase in the rate year over year combined with a 1.1% increase in projected consumption of Trolley traction power. CNG costs are projected to decrease by \$171,000 (-1.1%), primarily due to a projected decrease of -20.0% in the commodity rate versus the prior year (\$4.99 per dekatherm in FY 2025 versus \$6.24 in FY 2024). CNG consumption is projected to increase by 3.0% based on projected service levels.

Risk management costs are increasing by \$2.8 million (33.3%). The increase is primarily driven by an increase of \$2.2 million (33.6%) in insurance premiums, with property and excess liability insurance premiums driving the increase. Risk related legal expenses are increasing \$387,000

(65.8%) due to anticipated litigation costs for the year and a return to spending similar to FY 2023 levels.

General and Administrative costs are increasing by \$604,000 (9.7%) over the FY 2024 amended budget. The FY 2025 operating budget includes \$276,000 for automatic passenger counters (APCs) and radio equipment for the bus fleet as well as an increase of \$136,000 on spending for organization laptops and desktop computers to replace aging devices.

Vehicle and Facility Lease costs are projected to increase by \$14,000 (0.8%), primarily due to non-revenue vehicle leasing expenses.

Debt service costs have been reduced to zero in FY 2025 because the pension obligation bonds were fully paid in FY 2024. There are no other outstanding debt service obligations.

In total, expenses are projected to increase by \$34.3 million (8.3%) versus the FY 2024 amended budget.

FY 2025 Other Information

Section 10 of Attachment A gives detail on the five-year forecast, key operating statistics, positional table information and the list of audited reserve balances as of June 30, 2023.

Five-Year Operating Forecast

Section 10.01 provides a look at MTS operations through FY 2029. In this version of the five-year forecast, all SB125 activities (revenue and expenses) are removed from the projections, and no measures to address the structural deficit are assumed in the projected figures (i.e. fare increase, service reductions, shifting funding from capital to operations, etc.). Operating revenues are projected to increase by an average of 3.7% from FY 2026 through FY 2029, primarily due to average assumed passenger revenue growth of 5.5% per year, partially offset by other operating revenue decreasing by an average of 1.5% per year with interest revenue expected to decrease over time. Subsidy revenue is projected to average 2.8% growth from FY 2026 through FY 2029, primarily reflecting projected sales tax growth. Funds from the Operating Deficit Reserve are projected to offset operating deficits through FY 2025 and part way through FY 2026 at which time MTS would have an operating deficit. In total, revenues are projected to increase by an average of 3.1% percent over the next four fiscal years. Expenses are projected to increase by an average of 3.4% during that same period.

With projected expense growth exceeding projected growth in recurring revenues, the current five-year operating forecast shows projected structural deficits in each subsequent fiscal year, beginning with a structural deficit of \$78.6 million in FY 2026 and growing to \$95.3 million in FY 2029. Funds from the Operating Deficit Reserve are expected to be depleted partway through FY 2026, resulting in projected operating deficits of \$23.8 million in FY 2026 and growing to \$95.2 million in FY 2029. SB125 funding has the potential to significantly change the five-year outlook and more information will be provided once the State budget is finalized in June. Furthermore, options such as shifting funding from capital to operations can greatly extend the fiscal cliff's timing. Updates around SB125 funding and discussions on options to address the projected deficits will be a focal point in early FY 2025 with both the BDC and the Board of Directors.

Recommendation

That the MTS Board of Directors:

- 1) Receive testimony, review, and comment on the FY 2025 MTS Operating Budget at a public hearing; and
- 2) Enact Resolution No. 24-06 (in substantially the same format as Attachment B) adopting the FY 2025 operating budget for MTS, SDTC, SDTI, MTS Contract Services, and the Coronado Ferry.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Proposed FY 2025 Operating Budget
B. Resolution No. 24-06



Fiscal Year 2025

Proposed Budget

**Public Hearing and Board
Adoption**

Agenda Item No. 20

June 20, 2024

Metropolitan Transit System



This page intentionally left blank.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TABLE OF CONTENTS
BUDGET FISCAL YEAR 2025**

Table of Contents.....	i
 Section 1, Introduction	
1.02 Service Area.....	1
1.03 Description of Operator Activities.....	3
1.04 Organization Chart.....	11
 Section 2, Functional Budgets	
2.01 Operating Budget Summary.....	13
2.02 Operations Budget.....	14
2.03 Administrative Budget.....	15
2.04 Other Activities Budget.....	16
2.05 Capital Budget - Summary.....	17
 Section 3, Revenues	
3.01 Summary of Significant Revenue Activities.....	19
3.02 Revenue Summary.....	25
3.03 Passenger Revenue.....	26
3.04 Other Operating Revenue.....	27
3.05 Subsidy Operating Revenue.....	28
3.06 Other Non Operating Revenue.....	29
 Section 4, Operations Budgets	
4.01 Operations Budget.....	31
4.02 Bus Operations.....	32
4.03 Rail Operations.....	33
4.04 Contract Bus Operations - Fixed Route.....	34
4.05 Contract Bus Operations - Para Transit.....	35
4.06 Coronado Ferry.....	36
4.07 Administrative Pass Through.....	37
4.08 Administrative Pass Through Detail.....	38
 Section 5, Administrative Budgets	
5.01 Administrative Budget.....	39
5.02 Board of Directors.....	40
5.03 Board of Directors Administration.....	41
5.04 Bus Bench / Bus Shelter.....	42
5.05 Capital Projects.....	43
5.06 Executive.....	44
5.07 Fare System.....	45
5.08 Finance.....	46
5.09 Fringe Benefits.....	47

Section 5, Administrative Budgets (continued)

5.10 General Expenses.....	48
5.11 Human Resources.....	49
5.12 Information Technology.....	50
5.13 Land Management.....	51
5.14 Legal.....	52
5.15 Marketing.....	53
5.16 Planning.....	54
5.17 Purchasing.....	55
5.18 Revenue.....	56
5.19 Risk.....	57
5.20 Security.....	58
5.21 Stores.....	59
5.22 Telephone Information Services.....	60
5.23 Transit Store.....	61

Section 6, Other Activities Budgets

6.01 Other Activities Budget.....	63
6.02 For-Hire Vehicle Administration.....	64
6.03 San Diego & Arizona Eastern Railroad.....	65

Section 7, Debt Service Budget

7.01 Summary of Significant Debt Service Activities.....	67
--	----

Section 8, Capital Budget

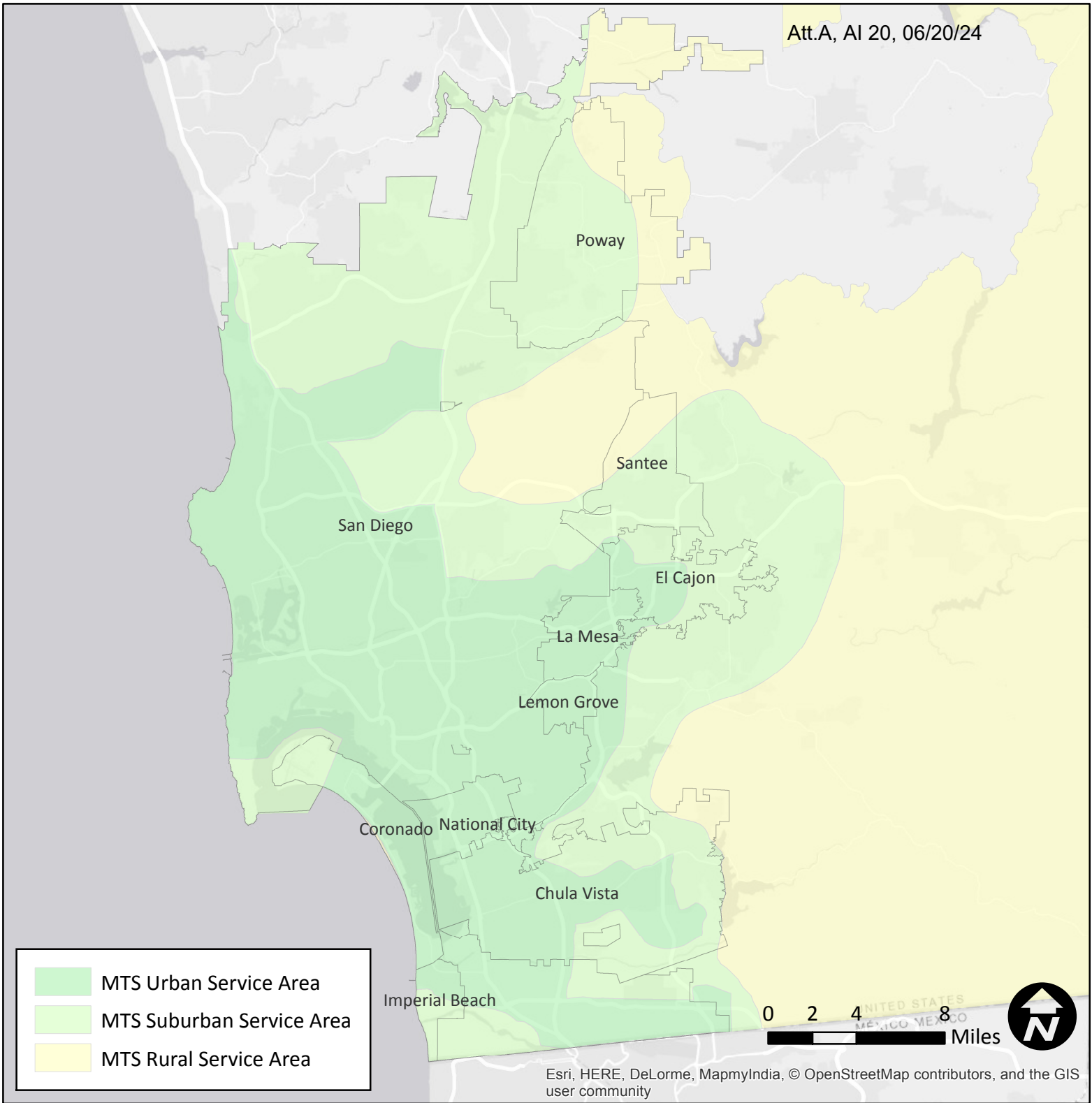
8.01 Summary of Significant Capital Activities.....	69
8.02 Capital Budget Revenue	71
8.03 Capital Budget Projects.....	72
8.04 Cumulative Capital Budget.....	75
8.05 Capital Project Descriptions.....	77
8.06 Five Year Capital Projection.....	81

Section 9, Funding Sources by Activity

9.01 Funding Sources by Activity - Summary Matrix.....	83
9.02 Funding Sources by Activity - Detail Matrix.....	84
9.03 Funding Sources by Activity - Detail Schedules.. ..	87

Section 10, Appendix

10.01 Five Year Financial Projections.....	117
10.02 Statistical Summary.....	118
10.03 Position Information Summary.....	124
10.04 Position Information Detail.....	125
10.05 Salary Grade Ranges.....	134
10.06 Reserve Summary.....	135



San Diego Metropolitan Transit System

Area of Jurisdiction

June 2025



This page intentionally left blank.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
System Summary
Fiscal Year 2025
Section 1.03

The San Diego Metropolitan Transit System was created 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, San Diego and the unincorporated area of the County of San Diego. A number of fixed-route operating entities provide the service and have banded together to form a federation of transit service providers called the Metropolitan Transit System (MTS). The purpose of MTS is to provide coordinated routes, fares and transfers among the different operating entities.

Bus Operations

MTS Bus Operations are a consolidation of services operated by San Diego Transit Corporation (SDTC) and MTS Contracted Services. These entities operate and maintain a fleet of 796 buses in total, of which 74.4% are powered by renewable compressed natural gas, 3.6% are electric, 2.9% are gas-powered, and 19.1% are light/medium duty propane buses. In fiscal year (FY) 2025, MTS bus services will operate over 100 fixed routes, including traditional urban shuttle-type routes, express routes and bus rapid transit routes, plus paratransit services. These bus services will log almost 2.0 million revenue hours while traveling 20.9 million revenue miles across San Diego County. FY25 ridership for all MTS bus services is projected at 36.7 million passengers.

Rail Operations

MTS Rail Operations (SDTI) operate and maintain a fleet of 168 light rail vehicles (LRVs) to provide transit service over four separate operating line segments. The Blue Line operates from the San Ysidro Transit Center through downtown San Diego and terminates at the University Towne Center (UTC) Transit Center. As of September 1, 2024, the Orange Line serves East County communities from the Courthouse Station in downtown San Diego through El Cajon Transit Center. The Green Line also connects passengers from downtown San Diego to El Cajon, but it starts at 12th & Imperial Transit Center and operates through the Bayside corridor (serving the Convention Center, major hotels, and Petco Park), before serving Old Town, Mission Valley, and SDSU on its alignment. At El Cajon, passengers from the Orange/Green Lines transfer to the new Copper Line, which serves the stations between El Cajon and Santee.

Regular trolley service is provided virtually around the clock with a 22-hour service window, and increased service is provided during special events throughout the year. FY25 ridership for the MTS rail system is projected at approximately 43.6 million passengers.

Other Operations

The City of Coronado sponsors a peak-period, fare-free commuter ferry service operating between downtown San Diego, Naval Air Station North Island, and Coronado. The service currently operates on weekdays only in the mornings for six trips departing from Broadway between the hours of 4:50 a.m. and 8:10 a.m. and six trips departing from Coronado Ferry Landing between the hours of 5:10 a.m. and 8:35 a.m. In the afternoons there are five trips departing from Broadway between 2:00 p.m. and 6:00 p.m. and five trips departing from Coronado Ferry Landing between 2:30 p.m. and 6:30 p.m.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 Rail Operations Description of Activities
 Fiscal Year 2025
 Section 1.03

General System Summary

San Diego Trolley, Inc. opened for revenue service on July 26, 1981, with the initial operating line extending from Centre City San Diego, to San Ysidro Station at the Mexican border. The system, now referred to as the MTS Rail Division, has enjoyed a very successful 42-year operating history, maturing through ten service expansions to one of the largest LRT systems in North America at over 65 miles in length.

The LRT operation consists of four separate operating lines. The Blue Line operates from the San Ysidro Transit Center through downtown San Diego and terminates at the University Towne Center (UTC) Transit Center. As of September 1, 2024, the Orange Line serves East County communities from the Courthouse Station in downtown San Diego through El Cajon Transit Center. The Green Line also connects passengers from downtown San Diego to El Cajon, but it starts at 12th & Imperial Transit Center and operates through the Bayside corridor (serving the Convention Center, major hotels, and Petco Park), before serving Old Town, Mission Valley, and SDSU on its alignment. At El Cajon, passengers from the Orange/Green Lines transfer to the new Copper Line, which serves the stations between El Cajon and Santee (Prior to September 1, 2024, the Green Line extended to Santee; the Orange Line to Arnele Avenue, and the Copper Line did not exist).

The entire system provides low-floor service where on-time performance and service efficiencies continue to enhance the ridership experience.

The system operates and maintains a fleet of 168 Siemens light rail vehicles. Of the original 52 Siemens SD100 high-floor light rail vehicles, 13 have been decommissioned and recycled. 12 of 39 SD100 light rail vehicles have been decommissioned and delivered to the Province of Mendoza, Argentina and the remaining 27 will be delivered by December 2025. One Siemens U-2 light rail vehicle has been retained for delivery to the Karl Strauss Brewery (“original Red Trolley Ale”) for use at their newly planned facility in the City of Santee. The 1001 has been fully restored and recommissioned by MTS for heritage purposes. Two PCC cars have been fully restored and provide service as part of the MTS Vintage fleet on the Silver Line (Centre City Loop). The standard train consist is primarily S70-S70-S70 (low-floor), although a minimum of S70-SD100-S70 will continue to operate until fully replaced by the second procurement of 22 Siemens S70 light rail vehicles, with expected deliveries in the first and second quarters of Fiscal Year 2024. Low-floor, low-floor and high-floor combinations dramatically reduce system delays with the deployment of more efficient wheelchair boarding ramps. The general operating environment includes a combination of open stations at-grade with standard railroad crossing protection, downtown mixed street traffic operation, elevated guideways with aerial stations, open-cut sub-grade tracks and one 4,100-ft long tunnel and underground station at SDSU.

The MTS Rail System is projected to carry 43.6 million passengers in FY25. Light rail service is provided to 64 stations and transit centers across seven local jurisdictions, each with separate emergency response (police, fire and paramedic) services. Currently, MTS Rail Operations runs 585 weekday scheduled trips and many more during special events. While average weekday ridership is approximately 120,000, this number increases substantially when event service is provided. Major special events include those at PETCO Park (Padres), ComicCon, Oktoberfest, etc. Regular LRT service is provided virtually around the clock with a 22-hour service window.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Directly Operated Bus Services Description of Activities
Fiscal Year 2025
Section 1.03

General System Summary

Founded in 1886, San Diego Transit Corporation (SDTC) has been providing the citizens of San Diego with safe, efficient, and reliable public transportation for over 130 years. Its fleet of 269 buses is projected to carry 18.0 million passengers in FY25.

SDTC, now referred to as MTS Bus, directly operates 26 routes, 17 Urban/Local routes, 3 Express routes, and 6 Rapid routes. Three of the urban routes operate with a limited-stop component, serving only major stops for a faster trip. Service is offered throughout the City of San Diego and into surrounding communities in an area that stretches from National City in the South Bay as far north as the City of Escondido and from the Pacific Ocean to the College area. These routes meet a variety of customer needs providing transportation to work, school, shopping, medical appointments, and recreational activities.

Effective June 2014, MTS Bus initiated services for the Bus Rapid Transit (BRT) project. The BRT platform is based on a priority operating environment through the use of managed bus lanes and signal priority. MTS Bus operates the branded "Rapid" routes (215, 235, & 237) featuring high frequency, longer service duration, articulated buses and enhanced passenger facilities. Rapid services operate along several corridors, including: the I-15 corridor between Downtown San Diego and Escondido, the El Cajon Blvd corridor between San Diego State University (SDSU) and Downtown San Diego and along Mira Mesa Blvd corridor between I-15 (Miramar College) and University of California San Diego (UCSD). The Super-Loop, a locally branded form of BRT and part of the Rapid family, provides service to the community of University City, serving UCSD, UTC shopping center and La Jolla Colony on Routes 201, 202, and 204. These BRT services provide an entire new network of premium level services for the community.

The entire MTS Bus fleet is fully ramp accessible to persons with mobility impairments. Every bus has two securement areas to accommodate and secure wheelchairs. All buses also have a "kneeling" feature, which lowers the front of the bus for easier access to/from the curb. The entire fleet is comprised of low-floor buses, making entry and exit easier and faster. The fleet is also equipped with an Automatic Voice Annunciation (AVA) system, automating on-board passenger announcements and an onboard video camera system. All MTS buses are equipped with bicycle racks that allow cyclists to combine their modes of travel.

In FY20, MTS implemented a Zero Emission Bus Pilot Program and now has 13, 40-foot Battery Electric Buses (BEB's). The pilot program will allow MTS to evaluate ZEB technology in preparation for the conversion of MTS' fleet to zero-emission buses by 2040. The remainder of the MTS Bus fleet is powered by environmentally friendly compressed natural gas (CNG).

MTS Bus is committed to providing safe transportation with an emphasis on defensive driving. This commitment has resulted in a significant reduction in the preventable accident rate (AFR) over the last five years. APTA recognized MTS Bus with the top safety award among all large transit agencies in the US in 2015 and 2017. MTS Bus maintains an aggressive Preventive Maintenance Program to ensure the safety and reliability of its equipment and ensures fewer customers are inconvenienced due to bus malfunctions. MTS Bus is committed to providing its customers with a quality riding experience, employing programs to monitor driver performance, following through on customer input and provide continuous training to refresh drivers' operating and customer service skills.

MTS Bus staff operates three customer call centers, assisting over 385,000 callers each year. The MTS Information & Trip Planning office provides complete route, schedule, and system information for all the fixed route bus and trolley services. The PRONTO Support Center provides customer

support for the entire San Diego region for PRONTO, including pass sales, troubleshooting, and account information. The Customer Service call center processes all customer feedback, including website submittals, phone calls, and emails, and assigns cases for further investigation by the appropriate divisions.

MTS Bus staff also operates the Transit Store, a downtown retail facility that assists with fare media sales, lost and found retrieval, ID cards for seniors/disabled/youth, as well as passenger education on our system.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 Contract Bus Services' Description of Activities
 Fiscal Year 2025
 Section 1.03

General System Summary

MTS Contracted Bus Services directly contracts with private transportation providers to operate fixed-route, shuttle, minibus, and paratransit services. MTS manages this service through contract administration, operational, maintenance and fiscal performance management, incorporating a variety of operation service contracts. MTS began contracting bus operations in the region in the early 1980s. Various fixed-route and shuttle type services have been added over the past four decades.

Operationally, FY25 ridership for MTS contracted fixed routes is estimated at 18.7 million passengers. In FY25, contract bus services will operate a total of 77 traditional fixed and shuttle-type routes, logging approximately 1.1 million revenue hours while traveling approximately 11.3 million fixed-route revenue miles across San Diego County. Currently, MTS contracted bus operations have two long-term service contracts with Transdev North America, one for fixed route bus services, and another for paratransit and minibus services (formerly operated by First Transit Inc. which was acquired by Transdev in March of 2023).

Transdev North America – Fixed Route Services

Transdev North America, Inc. is headquartered in Lombard, Illinois near Chicago. Transdev North America is the largest private sector operator of multiple modes of transit in North America, providing bus, rail, paratransit, shuttle, sedan and taxi services. They manage over 200 transportation contracts for cities, transit authorities and airports, providing safe and sustainable mobility solutions. Their mission is to improve public transportation, to enhance quality of life and combat global warming. In California, Transdev operates 20+ contracts including San Francisco, Oakland, Los Angeles, San Diego, Napa, Sonoma, and more.

Transdev has developed a suite of specialized business procedures, processes, programs and proprietary technology in each area of transit operations. It is dedicated to providing safe, reliable, efficient and sustainable mobility that passengers, transit authorities and cities can trust.

Transdev is a global leader in passenger transportation and operates in 20 countries on five continents with 83,000 employees and provides more than 3.5 billion passenger trips annually in bus, paratransit, taxi, rail, and ferry services. Transdev is owned by Caisse des Depots, a financial institution that is a long-term investor in projects that serve the public interest, including affordable housing, energy efficiency, renewable energy, public transportation, and infrastructure.

Transdev has been a private transportation provider for MTS since July 1992. In early 2021, Transdev was awarded a renewal of its fixed-route contract by the MTS Board of Directors. Transdev operates MTS's South Bay Division located in Chula Vista, and MTS's East County Division located in El Cajon.

The South Bay, East County, Commuter Express, Rural and BRT bus service contract, effective June 27, 2021, has a value estimated to be \$932 million over the full 10-year contract term (6 base years with two 2-year options available to MTS).

South Bay Division

MTS's South Bay Division operates 45 fixed routes in the south and central areas of San Diego County, including the South Bay Rapid, which was launched in January of 2019. These routes utilize 244 MTS-owned compressed natural gas (CNG) fueled transit buses and 14 MTS-owned battery electric buses (BEB). All of these buses are operated, serviced, fueled and charged at the MTS-owned South Bay Division located at 3650 A Main Street in Chula Vista. In 2024, MTS erected an expansive overhead charging system that supports large scale battery electric bus operations and MTS's zero emissions bus program. Additionally, this division has two (2) pedestal battery electric bus chargers.

From MTS' South Bay Division, Transdev operates the new South Bay Rapid (Route 225) and Iris Rapid (Route 227), all of the 700-series routes and the majority of the 900-series routes provides service to many communities within the City of San Diego, Ocean Beach, Point Loma, Kearny Mesa, Mission Valley, Serra Mesa, Emerald Hills, College Area, Valencia Park, Oak Park, Southcrest, City Heights, Hillcrest, Old Town, Mission Hills, South San Diego, Barrio Logan, Otay Mesa, Mira Mesa and San Ysidro. Transdev operates service in Coronado, Imperial Beach, National City, Chula Vista, Lemon Grove and some additional areas in the County of San Diego. Transdev also operates service between downtown San Diego and the airport.

South Bay Weekend/Holiday Service

On Sundays and holidays, South Bay operates six additional routes in the East County area. These routes utilize the same 244 MTS-owned CNG fueled transit buses as above and are serviced and fueled at the MTS South Bay Division.

East County Division

MTS's East County Division operates 19 fixed routes, 4 rural routes, and 2 express routes in the eastern, northern and rural areas of San Diego County. These routes utilize 68 MTS-owned CNG transit buses, 24 MTS-owned CNG over-the-road type coaches and 3 MTS-owned gasoline minibuses. All of these buses are operated, serviced and fueled at the MTS-owned East County Division located at 544 Vernon Way in El Cajon. The division also has two (2) battery electric bus chargers installed to support the Zero Emission Bus (ZEB) project.

Transdev mainly operates the 800 series fixed routes, but also operates a handful of 900 series fixed routes in the eastern areas of the county. The East County service operates within the cities of El Cajon, Santee, La Mesa, Lemon Grove and unincorporated areas of Lakeside, Alpine, Rancho San Diego, Casa de Oro, Spring Valley, La Mesa and the City of San Diego. Rural service operates in communities from Ramona to Borrego Springs, Jacumba, Pine Valley, Descanso, Viejas, Alpine, Tecate, Rancho San Diego and Campo.

Transdev's East County Division also operates two 200-series rapid express routes. These rapid express routes operate during peak periods only along Interstate 15 (I-15) between the communities of Escondido, Poway, Rancho Bernardo, Rancho Penasquitos/Sabre Springs, Carmel Mountain Ranch, and downtown San Diego. Service is provided on commuter type over-the-road style buses and use dedicated high-occupancy vehicle (HOV) lanes and limited stops to provide quick and easy travel along the corridor.

Transdev – Paratransit and Minibus Services

Prior to March of 2023, paratransit and minibus services were operated by First Transit, Inc. In March of 2023, Transdev completed the acquisition of First Transit, Inc. and it is now operating under the Transdev brand. In addition to providing fixed route bus services for MTS, Transdev now operates ADA paratransit service and minibus fixed route services.

Copley Park Division

ADA Paratransit Service

Transdev operates 121 propane and 14 gasoline powered paratransit buses, to provide ADA paratransit service throughout the entire MTS service area. All of these buses are owned by MTS and operated, serviced and fueled at the MTS-owned/leased Copley Park Division located at 7490/7550 Copley Park Place in Kearny Mesa. In addition, Transdev operates the reservation call center, scheduling, dispatching and maintenance for MTS's ADA paratransit services which provides approximately 492,000 annual trips but decreased to approximately 195,000 in FY22 due to COVID impacts.

Transdev (formerly First Transit Inc.) has been the contracted provider of Paratransit services to MTS since 2000 and was awarded a new contract for six base years and 4 option years in June 2020.

Fixed Route Service

Minibus service operates from the MTS Copley Park Division in Kearny Mesa. MTS will continue to realize significant cost savings over the duration of this contract by taking advantage of economies of scales presented by the opportunity to operate the ADA service contract jointly with the minibus operation at the same location, thus, taking full advantage of the many operating synergies.

Transdev began minibus operations on June 12, 2011, serving Mira Mesa, Linda Vista, Kearny Mesa, Poway, Tierrasanta, El Cajon, Santee, Spring Valley, and Mid-City. First Transit operates 31 propane and 6 MTS-owned gasoline powered minibuses on 15 weekday fixed routes (including one express route) and 16 weekend fixed routes.

In the past, Transdev also operated the Sorrento Valley Coaster Connection (SVCC) shuttle service, which utilizes MTS-owned minibuses. This service will no longer be operated by MTS beginning in FY 2025, as this service will be provided by North County Transit District (NCTD) going forward.

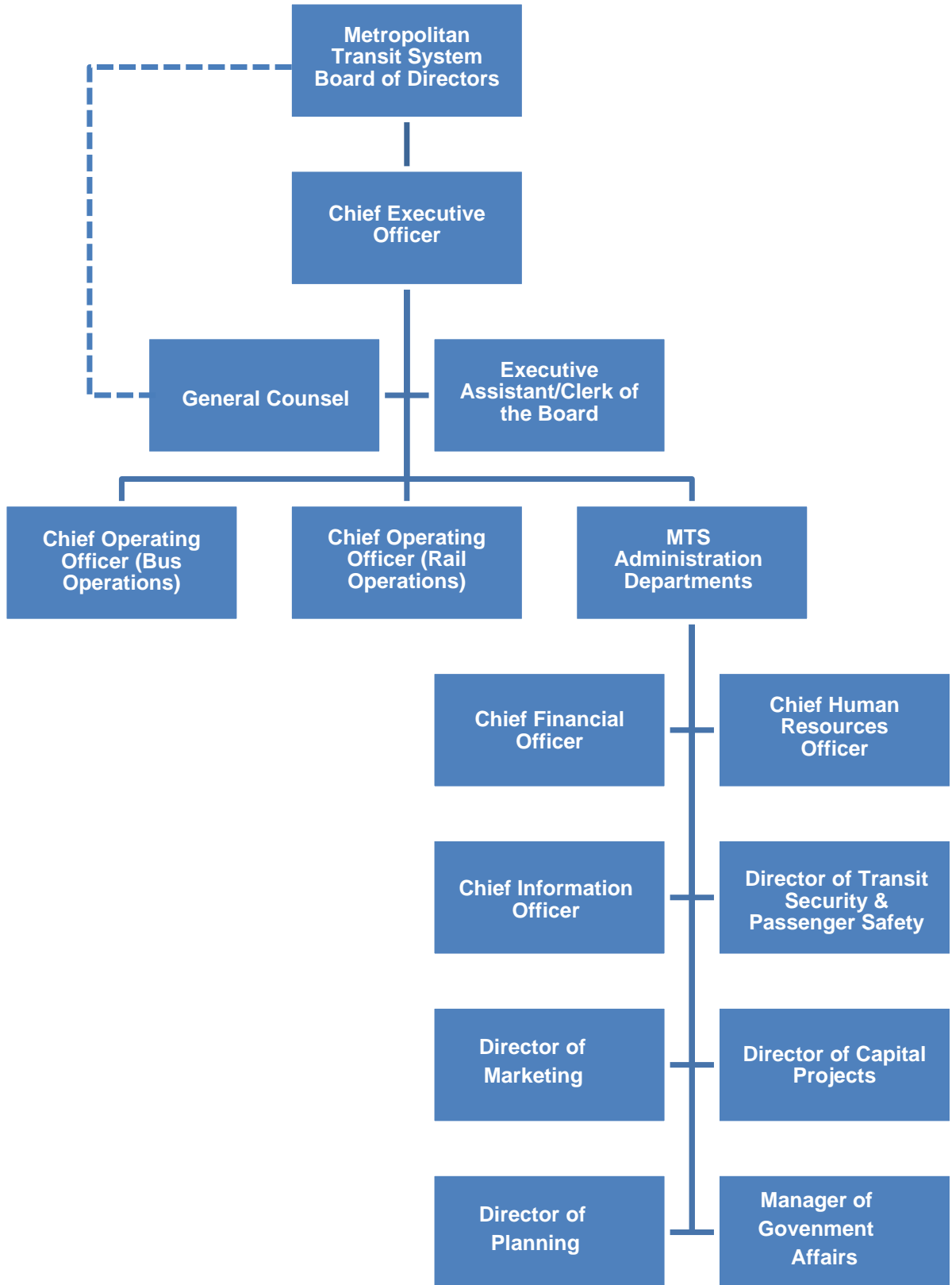
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Coronado Ferry Description of Activities
Fiscal Year 2025
Section 1.03

General System Summary

The City of Coronado sponsors a peak -period, fare-free commuter ferry service operating between downtown San Diego and Coronado. This ferry service transports approximately 79,000 passengers per year. The City of Coronado contracts with Flagship Cruises and Events to provide this peak period, fare-free commuter ferry service. Operating vessels include the Cabrillo, the Silvergate and the Marietta.

The service currently operates on weekdays only in the mornings for six trips departing from Broadway between the hours of 4:50 a.m. and 8:10 a.m. and six trips departing from Coronado Ferry Landing between the hours of 5:10 a.m. and 8:35 a.m. In the afternoons there are five trips departing from Broadway between 2:00 p.m. and 6:00 p.m. and five trips departing from Coronado Ferry Landing between 2:30 p.m. and 6:30 p.m.

San Diego Metropolitan Transit System Executive Level Organization Chart Fiscal Year 2025 Section 1.04



This page intentionally left blank.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 2.01**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	78,925,492	4,367,706	5.9%
OTHER OPERATING REVENUE	23,935,008	31,157,761	33,203,791	2,046,030	6.6%
TOTAL OPERATING REVENUES	91,480,698	105,715,547	112,129,283	6,413,736	6.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	341,143,987	338,638,612	304,453,658	(34,184,954)	-10.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,336,099)	(30,399,173)	31,642,170	62,041,342	-204.1%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,336,099)	(30,399,173)	31,642,170	62,041,342	-204.1%
TOTAL NON OPERATING REVENUE	287,807,888	308,239,439	336,095,827	27,856,388	9.0%
TOTAL COMBINED REVENUES	379,288,586	413,954,986	448,225,111	34,270,124	8.3%
OPERATING EXPENSES					
LABOR EXPENSES	96,393,219	105,264,289	116,854,175	11,589,886	11.0%
FRINGE EXPENSES	68,374,361	72,683,649	79,076,224	6,392,575	8.8%
TOTAL PERSONNEL EXPENSES	164,767,580	177,947,938	195,930,398	17,982,460	10.1%
SECURITY EXPENSES	12,476,293	14,162,707	14,889,236	726,529	5.1%
REPAIR/MAINTENANCE SERVICES	7,960,588	12,893,884	12,075,538	(818,346)	-6.3%
ENGINE AND TRANSMISSION REBUILD	572,610	887,602	721,500	(166,102)	-18.7%
OTHER OUTSIDE SERVICES	17,878,355	21,695,819	25,851,012	4,155,193	19.2%
PURCHASED TRANSPORTATION	83,685,813	103,215,028	108,266,242	5,051,214	4.9%
TOTAL OUTSIDE SERVICES	122,573,659	152,855,040	161,803,529	8,948,489	5.9%
LUBRICANTS	440,435	529,020	524,020	(5,000)	-0.9%
TIRES	1,253,990	1,309,700	1,343,700	34,000	2.6%
OTHER MATERIALS AND SUPPLIES	14,737,624	16,798,512	18,713,402	1,914,890	11.4%
TOTAL MATERIALS AND SUPPLIES	16,432,050	18,637,232	20,581,122	1,943,890	10.4%
GAS/DIESEL/PROPANE	2,558,901	2,790,683	3,270,964	480,281	17.2%
CNG	18,974,494	15,166,101	14,995,219	(170,882)	-1.1%
TRACTION POWER	24,428,328	24,108,733	25,439,902	1,331,169	5.5%
UTILITIES	6,622,067	5,990,696	6,348,917	358,221	6.0%
TOTAL ENERGY	52,583,790	48,056,213	50,055,002	1,998,789	4.2%
RISK MANAGEMENT	7,807,775	8,502,081	11,335,218	2,833,137	33.3%
GENERAL AND ADMINISTRATIVE	5,917,152	6,209,331	6,813,088	603,757	9.7%
DEBT SERVICE	161,436	54,149	-	(54,149)	-100.0%
VEHICLE / FACILITY LEASE	1,645,186	1,693,000	1,706,754	13,754	0.8%
TOTAL OPERATING EXPENSES	371,888,627	413,954,984	448,225,111	34,270,127	8.3%
NET OPERATING SUBSIDY	(280,407,929)	(308,239,437)	(336,095,827)	27,856,391	9.0%
OVERHEAD ALLOCATION	0	(0)	(0)	0	0.0%
ADJUSTED NET OPERATING SUBSIDY	(280,407,929)	(308,239,437)	(336,095,827)	27,856,391	9.0%
TOTAL REVENUES LESS TOTAL EXPENSES	7,399,959	3	0	3	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2025
SECTION 2.02**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	78,925,492	4,367,706	5.9%
OTHER OPERATING REVENUE	964,773	900,500	1,113,064	212,564	23.6%
TOTAL OPERATING REVENUES	68,510,463	75,458,286	80,038,556	4,580,270	6.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	272,853,069	299,889,225	300,340,934	451,709	0.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	31,686,240	31,686,240	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	31,686,240	31,686,240	-
TOTAL NON OPERATING REVENUE	272,853,069	299,889,225	332,027,174	32,137,949	10.7%
TOTAL COMBINED REVENUES	341,363,532	375,347,511	412,065,730	36,718,219	9.8%
OPERATING EXPENSES					
LABOR EXPENSES	78,065,044	83,717,763	91,672,392	7,954,629	9.5%
FRINGE EXPENSES	59,817,546	63,842,613	68,743,125	4,900,512	7.7%
TOTAL PERSONNEL EXPENSES	137,882,590	147,560,376	160,415,517	12,855,141	8.7%
SECURITY EXPENSES	1,038,507	1,182,345	1,251,481	69,136	5.8%
REPAIR/MAINTENANCE SERVICES	7,749,656	12,711,484	11,872,538	(838,946)	-6.6%
ENGINE AND TRANSMISSION REBUILD	572,610	887,602	721,500	(166,102)	-18.7%
OTHER OUTSIDE SERVICES	6,482,663	7,625,479	9,655,685	2,030,206	26.6%
PURCHASED TRANSPORTATION	83,685,813	103,215,028	108,266,242	5,051,214	4.9%
TOTAL OUTSIDE SERVICES	99,529,250	125,621,938	131,767,447	6,145,509	4.9%
LUBRICANTS	440,435	529,020	524,020	(5,000)	-0.9%
TIRES	1,253,990	1,309,700	1,343,700	34,000	2.6%
OTHER MATERIALS AND SUPPLIES	14,599,467	16,462,262	18,653,270	2,191,008	13.3%
TOTAL MATERIALS AND SUPPLIES	16,293,893	18,300,982	20,520,990	2,220,008	12.1%
GAS/DIESEL/PROPANE	2,314,337	2,559,083	2,982,364	423,281	16.5%
CNG	18,974,494	15,166,101	14,995,219	(170,882)	-1.1%
TRACTION POWER	24,428,328	24,108,733	25,439,902	1,331,169	5.5%
UTILITIES	5,665,368	4,953,315	5,310,004	356,689	7.2%
TOTAL ENERGY	51,382,527	46,787,232	48,727,489	1,940,257	4.1%
RISK MANAGEMENT	6,862,100	7,553,606	9,972,326	2,418,720	32.0%
GENERAL AND ADMINISTRATIVE	934,023	1,084,226	1,385,671	301,445	27.8%
DEBT SERVICE	161,436	54,149	-	(54,149)	-100.0%
VEHICLE / FACILITY LEASE	1,402,974	1,367,000	1,373,421	6,421	0.5%
TOTAL OPERATING EXPENSES	314,448,794	348,329,509	374,162,861	25,833,352	7.4%
NET OPERATING SUBSIDY	(245,938,330)	(272,871,223)	(294,124,304)	21,253,082	7.8%
OVERHEAD ALLOCATION	(29,899,737)	(27,018,000)	(37,902,870)	(10,884,870)	40.3%
ADJUSTED NET OPERATING SUBSIDY	(275,838,068)	(299,889,222)	(332,027,174)	32,137,952	10.7%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,984,999)	3	0	3	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2025
SECTION 2.03**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	21,978,425	29,266,261	31,100,727	1,834,466	6.3%
TOTAL OPERATING REVENUES	21,978,425	29,266,261	31,100,727	1,834,466	6.3%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,290,918	38,749,387	4,112,724	(34,636,663)	-89.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
TOTAL NON OPERATING REVENUE	15,251,159	8,567,341	4,112,724	(4,454,617)	-52.0%
TOTAL COMBINED REVENUES	37,229,584	37,833,602	35,213,451	(2,620,151)	-6.9%
OPERATING EXPENSES					
LABOR EXPENSES	18,002,731	21,194,875	24,736,598	3,541,723	16.7%
FRINGE EXPENSES	8,382,820	8,638,223	10,097,669	1,459,446	16.9%
TOTAL PERSONNEL EXPENSES	26,385,551	29,833,098	34,834,267	5,001,169	16.8%
SECURITY EXPENSES	11,437,785	12,980,362	13,637,755	657,393	5.1%
REPAIR/MAINTENANCE SERVICES	208,224	178,400	198,000	19,600	11.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	11,375,508	14,016,140	16,138,027	2,121,887	15.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	23,021,517	27,174,902	29,973,782	2,798,880	10.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	137,953	335,750	59,632	(276,118)	-82.2%
TOTAL MATERIALS AND SUPPLIES	137,953	335,750	59,632	(276,118)	-82.2%
GAS/DIESEL/PROPANE	238,681	224,600	279,600	55,000	24.5%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	956,699	1,037,381	1,038,913	1,532	0.1%
TOTAL ENERGY	1,195,381	1,261,981	1,318,513	56,532	4.5%
RISK MANAGEMENT	874,496	859,000	1,264,292	405,292	47.2%
GENERAL AND ADMINISTRATIVE	4,916,755	5,054,941	5,355,753	300,812	6.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	228,525	320,000	327,333	7,333	2.3%
TOTAL OPERATING EXPENSES	56,760,178	64,839,672	73,133,572	8,293,900	12.8%
NET OPERATING SUBSIDY	(34,781,752)	(35,573,411)	(42,032,845)	6,459,434	18.2%
OVERHEAD ALLOCATION	29,915,551	27,006,070	37,920,122	10,914,052	40.4%
ADJUSTED NET OPERATING SUBSIDY	(4,866,201)	(8,567,341)	(4,112,724)	(4,454,618)	-52.0%
TOTAL REVENUES LESS TOTAL EXPENSES	10,384,957	(0)	-	(0)	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2025
SECTION 2.04**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	991,810	991,000	990,000	(1,000)	-0.1%
TOTAL OPERATING REVENUES	991,810	991,000	990,000	(1,000)	-0.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(296,340)	(217,127)	(44,070)	173,057	-79.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(296,340)	(217,127)	(44,070)	173,057	-79.7%
TOTAL NON OPERATING REVENUE	(296,340)	(217,127)	(44,070)	173,057	-79.7%
TOTAL COMBINED REVENUES	695,470	773,873	945,930	172,057	22.2%
OPERATING EXPENSES					
LABOR EXPENSES	325,444	351,651	445,185	93,534	26.6%
FRINGE EXPENSES	173,995	202,813	235,429	32,616	16.1%
TOTAL PERSONNEL EXPENSES	499,438	554,464	680,614	126,150	22.8%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,709	4,000	5,000	1,000	25.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	20,184	54,200	57,300	3,100	5.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	22,893	58,200	62,300	4,100	7.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	204	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	204	500	500	-	0.0%
GAS/DIESEL/PROPANE	5,882	7,000	9,000	2,000	28.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	5,882	7,000	9,000	2,000	28.6%
RISK MANAGEMENT	71,178	89,475	98,600	9,125	10.2%
GENERAL AND ADMINISTRATIVE	66,374	70,164	71,664	1,500	2.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	13,686	6,000	6,000	-	0.0%
TOTAL OPERATING EXPENSES	679,656	785,803	928,678	142,875	18.2%
NET OPERATING SUBSIDY	312,154	205,197	61,322	143,875	-70.1%
OVERHEAD ALLOCATION	(15,814)	11,930	(17,252)		-244.6%
ADJUSTED NET OPERATING SUBSIDY	296,340	217,127	44,070	173,057	-79.7%
TOTAL REVENUES LESS TOTAL EXPENSES	0	(0)	-	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL IMPROVEMENT PROGRAM
FY 2025 FUNDING SOURCES (\$000s)
SECTION 2.05**

Funding Description	FY23	FY24	FY25
Federal Funding Estimate	\$ 105,845	\$ 107,714	\$ 113,590
Transportation Development Act	56,900	42,935	45,781
California State Transit Assistance (STA)	24,621	34,992	32,972
California Cap and Trade (TIRCP, LCTOP)	5,585	22,599	43,605
California Senate Bill 125 (TIRCP, ZETCP)	-	-	43,265
TransNet	-	-	15,000
Other Funding	28,830	32,653	25,423
Total Available Funding	\$ 221,781	\$ 240,893	\$ 319,636
Preventive Maintenance	\$ (59,000)	\$ (60,000)	\$ (63,000)
SANDAG Planning Study	(273)	(279)	(291)
Operation Usage	(4,593)	(6,008)	(6,269)
Total Preventative Maintenance/SANDAG Planning	\$ (63,866)	\$ (66,287)	\$ (69,560)
Available Funding for Capital Program	\$ 157,915	\$ 174,606	\$ 250,076

Capital Project Categories	FY23	FY24	FY25
Bus Revenue Vehicles	\$ 70,828	\$ 60,917	\$ 60,577
Rail Revenue Vehicles	30,500	22,000	21,000
Facility & Construction Projects	18,691	10,913	21,938
Rail Infrastructure	15,565	19,080	69,472
Other Equipment & Installations	6,572	5,580	22,252
Other Initiatives	15,759	56,116	54,839
Grand Total	\$ 157,915	\$ 174,606	\$ 250,076

This page intentionally left blank.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 Summary of Significant Revenue Activities
 Proposed Budget Fiscal Year 2025
 Section 3.01

Fare Revenue

Fare revenue is detailed in Section 3.03.

Passenger fares make up approximately 17.6 percent of the system's \$448.2 million operating budget. Passenger fare revenue is projected at \$78.9 million for FY25, an increase of \$4.4 million (5.9 percent) compared to amended FY24 levels. Total passenger levels for all operators are projected to total 80.6 million, an increase of 4.2 million (5.4 percent) from amended FY24 levels. Passenger revenue and passenger level forecasts assume steady growth, similar to the growth pattern realized in the first three quarters of FY25, and also reflect planned service levels for FY25. Average fare is assumed at \$0.98 per passenger, the same level as included in the FY24 amended budget.

Other Operating Revenues

Other revenue is detailed in Section 3.04.

MTS receives a variety of operating revenues that are not received directly from passenger fares. The sources of these revenues are advertising, interest income, rental income, land management income, energy credits, income related to the For-Hire Vehicle (FHV) Administration, income from the San Diego and Arizona Eastern (SD&AE) Railway Company and other miscellaneous income.

Total other revenue is budgeted to increase by \$2.0 million (6.6 percent) compared to amended FY24 levels. This is primarily due to increases in interest revenue, rental income from newly acquired properties, and other miscellaneous revenues. Energy credit revenue is projected to decrease by \$1.1 million (10.8 percent), primarily due to reducing the projected Renewable Identification Number System (RINS) credit price from \$3.10 in the FY24 amended budget to \$2.50, based on historical averages.

Non-operating Revenues

MTS receives a variety of non-operating revenues that primarily consist of federal, state and local subsidy funds. These revenues fund both the operating and capital improvement program (CIP) budget. Additionally, there are reserve revenues, which reflect projected changes to the reserve balances of the For-Hire Vehicle (FHV) Administration and San Diego & Arizona Eastern (SD&AE), both self-funded entities.

Subsidy Revenue

Subsidy revenue included in the operating budget is detailed in Section 3.05. MTS is budgeting \$304.5 million (a decrease of \$34.2 million or 10.1 percent) in subsidy revenue for FY25.

Subsidy revenue included in the CIP budget is detailed in Section 8.02. MTS is budgeting \$250.1 million in subsidy revenue in the FY25 CIP.

Federal Transit Administration (FTA) Recurring Revenues

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law, reauthorizing surface transportation programs through Federal FY (FFY) 2026. The legislation establishes the legal authority to commence and continue Federal Transit Administration (FTA) programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53. FTA funding is structured on a reimbursement basis (after expenses are incurred), and funds both the CIP and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by \$2.1 million from the FY24 amended budget to \$72.4 million in total.

The reauthorization provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventive maintenance
- 5337 State of Good Repair Funding for capital improvements and preventive maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements
- 5311 Formula Grants for Rural Areas Funding for rural service operations
- 5311(f) Inter-City Bus Program Funding for rural service operations connecting to inter-city network

Section 5307 / 5337 / 5339 Capital and Preventive Maintenance

As the region's Metropolitan Planning Organization (MPO), SANDAG apportions the 5307, 5337, and 5339 formula funds between MTS and the North County Transit District (NCTD) based on service area populations. Prior to the apportionments, SANDAG deducts funds from Section 5307 for funding the region's vanpool program. MTS receives approximately 70 percent while NCTD receives approximately 30 percent of these federal formula funds. The funding levels for each section are estimates.

The FY25 MTS operating and CIP budgets will serve as the basis for the federal formula grant applications. The FTA requires submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339.

Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs and may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA 21) expanded the definition of capital to include preventative maintenance, thereby, in effect, mitigating the relative lack of federal assistance for operations. In addition to the expanded definition of capital, the Section 5307 Urbanized Area Formula Program also allows for a 10 percent maximum of the allocation to support operations of ADA complementary paratransit service. For federal fiscal year 2024, the estimated allocation for the MTS Section 5307 program is \$62.7 million.

Section 5337 State of Good Repair is also a formula-based program dedicated to repairing and upgrading the nation's rail transit systems, along with high-intensity motor bus systems, that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Section 5337 includes funding previously provided through Section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation or capital projects that are required to maintain public transportation systems in a state of good repair. For federal fiscal year 2024, the Section 5337 funds MTS allocation estimate is \$46.7 million.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For federal fiscal year 2024, the Section 5339 funds MTS allocation estimate is \$4.2 million.

In FY25, MTS will use both Section 5307 and 5337 funds for preventive maintenance totaling \$65.0 million. The FTA also allows the utilization of up to 10 percent of Section 5307 funding for ADA operations, resulting in an allocation of \$6.3 million in FY25. The remaining federal formula funding will fund the FY25 CIP.

FTA Stimulus Funding

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 have allowed MTS to supplement lost revenues and increased expenses related to the pandemic.

On March 11, 2021, the President signed American Rescue Plan Act of 2021 (ARP) Act, which provided \$30.5 billion to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. MTS was apportioned \$140 million in ARP Act funding, which will also allow MTS to supplement lost revenues and increased expenses related to the pandemic.

The Board has directed staff to draw these funds as fast as possible and to keep excess funds in the operating deficit reserve until needed to address the structural deficit in current and future fiscal years. The proposed FY25 operating budget includes the final \$47.0 million of available stimulus funds. In FY25, all available stimulus funds will have been drawn, and MTS will utilize funds in the operating deficit reserve to balance the operating budget until depleted.

Other Federal Revenue

Section 5311 formula funding is allocated to the state of California Department of Transportation, who then awards it to sub-recipients for rural capital improvements and to supplement operating costs. Funding for FY25 is projected to be \$1,111,000.

MTS was awarded \$750,000 in FTA Route Planning Restoration Program funds provided through a competitive grant award. The award is included in the FY25 operating budget and is providing funding for two planning studies in the Baltimore Junction and Euclid service areas.

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act 2024 was approved by Congress and then signed by the President on March 9, 2024. This bill included \$3.0 million of community project funding that is earmarked for MTS projects. These funds are included in the FY25 CIP.

Transportation Development Act (TDA) Revenue

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.

MTS files an annual TDA claim based on SANDAG projections, and that claim amount is the amount received, regardless of actual sales tax performance. If sales tax receipts outperform SANDAG's apportionment, then excess revenues are allocated to a TDA reserve at the County. If sales tax

receipts underperform SANDAG's apportionment, then reserve funds are used to ensure the full claim amount is received.

The overall amount of TDA projected for FY25, available for both capital and operations, is increasing by \$2.8 million (2.1 percent) over the FY24 claim amount. SANDAG's apportionment for FY25 included a decrease of \$208,000 versus the FY24 claim amount; however, MTS is utilizing \$3 million in available TDA reserves to provide additional funding in FY25. TDA revenue in the FY25 operating budget is projected to decrease by \$48,000 (-0.1 percent) over the FY24 amended budget. This is due to additional TDA funds being allocated to the CIP to provide required matching funds for federal grant awards.

State Transit Assistance (STA) Revenue

STA funding comes from the Public Transportation Act (PTA), which derives its revenue from the state sales tax on diesel fuel. This funding was augmented by the Road Repair and Accountability Act of 2017, or Senate Bill 1 (SB1), which was signed by the Governor on April 28, 2017. For FY25, the estimated STA funding is \$39.0 million, of which \$27.7 million is planned in the CIP with the remaining \$11.3 million included in the operating budget.

MTS also receives a separate STA allocation for State of Good Repair (SGR) program funding from SB1, which is funded from a portion of a new transportation improvement fee on vehicle registration. Receipts for FY24 will provide \$5.3 million to MTS's FY25 CIP.

Other State Revenue

The 2014-15 State of California Budget provides \$832 million to the Greenhouse Gas Reduction Fund (GHGRF) from Cap-and-Trade auction proceeds to support existing and pilot programs that will reduce GHG emissions and benefit disadvantaged communities. Transit operators are eligible recipients for several of the programs which will be funded from the GHGRF, most of which are competitive programs.

Senate Bill (SB) 125 amended the Budget Act of 2023 to appropriate \$4 billion of General Funds to the Transit and Intercity Rail Capital Program (TIRCP) over the next two fiscal years. SB125 also establishes a \$1.1 billion Zero-Emission Transit Capital Program (ZETCP) over the next four fiscal years. MTS was estimated to receive approximately \$284 million over the next four fiscal years per the original SB125 legislation. The May revision of the State budget indicates that MTS will still receive a similar amount, however the timing of the funds is still highly uncertain as the state continues to finalize the FY25 State budget. In the FY25 CIP, \$43.3 million is budgeted, comprised of \$26.0 million of TIRCP and \$17.3 million of ZETCP. The initial draft of the FY 2025 operating budget included TIRCP funding of \$3.5 million for security enhancements, \$12.0 million for bus and trolley frequency enhancements, \$4.0 million for Iris Rapid operations, and \$200,000 for a planning study for service improvements at the Otay Mesa border crossing. However, all TIRCP funds were removed from the final proposed FY25 operating budget due to the uncertainty regarding the timing and amount of funds SB125 funds. The plan for spending SB125 funds will be revisited with the Budget Development Committee and Board of Directors after the State publishes its final budget in June 2024.

The Low Carbon Transit Operations Program (LCTOP) is an annual funding program that is distributed by the same formula as STA funding. The FY25 CIP includes \$8.1 million in LCTOP funds for zero emission bus purchases.

Over the last few years, MTS has received multiple competitive grant awards from the Transit and Intercity Rail Capital Program (TIRCP). The FY25 CIP includes \$35.5 million for zero emission charging

infrastructure, 12th/Imperial transit center improvements, variable message system modernization, and infrastructure enhancements on the orange line.

TransNet Revenue

In November of 2004, area voters approved a 40-year extension of the one-half cent sales tax original ordinance that was set to expire in 2008 (TransNet II). This approval had two impacts; first, it assured and slightly improved the original TransNet funding beyond 2008; second, the Bus Rapid Transit (BRT), Superloop, and Midcoast Programs will receive most of its funding from TransNet II.

For FY25, TransNet operating support funding is \$41.2 million and ADA funding is \$1.2 million. This totals \$42.4 million for FY25, which is an increase of \$388,000 (0.9 percent increase) from the FY24 amended budget. This increase is due to the projected increases in regional sales tax revenues.

MTS also receives TransNet as operating assistance for TransNet funded services, which includes Superloop, I-15 BRT, Mid-City Rapid, South Bay BRT, and Mid-Coast. TransNet operating assistance is projected to be \$33.5 million in FY25, an increase of \$2.6 million from the FY24 amended budget. This is primarily due to increased reimbursement for TransNet-funded services based on higher expenses for these services. In total, TransNet revenues are projected to increase by \$3.0 million (4.1 percent) from the FY24 amended budget.

The FY25 capital budget includes a one-time funding transfer of \$15.0 million in Transnet funding for the SD100 Light Rail Vehicle Replacement project.

Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. For FY25, these funds total \$120,000.

SANDAG provides funding, through FasTrak tolls, to operate services along the Interstate 15 corridor. The budgeted FasTrak funding supporting this operation totals \$3.5 million, the same amount as included in the FY24 amended budget.

In April 2009, MTS and North County Transit District (NCTD) reached an agreement regarding the sharing of the net operating subsidy for the Sorrento Valley Coaster Connection (SVCC). Beginning in FY25, MTS will no longer operate the SVCC and the service will instead be operated by NCTD. Therefore, MTS will no longer receive reimbursement from NCTD in FY25 and forward.

In December 2018, MTS and the University of California, San Diego (UCSD) executed a contract in which the UCSD-operated City Shuttle service would be replaced by expanded frequency and span on MTS routes 201 and 202 between the La Jolla Colony area and the Gilman Transit Center on the UCSD campus. UCSD has agreed to reimburse MTS \$5.74 per student per quarter. The FY25 budget for UCSD shuttle revenue is \$690,000.

Other Non-Operating Revenue

Other non-operating revenue is detailed in Section 3.06. Non-operating revenue utilized in the FY25 operating budget is expected to increase by \$62.0 million versus the prior year, particularly due utilizing funds from the Operating Deficit Reserve to balance the proposed budget.

Reserve Revenues

The FY25 operating budget projects a balanced budget, after utilizing \$31.7 million in funds from the Operating Deficit Reserve. FY25 is the first year where funds will be utilized from the Operating Deficit Reserve to balance the budget, whereas in FY24, MTS contributed \$30.2 million in excess revenues over expenses to the reserve.

The FY25 operating budget does not include any usage of or contribution to the MTS Contingency Reserve.

FHVA and SD&AE are self-funded entities who must balance their operating expenses with operating revenues or their contingency reserve revenue. FHVA is projected to utilize \$26,000 from its contingency reserves as total FY25 projected expenses exceed projected revenues. SD&AE is projected to add \$70,000 to its contingency reserves as total FY25 projected revenues exceed projected expenses.

A full schedule of all contingency reserves is detailed in Section 10.06.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.02**

	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>\$ CHANGE AMENDED/ ORIGINAL</u>	<u>% CHANGE AMENDED/ ORIGINAL</u>
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	78,925,492	4,367,706	5.9%
OTHER INCOME	23,935,008	31,157,761	33,203,791	2,046,030	6.6%
TOTAL OPERATING REVENUE	91,480,698	105,715,547	112,129,283	6,413,736	6.1%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	67,062,133	70,466,497	73,122,820	2,656,324	3.8%
FEDERAL REVENUE - CARES/ARP	90,300,000	85,000,000	47,000,000	(38,000,000)	-44.7%
TRANSPORTATION DEVELOPMENT ACT (TDA)	97,868,252	92,858,098	92,809,842	(48,256)	-0.1%
STATE TRANSIT ASSISTANCE (STA)	11,300,000	8,400,000	11,300,000	2,900,000	34.5%
STATE REVENUE - OTHER	46,125	4,500,000	0	(4,500,000)	-100.0%
TRANSNET	67,938,341	72,923,021	75,911,313	2,988,292	4.1%
OTHER LOCAL SUBSIDIES	6,629,135	4,490,994	4,309,683	(181,311)	-4.0%
TOTAL SUBSIDY REVENUE	341,143,986	338,638,609	304,453,658	(34,184,951)	-10.1%
OTHER REVENUE					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	(53,336,099)	(30,399,173)	31,642,170	62,041,342	-204.1%
TOTAL OTHER REVENUE	(53,336,099)	(30,399,173)	31,642,170	62,041,342	-204.1%
TOTAL NON OPERATING REVENUE	287,807,887	308,239,437	336,095,827	27,856,391	9.0%
GRAND TOTAL REVENUES	<u>379,288,585</u>	<u>413,954,984</u>	<u>448,225,111</u>	<u>34,270,127</u>	<u>8.3%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PASSENGER REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.03**

	<u>ACTUAL</u> <u>FY23</u>	<u>AMENDED</u> <u>BUDGET</u> <u>FY24</u>	<u>PROPOSED</u> <u>BUDGET</u> <u>FY25</u>	<u>\$ CHANGE</u> <u>BUDGET/</u> <u>AMENDED</u>	<u>% CHANGE</u> <u>BUDGET/</u> <u>AMENDED</u>
PASSENGER REVENUE					
BUS OPERATIONS	19,666,167	20,688,183	21,238,954	550,772	2.7%
RAIL OPERATIONS - BASE	26,728,848	30,023,928	32,652,847	2,628,919	8.8%
MCS - FIXED ROUTE	20,023,028	22,275,937	23,398,149	1,122,212	5.0%
MCS - PARATRANSIT	1,127,646	1,569,739	1,635,542	65,803	4.2%
CHULA VISTA TRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
TOTAL PASSENGER REVENUE	<u>67,545,690</u>	<u>74,557,786</u>	<u>78,925,492</u>	<u>4,367,706</u>	<u>5.9%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.04**

	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OTHER INCOME					
BUS OPERATIONS	54,650	152,500	50,000	(102,500)	-67.2%
RAIL OPERATIONS - BASE	910,123	748,000	1,063,064	315,064	42.1%
MCS - FIXED ROUTE	0	0	0	0	-
MCS - PARATRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
ADMINISTRATIVE	21,978,425	29,266,261	31,100,727	1,834,466	6.3%
TAXICAB	794,764	758,000	757,000	(1,000)	-0.1%
SD&AE	197,046	233,000	233,000	0	0.0%
TOTAL OTHER INCOME	<u>23,935,008</u>	<u>31,157,761</u>	<u>33,203,791</u>	<u>2,046,030</u>	<u>6.6%</u>
TOTAL OTHER OPERATING INCOME	<u>23,935,008</u>	<u>31,157,761</u>	<u>33,203,791</u>	<u>2,046,030</u>	<u>6.6%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SUBSIDY REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.05**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
FEDERAL					
FEDERAL OTHER	175,623	151,500	750,000	598,500	395.0%
FTA 5307/5309 - PREVENTITIVE MAINTENANCE	60,000,000	63,070,369	65,000,000	1,929,631	3.1%
FTA 5309 - PREVENTITIVE MAINTENANCE ADA	6,008,059	6,133,628	6,261,820	128,193	2.1%
FTA 5309 - PREVENTITIVE MAINTENANCE FUEL	0	0	0	0	-
FTA 5311 / 5311(f) - RURAL	878,451	1,111,000	1,111,000	0	0.0%
TOTAL FEDERAL FUNDS	67,062,133	70,466,497	73,122,820	2,656,324	3.8%
FEDERAL					
FTA CARES/ARP STIMULUS FUNDS	90,300,000	85,000,000	47,000,000	(38,000,000)	-44.7%
TOTAL FEDERAL FUNDS	90,300,000	85,000,000	47,000,000	(38,000,000)	-44.7%
TRANSPORTATION DEVELOPMENT ACT (TDA)					
TDA - ARTICLE 4.0 MTS AREA	90,885,332	84,646,197	85,070,988	424,791	0.5%
TDA - ARTICLE 4.0 MTS AREA - DEBT SERVICE	0	0	0	0	-
TDA - MATCH	0	0	0	0	-
TDA - ARTICLE 4.5 (ADA)	5,919,029	6,790,544	6,780,428	(10,116)	-0.1%
TDA - ARTICLE 8.0	1,063,891	1,421,357	958,426	(462,931)	-32.6%
TOTAL TDA FUNDS	97,868,252	92,858,098	92,809,842	(48,256)	-0.1%
STATE TRANSIT ASSISTANCE (STA)					
STA - FORMULA	11,300,000	8,400,000	11,300,000	2,900,000	34.5%
TOTAL STA FUNDS	11,300,000	8,400,000	11,300,000	2,900,000	34.5%
STATE REVENUE - OTHER					
CALTRANS	0	4,500,000	0	(4,500,000)	-100.0%
MEDICAL	46,125	0	0	0	-
TOTAL STATE FUNDS	46,125	4,500,000	0	(4,500,000)	(1)
TRANSNET					
TRANSNET - 40% OPERATING SUPPORT	40,232,572	40,823,190	41,180,157	356,967	0.9%
TRANSNET - ACCESS ADA	1,213,088	1,203,412	1,234,517	31,105	2.6%
TRANSNET - SUPERLOOP	2,083,356	2,658,010	3,207,105	549,096	20.7%
TRANSNET - BRT	24,409,325	28,238,410	30,289,534	2,051,124	7.3%
TOTAL TRANSNET FUNDS	67,938,341	72,923,021	75,911,313	2,988,292	4.1%
OTHER LOCAL					
CITY OF SAN DIEGO	191,311	191,311	120,000	(71,311)	-37.3%
SANDAG - INLAND BREEZE	5,500,000	3,500,000	3,500,000	0	0.0%
SANDAG - 4S RANCH	0	0	0	0	-
SANDAG - MURPHY CANYON	0	0	0	0	-
APCD	0	0	0	0	-
OTHER	937,824	799,683	689,683	(110,000)	-13.8%
CNG REBATES	0	0	0	0	-
OTHER LOCAL FUNDS	6,629,135	4,490,994	4,309,683	(181,311)	-4.0%
TOTAL SUBSIDY REVENUE	341,143,986	338,638,609	304,453,658	(34,184,951)	-10.1%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER NON OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.06**

	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
RESERVES REVENUE					
MTS CONTINGENCY RESERVE	-	-	-	-	-
OPERATING DEFICIT RESERVE	(53,039,759)	(30,182,046)	31,686,240		
TAXICAB RESERVES	(207,326)	(137,478)	26,294	163,772	-119.1%
CARRYOVERS	-	-	-	-	-
RISK INSURANCE RESERVE	-	-	-	-	-
SD&AE RESERVE	(89,013)	(79,649)	(70,364)	9,285	-11.7%
TOTAL RESERVES REVENUE	(53,336,099)	(30,399,173)	31,642,170	62,041,342	-204.1%
TOTAL OTHER NON OPERATING REVENUE	<u>(53,336,099)</u>	<u>(30,399,173)</u>	<u>31,642,170</u>	<u>62,041,342</u>	<u>-204.1%</u>

This page intentionally left blank.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2025
SECTION 4.01**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	78,925,492	4,367,706	5.9%
OTHER OPERATING REVENUE	964,773	900,500	1,113,064	212,564	23.6%
TOTAL OPERATING REVENUES	68,510,463	75,458,286	80,038,556	4,580,270	6.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	272,853,069	299,889,225	300,340,934	451,709	0.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	31,686,240	31,686,240	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	31,686,240	31,686,240	-
TOTAL NON OPERATING REVENUE	272,853,069	299,889,225	332,027,174	32,137,949	10.7%
TOTAL COMBINED REVENUES	341,363,532	375,347,511	412,065,730	36,718,219	9.8%
OPERATING EXPENSES					
LABOR EXPENSES	78,065,044	83,717,763	91,672,392	7,954,629	9.5%
FRINGE EXPENSES	59,817,546	63,842,613	68,743,125	4,900,512	7.7%
TOTAL PERSONNEL EXPENSES	137,882,590	147,560,376	160,415,517	12,855,141	8.7%
SECURITY EXPENSES	1,038,507	1,182,345	1,251,481	69,136	5.8%
REPAIR/MAINTENANCE SERVICES	7,749,656	12,711,484	11,872,538	(838,946)	-6.6%
ENGINE AND TRANSMISSION REBUILD	572,610	887,602	721,500	(166,102)	-18.7%
OTHER OUTSIDE SERVICES	6,482,663	7,625,479	9,655,685	2,030,206	26.6%
PURCHASED TRANSPORTATION	83,685,813	103,215,028	108,266,242	5,051,214	4.9%
TOTAL OUTSIDE SERVICES	99,529,250	125,621,938	131,767,447	6,145,509	4.9%
LUBRICANTS	440,435	529,020	524,020	(5,000)	-0.9%
TIRES	1,253,990	1,309,700	1,343,700	34,000	2.6%
OTHER MATERIALS AND SUPPLIES	14,599,467	16,462,262	18,653,270	2,191,008	13.3%
TOTAL MATERIALS AND SUPPLIES	16,293,893	18,300,982	20,520,990	2,220,008	12.1%
GAS/DIESEL/PROPANE	2,314,337	2,559,083	2,982,364	423,281	16.5%
CNG	18,974,494	15,166,101	14,995,219	(170,882)	-1.1%
TRACTION POWER	24,428,328	24,108,733	25,439,902	1,331,169	5.5%
UTILITIES	5,665,368	4,953,315	5,310,004	356,689	7.2%
TOTAL ENERGY	51,382,527	46,787,232	48,727,489	1,940,257	4.1%
RISK MANAGEMENT	6,862,100	7,553,606	9,972,326	2,418,720	32.0%
GENERAL AND ADMINISTRATIVE	934,023	1,084,226	1,385,671	301,445	27.8%
DEBT SERVICE	161,436	54,149	-	(54,149)	-100.0%
VEHICLE / FACILITY LEASE	1,402,974	1,367,000	1,373,421	6,421	0.5%
TOTAL OPERATING EXPENSES	314,448,794	348,329,509	374,162,861	25,833,352	7.4%
NET OPERATING SUBSIDY	(245,938,330)	(272,871,223)	(294,124,304)	21,253,082	7.8%
OVERHEAD ALLOCATION	(29,899,737)	(27,018,000)	(37,902,870)	(10,884,870)	40.3%
ADJUSTED NET OPERATING SUBSIDY	(275,838,068)	(299,889,222)	(332,027,174)	32,137,952	10.7%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,984,999)	3	0	3	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.02**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	19,666,167	20,688,183	21,238,954	550,772	2.7%
OTHER OPERATING REVENUE	54,650	152,500	50,000	(102,500)	-67.2%
TOTAL OPERATING REVENUES	19,720,817	20,840,683	21,288,954	448,272	2.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	92,171,697	95,649,424	93,539,349	(2,110,075)	-2.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	14,686,240	14,686,240	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	14,686,240	14,686,240	-
TOTAL NON OPERATING REVENUE	92,171,697	95,649,424	108,225,589	12,576,165	13.1%
TOTAL COMBINED REVENUES	111,892,514	116,490,107	129,514,543	13,024,437	11.2%
OPERATING EXPENSES					
LABOR EXPENSES	43,435,936	46,635,420	50,594,435	3,959,015	8.5%
FRINGE EXPENSES	42,345,933	45,315,190	48,453,243	3,138,053	6.9%
TOTAL PERSONNEL EXPENSES	85,781,870	91,950,610	99,047,679	7,097,069	7.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	874,846	876,078	1,060,294	184,216	21.0%
ENGINE AND TRANSMISSION REBUILD	41,023	224,400	229,500	5,100	2.3%
OTHER OUTSIDE SERVICES	1,205,013	1,527,784	1,344,445	(183,339)	-12.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	2,120,882	2,628,262	2,634,239	5,977	0.2%
LUBRICANTS	149,006	145,000	145,000	-	0.0%
TIRES	1,243,452	1,283,700	1,321,700	38,000	3.0%
OTHER MATERIALS AND SUPPLIES	5,211,937	6,001,668	6,218,694	217,026	3.6%
TOTAL MATERIALS AND SUPPLIES	6,604,395	7,430,368	7,685,394	255,026	3.4%
GAS/DIESEL/PROPANE	248,010	295,000	445,581	150,581	51.0%
CNG	10,002,035	7,601,246	7,449,189	(152,057)	-2.0%
TRACTION POWER	102,499	110,000	120,624	10,624	9.7%
UTILITIES	899,905	852,350	862,350	10,000	1.2%
TOTAL ENERGY	11,252,448	8,858,596	8,877,744	19,148	0.2%
RISK MANAGEMENT	2,828,561	3,117,321	4,186,718	1,069,397	34.3%
GENERAL AND ADMINISTRATIVE	425,691	520,179	826,551	306,372	58.9%
DEBT SERVICE	161,436	54,149	-	(54,149)	-100.0%
VEHICLE / FACILITY LEASE	441,992	405,000	407,500	2,500	0.6%
TOTAL OPERATING EXPENSES	109,617,276	114,964,485	123,665,825	8,701,340	7.6%
NET OPERATING SUBSIDY	(89,896,459)	(94,123,802)	(102,376,870)	8,253,068	8.8%
OVERHEAD ALLOCATION	(5,260,238)	(1,525,621)	(5,848,719)	(4,323,097)	283.4%
ADJUSTED NET OPERATING SUBSIDY	(95,156,697)	(95,649,424)	(108,225,589)	12,576,165	13.1%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,985,000)	0	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.03**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	26,728,848	30,023,928	32,652,847	2,628,919	8.8%
OTHER OPERATING REVENUE	910,123	748,000	1,063,064	315,064	42.1%
TOTAL OPERATING REVENUES	27,638,971	30,771,928	33,715,911	2,943,983	9.6%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	97,684,683	105,524,392	102,193,535	(3,330,857)	-3.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	17,000,000	17,000,000	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	17,000,000	17,000,000	-
TOTAL NON OPERATING REVENUE	97,684,683	105,524,392	119,193,535	13,669,143	13.0%
TOTAL COMBINED REVENUES	125,323,654	136,296,320	152,909,446	16,613,126	12.2%
OPERATING EXPENSES					
LABOR EXPENSES	34,088,059	36,550,343	40,527,957	3,977,614	10.9%
FRINGE EXPENSES	16,938,818	17,895,353	19,695,419	1,800,066	10.1%
TOTAL PERSONNEL EXPENSES	51,026,877	54,445,696	60,223,376	5,777,680	10.6%
SECURITY EXPENSES	183,654	207,345	217,981	10,636	5.1%
REPAIR/MAINTENANCE SERVICES	6,854,723	11,826,406	10,737,244	(1,089,162)	-9.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,850,754	2,944,038	3,975,472	1,031,434	35.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	8,889,131	14,977,789	14,930,697	(47,092)	-0.3%
LUBRICANTS	291,429	384,020	379,020	(5,000)	-1.3%
TIRES	10,538	26,000	22,000	(4,000)	-15.4%
OTHER MATERIALS AND SUPPLIES	9,313,709	10,417,212	12,378,884	1,961,672	18.8%
TOTAL MATERIALS AND SUPPLIES	9,615,676	10,827,232	12,779,904	1,952,672	18.0%
GAS/DIESEL/PROPANE	485,263	505,600	529,000	23,400	4.6%
CNG	-	-	-	-	-
TRACTION POWER	24,287,135	23,681,733	25,000,649	1,318,916	5.6%
UTILITIES	3,840,970	3,188,200	3,488,256	300,056	9.4%
TOTAL ENERGY	28,613,368	27,375,533	29,017,905	1,642,372	6.0%
RISK MANAGEMENT	4,018,539	4,421,285	5,770,558	1,349,273	30.5%
GENERAL AND ADMINISTRATIVE	490,237	541,649	535,246	(6,403)	-1.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	597,130	599,000	601,843	2,843	0.5%
TOTAL OPERATING EXPENSES	103,250,958	113,188,184	123,859,528	10,671,344	9.4%
NET OPERATING SUBSIDY	(75,611,987)	(82,416,256)	(90,143,618)	7,727,361	9.4%
OVERHEAD ALLOCATION	(22,072,694)	(23,108,136)	(29,049,917)	(5,941,781)	25.7%
ADJUSTED NET OPERATING SUBSIDY	(97,684,681)	(105,524,392)	(119,193,534)	13,669,142	13.0%
TOTAL REVENUES LESS TOTAL EXPENSES	2	-	0	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.04**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	20,023,028	22,275,937	23,398,149	1,122,212	5.0%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	20,023,028	22,275,937	23,398,149	1,122,212	5.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,795,121	79,612,451	83,151,484	3,539,033	4.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	68,795,121	79,612,451	83,151,484	3,539,033	4.4%
TOTAL COMBINED REVENUES	88,818,150	101,888,388	106,549,633	4,661,244	4.6%
OPERATING EXPENSES					
LABOR EXPENSES	426,581	426,000	434,000	8,000	1.9%
FRINGE EXPENSES	331,730	286,500	229,626	(56,874)	-19.9%
TOTAL PERSONNEL EXPENSES	758,311	712,500	663,626	(48,874)	-6.9%
SECURITY EXPENSES	854,854	975,000	1,033,500	58,500	6.0%
REPAIR/MAINTENANCE SERVICES	20,086	9,000	75,000	66,000	733.3%
ENGINE AND TRANSMISSION REBUILD	531,587	663,202	492,000	(171,202)	-25.8%
OTHER OUTSIDE SERVICES	2,403,298	2,157,318	2,982,214	824,896	38.2%
PURCHASED TRANSPORTATION	71,306,920	85,693,710	89,257,431	3,563,721	4.2%
TOTAL OUTSIDE SERVICES	75,116,745	89,498,230	93,840,145	4,341,915	4.9%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	73,821	43,382	55,692	12,310	28.4%
TOTAL MATERIALS AND SUPPLIES	73,821	43,382	55,692	12,310	28.4%
GAS/DIESEL/PROPANE	723,213	737,766	674,283	(63,483)	-8.6%
CNG	8,972,459	7,564,855	7,546,030	(18,825)	-0.2%
TRACTION POWER	38,694	317,000	318,629	1,629	0.5%
UTILITIES	924,493	912,765	959,398	46,633	5.1%
TOTAL ENERGY	10,658,860	9,532,386	9,498,340	(34,046)	-0.4%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	5,238	11,584	12,300	716	6.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	21,324	20,000	21,078	1,078	5.4%
TOTAL OPERATING EXPENSES	86,634,299	99,818,082	104,091,181	4,273,099	4.3%
NET OPERATING SUBSIDY	(66,611,270)	(77,542,145)	(80,693,032)	3,150,887	4.1%
OVERHEAD ALLOCATION	(2,183,851)	(2,070,305)	(2,458,452)	(388,147)	18.7%
ADJUSTED NET OPERATING SUBSIDY	(68,795,121)	(79,612,450)	(83,151,484)	3,539,034	4.4%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	1	(0)	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.05**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	1,127,646	1,569,739	1,635,542	65,803	4.2%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	1,127,646	1,569,739	1,635,542	65,803	4.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	13,543,065	18,256,048	20,601,708	2,345,660	12.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	13,543,065	18,256,048	20,601,708	2,345,660	12.8%
TOTAL COMBINED REVENUES	14,670,711	19,825,787	22,237,249	2,411,463	12.2%
OPERATING EXPENSES					
LABOR EXPENSES	114,467	106,000	116,000	10,000	9.4%
FRINGE EXPENSES	85,648	58,000	71,142	13,142	22.7%
TOTAL PERSONNEL EXPENSES	200,115	164,000	187,142	23,142	14.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	793,947	760,312	1,112,500	352,188	46.3%
PURCHASED TRANSPORTATION	12,065,458	17,198,005	18,688,701	1,490,696	8.7%
TOTAL OUTSIDE SERVICES	12,859,405	17,958,317	19,801,201	1,842,884	10.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	857,851	1,020,717	1,333,500	312,783	30.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	857,851	1,020,717	1,333,500	312,783	30.6%
RISK MANAGEMENT	15,000	15,000	15,050	50	0.3%
GENERAL AND ADMINISTRATIVE	12,858	10,814	11,574	760	7.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	342,528	343,000	343,000	-	0.0%
TOTAL OPERATING EXPENSES	14,287,757	19,511,848	21,691,467	2,179,619	11.2%
NET OPERATING SUBSIDY	(13,160,111)	(17,942,109)	(20,055,926)	2,113,816	11.8%
OVERHEAD ALLOCATION	(382,954)	(313,938)	(545,782)	(231,844)	73.9%
ADJUSTED NET OPERATING SUBSIDY	(13,543,065)	(18,256,047)	(20,601,708)	2,345,661	12.8%
TOTAL REVENUES LESS TOTAL EXPENSES	0	1	0	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.06**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	313,435	323,313	320,110	(3,203)	-1.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	<u>313,435</u>	<u>323,313</u>	<u>320,110</u>	<u>(3,203)</u>	<u>-1.0%</u>
TOTAL COMBINED REVENUES	<u>313,435</u>	<u>323,313</u>	<u>320,110</u>	<u>(3,203)</u>	<u>-1.0%</u>
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	313,435	323,313	320,110	(3,203)	-1.0%
TOTAL OUTSIDE SERVICES	<u>313,435</u>	<u>323,313</u>	<u>320,110</u>	<u>(3,203)</u>	<u>-1.0%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	<u>313,435</u>	<u>323,313</u>	<u>320,110</u>	<u>(3,203)</u>	<u>-1.0%</u>
NET OPERATING SUBSIDY	<u>(313,435)</u>	<u>(323,313)</u>	<u>(320,110)</u>	<u>(3,203)</u>	<u>-1.0%</u>
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	<u>(313,435)</u>	<u>(323,313)</u>	<u>(320,110)</u>	<u>(3,203)</u>	<u>-1.0%</u>
TOTAL REVENUES LESS TOTAL EXPENSES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.07**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	345,069	523,597	534,749	11,152	2.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	345,069	523,597	534,749	11,152	2.1%
TOTAL COMBINED REVENUES	345,069	523,597	534,749	11,152	2.1%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	115,417	287,570	293,695	6,125	2.1%
TOTAL PERSONNEL EXPENSES	115,417	287,570	293,695	6,125	2.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	229,652	236,027	241,054	5,027	2.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	229,652	236,027	241,054	5,027	2.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	345,069	523,597	534,749	11,152	2.1%
NET OPERATING SUBSIDY	(345,069)	(523,597)	(534,749)	11,152	2.1%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(345,069)	(523,597)	(534,749)	11,152	2.1%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.08**

	AVAILABLE FUNDING FY25
City of Poway	93,439
City of El Cajon	141,468
City of Lemon Grove	188,611
City of La Mesa	80,160
City of Coronado	31,071
	534,749
Grand Total	534,749

Transportation Development Act (TDA) funding passed through to the above cities can be used for all purposes necessary and convenient to the operation and maintenance of the MTS public transportation system.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 5.01**

	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	21,978,425	29,266,261	31,100,727	1,834,466	6.3%
TOTAL OPERATING REVENUES	21,978,425	29,266,261	31,100,727	1,834,466	6.3%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,290,918	38,749,387	4,112,724	(34,636,663)	-89.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
TOTAL NON OPERATING REVENUE	15,251,159	8,567,341	4,112,724	(4,454,617)	-52.0%
TOTAL COMBINED REVENUES	37,229,584	37,833,602	35,213,451	(2,620,151)	-6.9%
OPERATING EXPENSES					
LABOR EXPENSES	18,002,731	21,194,875	24,736,598	3,541,723	16.7%
FRINGE EXPENSES	8,382,820	8,638,223	10,097,669	1,459,446	16.9%
TOTAL PERSONNEL EXPENSES	26,385,551	29,833,098	34,834,267	5,001,169	16.8%
SECURITY EXPENSES	11,437,785	12,980,362	13,637,755	657,393	5.1%
REPAIR/MAINTENANCE SERVICES	208,224	178,400	198,000	19,600	11.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	11,375,508	14,016,140	16,138,027	2,121,887	15.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	23,021,517	27,174,902	29,973,782	2,798,880	10.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	137,953	335,750	59,632	(276,118)	-82.2%
TOTAL MATERIALS AND SUPPLIES	137,953	335,750	59,632	(276,118)	-82.2%
GAS/DIESEL/PROPANE	238,681	224,600	279,600	55,000	24.5%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	956,699	1,037,381	1,038,913	1,532	0.1%
TOTAL ENERGY	1,195,381	1,261,981	1,318,513	56,532	4.5%
RISK MANAGEMENT	874,496	859,000	1,264,292	405,292	47.2%
GENERAL AND ADMINISTRATIVE	4,916,755	5,054,941	5,355,753	300,812	6.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	228,525	320,000	327,333	7,333	2.3%
TOTAL OPERATING EXPENSES	56,760,178	64,839,672	73,133,572	8,293,900	12.8%
NET OPERATING SUBSIDY	(34,781,752)	(35,573,411)	(42,032,845)	6,459,434	18.2%
OVERHEAD ALLOCATION	29,915,551	27,006,070	37,920,122	10,914,052	40.4%
ADJUSTED NET OPERATING SUBSIDY	(4,866,201)	(8,567,341)	(4,112,724)	(4,454,618)	-52.0%
TOTAL REVENUES LESS TOTAL EXPENSES	10,384,957	(0)	-	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS BUDGET
FISCAL YEAR 2025
SECTION 5.02**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	5,590	5,900	6,000	100	1.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	5,590	5,900	6,000	100	1.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	55,113	75,500	75,500	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	60,703	81,400	81,500	100	0.1%
NET OPERATING SUBSIDY	(60,703)	(81,400)	(81,500)	100	0.1%
OVERHEAD ALLOCATION	70,100	81,400	81,500	100	0.1%
ADJUSTED NET OPERATING SUBSIDY	9,397	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	9,397	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS ADMINISTRATION BUDGET
FISCAL YEAR 2025
SECTION 5.03**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	179,369	191,000	203,185	12,185	6.4%
FRINGE EXPENSES	27,032	34,300	31,677	(2,623)	-7.6%
TOTAL PERSONNEL EXPENSES	206,401	225,300	234,862	9,562	4.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	42	29	-	(29)	-100.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	206,443	225,329	234,862	9,533	4.2%
NET OPERATING SUBSIDY	(206,443)	(225,329)	(234,862)	9,533	4.2%
OVERHEAD ALLOCATION	205,398	225,329	234,862	9,533	4.2%
ADJUSTED NET OPERATING SUBSIDY	(1,045)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(1,045)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS BENCH/SHELTER BUDGET
FISCAL YEAR 2025
SECTION 5.04**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,602,897	1,700,432	1,655,045	(45,387)	-2.7%
TOTAL OPERATING REVENUES	1,602,897	1,700,432	1,655,045	(45,387)	-2.7%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	1,602,897	1,700,432	1,655,045	(45,387)	-2.7%
OPERATING EXPENSES					
LABOR EXPENSES	53,746	63,000	64,000	1,000	1.6%
FRINGE EXPENSES	47,254	58,400	58,306	(94)	-0.2%
TOTAL PERSONNEL EXPENSES	101,000	121,400	122,306	906	0.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	(829)	3,000	3,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	(829)	3,000	3,000	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	100,171	124,400	125,306	906	0.7%
NET OPERATING SUBSIDY	1,502,726	1,576,032	1,529,739	46,293	-2.9%
OVERHEAD ALLOCATION	(1,593,181)	(1,576,032)	(1,529,739)	46,293	-2.9%
ADJUSTED NET OPERATING SUBSIDY	(90,455)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(90,455)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL PROJECTS
FISCAL YEAR 2025
SECTION 5.05**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	836,735	960,000	1,185,690	225,690	23.5%
FRINGE EXPENSES	(303,565)	(278,800)	(381,150)	(102,350)	36.7%
TOTAL PERSONNEL EXPENSES	533,170	681,200	804,540	123,340	18.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,200	1,400	12,000	10,600	757.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,200	1,400	12,000	10,600	757.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	7,169	9,600	8,600	(1,000)	-10.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	541,539	692,200	825,140	132,940	19.2%
NET OPERATING SUBSIDY	(541,539)	(692,200)	(825,140)	132,940	19.2%
OVERHEAD ALLOCATION	452,800	692,200	825,140	132,940	19.2%
ADJUSTED NET OPERATING SUBSIDY	(88,739)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(88,739)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE BUDGET
FISCAL YEAR 2025
SECTION 5.06**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	552,303	580,000	652,122	72,122	12.4%
FRINGE EXPENSES	94,008	103,808	114,247	10,439	10.1%
TOTAL PERSONNEL EXPENSES	646,311	683,808	766,370	82,562	12.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	29,450	30,500	30,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	29,450	30,500	30,500	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	10,014	20,500	23,500	3,000	14.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	685,775	734,808	820,370	85,562	11.6%
NET OPERATING SUBSIDY	(685,775)	(734,808)	(820,370)	85,562	11.6%
OVERHEAD ALLOCATION	650,716	734,808	820,370	85,562	11.6%
ADJUSTED NET OPERATING SUBSIDY	(35,059)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(35,059)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FARE SYSTEM BUDGET
FISCAL YEAR 2025
SECTION 5.07**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,002,009	1,161,246	2,093,000	931,754	80.2%
TOTAL OPERATING REVENUES	1,002,009	1,161,246	2,093,000	931,754	80.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	486,120	528,021	41,901	8.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	486,120	528,021	41,901	8.6%
TOTAL COMBINED REVENUES	1,002,009	1,647,366	2,621,021	973,655	59.1%
OPERATING EXPENSES					
LABOR EXPENSES	696,250	889,385	950,926	61,541	6.9%
FRINGE EXPENSES	(149,438)	106,651	304,433	197,782	185.4%
TOTAL PERSONNEL EXPENSES	546,812	996,036	1,255,359	259,323	26.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,201,633	1,593,143	2,544,226	951,083	59.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,201,633	1,593,143	2,544,226	951,083	59.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	66,243	61,881	62,968	1,087	1.8%
TOTAL ENERGY	66,243	61,881	62,968	1,087	1.8%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	1,571,938	1,819,373	1,830,232	10,859	0.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	3,386,626	4,470,433	5,692,785	1,222,352	27.3%
NET OPERATING SUBSIDY	(2,384,617)	(3,309,187)	(3,599,785)	290,598	8.8%
OVERHEAD ALLOCATION	2,604,605	2,823,067	3,071,765	248,698	8.8%
ADJUSTED NET OPERATING SUBSIDY	219,988	(486,120)	(528,021)	41,900	8.6%
TOTAL REVENUES LESS TOTAL EXPENSES	219,988	(0)	-	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FINANCE BUDGET
FISCAL YEAR 2025
SECTION 5.08**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	1,772,573	1,871,000	2,113,586	242,586	13.0%
FRINGE EXPENSES	330,061	360,000	374,985	14,985	4.2%
TOTAL PERSONNEL EXPENSES	2,102,634	2,231,000	2,488,571	257,571	11.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	43,856	10,000	10,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	43,856	10,000	10,000	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	21,233	19,500	19,500	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	2,167,723	2,260,500	2,518,071	257,571	11.4%
NET OPERATING SUBSIDY	(2,167,723)	(2,260,500)	(2,518,071)	257,571	11.4%
OVERHEAD ALLOCATION	2,186,200	2,260,500	2,518,071	257,571	11.4%
ADJUSTED NET OPERATING SUBSIDY	18,477	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	18,477	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FRINGE BENEFITS BUDGET
FISCAL YEAR 2025
SECTION 5.09**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	13,121	-	-	-	-
FRINGE EXPENSES	6,310,621	6,626,245	7,721,954	1,095,709	16.5%
TOTAL PERSONNEL EXPENSES	6,323,742	6,626,245	7,721,954	1,095,709	16.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	8,764	11,725	11,725	-	0.0%
GENERAL AND ADMINISTRATIVE	(65)	(100)	(100)	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	6,332,441	6,637,870	7,733,579	1,095,709	16.5%
NET OPERATING SUBSIDY	(6,332,441)	(6,637,870)	(7,733,579)	1,095,709	16.5%
OVERHEAD ALLOCATION	6,070,638	6,637,870	7,733,579	1,095,709	16.5%
ADJUSTED NET OPERATING SUBSIDY	(261,803)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(261,803)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
GENERAL EXPENSES BUDGET
FISCAL YEAR 2025
SECTION 5.10**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	1,655	2,000	2,000	-	0.0%
FRINGE EXPENSES	(512,165)	(704,000)	(730,714)	(26,714)	3.8%
TOTAL PERSONNEL EXPENSES	(510,510)	(702,000)	(728,714)	(26,714)	3.8%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	126,435	130,000	135,000	5,000	3.8%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	958,341	986,000	979,150	(6,850)	-0.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,084,776	1,116,000	1,114,150	(1,850)	-0.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	853	1,500	1,554	54	3.6%
TOTAL MATERIALS AND SUPPLIES	853	1,500	1,554	54	3.6%
GAS/DIESEL/PROPANE	3,251	4,000	4,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	844,199	940,000	941,451	1,451	0.2%
TOTAL ENERGY	847,450	944,000	945,451	1,451	0.2%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	1,989,686	1,948,062	2,034,064	86,002	4.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	227,333	320,000	327,333	7,333	2.3%
TOTAL OPERATING EXPENSES	3,639,586	3,627,562	3,693,838	66,276	1.8%
NET OPERATING SUBSIDY	(3,639,586)	(3,627,562)	(3,693,838)	66,276	1.8%
OVERHEAD ALLOCATION	3,538,600	3,627,562	3,693,838	66,276	1.8%
ADJUSTED NET OPERATING SUBSIDY	(100,986)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(100,986)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
HUMAN RESOURCES BUDGET
FISCAL YEAR 2025
SECTION 5.11**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	1,373,626	1,510,500	1,740,285	229,785	15.2%
FRINGE EXPENSES	216,925	232,000	278,646	46,646	20.1%
TOTAL PERSONNEL EXPENSES	1,590,551	1,742,500	2,018,930	276,430	15.9%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	389,839	938,019	774,606	(163,413)	-17.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	389,839	938,019	774,606	(163,413)	-17.4%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	345	(100)	(100)	-	0.0%
TOTAL MATERIALS AND SUPPLIES	345	(100)	(100)	-	0.0%
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	30,743	53,317	67,002	13,685	25.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	2,011,478	2,733,736	2,860,438	126,702	4.6%
NET OPERATING SUBSIDY	(2,011,478)	(2,733,736)	(2,860,438)	126,702	4.6%
OVERHEAD ALLOCATION	2,123,809	2,733,736	2,860,438	126,702	4.6%
ADJUSTED NET OPERATING SUBSIDY	112,331	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	112,331	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
INFORMATION TECHNOLOGY BUDGET
FISCAL YEAR 2025
SECTION 5.12**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	2,676,359	3,043,565	3,346,047	302,482	9.9%
FRINGE EXPENSES	435,602	462,490	499,393	36,903	8.0%
TOTAL PERSONNEL EXPENSES	3,111,961	3,506,055	3,845,440	339,385	9.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	6,292,056	6,901,574	8,239,990	1,338,416	19.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	6,292,056	6,901,574	8,239,990	1,338,416	19.4%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	69,480	6,000	10,000	4,000	66.7%
TOTAL MATERIALS AND SUPPLIES	69,480	6,000	10,000	4,000	66.7%
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	10,210	12,000	12,000	-	0.0%
TOTAL ENERGY	10,210	12,000	12,000	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	409,533	445,800	581,450	135,650	30.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	9,893,240	10,871,429	12,688,881	1,817,452	16.7%
NET OPERATING SUBSIDY	(9,893,240)	(10,871,429)	(12,688,881)	1,817,452	16.7%
OVERHEAD ALLOCATION	9,959,453	10,871,429	12,688,881	1,817,452	16.7%
ADJUSTED NET OPERATING SUBSIDY	66,213	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	66,213	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LAND MANAGEMENT BUDGET
FISCAL YEAR 2025
SECTION 5.13**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	2,365,466	2,520,000	3,422,128	902,128	35.8%
TOTAL OPERATING REVENUES	2,365,466	2,520,000	3,422,128	902,128	35.8%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	2,365,466	2,520,000	3,422,128	902,128	35.8%
OPERATING EXPENSES					
LABOR EXPENSES	199,082	203,000	208,021	5,021	2.5%
FRINGE EXPENSES	44,835	35,925	36,743	818	2.3%
TOTAL PERSONNEL EXPENSES	243,917	238,925	244,764	5,839	2.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	76,815	5,000	5,000	(0)	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	607,433	1,467,847	831,700	(636,147)	-43.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	684,248	1,472,847	836,700	(636,147)	-43.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	33,619	20,500	19,494	(1,006)	-4.9%
TOTAL ENERGY	33,619	20,500	19,494	(1,006)	-4.9%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	88,292	112,110	102,555	(9,555)	-8.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,050,074	1,844,382	1,203,513	(640,869)	-34.7%
NET OPERATING SUBSIDY	1,315,392	675,618	2,218,615	(1,542,997)	228.4%
OVERHEAD ALLOCATION	(811,991)	(675,618)	(2,218,615)	(1,542,997)	228.4%
ADJUSTED NET OPERATING SUBSIDY	503,401	0	-	0	-100.0%
TOTAL REVENUES LESS TOTAL EXPENSES	503,401	0	-	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LEGAL BUDGET
FISCAL YEAR 2025
SECTION 5.14**

	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	334,858	357,000	494,293	137,293	38.5%
FRINGE EXPENSES	62,498	77,018	89,503	12,485	16.2%
TOTAL PERSONNEL EXPENSES	397,356	434,018	583,796	149,778	34.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	558,165	810,500	830,500	20,000	2.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	558,165	810,500	830,500	20,000	2.5%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	24,050	122,000	130,000	8,000	6.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	979,571	1,366,518	1,544,296	177,778	13.0%
NET OPERATING SUBSIDY	(979,571)	(1,366,518)	(1,544,296)	177,778	13.0%
OVERHEAD ALLOCATION	1,023,634	1,366,518	1,544,296	177,778	13.0%
ADJUSTED NET OPERATING SUBSIDY	44,063	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	44,063	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MARKETING BUDGET
FISCAL YEAR 2025
SECTION 5.15**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	671,843	742,981	799,163	56,182	7.6%
FRINGE EXPENSES	107,031	123,713	129,070	5,357	4.3%
TOTAL PERSONNEL EXPENSES	778,874	866,694	928,233	61,539	7.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	640,693	658,841	1,032,996	374,155	56.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	640,693	658,841	1,032,996	374,155	56.8%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	1,917	1,600	1,728	128	8.0%
TOTAL MATERIALS AND SUPPLIES	1,917	1,600	1,728	128	8.0%
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	594,071	284,000	321,000	37,000	13.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	2,015,555	1,811,135	2,283,957	472,822	26.1%
NET OPERATING SUBSIDY	(2,015,555)	(1,811,135)	(2,283,957)	472,822	26.1%
OVERHEAD ALLOCATION	2,426,140	1,811,135	2,283,957	472,822	26.1%
ADJUSTED NET OPERATING SUBSIDY	410,585	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	410,585	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PLANNING BUDGET
FISCAL YEAR 2025
SECTION 5.16**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	660,224	724,000	804,069	80,069	11.1%
FRINGE EXPENSES	129,953	133,399	140,975	7,576	5.7%
TOTAL PERSONNEL EXPENSES	790,177	857,399	945,044	87,645	10.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	146,174	41,000	223,000	182,000	443.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	146,174	41,000	223,000	182,000	443.9%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	12,079	8,250	23,250	15,000	181.8%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	948,429	906,649	1,191,294	284,645	31.4%
NET OPERATING SUBSIDY	(948,429)	(906,649)	(1,191,294)	284,645	31.4%
OVERHEAD ALLOCATION	829,259	906,649	1,191,294	284,645	31.4%
ADJUSTED NET OPERATING SUBSIDY	(119,170)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(119,170)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PURCHASING BUDGET
FISCAL YEAR 2025
SECTION 5.17**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	1,023,011	1,200,000	1,367,410	167,410	14.0%
FRINGE EXPENSES	185,916	170,000	183,795	13,795	8.1%
TOTAL PERSONNEL EXPENSES	1,208,927	1,370,000	1,551,206	181,206	13.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	34,713	50,500	50,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	34,713	50,500	50,500	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	172	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	172	500	500	-	0.0%
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	7,856	44,400	40,100	(4,300)	-9.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,251,669	1,465,400	1,642,306	176,906	12.1%
NET OPERATING SUBSIDY	(1,251,669)	(1,465,400)	(1,642,306)	176,906	12.1%
OVERHEAD ALLOCATION	1,267,316	1,465,400	1,642,306	176,906	12.1%
ADJUSTED NET OPERATING SUBSIDY	15,647	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	15,647	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET
FISCAL YEAR 2025
SECTION 5.18**

	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	17,002,828	23,879,283	23,925,254	45,971	0.2%
TOTAL OPERATING REVENUES	17,002,828	23,879,283	23,925,254	45,971	0.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,115,295	38,111,767	3,584,703	(34,527,064)	-90.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
TOTAL NON OPERATING REVENUE	15,075,536	7,929,721	3,584,703	(4,345,018)	-54.8%
TOTAL COMBINED REVENUES	32,078,363	31,809,004	27,509,957	(4,299,047)	-13.5%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	344,855	-	-	-	-
TOTAL PERSONNEL EXPENSES	344,855	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	344,855	-	-	-	-
NET OPERATING SUBSIDY	16,657,972	23,879,283	23,925,254	(45,971)	0.2%
OVERHEAD ALLOCATION	(22,256,793)	(31,809,004)	(27,509,957)	4,299,047	-13.5%
ADJUSTED NET OPERATING SUBSIDY	(5,598,821)	(7,929,721)	(3,584,703)	(4,345,018)	-54.8%
TOTAL REVENUES LESS TOTAL EXPENSES	9,476,715	(0)	-	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RISK BUDGET
FISCAL YEAR 2025
SECTION 5.19**

	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	321,916	334,000	346,636	12,636	3.8%
FRINGE EXPENSES	65,806	61,000	58,374	(2,626)	-4.3%
TOTAL PERSONNEL EXPENSES	387,722	395,000	405,010	10,010	2.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,492	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,492	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	790,918	784,275	1,189,567	405,292	51.7%
GENERAL AND ADMINISTRATIVE	318	3,300	6,800	3,500	106.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,180,450	1,182,575	1,601,377	418,802	35.4%
NET OPERATING SUBSIDY	(1,180,450)	(1,182,575)	(1,601,377)	418,802	35.4%
OVERHEAD ALLOCATION	1,307,343	1,182,575	1,601,377	418,802	35.4%
ADJUSTED NET OPERATING SUBSIDY	126,893	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	126,893	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SECURITY BUDGET
FISCAL YEAR 2025
SECTION 5.20**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	175,623	151,500	-	(151,500)	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	175,623	151,500	-	(151,500)	-100.0%
TOTAL COMBINED REVENUES	175,623	151,500	-	(151,500)	-100.0%
OPERATING EXPENSES					
LABOR EXPENSES	4,512,247	6,206,164	8,011,642	1,805,478	29.1%
FRINGE EXPENSES	586,362	693,500	840,795	147,295	21.2%
TOTAL PERSONNEL EXPENSES	5,098,610	6,899,664	8,852,437	1,952,773	28.3%
SECURITY EXPENSES	11,437,785	12,980,362	13,637,755	657,393	5.1%
REPAIR/MAINTENANCE SERVICES	2,287	43,400	58,000	14,600	33.6%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	307,725	334,916	386,259	51,343	15.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	11,747,797	13,358,678	14,082,014	723,336	5.4%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	55,278	316,450	35,450	(281,000)	-88.8%
TOTAL MATERIALS AND SUPPLIES	55,278	316,450	35,450	(281,000)	-88.8%
GAS/DIESEL/PROPANE	235,075	220,000	275,000	55,000	25.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,429	3,000	3,000	-	0.0%
TOTAL ENERGY	237,504	223,000	278,000	55,000	24.7%
RISK MANAGEMENT	74,815	63,000	63,000	-	0.0%
GENERAL AND ADMINISTRATIVE	68,705	56,300	63,800	7,500	13.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	1,193	-	-	-	-
TOTAL OPERATING EXPENSES	17,283,900	20,917,092	23,374,701	2,457,609	11.7%
NET OPERATING SUBSIDY	(17,283,900)	(20,917,092)	(23,374,701)	2,457,609	11.7%
OVERHEAD ALLOCATION	17,192,211	20,765,592	23,374,701	2,609,109	12.6%
ADJUSTED NET OPERATING SUBSIDY	(91,689)	(151,500)	-	(151,500)	-100.0%
TOTAL REVENUES LESS TOTAL EXPENSES	83,934	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STORES BUDGET
FISCAL YEAR 2025
SECTION 5.21**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	1,108,927	1,228,577	1,284,884	56,307	4.6%
FRINGE EXPENSES	179,031	168,786	174,618	5,832	3.5%
TOTAL PERSONNEL EXPENSES	1,287,957	1,397,363	1,459,502	62,139	4.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,687	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	155,537	180,000	180,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	158,224	180,000	180,000	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	9,908	9,800	10,500	700	7.1%
TOTAL MATERIALS AND SUPPLIES	9,908	9,800	10,500	700	7.1%
GAS/DIESEL/PROPANE	356	600	600	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	356	600	600	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	8,338	13,500	13,500	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,464,782	1,601,263	1,664,102	62,839	3.9%
NET OPERATING SUBSIDY	(1,464,782)	(1,601,263)	(1,664,102)	62,839	3.9%
OVERHEAD ALLOCATION	1,464,033	1,601,263	1,664,102	62,839	3.9%
ADJUSTED NET OPERATING SUBSIDY	(749)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(749)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TELEPHONE INFORMATION SERVICES BUDGET
FISCAL YEAR 2025
SECTION 5.22**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	657,532	714,500	771,042	56,542	7.9%
FRINGE EXPENSES	110,422	105,900	101,420	(4,480)	-4.2%
TOTAL PERSONNEL EXPENSES	767,954	820,400	872,462	52,062	6.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	(0)	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	(0)	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	1,000	1,000	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	767,954	821,400	873,462	52,062	6.3%
NET OPERATING SUBSIDY	(767,954)	(821,400)	(873,462)	52,062	6.3%
OVERHEAD ALLOCATION	761,606	821,400	873,462	52,062	6.3%
ADJUSTED NET OPERATING SUBSIDY	(6,348)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(6,348)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TRANSIT STORE BUDGET
FISCAL YEAR 2025
SECTION 5.23**

	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	5,225	5,300	5,300	-	0.0%
TOTAL OPERATING REVENUES	5,225	5,300	5,300	-	0.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	5,225	5,300	5,300	-	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	357,352	374,203	391,595	17,392	4.6%
FRINGE EXPENSES	69,778	67,888	70,599	2,711	4.0%
TOTAL PERSONNEL EXPENSES	427,130	442,091	462,195	20,104	4.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	2,440	3,000	3,600	600	20.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	2,440	3,000	3,600	600	20.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	17,642	18,500	14,000	(4,500)	-24.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	447,211	463,591	479,795	16,204	3.5%
NET OPERATING SUBSIDY	(441,986)	(458,291)	(474,495)	16,204	3.5%
OVERHEAD ALLOCATION	443,655	458,291	474,495	16,204	3.5%
ADJUSTED NET OPERATING SUBSIDY	1,669	(0)	-	(0)	-100.0%
TOTAL REVENUES LESS TOTAL EXPENSES	1,669	(0)	-	(0)	0.0%

This page intentionally left blank.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 6.01**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	991,810	991,000	990,000	(1,000)	-0.1%
TOTAL OPERATING REVENUES	991,810	991,000	990,000	(1,000)	-0.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(296,340)	(217,127)	(44,070)	173,057	-79.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(296,340)	(217,127)	(44,070)	173,057	-79.7%
TOTAL NON OPERATING REVENUE	(296,340)	(217,127)	(44,070)	173,057	-79.7%
TOTAL COMBINED REVENUES	695,470	773,873	945,930	172,057	22.2%
OPERATING EXPENSES					
LABOR EXPENSES	325,444	351,651	445,185	93,534	26.6%
FRINGE EXPENSES	173,995	202,813	235,429	32,616	16.1%
TOTAL PERSONNEL EXPENSES	499,438	554,464	680,614	126,150	22.8%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,709	4,000	5,000	1,000	25.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	20,184	54,200	57,300	3,100	5.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	22,893	58,200	62,300	4,100	7.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	204	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	204	500	500	-	0.0%
GAS/DIESEL/PROPANE	5,882	7,000	9,000	2,000	28.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	5,882	7,000	9,000	2,000	28.6%
RISK MANAGEMENT	71,178	89,475	98,600	9,125	10.2%
GENERAL AND ADMINISTRATIVE	66,374	70,164	71,664	1,500	2.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	13,686	6,000	6,000	-	0.0%
TOTAL OPERATING EXPENSES	679,656	785,803	928,678	142,875	18.2%
NET OPERATING SUBSIDY	312,154	205,197	61,322	143,875	-70.1%
OVERHEAD ALLOCATION	(15,814)	11,930	(17,252)	(29,182)	-244.6%
ADJUSTED NET OPERATING SUBSIDY	296,340	217,127	44,070	173,057	-79.7%
TOTAL REVENUES LESS TOTAL EXPENSES	0	(0)	-	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FOR-HIRE VEHICLE (FHV) ADMINISTRATION BUDGET
FISCAL YEAR 2025
SECTION 6.02**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	794,764	758,000	757,000	(1,000)	-0.1%
TOTAL OPERATING REVENUES	794,764	758,000	757,000	(1,000)	-0.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(207,327)	(137,478)	26,294	163,772	-119.1%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(207,327)	(137,478)	26,294	163,772	-119.1%
TOTAL NON OPERATING REVENUE	(207,327)	(137,478)	26,294	163,772	-119.1%
TOTAL COMBINED REVENUES	587,437	620,522	783,294	162,772	26.2%
OPERATING EXPENSES					
LABOR EXPENSES	325,444	349,651	443,185	93,534	26.8%
FRINGE EXPENSES	171,476	199,462	231,793	32,331	16.2%
TOTAL PERSONNEL EXPENSES	496,920	549,113	674,978	125,865	22.9%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,709	4,000	5,000	1,000	25.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	6,999	19,200	22,300	3,100	16.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	9,708	23,200	27,300	4,100	17.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	204	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	204	500	500	-	0.0%
GAS/DIESEL/PROPANE	5,882	7,000	9,000	2,000	28.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	5,882	7,000	9,000	2,000	28.6%
RISK MANAGEMENT	8,504	9,475	9,600	125	1.3%
GENERAL AND ADMINISTRATIVE	36,719	37,164	38,664	1,500	4.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	13,686	6,000	6,000	-	0.0%
TOTAL OPERATING EXPENSES	571,624	632,452	766,042	133,590	21.1%
NET OPERATING SUBSIDY	223,140	125,548	(9,042)	134,590	-107.2%
OVERHEAD ALLOCATION	(15,814)	11,930	(17,252)	(29,182)	-244.6%
ADJUSTED NET OPERATING SUBSIDY	207,327	137,478	(26,294)	163,772	-119.1%
TOTAL REVENUES LESS TOTAL EXPENSES	-	(0)	-	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO AND ARIZONA EASTERN RAILROAD BUDGET
FISCAL YEAR 2025
SECTION 6.03**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	197,046	233,000	233,000	-	0.0%
TOTAL OPERATING REVENUES	197,046	233,000	233,000	-	0.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(89,013)	(79,649)	(70,364)	9,285	-11.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(89,013)	(79,649)	(70,364)	9,285	-11.7%
TOTAL NON OPERATING REVENUE	(89,013)	(79,649)	(70,364)	9,285	-11.7%
TOTAL COMBINED REVENUES	108,032	153,351	162,636	9,285	6.1%
OPERATING EXPENSES					
LABOR EXPENSES	-	2,000	2,000	-	0.0%
FRINGE EXPENSES	2,519	3,351	3,636	285	8.5%
TOTAL PERSONNEL EXPENSES	2,519	5,351	5,636	285	5.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	13,185	35,000	35,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	13,185	35,000	35,000	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	62,675	80,000	89,000	9,000	11.3%
GENERAL AND ADMINISTRATIVE	29,654	33,000	33,000	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	108,032	153,351	162,636	9,285	6.1%
NET OPERATING SUBSIDY	89,013	79,649	70,364	9,285	-11.7%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	89,013	79,649	70,364	9,285	-11.7%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

This page intentionally left blank.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Summary of Debt-Service Activities
Proposed Budget Fiscal Year 2025
Section 7.01

Overview

This section reviews the debt service activities of MTS's operating budget. The final payment on the pension of the 2004 pension obligation bonds was made in FY24. There are no further debt service payments scheduled for FY25 or beyond.

This page intentionally left blank.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 Summary of Significant Capital Activities
 Proposed Budget Fiscal Year 2025
 Section 8.01

Development of the MTS Fiscal Year 2025 Capital Improvement Program (CIP)

The creation of the annual CIP and operating budgets involve a multitude of decisions that impact the agency's assets and the ability to keep these assets in a State of Good Repair (SGR). This requires a delicate balance between funding capital and operations in order to effectively, efficiently, and safely provide transit services for the region. In accordance with Board policy 65 - Transit Asset Management Policy, MTS maintains both a Transit Asset Management plan and a 20-year CIP forecast in order to facilitate these decision-making processes. On a yearly basis, the CIP is constructed under this framework, subject to the funding that is available in the current year.

The CIP process began in September 2023 with the "call for projects". Each MTS agency, MTS Administration, San Diego Transit Corporation, San Diego Trolley, Inc., and SANDAG, submitted its capital project requests in priority order. The lists were consolidated for review by Finance staff. A meeting of members of the CIP Budget Development Committee was held to review and to develop a CIP recommendation for FY25 ensuring that operationally critical projects were funded. The Chief Executive Officer (CEO) approved the prioritization of those capital requests. The FY25 MTS CIP was approved by the MTS Board of Directors on March 14, 2024.

The approved budget included funding \$63.0 million for preventative maintenance, \$6.3 million for ADA Operations, and \$291,000 in SANDAG planning studies. The remaining projects compete for the balance of available funding after the preventive maintenance has been taken into consideration.

CIP Revenues

For FY25, there is \$250.1 million in federal, state, and local funding sources available for the CIP, which are detailed in Section 8.02. Recurring revenue sources total \$130.9 million in the FY25 CIP in the form of federal formula revenues, TDA, STA, and LCTOP. Descriptions of these recurring revenue sources are included in Section 3.01.

Non-recurring funding of \$119.2 million makes up the balance of the CIP revenues. Non-recurring funding includes \$26.0 million in new SB125 TIRCP funds as well as \$17.3 million in new SB125 ZETCP funds. These funds are awarded on a formula basis but considered non-recurring in nature. Other sources of one-time funding include \$31.5 million in TIRCP competitive grant awards, \$15.0 million in Transnet funds, \$12.4 million in STA/SB1 carryover funds, and \$4.0 million in alternative fuel credits that are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. An additional \$6.5 million of other one-time funding has also been included in the FY25 CIP. This balance includes transfers from older closed capital projects, proceeds from land sales, and federal Community Project Funding (earmark).

Section 8.04 details the cumulative funding by revenue source for the approved projects. Final decisions on the funding sources were made during the FY25 CIP implementation process in order to maximize the availability and flexibility of funding.

CIP Project List

The capital project list in Section 8.03 represents the five-year, unconstrained need for the MTS operators. After the most critical projects for FY25 were funded, the remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years. The FY25 funding level represents 79.2 percent of the total project needs after funding preventative maintenance.

Section 8.05 lists the descriptions of MTS administered projects that were determined to be the most critical to fund for the upcoming fiscal year. Of the \$250.1 million available after preventative maintenance and SANDAG planning studies, \$82.2 million (or 33 percent) has been dedicated to Revenue Vehicle replacement for the ongoing upkeep of the MTS fleet of service vehicles. \$21.3 million (or 9 percent) has been dedicated to Facility and Construction projects, \$70.5 million (or 28 percent) has been dedicated to Rail Infrastructure projects, \$21.2 million (or 8 percent) has been dedicated to equipment purchases, and \$54.8 million (or 22 percent) has been dedicated to Major Initiatives. Major Initiatives include installing Zero Emission Bus (ZEB) infrastructure at each division, purchasing land for and construction of the Clean Transit Advancement Campus (CTAC, also known as "Division Six") bus facility to accommodate service expansion and the ZEB transition plan.

Five-Year Capital Program Projections

Section 8.06 summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected by SANDAG to increase by 2.1 percent through FY 2029. Cumulative total capital needs for the five-year period exceed the available projected funding levels. Total project needs over the five-year term are projected to be \$1.3 billion. Projected deficits from FY 2025 to FY 2029 total \$459.0 million. The ratio of total funding to total capital needs over the five-year term is projected at 65.3 percent.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - REVENUES (in 000's)
FISCAL YEAR 2025
SECTION 8.02

Funding Description	Total
Federal FFY24 - 5307 Funding Estimate	\$ 62,685
Federal FFY24 - 5337 Funding Estimate	46,677
Federal FFY24 - 5339 Funding Estimate	4,227
Federal FFY24 - Community Project Funding	3,020
California Transportation Development Act (TDA)	45,781
California State Transit Assistance (STA)	27,700
California State of Good Repair (SGR)	5,272
California Cap and Trade (TIRCP)	35,504
California Cap and Trade (LCTOP)	8,101
California SB125 Formula (ZETCP)	17,265
California SB125 Formula (TIRCP)	26,000
TransNet	15,000
Other Funds	22,403
Total Available Funding	\$ 319,636
Preventive Maintenance - Federal 5307	\$ (32,000)
Preventive Maintenance - Federal 5337	(31,000)
ADA Operation - Federal 5307	(6,269)
SANDAG Planning Study - Local Match	(291)
Total Preventative Maintenance/SANDAG Planning	\$ (69,560)
Available Funding for Capital Program	\$ 250,076

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 APPROVED CAPITAL BUDGET - PROJECTS (in 000's)
 FISCAL YEAR 2025
 SECTION 8.03

PROJECT SUBMITTALS:

Division	Project Name	Funded Thru FY 2024	FY25 Request	FY 2025 Funded	FY 2026	FY 2027	FY 2028	FY 2029	BUDGET FY25 - FY29	TOTAL BUDGET
MTS Admin	12th & Imperial Enabling Project	-	220,000	220,000	-	-	-	-	220,000	220,000
MTS Admin	Wireless Network Communication Equipment - Copley	-	200,000	-	300,000	350,000	350,000	350,000	1,350,000	1,350,000
MTS Admin	Communication Cabinet and UPS and Batteries	-	-	-	-	-	-	100,000	100,000	100,000
MTS Admin	MTS Data Storage Replacement	-	-	-	-	540,000	170,000	155,000	865,000	865,000
MTS Admin	Davra System Enhancements	-	-	-	-	600,000	-	600,000	1,200,000	1,200,000
MTS Admin	CTC Technology Refresh (AIM)	-	-	-	-	-	300,000	1,500,000	1,800,000	1,800,000
MTS Admin	Central Control BARCO Wall & Technology Refresh	-	-	-	-	-	-	750,000	750,000	750,000
MTS Admin	Transit Enforcement Office Expansion	-	-	-	200,000	2,000,000	2,000,000	2,000,000	6,200,000	6,200,000
MTS Admin	Bus Stop Shelters	-	-	-	1,300,000	1,365,000	1,440,000	1,505,000	5,610,000	5,610,000
MTS Admin	System Sign Upgrade/Replacement	-	-	-	250,000	250,000	400,000	-	900,000	900,000
MTS Admin	Trolley Onboard Monitors	-	-	-	-	2,000,000	2,000,000	-	4,000,000	4,000,000
MTS Admin	San Ysidro Transit Center Planning & Design	-	-	-	-	15,000,000	15,000,000	-	30,000,000	30,000,000
MTS Admin	Southwestern Rapid	-	-	-	-	5,000,000	6,000,000	-	12,000,000	12,000,000
MTS Admin	Public Announcement System	-	-	-	1,000,000	-	-	-	1,062,500	1,062,500
	Totals	\$ 331,126,315	\$ 317,376,642	\$ 250,076,642	\$ 314,012,737	\$ 276,404,000	\$ 255,746,000	\$ 162,409,000	\$ 1,258,648,379	\$ 1,589,774,694

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 APPROVED CAPITAL BUDGET - CUMULATIVE THROUGH FISCAL YEAR 2025 (in 000's)
 FISCAL YEAR 2025
 SECTION 8.04

Project Name	Funded thru FY24	FY25 Funded	FUNDING SOURCES												
			5307	5337	5339	TDA	STA/SB1 SGR	SB-125 TIRCP	SB-125 ZETCP	LCTOP	TIRCP	Other			
Enterprise Resource Planning System Upgrade	-	2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Miscellaneous Capital	-	2,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
IAD-KMD-Building B High Pile	-	1,611,000	\$ -	\$ -	\$ -	\$ 1,611,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Beyer Blvd Pathway Beautification	-	1,604,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,604,000
MTS Server Refresh	-	1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Trolley Station Network Communication Equipment	-	750,000	\$ -	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Network Communication Equipment Replacement	-	700,000	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Systemwide CCTV Upgrade	-	650,000	\$ -	\$ -	\$ -	\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Lemon Grove Depot Rehab	-	451,000	\$ -	\$ -	\$ -	\$ 451,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rail Yard Management System	-	360,000	\$ -	\$ -	\$ -	\$ 360,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BRT Stations Network Replacement-Southbay	-	265,000	\$ -	\$ -	\$ -	\$ 265,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12th & Imperial Enabling Project	-	220,000	\$ -	\$ -	\$ -	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Announcement System	-	1,062,500	\$ -	\$ -	\$ -	\$ 812,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
Totals	\$ 331,126,315	\$ 250,076,642	\$ 24,416,891	\$ 15,677,278	\$ 4,227,462	\$ 45,489,968	\$ 45,368,052	\$ 26,000,000	\$ 17,266,263	\$ 8,100,849	\$ 35,504,000	\$ 28,026,879			

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2025 (in 000's)
Section 8.05**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY25				Other
		Budget	Federal	State/Local		
2149	<u>Bus Ops - Bus Procurement - FY25</u> <u>Bus Procurement - Fiscal Year 2025</u>	60,576	28,644	31,932	-	
2150	<u>Bus Ops - Kearny Mesa Division ZEB Overhead Charging</u>	20,599	-	3,033	17,566	
2090	<u>Kearny Mesa Division ZEB Overhead Charging</u> <u>Bus Ops - Imperial Avenue Division ZEB Overhead Charging</u>	11,130	-	1,004	10,126	
2086	<u>Imperial Avenue Division ZEB Overhead Charging</u> <u>Bus Ops - Kearny Mesa Division Bus Wash Replacement</u>	4,108	-	4,108	-	
2013	<u>Kearny Mesa Division Bus Wash Replacement</u> <u>Bus Ops - Imperial Avenue Division Construction Site Preparation</u>	2,200	-	2,200	-	
2094	<u>Imperial Avenue Division Construction Site Preparation</u> <u>Bus Ops - East County Division ZEB Overhead Charging</u>	1,705	-	-	1,705	
2092	<u>East County Division ZEB Overhead Charging</u> <u>Bus Ops - Southbay Division ZEB Overhead Charging Phase II</u>	1,457	-	1,457	-	
2095	<u>Southbay Division ZEB Overhead Charging Phase II</u> <u>Bus Ops - Southbay Division ZEB Overhead Charging</u>	1,354	-	1,354	-	
2078	<u>Southbay Division ZEB Overhead Charging</u> <u>Bus Ops - Imperial Avenue Division Roof Replacement</u>	1,137	-	1,137	-	
2091	<u>Imperial Avenue Division Roof Replacement</u> <u>Bus Ops - Imperial Avenue Division Non-Revenue Vehicle Charging</u>	840	-	840	-	
2047	<u>Imperial Avenue Division Non-Revenue Vehicle Charging</u> <u>Bus Ops - Kearny Mesa Division Chassis Wash Hoist Replacement</u>	718	-	718	-	
2077	<u>Kearny Mesa Division Chassis Wash Hoist Replacement</u> <u>Bus Ops - Service Fluid Distribution System Replacement</u>	683	-	683	-	
2089	<u>Service Fluid Distribution System Replacement</u> <u>Bus Ops - Kearny Mesa Division HVAC Replacement</u>	681	-	681	-	
2088	<u>Kearny Mesa Division HVAC Replacement</u> <u>Imperial Avenue Division CNG Dryer Replacement</u>	625	-	625	-	
2081	<u>Imperial Avenue Division CNG Dryer Replacement</u> <u>Bus Ops - Southbay Division Mobile Column Lift Replacement</u>	593	-	593	-	
2105	<u>Southbay Division Mobile Column Lift Replacement</u> <u>Bus Ops - Copley Park Division ZEB Master Plan</u>	342	-	342	-	
2106	<u>Copley Park Division ZEB Master Plan</u> <u>Bus Ops - Copley Park Division Modular Building Replacement</u>	289	-	289	-	
2102	<u>Copley Park Division Modular Building Replacement</u> <u>Bus Ops - Imperial Avenue Division Server Room HVAC Replacement</u>	261	-	261	-	
2033	<u>Imperial Avenue Division Server Room HVAC Replacement</u> <u>Rail Ops - Orange Line Improvement Phase 1</u>	42,347	-	4,027	38,320	
1001	<u>Orange Line Improvement Phase 1</u> <u>Rail Ops - SD100 Light Rail Vehicle Procurement</u>	21,000	-	15,728	5,272	
2031	<u>SD100 Light Rail Vehicle Procurement</u> <u>Rail Ops - Substation Replacement</u>	8,100	5,817	2,283	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2025 (in 000's)
Section 8.05**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY25			
		Budget	Federal	State/Local	Other
2026	Substation Replacement <u>Rail Ops - Special Trackwork Replacement</u>	5,550	4,440	1,110	-
2123	<u>Special Trackwork Replacement</u> <u>Rail Ops - Rio Vista Platform Construction</u>	5,000	-	5,000	-
2024	<u>Rio Vista Platform Construction</u> <u>Rail Ops - Grade Crossing Replacement</u>	3,525	2,820	705	-
2034	<u>Grade Crossing Replacement</u> <u>Rail Ops - Orange Line Improvement Phase 2</u>	3,000	-	3,000	-
2035	<u>Orange Line Improvement Phase 2</u> <u>Rail Ops - Signal Replacement - Broadway Wye/India St</u>	2,000	-	2,000	-
2051	<u>Signal Replacement - Broadway Wye/India St</u> <u>Rail Ops - Orange & Green Line Elevator Modernization</u>	1,500	1,200	300	-
2113	<u>Orange & Green Line Elevator Modernization</u> <u>Rail Ops - Wheel Truing Machine Replacement</u>	1,200	-	1,200	-
2133	<u>Wheel Truing Machine Replacement</u> <u>Rail Ops - Southbay Transit Beautification</u>	1,001	-	-	1,001
2093	<u>Southbay Transit Beautification</u> <u>Rail Ops - Green Line Imperial Ave Double Track</u>	1,000	-	1,000	-
2036	<u>Green Line Imperial Ave Double Track</u> <u>Rail Ops - A-yard Catenary Replacement</u>	1,000	-	1,000	-
2111	<u>A-yard Catenary Replacement</u> <u>Rail Ops - Paint Booth Modernization</u>	1,650	800	850	-
2122	<u>Paint Booth Modernization</u> <u>Rail Ops - S85 Retaining Wall</u>	900	-	400	500
2125	<u>S85 Retaining Wall</u> <u>Rail Ops - El Cajon Transit Center Third Track</u>	850	-	850	-
2022	<u>El Cajon Transit Center Third Track</u> <u>Rail Ops - Beyer Track and Slope</u>	750	-	750	-
2028	<u>Beyer Track and Slope</u> <u>Rail Ops - On-Track Equipment Replacement</u>	750	600	150	-
2063	<u>On-Track Equipment Replacement</u> <u>Rail Ops - HVAC Replacement</u>	700	-	700	-
2124	<u>HVAC Replacement</u> <u>Rail Ops - INT E26 Signal Upgrade</u>	650	-	650	-
2053	<u>INT E26 Signal Upgrade</u> <u>Rail Ops - Blue Line Fence Improvements</u>	600	-	600	-
2108	<u>Blue Line Fence Improvements</u> <u>Rail Ops - WABTEC (ARINC) Integration</u>	500	-	500	-
2027	<u>WABTEC (ARINC) Integration</u> <u>Rail Ops - Street Trackage Pavement Replacement - Park to Island</u>	500	-	500	-
2037	<u>Street Trackage Pavement Replacement - Park to Island</u> <u>Rail Ops - Sicas S7 System Wide Replacement</u>	500	-	500	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2025 (in 000's)
Section 8.05**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY25				Other
		Budget	Federal	State/Local	Other	
2050	Sicas S7 System Wide Replacement <u>Rail Ops - Stadium Station 2nd Elevator</u> Stadium Station 2nd Elevator	350	-	350	-	
2112	<u>Rail Ops - Shop Hoists Control Replacement</u> Shop Hoists Control Replacement	300	-	300	-	
2049	<u>Rail Ops - Old Town Storage Room Replacement</u> Old Town Storage Room Replacement	255	-	255	-	
2126	<u>Rail Ops - Washington Station Pedestrian Enhancements</u> Washington Station Pedestrian Enhancements	250	-	250	-	
2048	<u>Rail Ops - Stadium Station Platform</u> Stadium Station Platform	250	-	250	-	
2052	<u>Rail Ops - Station Cleaning Equipment</u> Station Cleaning Equipment	175	-	175	-	
2109	<u>Rail Ops - AC Switchgear Replacement</u> AC Switchgear Replacement	150	-	150	-	
2134	<u>Admin - Imperial Ave Transit Center - Construction</u> Imperial Ave Transit Center - Construction	12,315	-	2,463	9,852	
2107	<u>Admin - Variable Message System Modernization Project</u> Variable Message System Modernization Project	5,675	1,104	3,371	1,200	
2082	<u>Admin - PRONTO Mobile App Enhancements</u> PRONTO Mobile App Enhancements	2,145	-	2,145	-	
2141	<u>Admin - Enterprise Resource Planning System Upgrade</u> Enterprise Resource Planning System Upgrade	2,000	-	2,000	-	
2154	<u>Admin - Miscellaneous Capital</u> Miscellaneous Capital	2,000	-	2,000	-	
2138	<u>Admin - IAD-KMD-Building B High Pile</u> IAD-KMD-Building B Storage Rack Replacement	1,611	-	1,611	-	
2132	<u>Admin - Beyer Blvd Pathway Beautification</u> Beyer Blvd Pathway Beautification	1,604	-	-	1,604	
2115	<u>Admin - MTS Server Refresh</u> MTS Server Refresh	1,000	-	1,000	-	
2083	<u>Admin - Trolley Station Network Communication Equipment</u> Trolley Station Network Communication Equipment Replacement	750	-	750	-	
2084	<u>Admin - Network Communication Equipment Replacement</u> Network Communication Equipment Replacement	700	-	700	-	
2110	<u>Admin - Systemwide CCTV Upgrade</u> Systemwide CCTV Upgrade	650	-	650	-	
2070	<u>Admin - Lemon Grove Depot Rehab</u> Lemon Grove Depot Rehab	451	-	451	-	
2072	<u>Admin - Rail Yard Management System</u> Rail Yard Management System	360	-	360	-	
2076	<u>Admin - BRT Stations Network Replacement-Southbay</u> Admin - BRT Stations Network Replacement-Southbay	265	-	265	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2025 (in 000's)
Section 8.05**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY25			
		Budget	Federal	State/Local	Other
2071	BRT Stations Network Replacement-Southbay Admin - 12th & Imperial Enabling Project	220	-	220	-
N/A	12th & Imperial Enabling Project Rail Ops - Public Announcement System	1,063	250	813	-
2156	Blue and Green Line Public Announcement System Bus Ops - Clean Transit Advancement Campus Clean Transit Advancement Campus	1,666	1,666	-	-
Totals		250,076	47,342	115,588	87,146

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - FIVE YEAR PROJECTION (000's)
FISCAL YEARS 2025-2029
SECTION 8.06**

	Proposed FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	Total FY25 to FY29
Total Revenues						
Recurring Dedicated CIP Revenues	\$ 200,444	\$ 196,286	\$ 198,554	\$ 204,874	\$ 209,248	\$ 1,009,407
Other Non Recurring Revenues	119,192	67,000	18,685	14,685	5,000	224,563
Total Capital Revenues	\$ 319,636	\$ 263,287	\$ 217,239	\$ 219,560	\$ 214,248	\$ 1,233,970
Less: "Off the Top" Expenses						
SANDAG Planning Studies	\$ (291)	\$ (297)	\$ (303)	\$ (309)	\$ (316)	\$ (1,515)
ADA Operations	(6,269)	(6,400)	(6,533)	(6,670)	(6,809)	(32,681)
Preventative Maintenance	(63,000)	(65,000)	(67,000)	(69,000)	(71,000)	(335,000)
Total "Off The Top" Expenses	\$ (69,559)	\$ (71,696)	\$ (73,836)	\$ (75,979)	\$ (78,125)	\$ (369,196)
Adjusted Available CIP Revenues	\$ 250,077	\$ 191,591	\$ 143,403	\$ 143,580	\$ 136,123	\$ 864,774
Project Needs						
State of Good Repair	\$ 200,723	\$ 212,035	\$ 191,309	\$ 169,526	\$ 160,909	\$ 934,502
Other Initiatives	114,839	101,978	85,095	86,220	1,500	389,631
Total Project Needs	\$ 315,562	\$ 314,013	\$ 276,404	\$ 255,746	\$ 162,409	\$ 1,324,133
Total Deficit	\$ (65,485)	\$ (122,422)	\$ (133,001)	\$ (112,166)	\$ (26,286)	\$ (459,359)
% of Funding / Needs	79.2%	61.0%	51.9%	56.1%	83.8%	65.3%
Accumulated Deficit	\$ (65,485)	\$ (187,907)	\$ (320,908)	\$ (433,074)	\$ (459,359)	

This page intentionally left blank.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2025
SECTION 9.01**

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SBTC	36,894,027	705,109	11,300,000	-	41,450,530	3,189,683	-	14,686,240	108,225,589
SDTI	46,316,817	31,249,856	-	-	24,626,862	-	-	17,000,000	119,193,535
MCS 801 - South Central	21,829,520	24,182,842	-	-	-	-	-	-	46,012,361
MCS 802 - South Bay BRT	-	821,418	-	-	4,804,036	-	-	-	5,625,454
MCS 803 - South Bay Iris Rapid	-	5,527,193	-	-	-	-	-	-	5,527,193
MCS 820 - East County	2,973,789	10,475,854	-	-	-	-	-	-	13,449,643
MCS 825 - Rural	911,000	203,639	-	-	-	-	-	-	1,114,639
MCS 830 - Commuter Express	-	639,117	-	-	-	1,000,000	-	-	1,639,117
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	1,351,144	4,711,183	-	-	-	-	-	-	6,062,327
MCS 840 - Regional Transit Center Maintenance	-	496,729	-	-	-	-	-	-	496,729
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	422,887	-	-	-	422,887
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,230,741	-	-	-	1,230,741
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	321,207	-	-	-	321,207
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,228,592	-	-	-	1,228,592
MCS 850 - ADA Access	6,261,820	12,297,326	-	-	1,298,437	120,000	-	-	19,977,584
MCS 856 - ADA Certification	-	624,124	-	-	-	-	-	-	624,124
MCS 875 - Coaster Connection	-	20,592	-	-	-	-	-	-	20,592
Coronado Ferry	-	320,110	-	-	-	-	-	-	320,110
Administrative Pass Thru	-	534,749	-	-	-	-	-	-	534,749
Subtotal Operations	116,538,117	92,809,842	11,300,000	-	75,383,292	4,309,683	-	31,686,240	332,027,174
FHV Administration	-	-	-	-	-	-	-	26,294	26,294
SD&AE	-	-	-	-	-	-	-	(70,364)	(70,364)
Subtotal Other Activities	-	-	-	-	-	-	-	(44,070)	(44,070)
Administrative	3,584,703	-	-	-	528,021	-	-	-	4,112,724
Grand Total	120,122,820	92,809,842	11,300,000	0	75,911,313	4,309,683	0	31,642,170	336,095,827

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2025
SECTION 9.02**

	FTA 5307 Preventative Maintenance	FTA 5307 CARES/ARP Act	Federal Other	FTA 5311/ 5311(f) Rural	TDA Article 4.0	TDA Article 4.5 ADA
SDTC	21,500,000	15,394,027	-	-	705,109	-
SDTI	33,500,000	12,066,817	750,000	-	31,249,856	-
MCS 801 - South Central	10,000,000	11,829,520	-	-	24,182,842	-
MCS 802 - South Bay BRT	-	-	-	-	821,418	-
MCS 803 - South Bay Iris Rapid	-	-	-	-	5,527,193	-
MCS 820 - East County	-	2,973,789	-	-	10,475,854	-
MCS 825 - Rural	-	-	-	911,000	203,639	-
MCS 830 - Commuter Express	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	1,151,144	-	200,000	4,711,183	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	496,729	-
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-
MCS 850 - ADA Access	6,261,820	-	-	-	6,141,022	6,156,304
MCS 856 - ADA Certification	-	-	-	-	-	624,124
MCS 875 - Coaster Connection	-	-	-	-	20,592	-
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	534,749	-
Subtotal Operations	71,261,820	43,415,297	750,000	1,111,000	85,070,187	6,780,428
FHV Administration	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	3,584,703	-	-	-	-
Grand Total	71,261,820	47,000,000	750,000	1,111,000	85,070,187	6,780,428

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2025
SECTION 9.02

	TDA Article 8.0	STA Formula	TIRCP	Medical	TransNet Operating	TransNet Access ADA	TransNet Other
SDTC	-	11,300,000	-	-	26,842,431	-	14,608,099
SDTI	-	-	-	-	14,337,726	-	10,289,136
MCS 801 - South Central	-	-	-	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	-	-
MCS 803 - South Bay Iris Rapid	-	-	-	-	-	-	4,804,036
MCS 820 - East County	-	-	-	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	639,117	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-	-
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-	422,887
MCS 846 - 115 Transit Center Maintenance	-	-	-	-	-	-	1,230,741
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-	321,207
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-	1,228,592
MCS 850 - ADA Access	-	-	-	-	1,234,517	-	63,920
MCS 856 - ADA Certification	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	-	-
Coronado Ferry	320,110	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	959,227	11,300,000	-	-	41,180,157	1,234,517	32,968,618
FHV Administration	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-
Administrative	-	-	-	-	-	-	528,021
Grand Total	959,227	11,300,000	0	0	41,180,157	1,234,517	33,496,639

Att.A, AI 20, 06/20/24

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2025
SECTION 9.02**

	City of San Diego	SANDAG FasTrak	Other Local	Reserves/ Carryovers	Total
SDTC	-	2,500,000	689,683	14,686,240	108,225,589
SDTI	-	-	-	17,000,000	119,193,535
MCS 801 - South Central	-	-	-	-	46,012,361
MCS 802 - South Bay BRT	-	-	-	-	5,625,454
MCS 803 - South Bay Iris Rapid	-	-	-	-	5,527,193
MCS 820 - East County	-	-	-	-	13,449,643
MCS 825 - Rural	-	-	-	-	1,114,639
MCS 830 - Commuter Express	-	1,000,000	-	-	1,639,117
MCS 835 - Central Routes 961-965	-	-	-	-	6,062,327
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	496,729
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	422,887
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,230,741
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	321,207
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,228,592
MCS 850 - ADA Access	120,000	-	-	-	19,977,584
MCS 856 - ADA Certification	-	-	-	-	624,124
MCS 875 - Coaster Connection	-	-	-	-	20,592
Coronado Ferry	-	-	-	-	320,110
Administrative Pass Thru	-	-	-	-	534,749
Subtotal Operations	120,000	3,500,000	689,683	31,686,240	332,027,174
FHV Administration	-	-	-	26,294	26,294
SD&AE	-	-	-	(70,364)	(70,364)
Subtotal Other Activities	-	-	-	(44,070)	(44,070)
Administrative	-	-	-	-	4,112,724
Grand Total	120,000	3,500,000	689,683	31,642,170	336,095,827

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
MTS CONSOLIDATED**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>MTS Consolidated</u>		
Operating Revenue		
Passenger Revenue	78,925,492	401100-409235
Other Income	33,203,791	409150-429900
Total Operating Revenue	112,129,283	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	71,261,820	451250
FTA 5307 - CARES/ARP	47,000,000	459900
FTA - Other	750,000	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	120,122,820	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	85,070,187	461100
TDA - Article 4.5 (ADA)	6,780,428	461200
TDA - Article 8.0	959,227	461300
Total TDA Revenue	92,809,842	
TransNet Revenue		
TransNet - Operating Support	41,180,157	471100
TransNet - Access ADA	1,234,517	471300
TransNet - SuperLoop, Other	33,496,639	471400
Total TransNet Revenue	75,911,313	
State Transit Assistance (STA) Revenue		
STA - Formula	11,300,000	462200
Total STA Revenue	11,300,000	
Other State Revenue		
TIRCP	-	463910
MediCal	-	463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	3,500,000	481100
City of San Diego	120,000	481200
Other Local	689,683	481400
CNG Credits	-	424100
Total Other Local Revenue	4,309,683	
Total Subsidy Revenue		
	304,453,658	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	31,642,170	491100
Carryovers	-	
Total Other Funds / Reserves	31,642,170	
Total Non Operating Revenue	336,095,827	
Total Revenue	448,225,111	
Total Expenses	448,225,111	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
ADMINISTRATIVE**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Administrative</u>		
Operating Revenue		
Passenger Revenue		401100-409235
Other Income	31,100,727	409150-429900
Total Operating Revenue	31,100,727	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	3,584,703	459900
FTA - Other	-	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	3,584,703	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	528,021	471400
Total TransNet Revenue	528,021	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	-	
Total Subsidy Revenue	4,112,724	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves		491100
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	4,112,724	
Total Revenue	35,213,451	
Total Expenses	35,213,451	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Operations Consolidated</u>		
Operating Revenue		
Passenger Revenue	78,925,492	401100-409235
Other Income	1,113,064	409150-429900
Total Operating Revenue	80,038,556	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	71,261,820	451250
FTA 5307 - CARES/ARP	43,415,297	459900
FTA - Other	750,000	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	116,538,117	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	85,070,187	461100
TDA - Article 4.5 (ADA)	6,780,428	461200
TDA - Article 8.0	959,227	461300
Total TDA Revenue	92,809,842	
TransNet Revenue		
TransNet - Operating Support	41,180,157	471100
TransNet - Access ADA	1,234,517	471300
TransNet - SuperLoop, Other	32,968,618	471400
Total TransNet Revenue	75,383,292	
State Transit Assistance (STA) Revenue		
STA - Formula	11,300,000	462200
Total STA Revenue	11,300,000	
Other State Revenue		
TIRCP	-	463910
MediCal	-	463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	3,500,000	481100
City of San Diego	120,000	481200
Other Local	689,683	481400
CNG Credits	-	424100
Total Other Local Revenue	4,309,683	
Total Subsidy Revenue		
	300,340,934	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	31,686,240	491100
Carryovers	-	
Total Other Funds / Reserves	31,686,240	
Total Non Operating Revenue	332,027,174	
Total Revenue	412,065,730	
Total Expenses	412,065,730	
Net of Revenues over Expense	(0)	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Bus Operations (San Diego Transit Corp)</u>		
Operating Revenue		
Passenger Revenue	21,238,954	401100-409235
Other Income	50,000	409150-429900
Total Operating Revenue	21,288,954	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	21,500,000	451250
FTA 5307 - CARES/ARP	15,394,027	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	36,894,027	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	705,109	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	-	461300
Total TDA Revenue	705,109	
TransNet Revenue		
TransNet - Operating Support	26,842,431	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	14,608,099	471400
Total TransNet Revenue	41,450,530	
State Transit Assistance (STA) Revenue		
STA - Formula	11,300,000	462200
Total STA Revenue	11,300,000	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	2,500,000	481100
City of San Diego	-	481200
Other Local	689,683	481400
CNG Credits	-	424100
Total Other Local Revenue	3,189,683	
Total Subsidy Revenue		
	93,539,349	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	14,686,240	491100
Carryovers	-	
Total Other Funds / Reserves	14,686,240	
Total Non Operating Revenue	108,225,589	
Total Revenue	129,514,543	
Total Expenses	129,514,543	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Rail Operations (San Diego Trolley)</u>		
Operating Revenue		
Passenger Revenue	32,652,847	401100-409235
Other Income	1,063,064	409150-429900
Total Operating Revenue	33,715,911	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	33,500,000	451250
FTA 5307 - CARES/ARP	12,066,817	459900
FTA - Other	750,000	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	46,316,817	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	31,249,856	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	31,249,856	
TransNet Revenue		
TransNet - Operating Support	14,337,726	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	10,289,136	471400
Total TransNet Revenue	24,626,862	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	102,193,535	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	17,000,000	491100
Carryovers		
Total Other Funds / Reserves	17,000,000	
Total Non Operating Revenue	119,193,535	
Total Revenue	152,909,446	
Total Expenses	152,909,445	
Net of Revenues over Expense	0	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations Consolidated</u>		
Operating Revenue		
Passenger Revenue	25,033,691	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	25,033,691	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	16,261,820	451250
FTA 5307 - CARES/ARP	15,954,453	459900
FTA - Other	-	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	33,327,273	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	52,580,473	461100
TDA - Article 4.5 (ADA)	6,780,428	461200
TDA - Article 8.0	639,117	461300
Total TDA Revenue	60,000,018	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	1,234,517	471300
TransNet - SuperLoop, Other	8,071,383	471400
Total TransNet Revenue	9,305,900	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	-	
Other State Revenue		
TIRCP	-	463910
MediCal	-	463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	1,000,000	481100
City of San Diego	120,000	481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	1,120,000	
Total Subsidy Revenue	103,753,191	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	103,753,191	
Total Revenue	128,786,882	
Total Expenses	128,786,882	
Net of Revenues over Expense	(0)	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations - Fixed Route Consolidated</u>		
Operating Revenue		
Passenger Revenue	23,398,149	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	23,398,149	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	10,000,000	451250
FTA 5307 - CARES/ARP	15,954,453	459900
FTA - Other	-	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	27,065,453	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	46,439,451	461100
TDA - Article 4.5 (ADA)	-	461200
TDA - Article 8.0	639,117	461300
Total TDA Revenue	47,078,568	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	-	471300
TransNet - SuperLoop, Other	8,007,463	471400
Total TransNet Revenue	8,007,463	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	-	
Other State Revenue		
TIRCP	-	463910
MediCal	-	463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	1,000,000	481100
City of San Diego	-	481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	1,000,000	
Total Subsidy Revenue	83,151,484	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	83,151,484	
Total Revenue	106,549,633	
Total Expenses	106,549,633	
Net of Revenues over Expense	(0)	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (801 - South Bay)</u>		
Operating Revenue		
Passenger Revenue	16,612,186	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	16,612,186	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	10,000,000	451250
FTA 5307 - CARES/ARP	11,829,520	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	21,829,520	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	24,182,842	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	24,182,842	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	46,012,361	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	46,012,361	
Total Revenue	62,624,547	
Total Expenses	62,624,547	
Net of Revenues over Expense	(0)	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (802 - South Bay BRT)</u>		
Operating Revenue		
Passenger Revenue	807,880	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	807,880	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other	-	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	821,418	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	821,418	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	4,804,036	471400
Total TransNet Revenue	4,804,036	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	5,625,454	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	5,625,454	
Total Revenue	6,433,334	
Total Expenses	6,433,334	
Net of Revenues over Expense	0	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (803 - South Bay Iris Rapid Operations)</u>		
Operating Revenue		
Passenger Revenue	816,469	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	816,469	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	5,527,193	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	5,527,193	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	5,527,193	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	5,527,193	
Total Revenue	6,343,662	
Total Expenses	6,343,662	
Net of Revenues over Expense	0	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (820 - East County)</u>		
Operating Revenue		
Passenger Revenue	3,768,176	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	3,768,176	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	2,973,789	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	2,973,789	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	10,475,854	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	10,475,854	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	13,449,643	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	13,449,643	
Total Revenue	17,217,819	
Total Expenses	17,217,819	
Net of Revenues over Expense	(0)	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (825 - Rural)</u>		
Operating Revenue		
Passenger Revenue	150,643	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	150,643	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural	840,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	911,000	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	203,639	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	203,639	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	1,114,639	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	1,114,639	
Total Revenue	1,265,283	
Total Expenses	1,265,283	
Net of Revenues over Expense	(0)	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (830 - Commuter Express)</u>		
Operating Revenue		
Passenger Revenue	384,825	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	384,825	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	-	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	639,117	461300
Total TDA Revenue	639,117	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	1,000,000	481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	1,000,000	
Total Subsidy Revenue	1,639,117	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	1,639,117	
Total Revenue	2,023,942	
Total Expenses	2,023,942	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (835 - Minibus)</u>		
Operating Revenue		
Passenger Revenue	857,971	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	857,971	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	1,151,144	459900
FTA - Other		451800
FTA 5311 - Rural	200,000	451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	1,351,144	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	4,711,183	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	4,711,183	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	6,062,327	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	6,062,327	
Total Revenue	6,920,298	
Total Expenses	6,920,298	
Net of Revenues over Expense	(0)	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (875 - Coaster Connection (SVCC))</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	20,592	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	20,592	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local	-	481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	20,592	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	20,592	
Total Revenue	20,592	
Total Expenses	20,592	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (840 - Transit Center Maintenance)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	496,729	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	496,729	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	-	471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	496,729	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	496,729	
Total Revenue	496,729	
Total Expenses	496,729	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (841 - Iris Rapid Transit Center Maintenance)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	-	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	-	
Total Revenue	-	
Total Expenses	-	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (845 - BRT Superloop)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	422,887	471400
Total TransNet Revenue	422,887	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	422,887	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	422,887	
Total Revenue	422,887	
Total Expenses	422,887	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (846 - I15 Transit Center Maintenance)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	1,230,741	471400
Total TransNet Revenue	1,230,741	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	1,230,741	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	1,230,741	
Total Revenue	1,230,741	
Total Expenses	1,230,741	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (847 - Mid City Transit Center Maintenance)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	321,207	471400
Total TransNet Revenue	321,207	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	321,207	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	321,207	
Total Revenue	321,207	
Total Expenses	321,207	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (848 - South Bay BRT Transit Center Maintenance)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	1,228,592	471400
Total TransNet Revenue	1,228,592	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	1,228,592	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	1,228,592	
Total Revenue	1,228,592	
Total Expenses	1,228,592	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations - Paratransit Consolidated</u>		
Operating Revenue		
Passenger Revenue	1,635,542	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	1,635,542	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	6,261,820	451250
FTA 5307 - CARES/ARP	-	459900
FTA - Other	-	451800
FTA 5311 - Rural	-	451900
FTA 5311(f) - Rural	-	451950
Total Federal Revenue	6,261,820	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	6,141,022	461100
TDA - Article 4.5 (ADA)	6,780,428	461200
TDA - Article 8.0	-	461300
Total TDA Revenue	12,921,450	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	1,234,517	471300
TransNet - SuperLoop, Other	63,920	471400
Total TransNet Revenue	1,298,437	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	-	
Other State Revenue		
TIRCP	-	463910
MediCal	-	463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	-	481100
City of San Diego	120,000	481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	120,000	
Total Subsidy Revenue	20,601,708	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	20,601,708	
Total Revenue	22,237,249	
Total Expenses	22,237,249	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (850 - ADA Access)</u>		
Operating Revenue		
Passenger Revenue	1,635,542	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	1,635,542	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	6,261,820	451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	6,261,820	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	6,141,022	461100
TDA - Article 4.5 (ADA)	6,156,304	461200
TDA - Article 8.0		461300
Total TDA Revenue	12,297,326	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA	1,234,517	471300
TransNet - SuperLoop, Other	63,920	471400
Total TransNet Revenue	1,298,437	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal	-	463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego	120,000	481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	120,000	
Total Subsidy Revenue	19,977,584	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	19,977,584	
Total Revenue	21,613,125	
Total Expenses	21,613,125	
Net of Revenues over Expense	0	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (856 - ADA Certification)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)	624,124	461200
TDA - Article 8.0		461300
Total TDA Revenue	624,124	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	624,124	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	624,124	
Total Revenue	624,124	
Total Expenses	624,124	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Coronado Ferry</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	320,110	461300
Total TDA Revenue	320,110	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	320,110	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	320,110	
Total Revenue	320,110	
Total Expenses	320,110	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Administrative Pass Thru</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	534,749	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	534,749	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	534,749	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	534,749	
Total Revenue	534,749	
Total Expenses	534,749	
Net of Revenues over Expense	-	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OTHER ACTIVITIES

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Other Activities - Consolidated</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	990,000	409150-429900
Total Operating Revenue	990,000	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	-	451250
FTA 5307 - CARES/ARP	-	459900
FTA - Other	-	451800
FTA 5311 - Rural	-	451900
FTA 5311(f) - Rural	-	451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)	-	461200
TDA - Article 8.0	-	461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	-	471300
TransNet - SuperLoop, Other	-	471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	-	
Other State Revenue		
TIRCP	-	463910
MediCal	-	463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	-	481100
City of San Diego	-	481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	-	
Total Subsidy Revenue		
	-	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	(44,070)	491100
Carryovers	-	
Total Other Funds / Reserves	(44,070)	
Total Non Operating Revenue	(44,070)	
Total Revenue	945,930	
Total Expenses	945,930	
Net of Revenues over Expense	-	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OTHER ACTIVITIES**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>FHV Administration</u>		
Operating Revenue		
Passenger Revenue		401100-409235
Other Income	757,000	409150-429900
Total Operating Revenue	757,000	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue		
	-	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	26,294	491100
Carryovers		
Total Other Funds / Reserves	26,294	
Total Non Operating Revenue	26,294	
Total Revenue	783,294	
Total Expenses	783,294	
Net of Revenues over Expense	-	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
OTHER ACTIVITIES

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>San Diego and Arizona Eastern Railroad</u>		
Operating Revenue		
Passenger Revenue		401100-409235
Other Income	233,000	409150-429900
Total Operating Revenue	233,000	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue		
	-	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	(70,364)	491100
Carryovers		
Total Other Funds / Reserves	(70,364)	
Total Non Operating Revenue	(70,364)	
Total Revenue	162,636	
Total Expenses	162,636	
Net of Revenues over Expense	-	

This page intentionally left blank.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FIVE YEAR FINANCIAL PROJECTIONS (\$000s)
FISCAL YEAR 2025
SECTION 10.01**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	PROJECTED FY26	PROJECTED FY27	PROJECTED FY28	PROJECTED FY29
TOTAL OPERATING REVENUES	\$ 91,481	\$ 105,716	\$ 112,129	\$ 117,080	\$ 121,464	\$ 125,421	\$ 129,767
RECURRING SUBSIDY FUNDING	269,044	249,139	257,454	268,441	275,015	281,616	287,965
TOTAL RECURRING REVENUES	\$ 360,525	\$ 354,854	\$ 369,583	\$ 385,521	\$ 396,479	\$ 407,037	\$ 417,733
PERSONNEL EXPENSES	\$ 164,768	\$ 177,948	\$ 195,930	\$ 203,882	\$ 212,173	\$ 218,935	\$ 225,923
OUTSIDE SERVICES	122,574	152,855	161,804	168,129	174,435	179,135	184,039
MATERIALS AND SUPPLIES	16,432	18,637	20,581	21,290	21,945	22,620	23,267
ENERGY	52,584	48,056	50,055	50,975	52,790	55,030	57,670
RISK MANAGEMENT	7,808	8,502	11,335	11,732	12,084	12,446	12,789
OTHER	7,724	7,956	8,520	8,752	8,958	9,171	9,371
TOTAL OPERATING EXPENSES	\$ 371,889	\$ 413,955	\$ 448,225	\$ 464,760	\$ 482,385	\$ 497,338	\$ 513,059
RECURRING OPERATING INCOME (DEFICIT)	\$ (11,364)	\$ (59,101)	\$ (78,642)	\$ (79,239)	\$ (85,906)	\$ (90,300)	\$ (95,327)
FEDERAL STIMULUS REVENUES	72,100	85,000	47,000	-	-	-	-
SB125 Funding		4,500	-	-	-	-	-
Capital TDA to Operations							
One-time flexible funding from CIP to Ops							
Shift STA from CIP to Ops							
NON RECURRING REVENUES	(53,336)	(30,399)	31,642	55,423	57	111	160
TOTAL OPERATING INCOME (DEFICIT)	\$ 7,400	\$ -	\$ -	\$ (23,816)	\$ (85,850)	\$ (90,189)	\$ (95,167)

t.A, AI 20, 06/20/24

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025
SECTION 10.02**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	VARIANCE	% CHANGE BUDGET/ AMENDED
PASSENGER REVENUE					
BUS OPERATIONS	19,666,167	20,688,183	21,238,954	550,771	2.7%
RAIL OPERATIONS	26,728,848	30,023,928	32,652,847	2,628,919	8.8%
CONTRACTED SERVICES - FIXED ROUTE	20,023,028	22,275,937	23,398,149	1,122,212	5.0%
CONTRACTED SERVICES - PARATRANSIT	1,127,646	1,569,739	1,635,542	65,803	4.2%
TOTAL PASSENGER REVENUES	67,545,689	74,557,787	78,925,492	4,367,705	5.9%
PASSENGERS					
BUS OPERATIONS	16,519,032	17,536,469	17,981,601	445,132	2.5%
RAIL OPERATIONS	36,046,988	40,751,759	43,597,642	2,845,883	7.0%
CONTRACTED SERVICES - FIXED ROUTE	15,695,309	17,836,247	18,696,207	859,960	4.8%
CONTRACTED SERVICES - PARATRANSIT	249,662	345,279	359,116	13,837	4.0%
TOTAL PASSENGERS	68,510,991	76,469,754	80,634,567	4,164,813	5.4%
AVERAGE FARE					
BUS OPERATIONS	1.191	1.180	1.181	-	0.0%
RAIL OPERATIONS	0.742	0.737	0.749	0.010	1.4%
CONTRACTED SERVICES - FIXED ROUTE	1.276	1.249	1.251	-	0.0%
CONTRACTED SERVICES - PARATRANSIT	4.517	4.546	4.554	0.010	0.2%
TOTAL AVERAGE FARE	0.986	0.975	0.979	-	0.4%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025
SECTION 10.02

	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>VARIANCE</u>	<u>% CHANGE BUDGET/ AMENDED</u>
REVENUE MILES					
BUS OPERATIONS	8,826,407	9,070,213	9,148,475	78,262	0.9%
RAIL OPERATIONS	12,700,201	12,559,916	12,978,906	418,990	3.3%
CONTRACTED SERVICES - FIXED ROUTE	9,933,536	11,344,096	11,733,477	389,381	3.4%
CONTRACTED SERVICES - PARATRANSIT	2,408,559	3,289,874	3,855,929	566,055	17.2%
TOTAL REVENUE MILES	33,868,703	36,264,099	37,716,787	1,452,688	4.0%
TOTAL MILES					
BUS OPERATIONS	10,021,542	10,303,181	10,405,466	102,285	1.0%
RAIL OPERATIONS	12,983,570	12,861,417	13,293,817	432,400	3.4%
CONTRACTED SERVICES - FIXED ROUTE	11,790,689	13,367,872	13,748,027	380,154	2.8%
CONTRACTED SERVICES - PARATRANSIT	3,316,429	3,986,751	4,726,604	739,853	18.6%
TOTAL MILES	38,112,230	40,519,221	42,173,914	1,654,693	4.1%
REVENUE HOURS					
BUS OPERATIONS	761,678	784,268	792,826	8,558	1.1%
RAIL OPERATIONS	692,769	685,110	703,411	18,301	2.7%
CONTRACTED SERVICES - FIXED ROUTE	989,488	1,079,170	1,111,887	32,718	3.0%
CONTRACTED SERVICES - PARATRANSIT	122,633	150,124	178,138	28,015	18.7%
TOTAL REVENUE HOURS	2,566,568	2,698,671	2,786,262	87,591	3.2%
TOTAL HOURS					
BUS OPERATIONS	815,637	829,246	838,765	9,518	1.1%
RAIL OPERATIONS	715,355	704,472	727,667	23,195	3.3%
CONTRACTED SERVICES - FIXED ROUTE	1,080,300	1,150,243	1,183,430	33,187	2.9%
CONTRACTED SERVICES - PARATRANSIT	162,085	201,089	238,315	37,227	18.5%
TOTAL HOURS	2,773,377	2,885,050	2,988,177	103,127	3.6%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025
SECTION 10.02**

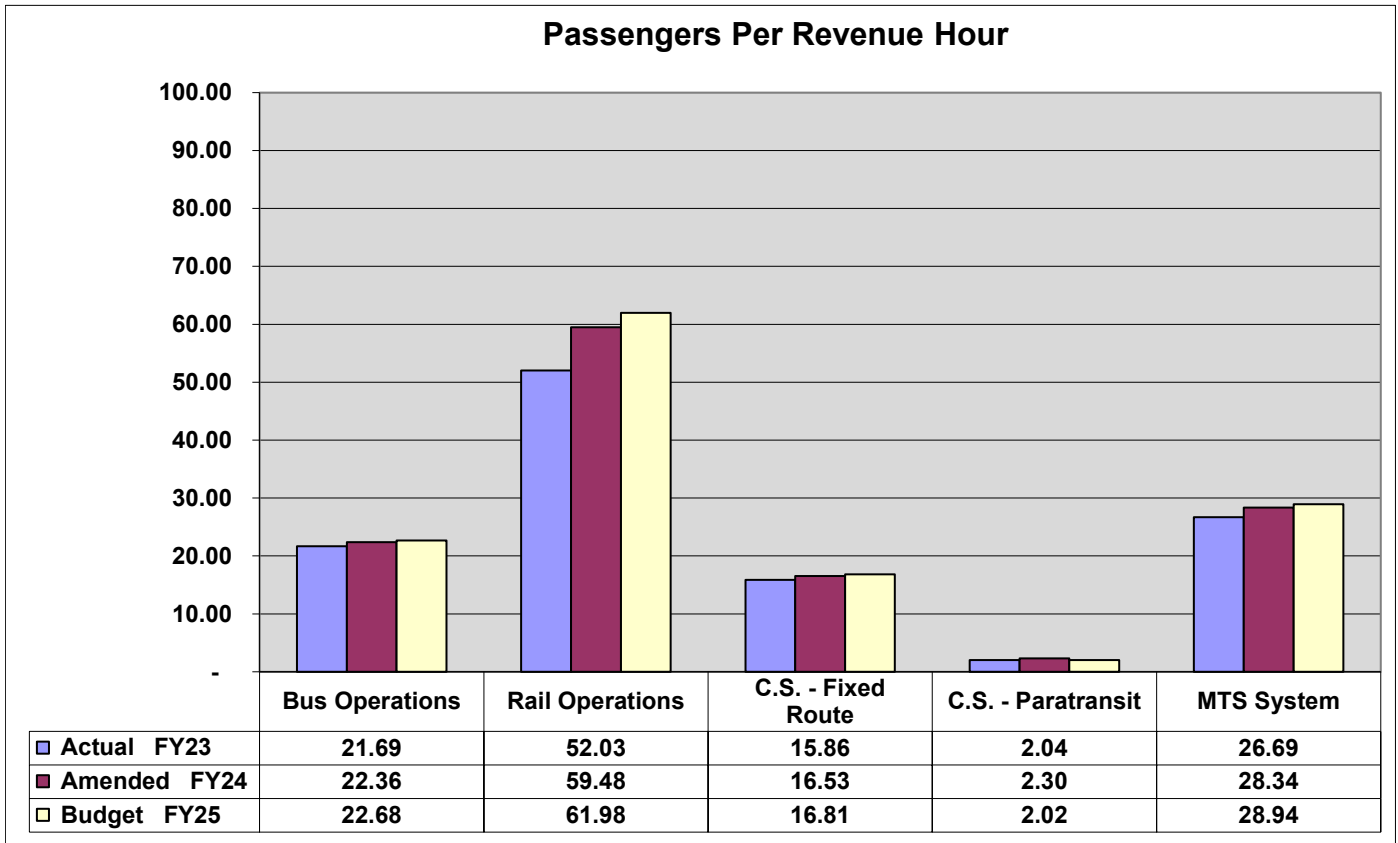
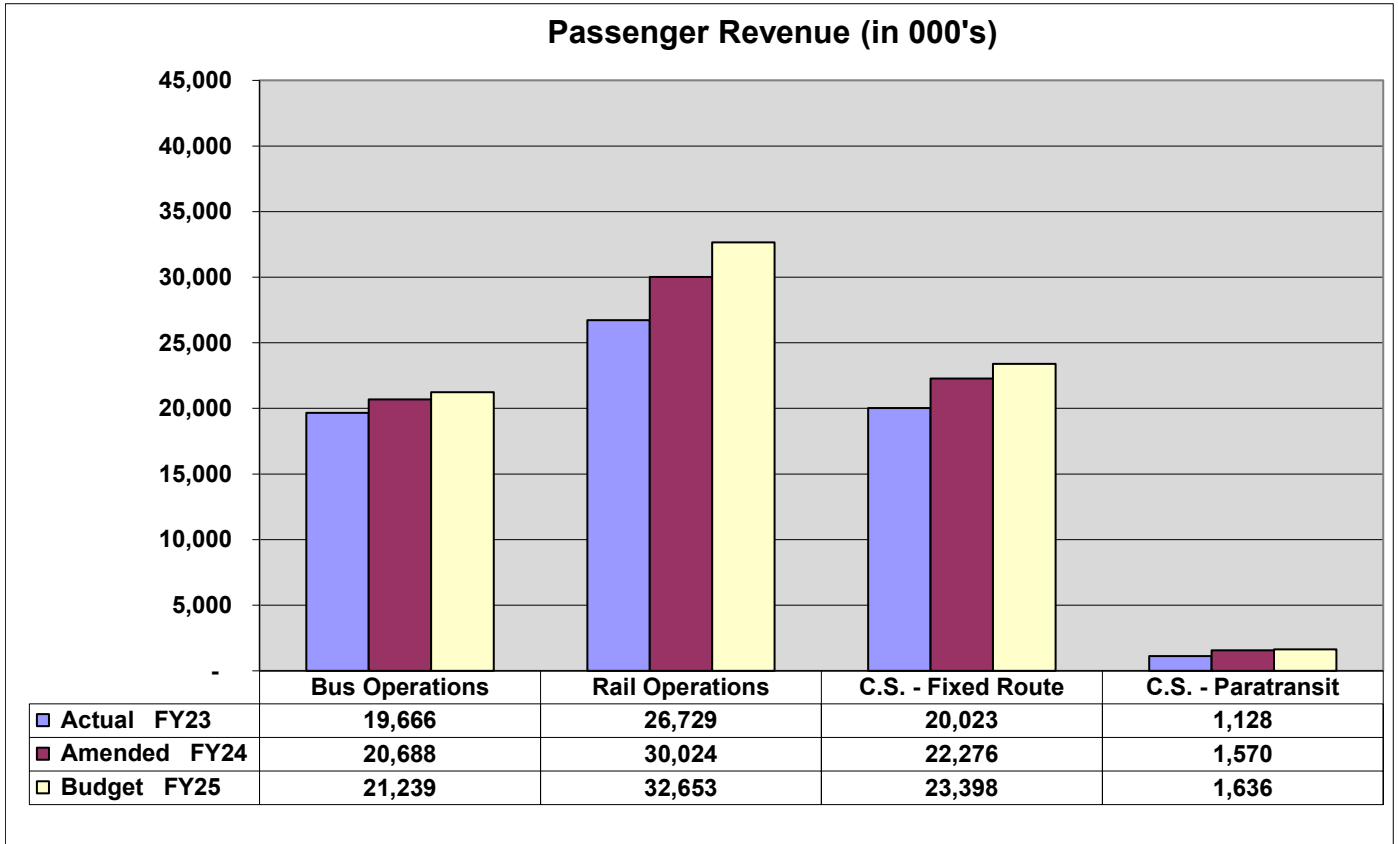
	<u>ACTUAL FY23</u>	<u>AMENDED BUDGET FY24</u>	<u>PROPOSED BUDGET FY25</u>	<u>VARIANCE</u>	<u>% CHANGE BUDGET/ AMENDED</u>
TOTAL OPERATING COSTS *					
BUS OPERATIONS	109,617,276	114,964,485	123,665,825	8,701,340	7.6%
RAIL OPERATIONS	103,250,958	113,188,184	123,859,528	10,671,344	9.4%
CONTRACTED SERVICES - FIXED ROUTE	86,634,299	99,818,082	104,091,181	4,273,099	4.3%
CONTRACTED SERVICES - PARATRANSIT	14,287,757	19,511,848	21,691,467	2,179,619	11.2%
CORONADO FERRY	313,435	323,313	320,110	(3,203)	-1.0%
ADMINISTRATIVE PASS THROUGH	345,069	523,597	534,749	11,152	2.1%
TOTAL OPERATING COSTS	314,448,794	348,329,509	374,162,861	25,833,352	7.4%
TOTAL PASSENGERS / REVENUE HOUR					
BUS OPERATIONS	21.7	22.4	22.7	0.3	1.4%
RAIL OPERATIONS	52.0	59.5	62.0	2.5	4.2%
CONTRACTED SERVICES - FIXED ROUTE	15.9	16.5	16.8	0.3	1.7%
CONTRACTED SERVICES - PARATRANSIT	2.0	2.3	2.0	(0.3)	-12.3%
TOTAL PASSENGERS / REVENUE HOUR	26.7	28.3	28.9	0.6	2.1%
TOTAL FAREBOX RECOVERY					
BUS OPERATIONS	17.9%	18.0%	17.2%	-0.8%	-4.6%
RAIL OPERATIONS	25.9%	26.5%	26.4%	-0.2%	-0.6%
CONTRACTED SERVICES - FIXED ROUTE	23.1%	22.3%	22.5%	0.2%	0.7%
CONTRACTED SERVICES - PARATRANSIT	7.9%	8.0%	7.5%	-0.5%	-6.3%
TOTAL FAREBOX RECOVERY	21.5%	21.4%	21.1%	-0.3%	-1.5%

* Includes the administrative overhead allocation of expenses.

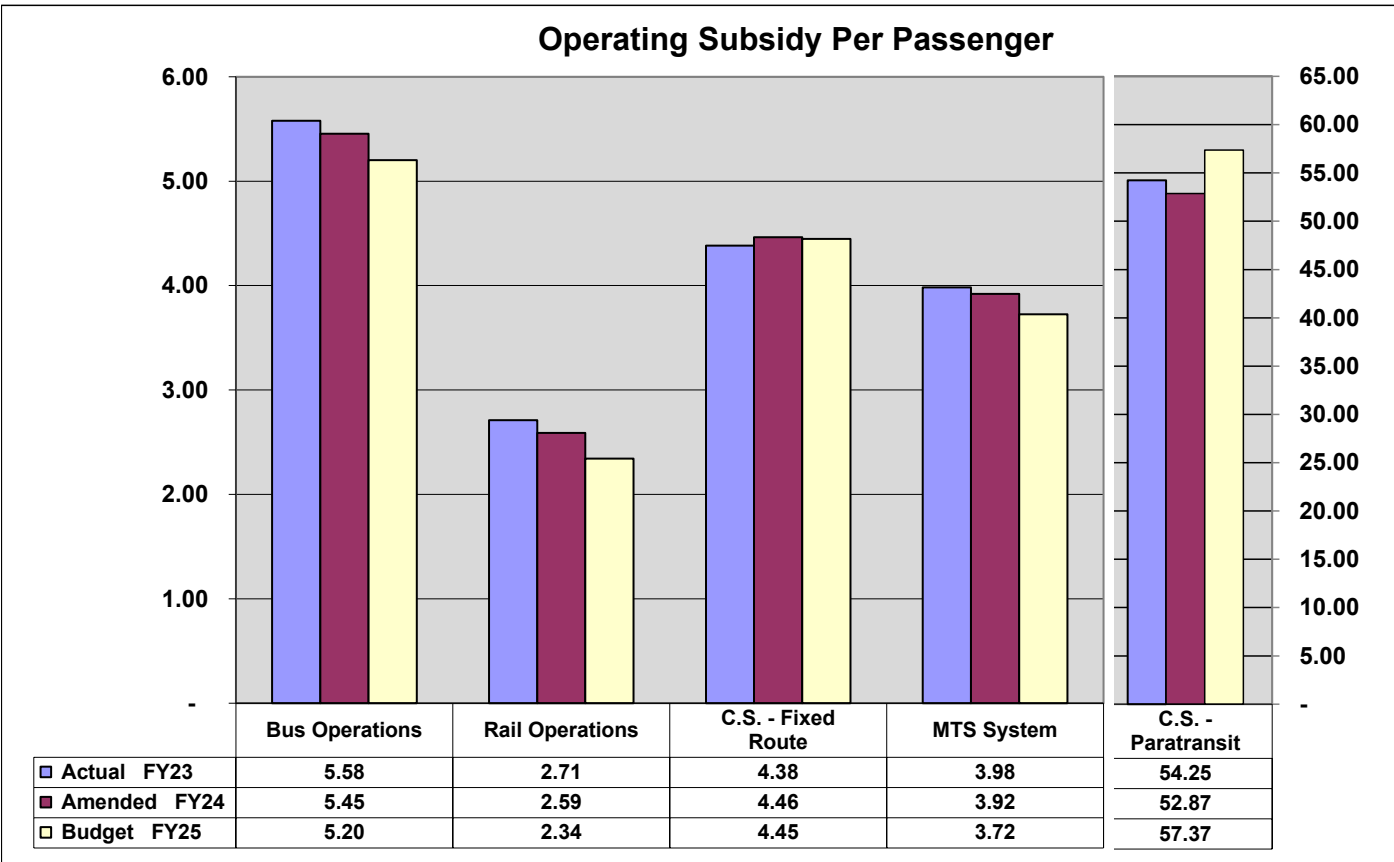
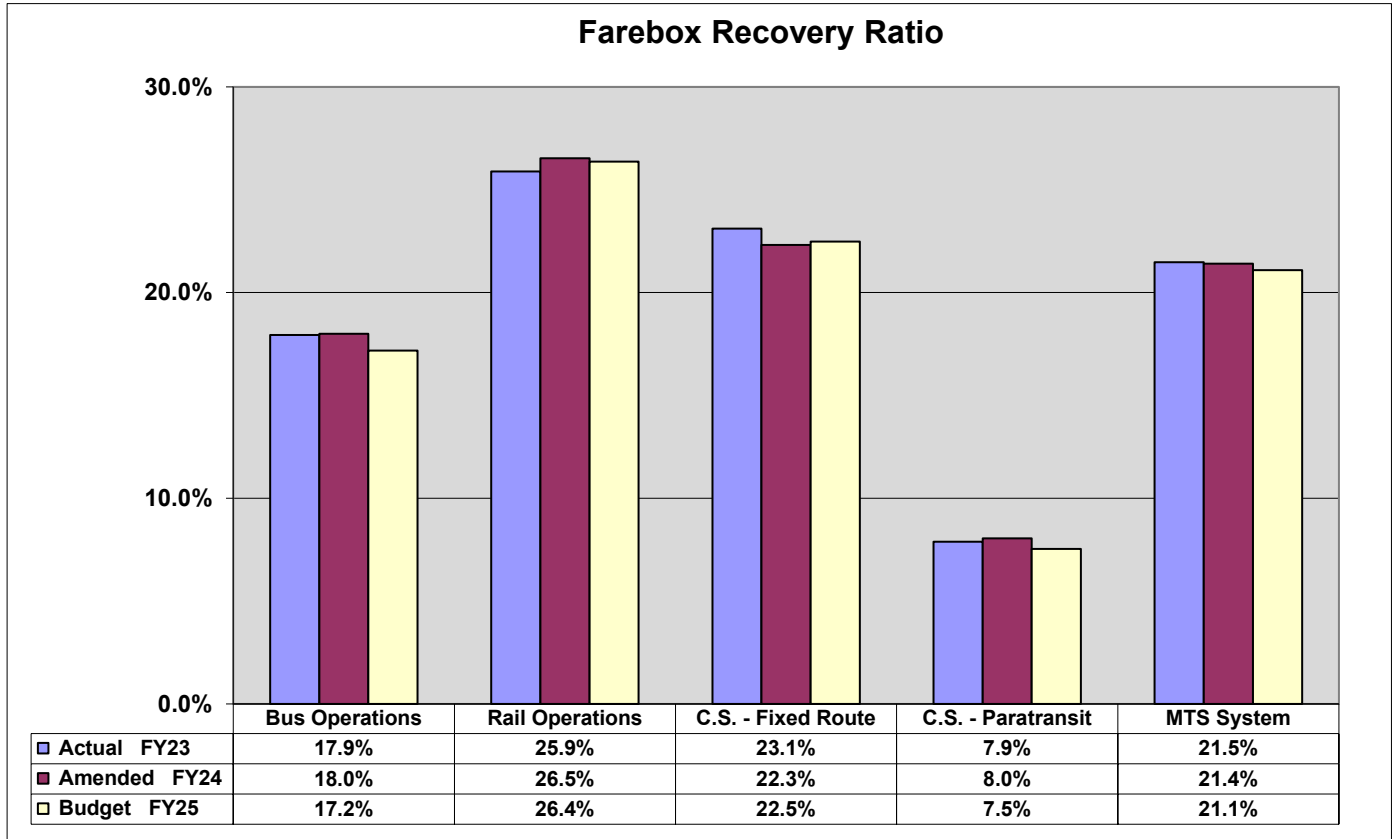
**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025
SECTION 10.02**

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	VARIANCE	% CHANGE BUDGET/ AMENDED
TOTAL OPERATING SUBSIDY					
BUS OPERATIONS	92,171,697	95,649,424	93,539,349	(2,110,075)	-2.2%
RAIL OPERATIONS	97,684,683	105,524,392	102,193,535	(3,330,857)	-3.2%
CONTRACTED SERVICES - FIXED ROUTE	68,795,121	79,612,451	83,151,484	3,539,033	4.4%
CONTRACTED SERVICES - PARATRANSIT	13,543,065	18,256,048	20,601,708	2,345,660	12.8%
CORONADO FERRY	313,435	323,313	320,110	(3,203)	-1.0%
ADMINISTRATIVE PASS THROUGH	345,069	523,597	534,749	11,152	2.1%
TOTAL OPERATING SUBSIDY	272,853,069	299,889,225	300,340,934	451,709	0.2%
TOTAL SUBSIDY / PASSENGER					
BUS OPERATIONS	5.58	5.45	5.20	(0.25)	-4.6%
RAIL OPERATIONS	2.71	2.59	2.34	(0.25)	-9.5%
CONTRACTED SERVICES - FIXED ROUTE	4.38	4.46	4.45	(0.02)	-0.4%
CONTRACTED SERVICES - PARATRANSIT	54.25	52.87	57.37	4.49	8.5%
TOTAL SUBSIDY / PASSENGER	3.98	3.92	3.72	(0.20)	-5.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025**



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025**



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.03**

Att.A, AI 20, 06/20/24

	Amended Budget	Position	Net Positons	Proposed	Frozen
	FY 2024	Shifts	Requiring	FY 2025	Positions
	FTE's	FTE's	Funding Adjs	FTE's	FTE's
<u>MTS Administration</u>					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	10.0	0.0	0.0	10.0	0.0
COMPASS CARD	14.5	0.0	0.0	14.5	0.0
EXECUTIVE	5.0	0.0	0.0	5.0	0.0
FINANCE	23.5	0.0	0.0	23.5	0.0
HUMAN RESOURCES	19.0	0.0	0.0	19.0	0.0
INFORMATION SECURITY	3.0	0.0	0.0	3.0	0.0
INFORMATION TECHNOLOGY	32.0	0.0	0.0	32.0	0.0
LEGAL	3.0	0.0	0.0	3.0	0.0
MARKETING	11.0	0.0	0.0	11.0	0.0
PLANNING	9.5	0.0	0.0	9.5	0.0
PROCUREMENT	16.0	0.0	0.0	16.0	0.0
RIGHT OF WAY	2.0	0.0	0.0	2.0	0.0
RISK	4.0	0.0	0.0	4.0	0.0
SECURITY	139.0	0.0	0.0	139.0	0.0
STORES (ADMIN)	2.0	0.0	0.0	2.0	0.0
STORES (BUS)	13.0	0.0	0.0	13.0	0.0
STORES (RAIL)	7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICES	17.0	0.0	0.0	17.0	0.0
TRANSIT STORES	8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration	340.5	0.0	0.0	340.5	0.0
<u>Bus Operations</u>					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)	3.5	0.0	0.0	3.5	0.0
MAINTENANCE	189.0	0.0	0.0	189.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	8.0	0.0	0.0	8.0	0.0
REVENUE (BUS)	6.0	0.0	0.0	6.0	0.0
SAFETY	2.0	0.0	0.0	2.0	0.0
TRAINING	11.0	0.0	0.0	11.0	0.0
TRANSPORTATION (BUS)	609.0	0.0	0.0	609.0	0.0
Subtotal Bus Operations	842.0	0.0	0.0	842.0	0.0
<u>Rail Operations</u>					
EXECUTIVE (RAIL)	4.5	0.0	0.0	4.5	0.0
FACILITIES	81.0	0.0	0.0	81.0	0.0
LIGHT RAIL VEHICLES	107.0	0.0	0.0	107.0	0.0
MAINTENANCE OF WAYSIDE	46.0	0.0	0.0	46.0	0.0
REVENUE (RAIL)	56.5	0.0	0.0	56.5	0.0
TRACK	22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)	282.2	0.0	0.0	282.2	0.0
Subtotal Rail Operations	599.2	0.0	0.0	599.2	0.0
<u>Other MTS Operations</u>					
FHV ADMINISTRATION	6.0	0.0	1.0	7.0	0.0
Subtotal Other MTS Operations	6.0	0.0	1.0	7.0	0.0
Grand Total	1,787.7	0.0	1.0	1,788.7	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 20, 06/20/24
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
<u>MTS Administration</u>						
<u>BOD ADMINISTRATION</u>						
Exec Asst GC/Asst Board Clrk	8	1.0	0.0	0.0	1.0	0.0
Internal Auditor	12	1.0	0.0	0.0	1.0	0.0
BOD ADMINISTRATION TOTAL		2.0	0.0	0.0	2.0	0.0
<u>CAPITAL PROJECTS</u>						
Administrative Assistant	2	1.0	0.0	0.0	1.0	0.0
Director of Capital Projects	17	1.0	0.0	0.0	1.0	0.0
Project Engineer	12	2.0	0.0	0.0	2.0	0.0
Project Manager	13	2.0	0.0	0.0	2.0	0.0
Senior Project Manager	14	3.0	0.0	0.0	3.0	0.0
Sr. Project Manager - Rail Sys	14	1.0	0.0	0.0	1.0	0.0
CAPITAL PROJECTS TOTAL		10.0	0.0	0.0	10.0	0.0
<u>COMPASS CARD</u>						
Call/Service Center Rep (FT)	1	4.0	0.0	0.0	4.0	0.0
Call/Service Center Rep (PT)	1	1.5	0.0	0.0	1.5	0.0
Director of Fare Technology & Fare Systems Administrator	14 9	1.0 1.0	0.0 0.0	0.0 0.0	1.0 1.0	0.0 0.0
Mgr of PRONTO & Passenger Supp	9	1.0	0.0	0.0	1.0	0.0
Service Center Specialist (FT)	2	5.0	0.0	0.0	5.0	0.0
Supervisor of Pronto Support	7	1.0	0.0	0.0	1.0	0.0
COMPASS CARD TOTAL		14.5	0.0	0.0	14.5	0.0
<u>EXECUTIVE</u>						
Chief Executive Officer		1.0	0.0	0.0	1.0	0.0
Exec Asst/Clerk of the Board	9	1.0	0.0	0.0	1.0	0.0
Grants Administrator	9	1.0	0.0	0.0	1.0	0.0
Grants Analyst	8	1.0	0.0	0.0	1.0	0.0
Manager of Government Affairs	13	1.0	0.0	0.0	1.0	0.0
EXECUTIVE TOTAL		5.0	0.0	0.0	5.0	0.0
<u>FINANCE</u>						
Chief Financial Officer	20	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	3	3.0	0.0	0.0	3.0	0.0
Accounting Manager	12	1.0	0.0	0.0	1.0	0.0
Controller	17	1.0	0.0	0.0	1.0	0.0
Deputy Chief Financial Officer	18	1.0	0.0	0.0	1.0	0.0
Finance Assistant	6	1.0	0.0	0.0	1.0	0.0
Finance Intern	1	0.5	0.0	0.0	0.5	0.0
Financial Analyst	9	2.0	0.0	0.0	2.0	0.0
Manager of Financial Planning	13	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	7	3.0	0.0	0.0	3.0	0.0
Payroll Manager	12	1.0	0.0	0.0	1.0	0.0
Payroll Supervisor	10	1.0	0.0	0.0	1.0	0.0
Senior Accountant	10	2.0	0.0	0.0	2.0	0.0
Staff Accountant I	7	2.0	0.0	0.0	2.0	0.0
Staff Accountant II	8	2.0	0.0	0.0	2.0	0.0
Transit Asset Mgmt Program Mgr	11	1.0	0.0	0.0	1.0	0.0
FINANCE TOTAL		23.5	0.0	0.0	23.5	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 20, 06/20/24
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Net Positons					
		Amended Budget	Position	Requiring	Proposed	Frozen
	Salary Grade	FY 2024 (FTE's)	Shifts (FTE's)	Funding Adjs (FTE's)	FY 2025 (FTE's)	Positions (FTE's)
<u>HUMAN RESOURCES</u>						
Admin Assistant (Copy Center)	2	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	10	3.0	0.0	0.0	3.0	0.0
Chief Human Resources Officer	19	1.0	0.0	0.0	1.0	0.0
Director of Human Resources	16	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant	3	3.0	0.0	0.0	3.0	0.0
Human Resources Specialist	6	1.0	0.0	0.0	1.0	0.0
Leadership Dev Specialist	12	1.0	0.0	0.0	1.0	0.0
Manager of Benefits & Comp	13	1.0	0.0	0.0	1.0	0.0
Manager of Talent Acquisition	13	1.0	0.0	0.0	1.0	0.0
Senior Human Resources Analyst	11	1.0	0.0	0.0	1.0	0.0
Talent Acquisition Specialist	10	5.0	0.0	0.0	5.0	0.0
HUMAN RESOURCES TOTAL		19.0	0.0	0.0	19.0	0.0
<u>INFORMATION SECURITY</u>						
Info Security & Intel Eng	12	2.0	0.0	0.0	2.0	0.0
Information Security Manager	14	1.0	0.0	0.0	1.0	0.0
INFORMATION SECURITY TOTAL		3.0	0.0	0.0	3.0	0.0
<u>INFORMATION TECHNOLOGY</u>						
Business Systems Analyst (SAP)	13	1.0	0.0	0.0	1.0	0.0
Chief Information Officer	19	1.0	0.0	0.0	1.0	0.0
Database Administrator	13	1.0	0.0	0.0	1.0	0.0
ETL Developer	13	1.0	0.0	0.0	1.0	0.0
Executive Assistant (CIO)	8	1.0	0.0	0.0	1.0	0.0
IT Development Manager	14	1.0	0.0	0.0	1.0	0.0
IT Enterprise Architect (IoT)	13	1.0	0.0	0.0	1.0	0.0
IT Operations Manager	14	1.0	0.0	0.0	1.0	0.0
IT Support Specialist	7	4.0	0.0	0.0	4.0	0.0
Network Engineer I	10	2.0	0.0	0.0	2.0	0.0
Network Engineer II	11	2.0	0.0	0.0	2.0	0.0
Network Engineer III	12	1.0	0.0	0.0	1.0	0.0
Network Operations Manager	14	1.0	0.0	0.0	1.0	0.0
Project Administrator	8	1.0	0.0	0.0	1.0	0.0
Report Development Analyst	10	1.0	0.0	0.0	1.0	0.0
Senior Systems Administrator	12	3.0	0.0	0.0	3.0	0.0
Service Desk Supervisor	10	1.0	0.0	0.0	1.0	0.0
Software Developer	13	3.0	0.0	0.0	3.0	0.0
Systems Administrator	11	4.0	0.0	0.0	4.0	0.0
Technical Project Manager	13	1.0	0.0	0.0	1.0	0.0
INFORMATION TECHNOLOGY TOTAL		32.0	0.0	0.0	32.0	0.0
<u>LEGAL</u>						
General Counsel	19	1.0	0.0	0.0	1.0	0.0
Deputy General Counsel	15	1.0	0.0	0.0	1.0	0.0
Staff Attorney-Reg Compliance	13	1.0	0.0	0.0	1.0	0.0
LEGAL TOTAL		3.0	0.0	0.0	3.0	0.0
<u>MARKETING</u>						
Dir Marketing & Communications	16	1.0	0.0	0.0	1.0	0.0
Community Engagement Specialis	8	1.0	0.0	0.0	1.0	0.0
Creative Design Manager	11	1.0	0.0	0.0	1.0	0.0
Digital Content Developer	8	1.0	0.0	0.0	1.0	0.0
Graphic Designer	7	2.0	0.0	0.0	2.0	0.0
Marketing Assistant	2	1.0	0.0	0.0	1.0	0.0
Mgr of Marketing & Communicati	12	1.0	0.0	0.0	1.0	0.0
Multimedia Designer	8	1.0	0.0	0.0	1.0	0.0
Public Relations Specialist	10	1.0	0.0	0.0	1.0	0.0
Social Media Coordinator	3	1.0	0.0	0.0	1.0	0.0
MARKETING TOTAL		11.0	0.0	0.0	11.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 20, 06/20/24
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Net Positons					
	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
<u>PLANNING</u>						
Assoc Transportation Planner	8	3.0	0.0	0.0	3.0	0.0
Dir of Planning & Scheduling	15	1.0	0.0	0.0	1.0	0.0
Manager of Scheduling	13	1.0	0.0	0.0	1.0	0.0
Planning Intern	1	0.5	0.0	0.0	0.5	0.0
Senior Data Analyst	9	1.0	0.0	0.0	1.0	0.0
Senior Scheduler	8	2.0	0.0	0.0	2.0	0.0
Senior Transportation Planner	10	1.0	0.0	0.0	1.0	0.0
PLANNING TOTAL		9.5	0.0	0.0	9.5	0.0
<u>PROCUREMENT</u>						
Manager of Procurement	13	1.0	0.0	0.0	1.0	0.0
Buyer	7	1.0	0.0	0.0	1.0	0.0
Contract Specialist	7	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	9	1.0	0.0	0.0	1.0	0.0
Director of Supply Chain & Ops	15	1.0	0.0	0.0	1.0	0.0
Principal Contract Admin	11	1.0	0.0	0.0	1.0	0.0
Procurement Specialist	10	9.0	0.0	0.0	9.0	0.0
Senior Procurement Specialist	11	1.0	0.0	0.0	1.0	0.0
PROCUREMENT TOTAL		16.0	0.0	0.0	16.0	0.0
<u>RIGHT OF WAY</u>						
Manager of Real Estate Assets	14	1.0	0.0	0.0	1.0	0.0
Right of Way Permit Coord	9	1.0	0.0	0.0	1.0	0.0
RIGHT OF WAY TOTAL		2.0	0.0	0.0	2.0	0.0
<u>RISK</u>						
Claims Specialist	7	1.0	0.0	0.0	1.0	0.0
Liability Claims Supervisor	10	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	13	1.0	0.0	0.0	1.0	0.0
Workers' Compensation Analyst	8	1.0	0.0	0.0	1.0	0.0
RISK TOTAL		4.0	0.0	0.0	4.0	0.0
<u>SECURITY</u>						
Asst Mgr of Field Operations	10	2.0	0.0	0.0	2.0	0.0
Clerk Typist/Data Entry TSS	BU	3.0	0.0	0.0	3.0	0.0
Code Compl Insp-Canine Handler	BU	3.0	0.0	0.0	3.0	0.0
Code Compliance Dispatcher	BU	5.0	0.0	0.0	5.0	0.0
Code Compliance Inspector	BU	95.0	0.0	0.0	95.0	0.0
Code Compliance Supervisor	8	20.0	0.0	0.0	20.0	0.0
Code Compliance Train Sup (MC)	9	1.0	0.0	0.0	1.0	0.0
Dep Dir of Transit Sec & Pass	13	1.0	0.0	0.0	1.0	0.0
Dir of Transit Security & Pass	17	1.0	0.0	0.0	1.0	0.0
Dispatch Sup - Transit Enf	8	2.0	0.0	0.0	2.0	0.0
Mgr of Ops-Transit Sec & Pass	11	1.0	0.0	0.0	1.0	0.0
Operational and Crime Data Ana	8	1.0	0.0	0.0	1.0	0.0
Professional Standards Manager	10	1.0	0.0	0.0	1.0	0.0
Records Manager	10	1.0	0.0	0.0	1.0	0.0
Records Specialist	7	1.0	0.0	0.0	1.0	0.0
Security Systems Administrator	9	1.0	0.0	0.0	1.0	0.0
SECURITY TOTAL		139.0	0.0	0.0	139.0	0.0
<u>STORES (ADMIN)</u>						
Inventory Planning and Forecas	9	1.0	0.0	0.0	1.0	0.0
Manager of Inventory Ops	12	1.0	0.0	0.0	1.0	0.0
STORES (ADMIN) TOTAL		2.0	0.0	0.0	2.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 20, 06/20/24
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Salary Grade	Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
		FY 2024 (FTE's)	Shifts (FTE's)	Funding Adjs (FTE's)	FY 2025 (FTE's)	Positions (FTE's)
<u>STORES (BUS)</u>						
Storeroom Clerks - IAD	BU	5.0	0.0	0.0	5.0	0.0
Storeroom Clerks - KMD	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	8	2.0	0.0	0.0	2.0	0.0
STORES (BUS) TOTAL		13.0	0.0	0.0	13.0	0.0
<u>STORES (RAIL)</u>						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	8	1.0	0.0	0.0	1.0	0.0
STORES (RAIL) TOTAL		7.0	0.0	0.0	7.0	0.0
<u>TELEPHONE INFORMATION SERVICES</u>						
Asst Supvr of Info & Trip Plan	7	1.0	0.0	0.0	1.0	0.0
Info & Trip Planning Supvr	8	1.0	0.0	0.0	1.0	0.0
Info and Trip Planning Clerk	BU	15.0	0.0	0.0	15.0	0.0
TELEPHONE INFORMATION SERVICES TO		17.0	0.0	0.0	17.0	0.0
<u>TRANSIT STORES</u>						
Transit Store Supervisor	7	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	7	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	5.0	0.0	0.0	5.0	0.0
TRANSIT STORES TOTAL		8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration		340.5	0.0	0.0	340.5	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 20, 06/20/24
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons		
				Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
<u>Bus Operations</u>						
<u>CONTRACT SERVICES</u>						
Director of Contract Services	15	1.0	0.0	0.0	1.0	0.0
Contract Operations Administra	6	1.0	0.0	0.0	1.0	0.0
Intern - Transit Services	0	0.5	0.0	0.0	0.5	0.0
Mgr of Paratransit & Mini Bus	13	1.0	0.0	0.0	1.0	0.0
Passenger Facilities Coord.	2	2.0	0.0	0.0	2.0	0.0
Sr Contract Operations Adminis	9	1.0	0.0	0.0	1.0	0.0
Supervisor of Para-Transit	7	1.0	0.0	0.0	1.0	0.0
Supvr of Passenger Facilities	10	1.0	0.0	0.0	1.0	0.0
CONTRACT SERVICES TOTAL		8.5	0.0	0.0	8.5	0.0
<u>EXECUTIVE (BUS)</u>						
Chief Op Officer-Transit Servs	20	1.0	0.0	0.0	1.0	0.0
Envi Health & Safety Intern	1	0.5	0.0	0.0	0.5	0.0
Envi Health & Safety Spec	10	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	8	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (BUS) TOTAL		3.5	0.0	0.0	3.5	0.0
<u>MAINTENANCE</u>						
Admin Asst II - Maintenance	3	1.0	0.0	0.0	1.0	0.0
Administrative Assistant - Mai	2	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice I - KMD	BU	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice II - KMD	BU	2.0	0.0	0.0	2.0	0.0
Bus Maintenance Trainer	11	1.0	0.0	0.0	1.0	0.0
Communications Tech - IAD	BU	2.0	0.0	0.0	2.0	0.0
Dir of Fleet & Facility Maint	16	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - IAD	13	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - KMD	13	1.0	0.0	0.0	1.0	0.0
Foreman - IAD	11	9.0	0.0	0.0	9.0	0.0
Foreman - KMD	11	7.0	0.0	0.0	7.0	0.0
Maintenance Analyst	7	1.0	0.0	0.0	1.0	0.0
Mechanic A - IAD	BU	20.0	0.0	0.0	20.0	0.0
Mechanic A - KMD	BU	26.0	0.0	0.0	26.0	0.0
Mechanic Apprentice I - IAD	BU	8.0	0.0	0.0	8.0	0.0
Mechanic Apprentice I - KMD	BU	11.0	0.0	0.0	11.0	0.0
Mechanic Apprentice II - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice II - KMD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic C - IAD	BU	17.0	0.0	0.0	17.0	0.0
Mechanic C - KMD	BU	9.0	0.0	0.0	9.0	0.0
Quality Assurance Inspector	10	1.0	0.0	0.0	1.0	0.0
Quality Assurance Supervisor	11	1.0	0.0	0.0	1.0	0.0
Servicer A - IAD	BU	48.0	0.0	0.0	48.0	0.0
Servicer A - KMD	BU	12.0	0.0	0.0	12.0	0.0
Sign Truck Operator	BU	1.0	0.0	0.0	1.0	0.0
Sup of Maintenance Training	12	1.0	0.0	0.0	1.0	0.0
ZEV and Sustainability Manager	13	1.0	0.0	0.0	1.0	0.0
MAINTENANCE TOTAL		189.0	0.0	0.0	189.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 20, 06/20/24
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
<u>MAINTENANCE-FACILITY</u>						
Bldng Maint Apprentice - IAD	BU	2.0	0.0	0.0	2.0	0.0
Facilities Supervisor - Bus	7	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	2.0	0.0	0.0	2.0	0.0
MAINTENANCE-FACILITY TOTAL		5.0	0.0	0.0	5.0	0.0
<u>PASSENGER SERVICES</u>						
Customer Service Supervisor	6	2.0	0.0	0.0	2.0	0.0
Director of Support Services	14	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	0	1.0	0.0	0.0	1.0	0.0
Passenger Support Supervisor	7	1.0	0.0	0.0	1.0	0.0
Support Services Analyst	6	1.0	0.0	0.0	1.0	0.0
Support Services Coordinator	2	2.0	0.0	0.0	2.0	0.0
PASSENGER SERVICES TOTAL		8.0	0.0	0.0	8.0	0.0
<u>REVENUE (BUS)</u>						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
REVENUE (BUS) TOTAL		6.0	0.0	0.0	6.0	0.0
<u>SAFETY</u>						
Manager of Safety (Bus)	13	1.0	0.0	0.0	1.0	0.0
Transit Safety Specialist	9	1.0	0.0	0.0	1.0	0.0
SAFETY TOTAL		2.0	0.0	0.0	2.0	0.0
<u>TRAINING</u>						
Bus Op Training Instructor	8	8.0	0.0	0.0	8.0	0.0
Manager of Training (Transp)	11	1.0	0.0	0.0	1.0	0.0
Training Administrator	5	1.0	0.0	0.0	1.0	0.0
Training Development Specialis	8	1.0	0.0	0.0	1.0	0.0
TRAINING TOTAL		11.0	0.0	0.0	11.0	0.0
<u>TRANSPORTATION (BUS)</u>						
Director of Transportation	17	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	3	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	565.0	0.0	0.0	565.0	0.0
Comm/Ops Supv-Dispatch IAD	10	8.0	0.0	0.0	8.0	0.0
Comm/Ops Supv-Radio	10	8.0	0.0	0.0	8.0	0.0
Dispatch Clerk	BU	4.0	0.0	0.0	4.0	0.0
Dispatch Clerk - KMD	BU	2.0	0.0	0.0	2.0	0.0
Manager of Service Operations	12	1.0	0.0	0.0	1.0	0.0
Manager of Transp Comm & Tech	12	1.0	0.0	0.0	1.0	0.0
Service Operations Supervisor	10	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	13	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	13	1.0	0.0	0.0	1.0	0.0
Transp Comm & Technology Supvr	11	1.0	0.0	0.0	1.0	0.0
Transp Service Quality Spec	7	1.0	0.0	0.0	1.0	0.0
TRANSPORTATION (BUS) TOTAL		609.0	0.0	0.0	609.0	0.0
Subtotal Bus Operations		842.0	0.0	0.0	842.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 20, 06/20/24
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
<u>Rail Operations</u>						
<u>EXECUTIVE (RAIL)</u>						
Chief Operating Officer (Rail)	20	1.0	0.0	0.0	1.0	0.0
Engineering Intern	0	0.5	0.0	0.0	0.5	0.0
Mgr of Service Quality & Speci	12	1.0	0.0	0.0	1.0	0.0
System Safety Manager (Rail)	13	1.0	0.0	0.0	1.0	0.0
System Safety Specialist	10	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (RAIL) TOTAL		4.5	0.0	0.0	4.5	0.0
<u>FACILITIES</u>						
Admin Asst II - Facilities	3	1.0	0.0	0.0	1.0	0.0
Director of Rail Facilities	16	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	7	6.0	0.0	0.0	6.0	0.0
Manager of Rail Facilities	11	1.0	0.0	0.0	1.0	0.0
Serviceperson	BU	72.0	0.0	0.0	72.0	0.0
FACILITIES TOTAL		81.0	0.0	0.0	81.0	0.0
<u>LIGHT RAIL VEHICLES</u>						
Assistant Training Sup - LRV	11	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry LRV	BU	2.0	0.0	0.0	2.0	0.0
Director of LRV Maintenance	16	1.0	0.0	0.0	1.0	0.0
LRV Asst Lineman	BU	23.0	0.0	0.0	23.0	0.0
LRV Electromechanic	BU	47.0	0.0	0.0	47.0	0.0
LRV Lineman	BU	19.0	0.0	0.0	19.0	0.0
LRV Maint Supervisor	11	10.0	0.0	0.0	10.0	0.0
LRV Project Cordinator/Analyst	10	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (LRV)	6	1.0	0.0	0.0	1.0	0.0
Manager of LRV Maintenance	13	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	12	1.0	0.0	0.0	1.0	0.0
LIGHT RAIL VEHICLES TOTAL		107.0	0.0	0.0	107.0	0.0
<u>MAINTENANCE OF WAYSIDE</u>						
Asst Training Supervisor - MOW	11	1.0	0.0	0.0	1.0	0.0
Manager of MOW	13	1.0	0.0	0.0	1.0	0.0
MOW Contracts & Budget Analyst	9	1.0	0.0	0.0	1.0	0.0
Superintendent Wayside Maint	16	1.0	0.0	0.0	1.0	0.0
Training Supervisor - MOW	12	1.0	0.0	0.0	1.0	0.0
Wayside Assistant Lineman	BU	11.0	0.0	0.0	11.0	0.0
Wayside Electromechanic	BU	17.0	0.0	0.0	17.0	0.0
Wayside Lineman	BU	8.0	0.0	0.0	8.0	0.0
Wayside Maintenance Supervisor	11	5.0	0.0	0.0	5.0	0.0
MAINTENANCE OF WAYSIDE TOTAL		46.0	0.0	0.0	46.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 20, 06/20/24
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Salary Grade	Amended Budget	Position	Net Positons	Proposed	Frozen
		FY 2024	Shifts	Requiring	FY 2025	Positions
		(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>REVENUE (RAIL)</u>						
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Passenger Support Rep	2	2.0	0.0	0.0	2.0	0.0
Lead Revenue Maint Supervisor	12	1.0	0.0	0.0	1.0	0.0
Passenger Support Rep	1	21.5	0.0	0.0	21.5	0.0
Revenue Analyst (Rail)	7	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer I	BU	4.0	0.0	0.0	4.0	0.0
Revenue Maintainer II	BU	5.0	0.0	0.0	5.0	0.0
Revenue Maintainer III	BU	9.0	0.0	0.0	9.0	0.0
Revenue Maintenance Supervisor	11	1.0	0.0	0.0	1.0	0.0
Revenue Operations Assistant	1	1.0	0.0	0.0	1.0	0.0
Ridership Surveyor	BU	2.0	0.0	0.0	2.0	0.0
Supervisor Revenue Operations	11	1.0	0.0	0.0	1.0	0.0
REVENUE (RAIL) TOTAL		56.5	0.0	0.0	56.5	0.0
<u>TRACK</u>						
Manager of Track and Structure	12	1.0	0.0	0.0	1.0	0.0
Track Supervisor	11	2.0	0.0	0.0	2.0	0.0
Trackperson	BU	14.0	0.0	0.0	14.0	0.0
Trackperson Equip Op	BU	5.0	0.0	0.0	5.0	0.0
TRACK TOTAL		22.0	0.0	0.0	22.0	0.0
<u>TRANSPORTATION (RAIL)</u>						
Assignments Supervisor	10	5.0	0.0	0.0	5.0	0.0
Central Control Info Rep	7	1.0	0.0	0.0	1.0	0.0
Central Control Supervisor	11	2.0	0.0	0.0	2.0	0.0
Construction Safety Flagperson	PT	42.5	0.0	0.0	42.5	0.0
Construction Safety Supervisor	7	4.0	0.0	0.0	4.0	0.0
Dir of Rail Transportation	17	1.0	0.0	0.0	1.0	0.0
Lead Transportation Sup	11	1.0	0.0	0.0	1.0	0.0
Manager of Rail Transportation	13	1.0	0.0	0.0	1.0	0.0
Train Operator	BU	137.0	0.0	0.0	137.0	0.0
Train Operator - PT	BU	52.7	0.0	0.0	52.7	0.0
Training Supervisor - Trans	11	3.0	0.0	0.0	3.0	0.0
Transportation Controller	10	16.0	0.0	0.0	16.0	0.0
Transportation Supervisor	10	16.0	0.0	0.0	16.0	0.0
TRANSPORTATION (RAIL) TOTAL		282.2	0.0	0.0	282.2	0.0
Subtotal Rail Operations		599.2	0.0	0.0	599.2	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 20, 06/20/24
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Amended Budget	Position	Net Positons	Proposed	Frozen	
Salary	FY 2024	Shifts	Requiring	FY 2025	Positions	
Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)	
			(FTE's)			
<u>Other MTS Operations</u>						
<u>FHV ADMINISTRATION</u>						
For-Hire Vehicle Administratio	11	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	7	1.0	0.0	0.0	1.0	0.0
Regulatory Assistant	7	1.0	0.0	0.0	1.0	0.0
Regulatory Inspector	3	3.0	0.0	0.0	3.0	0.0
Regulatory Inspector Supervisor	8	0.0	0.0	1.0	1.0	0.0
FHV ADMINISTRATION TOTAL		6.0	0.0	1.0	7.0	0.0
Subtotal Other MTS Operations		6.0	0.0	1.0	7.0	0.0
Grand Total		1,787.7	0.0	1.0	1,788.7	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SALARY GRADE RANGES
PROPOSED FISCAL YEAR 2025 BUDGET
SECTION 10.05**

Range	FTE Count	Minimum	Midpoint	Maximum
BU	1,407.0	Bargaining Unit Position, Not Applicable		
00	2.0	\$ 35,048	\$ 42,408	\$ 49,768
01	44.0	\$ 42,913	\$ 51,924	\$ 60,936
02	11.0	\$ 45,058	\$ 54,521	\$ 63,983
03	13.0	\$ 47,311	\$ 57,247	\$ 67,182
04	-	\$ 49,677	\$ 60,109	\$ 70,541
05	3.0	\$ 53,154	\$ 64,317	\$ 75,479
06	5.0	\$ 56,875	\$ 68,819	\$ 80,763
07	33.0	\$ 60,856	\$ 73,636	\$ 86,416
08	48.0	\$ 66,333	\$ 80,263	\$ 94,193
09	22.0	\$ 72,303	\$ 87,487	\$ 102,671
10	99.0	\$ 78,811	\$ 95,361	\$ 111,911
11	55.0	\$ 87,480	\$ 105,851	\$ 124,222
12	20.0	\$ 97,103	\$ 117,494	\$ 137,886
13	27.0	\$ 107,784	\$ 130,419	\$ 153,053
14	11.0	\$ 119,640	\$ 144,765	\$ 169,889
15	3.0	\$ 132,801	\$ 160,689	\$ 188,577
16	6.0	\$ 147,409	\$ 178,365	\$ 209,320
17	6.0	\$ 163,624	\$ 197,985	\$ 232,346
18	-	\$ 181,622	\$ 219,763	\$ 257,904
19	3.0	\$ 201,601	\$ 243,937	\$ 286,273
20	3.0	\$ 223,777	\$ 270,770	\$ 317,763

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RESERVE BALANCES
AS OF JUNE 30, 2023
SECTION 10.06

Title	Amount	Explanation
Contingency	\$ 44,962,941	For ongoing operations, future matching of grants; target is 12.5% of operating budget per Policy 36
Operating Deficit	\$ 56,965,992	For balancing structural deficits in operating budget
FHV Administration	782,657	For ongoing operations and future capital improvement needs
SD&AE	975,531	Established from 1984 state payments for storm damage, restricted for repair/improvement of line
Insurance	5,000,000	Established for potential future liability claims, minimum \$2 million per Policy 46
Billboard San Diego	457,045	Per agreement with city, used for improvements to right of way
Billboard Chula Vista	2,436,216	Per agreement with city, used for improvements to right of way
Total	<u>\$ 111,580,382</u>	

This page intentionally left blank.

San Diego Metropolitan Transit System

Resolution Number 24-06

Authorizing Resolution Budget Fiscal Year 2025
Resolution Approving the Fiscal Year 2025 Budget

WHEREAS, San Diego Metropolitan Transit System (MTS) staff has coordinated with the staff of San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services and Coronado Ferry (hereafter collectively referred to as MTS Operators) throughout the budget preparation process to ensure consistent budget assumptions; and

WHEREAS, the budgets have been prepared using the budget assumptions approved by the MTS Board of Directors;

NOW THEREFORE, BE IT RESOLVED, by the MTS Board of Directors, hereinafter "Board," as follows:

1. That the Budget for fiscal year (FY) 2025, on file with the Clerk of the Board, is hereby adopted (including MTS, SDTC, SDTI, MTS Contract Services and Coronado Ferry); and
2. That the Chief Executive Officer (CEO) is authorized to transfer appropriate amounts up to \$500,000 between object accounts, so long as the total amount authorized to be spent for an object account by the FY 2025 Budget is not exceeded by more than \$500,000, the total amount authorized to be spent by the FY 2025 Budget is not exceeded, and all such transfers are reported to the Board in the monthly Budget Monitoring Report; and
3. That the CEO is authorized to approve expenditures up to a maximum of \$150,000; and
4. That the check-signing authority on behalf of the Board shall be governed by MTS Policy No. 41, Signature Authority; and
5. That the annual lease and debt service payments are included in the FY 2025 Budget as set forth in Section 7.02; and
6. That the MTS Budget establishes absolute spending limits, and that the budgeted expenditures cannot be exceeded without prior written approval of the Board; and
7. That any budget variances will be reported to the Board; and
8. That MTS is authorized to withhold monthly subsidy payments to those operators who do not provide the information according to an established schedule; and
9. That the salary grade ranges and position schedules of MTS, SDTC and SDTI as contained in the FY 2025 budget Section 10 are approved.

PASSED AND ADOPTED, by the Board this 20th day of June 2024, 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

General Counsel
San Diego Metropolitan Transit System

Resolution 24-06

FY 2025 Proposed Operating Budget

Board of Directors

Fiscal Year 2025 Operating Budget Overview

Overview

- Presented initial draft of FY 2025 operating budget to Board on April 25th
- On April 30th, staff were alerted that State Senate Bill (SB) 125 funds were frozen for distribution
- Discussed SB-125 news and potential impact to budget with Board on May 16th
 - Reviewed estimated impact to FY 2025 operating budget and 5-year forecast
 - Board approved recommendation to postpone planned service increases until future of SB-125 funds known
- Since May 16th, staff has refined and finalized expense and revenue assumptions
 - All SB-125 revenue removed
 - Reduced service levels and related expenses
 - Updated 5-year forecast based on final proposed FY 2025 budget

Agenda

- Review final service level assumptions
- Review final expenses and revenues, discuss changes versus prior presentation
- Updated 5-year forecast
- Discuss most recent SB-125 news and plan for moving forward

Fiscal Year 2025 Operating Budget Revenue Summary (\$000s)

	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Passenger Revenue	\$ 74,558	\$ 78,925	\$ 4,368	5.9%
Other Operating Revenue	31,158	33,204	2,046	6.6%
Total Operating Revenue	\$ 105,716	\$ 112,129	\$ 6,414	6.1%
Federal	\$ 70,466	\$ 73,123	\$ 2,656	3.8%
Federal Stimulus Funds	\$ 85,000	\$ 47,000	\$ (38,000)	-44.7%
TDA	92,858	92,810	(48)	-0.1%
TransNet Formula	42,027	42,415	388	0.9%
TransNet Operating	30,896	33,497	2,600	8.4%
STA	8,400	11,300	2,900	34.5%
SB 125 TIRCP	4,500	-	(4,500)	-100.0%
Other	4,491	4,310	(181)	-4.0%
Total Subsidy	\$ 338,639	\$ 304,454	\$ (34,185)	-10.1%
Reserves	\$ (30,399)	\$ 31,642	\$ 62,041	-
Total Revenue	\$ 413,955	\$ 448,225	\$ 34,270	8.3%

- Reflects reduced passenger revenue, interest revenue and energy credits from removing SB-125
- \$19.7M in SB-125 funds removed from Subsidy
- \$31.6M in Operating Deficit Reserve funds to balance budget

Fiscal Year 2025 Operating Budget

Other Operating Revenue Overview

- Other Operating Revenue
 - \$33.2M in FY 2025 proposed operating budget
- Categories:

Advertising

- Vehicle wraps (\$2.9M)
- Bus benches (\$224K)
- Bus shelters (\$1.4M)
- Gaslamp sign (\$653K)
- Naming Rights (\$1.1M)
- Master Concessionaire (\$636K)

Energy Credits

- Federal RINS (\$4.2M)
- State LCFS (\$3.2M)

Land Management

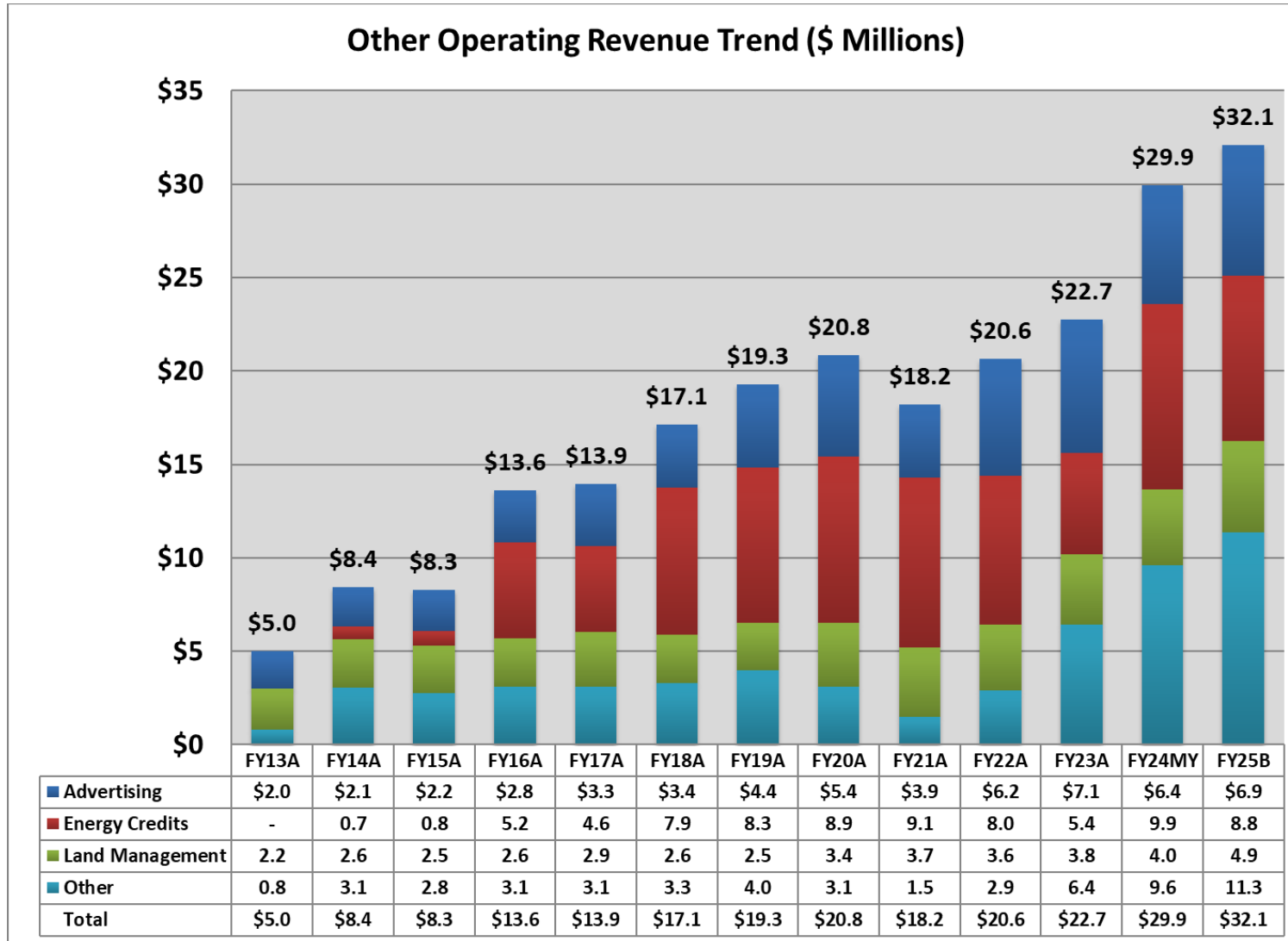
- Lease income (\$4.6M)
- ROE permits (\$330K)

Other

- Interest (\$8.7M)
- Fare Media (\$760K)
- Freight Maintenance (\$525K)

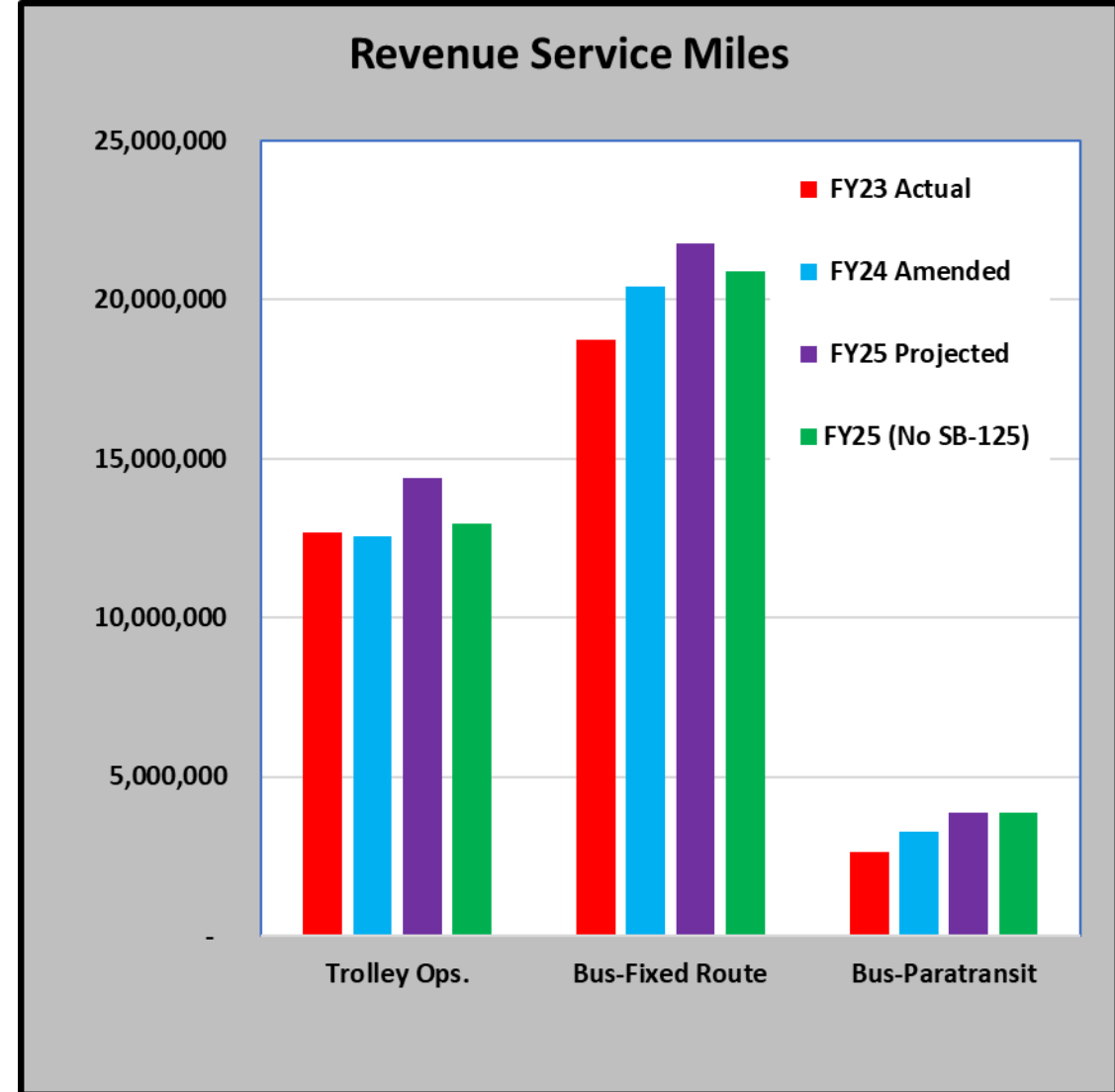
Fiscal Year 2025 Operating Budget

Other Operating Revenue Trend (\$000s)



Fiscal Year 2025 Operating Budget Service Levels (SB-125 Removed)

- Service Level Assumptions:
 - Rail:
 - Increasing 3.3% versus 14.7% with SB-125
 - Bus-Fixed Route:
 - Increasing 2.3% versus 6.6% with SB-125
 - Bus-Paratransit:
 - No change due to SB-125
 - 17.2% higher than FY 2024 forecast



Fiscal Year 2025 Operating Budget Expenses Summary (\$000s)

	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Personnel Expenses	\$ 177,948	\$ 195,930	\$ 17,982	10.1%
Purchased Transportation	103,215	108,266	5,051	4.9%
Outside Services	49,640	53,537	3,897	7.9%
Materials and Supplies	18,637	20,581	1,944	10.4%
Energy	48,056	50,055	1,999	4.2%
Risk Management	8,502	11,335	2,833	33.3%
Other	7,956	8,520	563	7.1%
Total Expenses	\$ 413,955	\$ 448,225	\$ 34,270	8.3%

- Reflects \$11.1M reduction in expenses from removing SB-125 activities
- No other material changes since prior presentation

Fiscal Year 2025 Operating Budget

Consolidated Revenues less Expenses (\$000s)

	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Operating Revenues	\$ 105,716	\$ 112,129	\$ 6,414	6.1%
Recurring Subsidy	249,139	257,454	8,315	3.3%
Total Recurring Revenues	\$ 354,854	\$ 369,583	\$ 14,729	4.2%
Total Expenses	413,955	448,225	\$ 34,270	8.3%
Structural Deficit	\$ (59,101)	\$ (78,642)	\$ (19,541)	-33.1%
Reserves	(30,399)	31,642	62,041	204.1%
Federal Stimulus	85,000	47,000	(38,000)	-44.7%
SB-125 Funding	4,500	-	(4,500)	-100.0%
Revenues Less Expenses	\$ -	\$ -	\$ -	

- \$78.6M structural deficit
- \$31.6M in Operating Deficit Reserve funds to balance FY 2025 budget

Fiscal Year 2025 Operating Budget 5 Year Projection - Updated

	FY 2025 Proposed	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected
Operating Revenues	\$ 112,129	\$ 117,080	\$ 121,464	\$ 125,421	\$ 129,767
Recurring Subsidy	257,454	268,441	275,015	281,616	287,965
Total Recurring Revenues	\$ 369,583	\$ 385,521	\$ 396,479	\$ 407,037	\$ 417,733
Total Expenses	448,225	464,760	482,385	497,338	513,059
Structural Deficit	\$ (78,642)	\$ (79,239)	\$ (85,906)	\$ (90,300)	\$ (95,327)
Reserves	31,642	55,423	57	111	160
Federal Stimulus	47,000	-	-	-	-
SB-125 Funding	-	-	-	-	-
Revenues Less Expenses	\$ -	\$ (23,816)	\$ (85,850)	\$ (90,189)	\$ (95,167)

- Updated with final expense and revenue forecasts for FY 2025, applied same growth factors as prior versions
- SB-125 revenue and related expenses removed from all 5-years
- Balanced through FY 2025, hit fiscal cliff in FY 2026

Fiscal Year 2025 Operating Budget Structural Deficit

- Identified Strategies for delaying fiscal cliff:
 - Shift \$30M of identified flexible funding from FY 2025 CIP to operations (one-time)
 - Change preventive maintenance sharing methodology between capital/ops (\$38M per year)
 - Shift State Transit Assistance (STA) funding from capital to operations (up to \$20M per year)
 - Shifting STA and TDA has significant impact on upcoming projects and State of Good Repair, and ZEB transition
 - Change fare diversion program to increase compliance
 - Fare increase
 - Service reductions
 - Ballot measure in November 2026?
 - New state sales tax?
 - Other?
- Top 3 options combined get us through FY 2028

Fiscal Year 2025 Operating Budget 5 Year Projection – Remove SB-125

***Remove all SB-125 planned service increases, shift funding from capital**

	FY 2025 Proposed	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected
Operating Revenues	\$ 112,129	\$ 117,080	\$ 121,464	\$ 125,421	\$ 129,767
Recurring Subsidy	257,454	268,441	275,015	281,616	287,965
Total Recurring Revenues	\$ 369,583	\$ 385,521	\$ 396,479	\$ 407,037	\$ 417,733
Total Expenses	448,225	464,760	482,385	497,338	513,059
Structural Deficit	\$ (78,642)	\$ (79,239)	\$ (85,906)	\$ (90,300)	\$ (95,327)
Reserves	31,642	(8,761)	27,907	32,300	5,746
Federal Stimulus	47,000	-	-	-	-
Capital TDA to Operations	-	38,000	38,000	38,000	38,000
One-time flexible funding from CIP to Ops	-	30,000	-	-	-
Shift STA from CIP to Ops	-	20,000	20,000	20,000	20,000
SB-125 Funding	-	-	-	-	-
Revenues Less Expenses	\$ -	\$ -	\$ -	\$ -	\$ (31,581)

Results:

- Balanced through FY 2028, fiscal cliff in FY 2029
- \$58M annual reduction to CIP, significant impact to CIP

Fiscal Year 2025 Capital Budget 5 Year Projection – with Funding Shift

	Approved FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	Total FY25 to FY29
State of Good Repair	\$ 199,307	\$ 212,035	\$ 191,309	\$ 169,526	\$ 160,909	\$ 933,086
Other Initiatives	113,172	101,978	85,095	86,220	1,500	387,965
Total Project Needs	\$ 312,479	\$ 314,013	\$ 276,404	\$ 255,746	\$ 162,409	\$ 1,321,051
Approved CIP Revenues	\$ 243,329	\$ 187,797	\$ 139,541	\$ 139,650	\$ 132,122	\$ 842,439
Shift Funding to Ops	\$ (30,000)	\$ (58,000)	\$ (58,000)	\$ (58,000)	\$ (58,000)	\$ (262,000)
Projected CIP Revenues	\$ 213,329	\$ 129,797	\$ 81,541	\$ 81,650	\$ 74,122	\$ 580,439
Total Deficit	\$ (99,150)	\$ (184,216)	\$ (194,863)	\$ (174,096)	\$ (88,287)	\$ (740,612)
% of Funding / Needs	68.3%	41.3%	29.5%	31.9%	45.6%	43.9%

Results:

- The Approved FY25 CIP was 64% funded with a projected \$479M deficit
- After funding shift to Operating Budget, it would only be 44% funded with a projected \$741M deficit
- Creates significant challenge to meet State of Good Repair needs

Fiscal Year 2025 Operating Budget

Next Steps

- Most recent communication with CalSTA suggests agencies will receive entire SB-125 allocation, but timing of disbursement delayed
- Final State budget will be available in late June
- Future funding years will still require annual appropriation
- Need to re-visit SB125 funding plan and timing/priority of activities
- Hold BDC in July to provide updated information on approved State Budget, re-visit SB-125 plan, and discuss options for addressing structural deficit

Fiscal Year 2025 Operating Budget Staff Recommendation

Item No. 20, 06/20/2024

That the Board of Directors:

- 1) Receive testimony, review, and comment on the FY 2025 MTS Operating Budget at a public hearing; and
- 2) Enact Resolution No. 24-06 (in substantially the same format as Attachment B) adopting the FY 2025 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.



CALL – IN PUBLIC COMMENT

Truth provided a public comment for agenda item #20. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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





CALL – IN PUBLIC COMMENT

The Original DRA provided a public comment for agenda item #20. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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





**Metropolitan
Transit
System**

REVISED

Agenda Item No. 21

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Public Hearing For Proposed Trolley System Changes (Copper Line) (Denis Desmond and Brent Boyd)

RECOMMENDATION:

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

1) Open Public Hearing

2) Receive public testimony; and

3) Close Public Hearing and provide feedback to staff

~~1) Receive public testimony;~~

~~2) Receive a Title VI service equity analysis on the proposed major service changes; and~~

~~3) Approve implementation of the Copper Line as a permanent Trolley route and waiving the Policy 42 twelve-month trial.~~

Budget Impact

Staff anticipates that implementation of Copper Line would have an annual budget savings of up to \$1 million due to adjustments to trolley consist sizes and scheduling efficiencies.

DISCUSSION:

Background

The proposed changes to the Trolley system include the implementation of a new Trolley line, the Copper Line, that would operate between El Cajon Transit Center (ECTC) and Santee Town Center. The Copper Line would replace the existing Green Line service on this same segment, and Orange Line service between ECTC and Arnele Avenue Station. Both the Orange and Green Lines would terminate at ECTC. *See Figure 1.* Passengers travelling between Orange or Green Line stations west of ECTC and Copper Line stations north of ECTC, would transfer at



the ECTC. The Copper Line is proposed to operate at a similar frequency and span-of-service as the current Green Line service to Santee.

The primary purpose of this proposal is to improve system reliability. While most of the Trolley network is double-tracked, a single-track segment between Gillespie Field and Santee Town Center causes interruptions to the Green Line. These compound any delays on both the inbound and outbound trains. Since all three Trolley lines have carefully orchestrated schedules due to their common segments, Green Line delays result in schedule problems on the other lines too. Additionally, Green Line trains occasionally need to turn back at Gillespie Field to recover their schedule, impacting service reliability in Santee. Operating the ECTC – Santee segment as an independent line will improve reliability and schedule adherence on the Copper Line segment as well as the remaining three Trolley lines.

Figure 1: Map of Proposed Trolley Network



Proposal

Network

The Copper Line would be a new Trolley Line serving stations currently on the Green and/or Orange Lines north of ECTC (Arnele Avenue, Gillespie Field, and Santee Town Center). The southern terminal of the Copper Line would be the ECTC, where riders would connect with the Green and Orange Lines. The eastern terminal of both the Orange and Green Lines would change to ECTC.

Frequency

The Copper Line would operate at 15-minute intervals for most of the day, with some late-night/early-morning service operated at 30-minute intervals to match the existing Green and Orange Line frequencies. This level of service is the same as the current level of Green Line service to Santee Town Center, so implementation of the Copper Line would not result in material changes to the frequency or span-of-service as currently provided by the Green Line.

Additionally, as part of this plan, the Sunday service on the Orange and Green Lines up through ECTC would be increased to match the Saturday schedules, including:

- Extension of Green Line short-turns from SDSU to ECTC (currently only 30-minute service is offered east of SDSU; this would increase to 15-minute frequency)
- Later Sunday trips on the Orange Line (1.5 additional hours of service span)

Train Size

The Copper Line is anticipated to operate as a one-car train. Analysis of current passenger levels confirms that a one-car train will provide adequate capacity. The one-car trains will also move through the intersections on Cuyamaca Street quicker than the standard three-car trains currently operating to Santee, potentially improving intersection performance. In the future, cars can be added to the Copper Line for longer trains if required to accommodate growing demand.

Connectivity at El Cajon

MTS received a Transit and Intercity Rail Capital Program (TIRCP) grant in 2020 to construct a third track at ECTC to improve operational efficiencies. If the Copper Line is approved, the new third track facility would be used for Copper Line operations, providing a convenient cross-platform transfer between the Copper, Orange, and Green Lines.

A primary impact of the proposed changes to riders would be that some passengers would need to transfer at ECTC, where they can currently ride through. Four potential transfers would take place at El Cajon:

- Green Line eastbound to Copper Line eastbound
- Orange Line eastbound to Copper Line eastbound
- Copper Line westbound to Green Line westbound
- Copper Line westbound to Orange Line westbound

All transfers would be scheduled for between four and nine minutes, which will provide adequate time to make a convenient transfer.

Based on the fall 2023 stop-by-stop ridership counts, it is estimated that about 8% of Green Line passengers, 6% of Orange Line passengers, and 3% of system-wide passengers would need to transfer at ECTC. The systemwide performance and reliability improvements would benefit 92% of Green Line passengers, 94% of Orange Line passengers, and 97% of system-wide passengers who would not have any additional transfer or impacts to their travel.

Anticipated Benefits

The primary benefit of the proposals is improved system reliability and operational flexibility. All lines on the current Trolley network are currently interconnected with one another:

- Green Line with Orange Line east of Baltimore Junction.
- Green Line with Blue Line between Old Town and Santa Fe Depot stations.
- Orange Line with Blue Line throughout the downtown stations on Park Blvd. and C Street.

Consequently, if a train is delayed on one line, there is an adverse effect on the other lines. The most significant benefits would be seen by Green Line passengers, as reliability is expected to improve most along that route due to the elimination of the single-track segment. However, the interconnectivity of the three current lines means that benefits would also be realized by passengers on the Orange Line (which will no longer be delayed by late Green Line trains due to the single-track segment) and the Blue Line (due to better performance on both the Green and Orange Lines).

MTS frontline Trolley operators would also benefit from the improved reliability and revised schedules for end-of-the-line breaks. This is the time following over an hour of working, when operators recover any lost time due to delays, use the restroom, eat and drink, rest, and prepare for their next trip. Most breaks for Green Line operators would increase from six minutes to 13 minutes, and for Orange Line operators from 7 minutes to 12 minutes. Additionally, a rest area would be provided at ECTC for train operators, including restrooms and a quiet area.

Cost Savings

While not the main driver of the proposal, it is anticipated that the operation of the Copper Line could save up to \$1 million annually from a significant reduction of car miles due to reduced train consist sizes between ECTC and Santee. Savings from electricity and maintenance costs are the main factors in those savings.

Public Engagement

MTS held public outreach events on the following dates at these locations, where MTS staff listened to feedback, answered questions, and accepted comments:

- El Cajon Transit Center – May 14, 2024
- Santee Town Center Trolley Station – May 22, 2024
- Arnele Avenue Trolley Station – May 23, 2024

MTS also conducted a survey for passengers, in which respondents were asked about their typical transit trip. From that information, it was determined if the proposed changes would result in an additional transfer as part of their trip(s). Additionally, the public could provide comments

through the MTS web site until June 19, 2024, or participate in the June 20th Public Hearing. All public comments received prior to the Board meeting will be included in the materials.

To date, MTS has received 108 responses, primarily from East County riders in the area of the proposed changes. Of the respondents, 19% could be determined to need an added transfer at ECTC with the changes. When asked their opinion of the proposals, 49% expressed support, 31% were neutral, and 21% were opposed. Most opposition comments were due to the added transfer at ECTC, while others cited security concerns.

In addition to the public engagement, MTS has been consulting with staff and officials from the cities of El Cajon and Santee for over two years, as theirs are the communities most impacted by the proposed changes.

Title VI

MTS Board Policy 42 outlines the criteria for a major service change, which requires a Title VI service equity analysis (SEA). This analysis is a requirement for compliance with the Federal Transit Administration's (FTA) Title VI guidance. The SEA ~~will be presented at a future Board meeting with a recommendation for the implementation of the Copper Line. is a statistical tool to determine any "disparate impacts" on the basis of race, color or national origin. FTA also requires an assessment of whether low-income populations will bear a "disproportionate burden" of the changes. In compliance with Title VI guidance, the SEA for the Copper Line implementation is attached.~~

~~Based on Policy 42, these changes would not have any disparate impacts based on race, color or national origin. The statistical analysis reveals the potential for a disproportionate burden to low-income populations, as the affected census tracts are significantly more low-income than the MTS service area average. As required by FTA Circular 4702.1B, the attached SEA includes steps MTS would take to avoid, minimize, or mitigate impacts where practicable, and describes alternatives available to low-income passengers affected by the service changes.~~

~~Policy 42 states that new services will operate as a pilot for up to 12 months before being made permanent. However, staff recommends that this Board action waive the pilot requirement and consider the implementation of the Copper Line to be permanent, given that the project has been planned with extensive community input, and substantial capital improvements will have been made, including station upgrades. The changes would be considered "permanent" effective upon implementation. Implementation is estimated later this year, depending upon completion of construction.~~

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

~~Attachment: A. Title VI Service Equity Analysis~~



**Metropolitan
Transit
System**

Item No. 21, 06/20/2024

Copper Line Public Hearing

Board of Directors



Background

- Most of the Trolley network is double-tracked. The one-mile segment between Gillespie Field and Santee Stations (along Cuyamaca Street), however, is single-tracked



Single-track Impacts

- Eastbound Trolleys must pass through Gillespie Field Station, travel the one-mile-long segment to Santee Trolley Station and back to Gillespie Field before the next eastbound Trolley enters the segment.
- Trolley operator has only six minutes at Santee (after a 66-minute trip) to take a break and start the westbound trip. If the eastbound trip does not arrive right on time, the break is even shorter.

Single-track Impacts

- Frequent occurrences where one of the following occurs:
 - The operator does not get a sufficient break
 - The westbound trip does not start on time
 - A delayed eastbound Trolley is turned around at Gillespie Field and never serves Santee (*standard procedure during Comic-Con and recent construction*)
- If a Trolley is late departing Santee, passengers could miss key rail/bus or rail/rail connections down the line at transit centers such as El Cajon, Grossmont, SDSU, Grantville, Fashion Valley, and Old Town.
- The Green Line has historically had the lowest on-time percentage of the three Trolley routes.

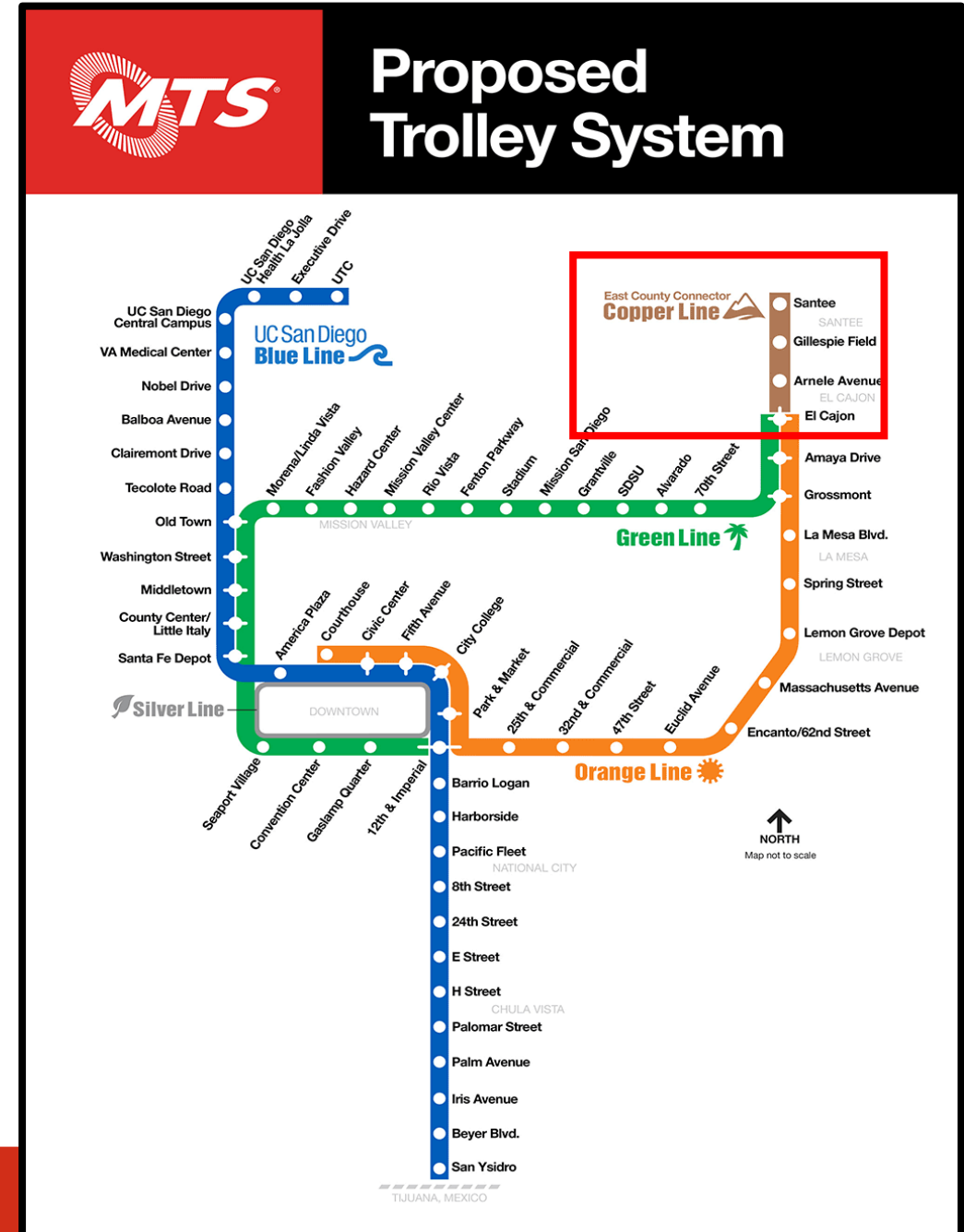
Cap-and-Trade Funding / El Cajon Third Track

- MTS received \$7.2 million in the 2020 TIRCP funding cycle to build a third track at El Cajon Transit Center to improve operational efficiencies
- Construction started in October 2022 and is expected to be finished in fall 2024



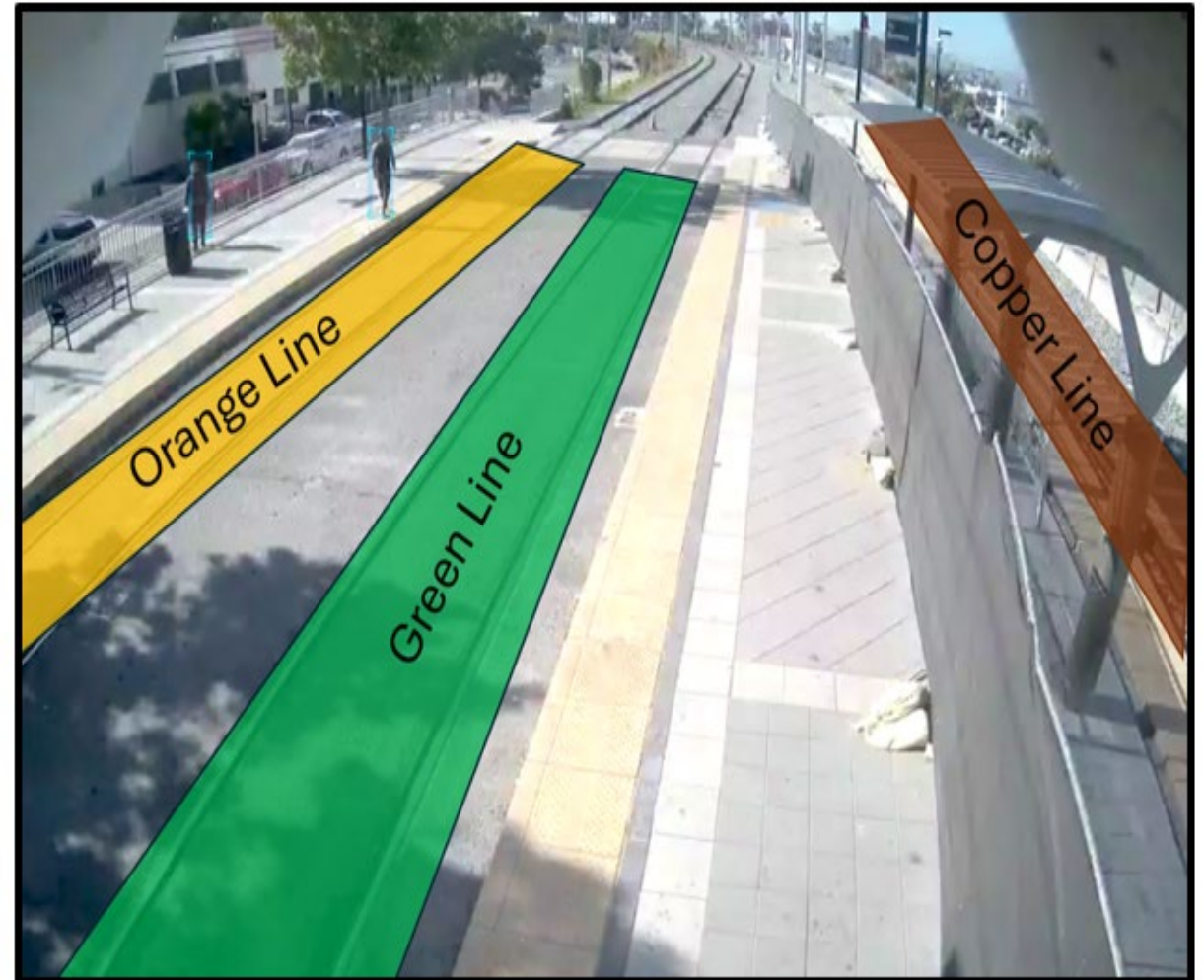
Proposal

- Terminate Green and Orange Lines at El Cajon (rather than Santee & Arnele Ave, respectively)
- Establish new Copper Line, serving the following stations:
 - El Cajon Transit Center
 - Arnele Avenue
 - Gillespie Field
 - Santee Town Center
- Copper Line operations:
 - 15-minute frequencies for bulk of day(s)
 - Maintain current span of service
 - One-car consists, with ability to increase capacity as needed



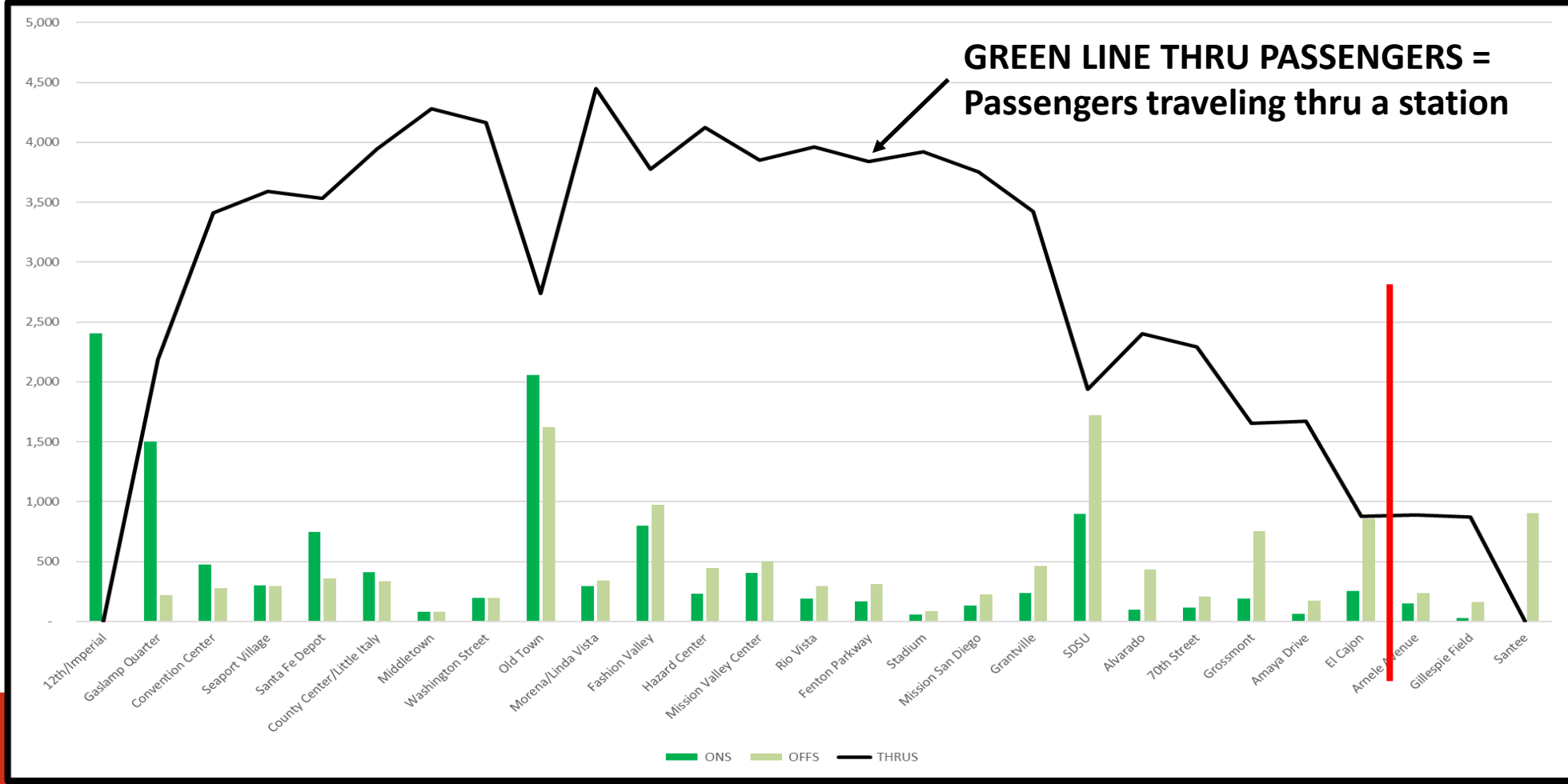
Proposal

- All three lines would have dedicated platforms at El Cajon
- Convenient transfers with all connections scheduled for 4-9 minutes
- Additional improvements to Sunday schedules
 - Green Line = SDSU turns would now continue to El Cajon
 - Orange Line = expanded span to match Saturday
 - Santee = 15-minute service on Copper Line, compared to 30-minute service on Green Line



Anticipated Benefits

- Improved reliability for vast majority of Trolley passengers



Anticipated Benefits

- Improved reliability for vast majority of Trolley passengers

	Total Ridership	No Transfer Required	% No Transfer Required	Transfer Required	% Transfer Required
Green Line	28,016	25,847	92%	2,169	8%
Orange Line	22,446	21,135	94%	1,311	6%
Green + Orange	50,462	46,982	93%	3,481	7%
Blue Line	80,188	80,188	100%		0%
TROLLEY NETWORK	130,650	127,170	97%	3,481	3%

Anticipated Benefits

- Improved reliability for vast majority of Trolley passengers
- Operational cost savings (roughly \$1 million) despite overall increase in service
- Reduced travel times through intersections along Cuyamaca Street due to shorter consists
- Improved break times for Trolley operators
- New breakroom facility for MTS personnel at El Cajon



Public Outreach

- MTS held recent public outreach sessions:
 - El Cajon Transit Center: May 14
 - America on Mainstreet (El Cajon): May 18
 - Santee Trolley Station: May 22
 - Arnele Avenue Trolley Station: May 23
 - Santee Street Fair: May 25
- 118 public comments submitted through June 19
 - 51% support proposal
 - 23% neutral
 - 26% oppose proposal (most citing transfer at El Cajon or security concerns)
- Coordination on proposed changes with elected officials and staff of the cities of El Cajon and Santee since 2022.



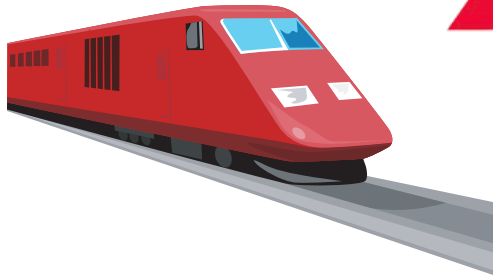
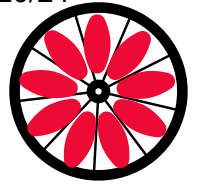
Service Equity Analysis

Required to comply with FTA guidance on Title VI

- Draft was attached to original agenda item
- Will be revised for future Board meeting

Staff Recommendation

- 1) Open Public Hearing
- 2) Receive public testimony; and
- 3) Close Public Hearing and provide feedback to staff

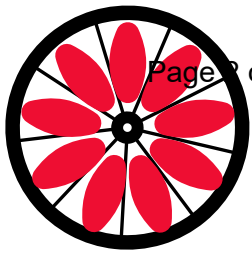


‘Copper Line’ Title VI Analysis Complaint

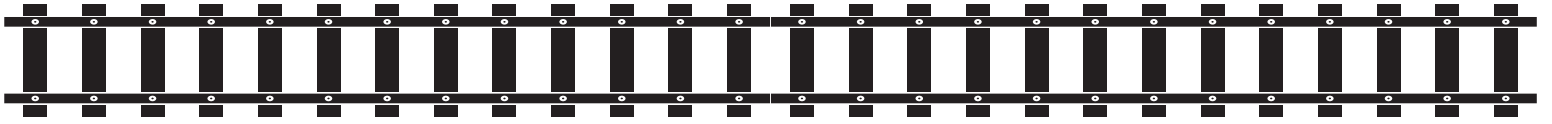
MTS Board Meeting - June 20, 2024
Public Hearing - Agenda Item 21



by
Mary Davis
June 19, 2024



Title VI Analysis Complaint



Executive Summary

Synopsis

The Title VI analysis falls far short on many levels from being a comprehensive, balanced, and -- most importantly -- an accurate assessment of the demographic and equity analysis required to meet the standards under Title VI.

Faulty Disparate Impact Analysis

Most glaring is the omission of any consideration of the MENA population (Middle Eastern/Nort African), which has systemically been discounted and marginalized due to not having their ethnic-specific census data. East County has one of the largest MENA populations in the nation, and they have essentially been erased in this analysis.

Omission of Adverse Human Health Impacts

Another blatant oversight is the lack of any consideration of Human Health and Environmental Justice impacts. Failing to include health impacts of public safety -- or including any type of crime study or statistics for the transfer station and its surrounds to address what the impact on riders by increasing headways and forcing riders to endure up to a new 15-minute wait time -- renders this analysis deficient.

Critical Arguments Against Current Analysis



<p>I. FAULTY PARAMETERS RESULT IN BAD DATA</p>	<p>Data only covers census block groups immediately along the route; it does not factor in riders whose final destinations extend beyond Santee and transfer onto other forms of transportation. Unincorporated Areas of San Diego county comprise 15% of the population; Barona and Viejas Indian Reservations are also relevant Communities of Concern.</p>
<p>II. CO-MINGLED DEMOGRAPHICS</p>	<p>Ethnicity stats do not reflect true number of “minorities” due to large MENA population in East County; it currently counts them as ‘White’ (which essentially erases them for “disparate impact” statistical purposes -- see pp. 4 & 10-11)</p>
<p>III. CHOSEN METHODOLOGY</p>	<p>MTS states they chose ‘population’ for ‘consistency’ with past studies; in reality, this likely yields favorable results to align with MTS preference for a new Copper line</p>
<p>IV. CENSUS TRACTS DIVERGE FROM ACTUAL RIDERSHIP</p>	<p>Gillespie Field and Santee are major employment hubs; Santee is also proximal to nearby shopping, outdoor recreation opportunities and schools. Riders are not just local residents. Therefore, relying solely on census tract data does not accurately give a true picture of who is being impacted by this change. <i>Ridership demographics are imperative in order to produce an accurate equity analysis.</i></p>
<p>V. ADVERSE HUMAN HEALTH EFFECTS</p>	<p>Data does not factor in any environmental considerations and effects on human health and safety.</p>

I. Faulty Parameters Result in Bad Data

FAULTY PARAMETERS = BAD DATA

Data only covers census block groups immediately along the route; it does not factor in riders whose final destinations extend beyond Santee and transfer onto other forms of transportation. Unincorporated Areas of San Diego county comprise 15% of the population; Barona and Viejas Indian Reservations are also relevant Communities of Concern.

This would be akin to only counting Chula Vista and/or San Ysidro census tracts and ignoring Mexico.

SANDAG utilizes both macro and micro analysis to factor in additional demands not found in route-adjacent census tracts.

These are:

- 1) Area of Influence
- 2) Focused Study Area



The data is essential to provide an accurate dataset and is sorely lacking in your current analysis.

2. Co-mingled Demographics

OMISSION OF 'MENA' AS A COMMUNITY OF CONCERN

El Cajon has one of the largest MENA population's in America and they are rendered invisible in your analysis.



But hidden in the suburbs in the city of El Cajon, there is a large community of “Chaldeans” who have claimed the city for themselves. El Cajon which is located 17 miles east of downtown San Diego has a population of 100,000 people with over half of them being ethnically Chaldean or tracing their familial lineage to the Chaldeans.



Middle Eastern Communities Say Census Whitewashes Their Numbers, Needs

“At the most basic level, local government doesn’t have a sense of how many Arabic speakers or coming from the MENA region who are residing in their local city or county,” Awad said. “In terms of the things our communities are losing out on – public funding when it comes to the schooling system and basic services. They’re an invisible population.”

El Cajon, for example, is one of the main refugee resettlement communities in the county and thus, likely has a large AMEMSA or MENA population. But while 43.5 percent of the city’s population speaks a language other than English at home and 29 percent of the city is foreign born, according to census data, 58.5 percent of the city is ethnically classified as White.

3. Chosen Methodology

POPULATION METHOD VS. RIDERSHIP

Choosing the population method vs. actual ridership skews the results.

It does not reflect the actual impacts, nor document who is actually being affected.



The 'population' method gives the appearance of having conducted a study through lazy ArcGIS screengrabs, instead of doing the heavy work of procuring and extracting actual ridership data to give a true reflection on who is impacted.



5. Adverse Human Health Effects

HUMAN HEALTH EFFECTS

Imposing a forced transfer onto riders who until now have been able to stay safely on a trolley car puts them at risk and sets the stage to become a crime victim.

The FTA guiding document lists adverse human health effects as a critical component to consider when making a Title VI study.

There are serious short- and long-term health effects from exposure to crime and violence in one's community.

Your Title VI analysis should absolutely have included crime statistics and a heat map to readily provide data to readers about the adverse health impacts would have on riders forced to endure delayed headway and up to a 15-minute wait.

The California legislature also recognized this as a critical barrier to public transit and community safety, and enacted SB 434:

SB 434 - *The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. The bill would authorize a transit operator to collect survey data in multiple languages to reach limited-English-proficient riders impacted by street harassment, as provided.*



#1 - Faulty Parameters: Unincorporated Population

**Certified Population - Unincorporated Area as
 Percentage of County
 From SANDAG's Weighted Vote Formula - FY 2025**

FY 2025 WEIGHTED VOTING FORMULA

SANDAG Member Agency	Certified Population Jan. 1, 2024	Percent of Subtotal	Fractional Share of Votes	Fractions Less Than "1"	FY 2025 Adjusted Weighted Vote	FY 2024 Weighted Vote	Vote Change
San Diego	1,385,379	42.095%	42.095	42	42 **	42	-
County	511,040	15.528%	5.528	15	15	15	-
Chula Vista	278,247	8.455%	8.455	8	8	8	-
Oceanside	171,183	5.211%	5.211	5	5	5	-
Escondido	150,002	4.558%	4.558	4	4	4	-
Carlsbad	114,319	3.474%	3.474	3	3	3	-
El Cajon	104,180	3.166%	3.166	3	3	3	-
Vista	99,723	3.030%	3.030	3	3	3	-
San Marcos	95,998	2.917%	2.917	2	3 **	3	-
Encinitas	61,028	1.854%	1.854	1	2 **	2	-
La Mesa	60,620	1.842%	1.842	1	2 **	2	-
Santee	59,195	1.799%	1.799	1	2 **	2	-
National City	58,555	1.779%	1.779	1	2 **	2	-
Poway	49,273	1.497%	1.497	1	1	1	-
Lemon Grove	27,568	0.838%	0.838	1 *	1	1	-
Imperial Beach	26,096	0.793%	0.793	1 *	1	1	-
Coronado	21,589	0.656%	0.656	1 *	1	1	-
Solana Beach	12,887	0.392%	0.392	1 *	1	1	-
Del Mar	3,919	0.119%	0.119	1 *	1	1	-
Total Region	3,291,101	100.00%	100	95	100	100	

#1 - Faulty Parameters - Need to Include Macro

SANDAG

Border Master Plan: Area of Influence & Focused Study Areas

1 SANDAG - USES DATA BEYOND SAN YSIDRO

Area of Influence: The California-Baja California Border Master Plan study area includes an “Area of Influence” and a “Focused Study Area.” The “Area of Influence” is the geographic area 60 miles, or 100 km., north and south of the California-Baja California International Border.

2 SANDAG FACTORS IN MACRO & MICRO

The “Focused Study Area” is the area ten miles north and south of the California-Baja California International Border. The short-, mid-, and long-term POE and transportation projects analyzed in the California-Baja California Border Master Plan were limited to this bandwidth.

Explore the Data

Data comes from the U.S. Department of Transportation Bureau of Transportation Statistics (BTS), which reports information based on data collected from the U.S. Department of Homeland Security Customs and Border Protection (CBP), as well as the U.S. Census Bureau.

Data is presented in four main categories:

- Northbound crossings of **individuals** (or people) including pedestrians and vehicle occupants
- Northbound crossings of **privately owned vehicles** (POVs)
- Northbound crossings of **commercial vehicles** (or trucks)
- Dollar value of bilateral trade (**imports and exports in USD**) carried via truck

Sources:

1. <https://www.sandag.org/projects-and-programs/borders-and-interregional-collaboration/binational/border-master-plan>
- & 2. <https://opendata.sandag.org/stories/s/Border-Crossing-and-Trade/adfp-wjae/>

#2 - Co-Mingled Demographics: MENA Population 1

East County Magazine:

May 16, 2024

SUPERVISORS APPROVE ADDING “MIDDLE EASTERN OR NORTH AFRICAN” CATEGORY TO COUNTY FORMS

Excerpt ...

“At the state level, Assembly Bill 2763 is pending in the California State Legislature that would add a MENA category for demographic forms used in California.

At the federal level, on March 28, the White House Office of Management and Budget announced that new standards will be used to collect federal data on race and ethnicity, including the addition of a Middle Eastern or North African category for the 2030 Census.”

and ...

“This is a critical measure because for too long, our communities have lacked proper representation,” says Ramah Awad, Executive Director of Majdal Center in El Cajon. “With a MENA Category, we’re hoping that our communities will gain visibility and the necessary resources needed to thrive in our community.”

#2 -- Co-Mingled Demographics: MENA Population 2

NIH National Library of Medicine

PubMed Central - April 14, 2022

Differential COVID-19 testing, admissions, and mortality for Arab Americans in Southern California

The city of El Cajon in the east side San Diego county is a known Arab ethnic enclave. Ethnic enclaves are concentrated populations of one ethnic minority group that are often created through chain migration [13, 14]. While the majority of the original immigrants to the El Cajon community were from Iraq (mostly Chaldeans), many recent immigrants are from Syria, Egypt, and Palestine.

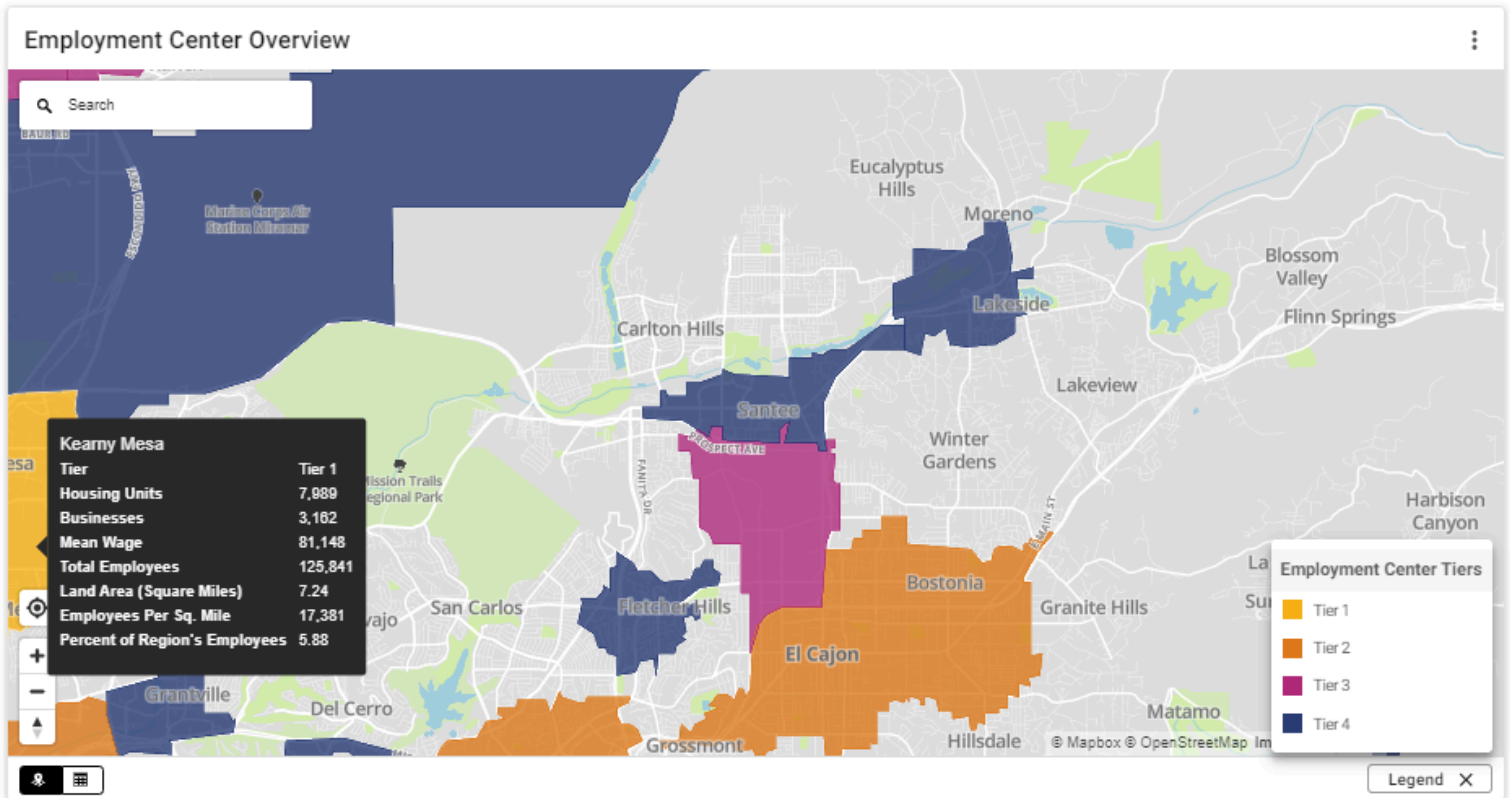
El Cajon is one of three cities, with La Mesa and Santee, that comprise what is referred to as East County, San Diego. Between 50–60,000 residents are believed to be of Arab descent in East County. Most of these residents are recent immigrants who came to the United States as refugees or asylum seekers.

Conclusions: *There were distinct patterns for COVID-19 infection, severity, and mortality for Arab Americans in Southern California.*

Without a dedicated ethnic identifier, COVID-19 disparities facing Arab Americans will continue to go undocumented.

Source: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9009685/#:~:text=El Cajon is one of,as refugees or asylum seekers.>

#4 - Census Tract vs. Ridership Regional Employment Centers



What is an Employment Center?

Employment Centers are areas in the region with high densities of employment. SANDAG identified the industries located in these areas, where employees commute from and what their commute looks like along with other attributes.

SANDAG Job Estimates (2022)

On a regular basis, SANDAG produces estimates of employment in the San Diego region. The employment estimates are the count of jobs in civilian private and public sectors and include uniformed military. Both wage and salary and non-wage and salary (often referenced as the gig or contract work and self-employed) positions are counted. These estimates utilize California Employment Development Department (EDD) data, the Quarterly Census of Employment and Wages (QCEW) data, the Bureau of Economic Analysis (BEA), and the LEHD LODES data from the U.S. Census Bureau. Additional information regarding these estimates is available by contacting the Data Science Department at SANDAG at data@sandag.org.

SOURCE LIST & SUPPORTING DOCUMENTS**#5- Health and Human Effects -**

The Federal Register Update (Vol. 62, No. 72, Apr. 15, 1997 - Order to Address Environmental Justice in Minority Populations and Low-Income Populations) specifically

“One of the primary issues raised in the proposed Order concerned the actions that would be taken if a disproportionately high and adverse human health or environmental effect on minority populations or low-income populations.”

There are serious short- and long-term health effects from exposure to crime and violence in one’s community.

Addressing exposure to crime and violence as a public health issue may help prevent and reduce the harms to individual and community health and well-being. Public health strategies to address crime and violence focus on building resilience and reducing susceptibility, building healthy gender norms, developing healthy relationships, and creating protective environments

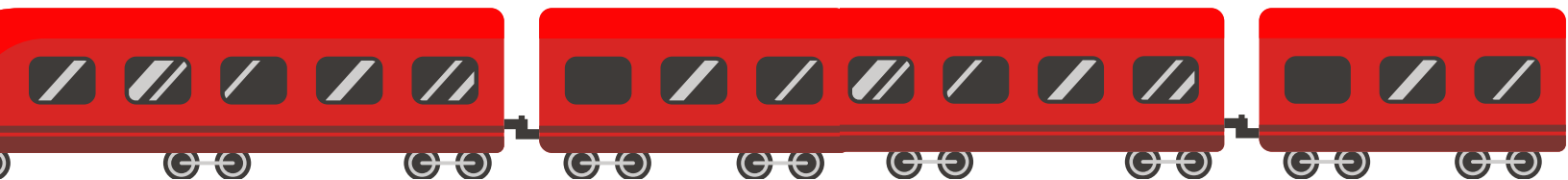


Thank you

for taking the time to fully
review this complaint

*MTS's Title VI Analysis is faulty on
many levels and needs to be re-done.*

*Ignoring the potential disparate impact
on the MENA population, as well as the
adverse health effects on all riders, renders
your current analysis deficient.*





Metropolitan Transit System

MTS STAFF USE ONLY
Public Comment
AI #: 21 Date: 6/20/24
No. in queue: 1

IN - PERSON PUBLIC COMMENT

SPEAKER INFORMATION (please print)

Copper Line - East County

Agenda Item No.:

21

Name:

Mary Davis

Telephone:

Email:

City of Residence:

Remark Subject:

Affiliated

Organization:

PLEASE SUBMIT THIS COMPLETED FORM BACK TO THE CLERK

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to three minutes per person, unless specified by the Chairperson. Please make your comment at the podium located on the right side of the dais. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard three-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website: https://www.sdmts.com/about/meetings-and-agendas. This form will be included in the Meeting Materials posted on the respective MTS meeting site.

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

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.



COPPER LINE - Agenda Item #21 - Title VI Complaint - Mary Davis

I am formally protesting your new re-imagined Copper Line.

My complaints against it are many, but I will start with the crux: Regional & Systemic Inequity.

East County is yet again getting the short end of a policy-making stick. Whether it's SANDAG, TransNet, or the placement of Sexually Violent Predators - East County has historically -- and now continues -- to be treated far differently than other regions of the county, getting the resource-depleted dregs and left holding bag for policies that would never be imposed elsewhere in the county.

For the record, I filed a formal Title VI complaint yesterday regarding your deficient Service Equity Analysis. It is defective on many levels, but two of the most glaring are:

1. MENAs: East County has the largest populations of "MENAs" -- Middle Eastern North Africans -- in the county. And yet if you look at the census - and census tract data -- you would never know that, because the Census counts them as white. This has led to what one media outlet dubbed as Whitewashing; also the Community of Concern itself publicly lamented that it is being rendered "an invisible population."

2. Adverse Health Impacts: Lack of any consideration toward Human Health and Environmental Justice impacts. Failing to include health impacts of public safety -- or including any type of crime study or statistics for the transfer station and its surrounds to address what the impact on riders -- renders this analysis deficient

Your agenda item and supporting materials also fail to address opportunity cost, particularly as it relates to Climate Change. How many more GHGs will be produced from people who opt to give up riding the system because they don't want a travel time that's now increased by up to 50%?

Also extremely problematic with this proposal is Recommendation #3 - to bypass your own Board policy 42 and fast-track this item to final approval.

The proposed Copper Line is a grave disservice to those who ride to Santee. Making riders get off at Marshall St. and then wait -- compromising their safety at that dicey location - is not only unfair to them, but a recipe for disaster.

Sadly, today's Public Hearing seems to be more government tokenism, with the decision already being pre-determined given Recommendation #3.

I'm here to say enough. Santee & East County are getting the short end of the stick. Wrapping it in a shiny new package and calling it the Copper Line is disingenuous propaganda that obfuscates the continued regional inequity, particularly as it will impact the MENA population, as well as have detrimental and adverse Human Health effects on *all* East County residents.

NO to your new Copper Line.



CALL – IN PUBLIC COMMENT

Truth provided a public comment for agenda item #21. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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





CALL – IN PUBLIC COMMENT

The Original DRA provided a public comment for agenda item #21. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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



Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92040					<p>I hope this change doesn't add much time to the trip from Santee to downtown. Will the Copper line schedule be timed to minimize wait time at El Cajon for transfer to and from Green line? Are you going to add scheduled turn around wait time at Santee Town Center to account for road traffic delays? This might help the Copper line to not miss Green line transfers at El Cajon.</p>
92126					<p>I am a big fan of the Trolley system. I fully support the new Copper Line. As someone living in Mira Mesa, I like to take trips to many places, including Santee. The shopping center is quaint, and has some great small businesses in it. As someone that relies on the Blue and Green Lines to be able to get to Santee, I would love to see the Copper Line built. That is not to mention the many places I like to go on that are reachable via the Green and Orange Lines.</p> <p>This would be a great way to speed up services on the rest of the route. I hope that MTS will then commit to running the Big 3 not just at higher frequencies, but at every 7.5 minutes. Also, please make sure that the Trolley map with the new Copper Line does not look ugly. If you need a new map, I would love to help make it.</p>
92101					<p>I am a delivery driver on Cayamuaca during the afternoon, and that stretch of road is a nightmare at Mission Gorge during the day. This is a great idea for riders, having two car trolleys, making that turn to the Santee Station.</p>
92071	Gillespie Field	Gaslamp Quarter	Driving and parking	Trolleys are on time;Trolleys run frequently;Reducing transfers	
92101	City College	Lots	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	<p>I am a former East County Resident who would regularly take the Trolley to downtown, mission valley, or elsewhere. And I would often get stranded late at nights trying to get back to El Cajon Station especially with the Green Line. This new service is a great change and would allow me and others to take the Trolley later and have more consistent trolley service on the whole network. This is a good change and MTS should go thru with it.</p> <p>Regards, Maxwell G</p>

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92124	Mission San Diego	Several	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys provide more service to East County	please add access to tierrasanta im begging you man im stuck here
92019	El Cajon Transit Center	Old Town	Biking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
92122	UTC	Snapdragon Stadium	Bus	Trolleys provide late evening service;Trolleys run frequently	More trains more often is good and will encourage me to use them more.
92104	Old Town	Various	Biking	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	Increased frequency and reliability is great! Overall this sounds like mostly benefits to the public with few drawbacks. Please continue expanding service and hours in general, San Diego deserves excellent public transit. Thank you!
92104			Bus	Trolleys are on time;Trolleys run frequently	
92020	El Cajon	Various	Walking	Trolleys provide late evening service;Trolleys run frequently	Please run the trolley later at night, especially on weekends. I'd like to be able to take the train home from downtown bars and such

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92020	Arnele	La Mesa or 12th and Imperial	Walking	Reducing transfers	This seems like a terrible idea for anyone on the orange line. We have to transfer at the most dangerous trolley stop in the system. I would stop taking the trolley all together if this happened
92020	Arnele Avenue	12th and Imperial	Walking	Reducing transfers	This would be a horrible change. Currently, I can catch the green or orange line from my stop, which provides me with flexibility without having to change trains. I will quit using the trolley if I have to change trains at El Cajon Transit Center because that will eliminate the convenience and because I do not feel safe at El Cajon.
92108	Rio Vista	Santee	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	The benefit of extended Green Line trips past SDSU is an added bonus in addition to the creation of the Copper Line. Thank you. I support!
92109-5876	Balboa	(various)	Bus	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Sounds like a good idea. Hope this happens.
92020	El Cajon Transit Center	Varies, usually downtown, SDSU, or Stadium	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I fully support this proposal. Increasingly reliability, frequency, and hours of operation are all really important for me and will make me more likely to take more trips via trolley instead of driving.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92109				Trolleys are on time	Don't do it. Adding a random short line like that is confusing to riders and clogs up information on lines. The Big 3 lines are fine.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92126	City College	Pacific Fleet	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	This is great if it can bring the Orange and Green Lines to 7.5 Peak hour/all day service due to less worries about track capacity constraints and if El-Cajon Transit Center ends up with added capacity there. I would hope to see the Copper Line morph into an express train beyond El Cajon via the Green Line and Blue Line corridors for east country and south county residents to travel to the san diego core faster.
92115				Trolleys are on time	Suggestion: Call it the Brown Line. Copper is metallic. The rest of the system are colors not metallic. Is there a Yellow, White or Gray line? Just my two cents.
92104	Mission Valley	Fenton Parkway	Bus	Trolleys are on time;Trolleys run frequently	When I first started riding the trolley around 2012 they seemed to be consistently on time. However, in the last year or so they are frequently delayed which at times causes me to miss the connecting bus in order to get home. I would look forward to any improvement in this issue, thanks
92020	Arnele	Santee	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	Terminating at El Cajon will create too much unsafe congestion when switching from the Orange Line to Green Line, and vice versa. The surface tracks are safer to walk across at Arnele.
92154	Palm Avenue	American Plaza	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	If a change is proven to make the service more reliable and better serve more people. Then push it forward. Nothing I personally dislike more than a delayed or missing trolley.
92021	Arnele	Arnele	Biking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	This is a prudent option as long as trains run frequently (i.e. every 15 minutes each direction minimum) and transfers to the Orange and Green Lines are coordinated (i.e. waiting no more than 10 minutes at El Cajon at all hours).

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91942	Amaya Drive	Rio Vista	Walking	Trolleys are on time;Trolleys run frequently	I very much support the Copper Line as presented by KPBS reporter, Andrew Bowen. I think separating the Orange and Green Lines from the single rail Copper Line in Santee will improve reliability for all.
92071				Trolleys are on time;Trolleys run frequently;Reducing transfers	If Copper Line does not connect with Green and Orange lines at the same time, that means more waiting because of another transfer. The trolley shuttle right now is adding an extra 30 minutes to my work trips. I missed my bus because of it. I like late trolley service, but not more time waiting because I have to figure out another trolley. Thank you. Please think about this.
92119	Arnele Ave	Santee	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92114	Euclid Ave	Euclid Ave	Bus	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	I know this is more beneficial to El Cajon riders as an alternative to riding busses heading northwards.
92071	Santee	Gaslamp	Driving and parking	Trolleys provide more service to East County	This is a very bad idea. Having the trolley in Santee is reliable transportation for jobs and adventure. I will stop using the trolley if i am forced to bus from El Cajon. That station is dangerous for women at nighttime.
92071	Santee	Arnele/12th and Imperial	Walking	Trolleys run frequently	This will be so inconvenient on so many levels. As it is now the "shuttles" do not run on time. The connecting trolley to go downtown does not wait long enough for the shuttle passengers to get off and then have to walk to catch the connecting trolley. They take off before has boarded. The shuttle does not make regular announcements that is terminating at Gillespie and I have watched numerous people then panic and become stuck on the shuttle because they didn't realize the shuttle was not the regular trolley service.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92019	El Cajon Station	City College	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92108	Fashion valley	Fashion valley	Bus	Trolleys are on time	
92105	took the trolley consistently/frequently 2011-2018: H Street, Palomar, Old Town	took the trolley 2011-2018 consistently/frequently: H Street, Palomar, Old Town	Walking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	Early morning service, late evening service, and running frequently is always needed. Some people work in the hospitality or entertainment industry and the hours can be really early or really late. I used to work at Sea World and sometimes I would not get off of work until 10:30pm or 11pm and we would all run to the trolley because it would run every 30 minutes or it would be the last trolley before it turned into once an hour.
92071	Santee	El Cajon	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Reducing transfers	I don't know if I can keep riding the trolley if I have to wait longer with more transfers. It has already been a pain lately. I might just go back to driving. We also need late night trolley service to East County, like midnight.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92120	SDSU	It can vary, most of the time it is closer to downtown or UTC, occasionally I go to east county.	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	<p>For special events, it would be helpful to extend the copper line to 12th & Imperial (via Orange Line route) for petco park and to the Stadium station. An alternative to the copper line would be to run the Green Line trolleys to Santee only twice every hour every day like how it usually is on Sundays, and have the other 2 trolleys terminate at El Cajon or Arnele Ave.</p> <p>If the Copper Line goes into effect, it would be helpful to extend it to Lakeside parallel to the SR-67 with stops at Magnolia Ave (possibly at Mast Blvd, serving Santana High School), Winter Gardens Blvd (at Woodside Ave), and at the end of the freeway (between Maplevue St and Laue St). At that stop, the Lakeside Community Center is only a few blocks away, and on the other side of Maplevue St is a park and ride lot, Lakeside Rodeo Arena, and El Capitan High School. This extension would have some potential because of high school students taking the trolley to school, and to go to football and basketball games at either high school on this route, and residents in North Santee and Lakeside would have faster access than the bus to El Cajon Transit Center. Development projects along the extension would be helpful to boost ridership. If Copper Line is approved, MTS should propose an infill station on the Orange and Green Lines between El Cajon and Amaya Dr. stations. The potential in fill station would be located by the intersection of Murray Drive and Water Street. The station would have high potential for ridership because of Grossmont High School and the other side of Water and Murray. and a few nearby restaurants, motel, Massage Therapy, and realty training.</p>
92122	UC San Diego Central Campus	UTC	Bus	Trolleys are on time;Trolleys run frequently	<p>Not a regular rider of the orange/green line, but the benefits look good. I would propose to take a look at the extended wait time for orange/green line riders that would theoretically continue their journey with the new copper line. If the extended wait is small, solid plan.</p>
92071	Santee	Gaslamp Quarter	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys provide more service to East County	
92109	Balboa	Santa Fe	Biking	Trolleys run frequently	<p>I don't go that way on the trolley, but it seems like a great idea to have 1 trolley that goes back and forth for that portion of 3 stops.</p>

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91942	70th St	Old Town	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Would love to see later evening service - we'd ride more often.
92071	Santee	Old Town	I get a ride from family	Reducing transfers	El Cajon station is not safe at night to wait for a transfer to get to Santee. And it will make the commute to Santee even longer.
91942	Grantville	SDSU	bus & walk	Trolleys provide late evening service;Trolleys run frequently	Perhaps this new line will improve service, but not significantly. It adds a transfer, and with the track remaining single, it can never run frequently enough to be convenient and successful. We need ambitious public transit projects. The blue line extension was costly but not ambitious. It carries few passengers, slowly, to stations too far apart. You need the political courage to replace traffic lanes with rail.
92071	Santee	City College	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	This would be a great idea to add the Copper Line.
92101	12th and imperial	12th and imperial	Bus	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	
92115	SDSU	Rio Vista	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	Great idea and will provide consistency throughout the m system.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92117	Santee	SDSU	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Used to take the trolley from Santee to SDSU nearly every day for 6 years. Occassionally would get left at Gillespie field when the trolley was behind schedule. It was scary because sometimes it would happen late at night and I would be alone. There was no security at Gillespie Field and it's pretty barren so it was a little scary as a young college woman (18yo-22yo) to be left at that station after dark. Also, the trolley frequently ran late from Santee to SDSU and it was stressful since I was late for work and classes sometimes due to the trolley skipping the santee station
92040	Santee, sometimes Amaya, El Cajon Transit Center	Santee	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	Please consider extending the line to Lakeside. The bus to El Cajon Transit Center takes too long and driving to Santee is the best option, but if you don't have a car (which most riders probably do not), those of us in Lakeside are left out of public transportation, except the one bus, which also doesn't have enough buses on weekends and holidays.
92104	City College	VA Medical Center	Bus	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92106	Old Town	Downtown	Walking	Trolleys are on time	I see the need for this change operationally but I am concerned that Copper Line travelers would have to pay again at El Cajon to board the Green/Orange line. The 8% number of Green Line riders is probably a bit disingenuous as looks to include all Green Line riders. What's important here is the percentage of people arriving at El Cajon are going beyond. Does the Copper line have more than one car load at any time?? Those with handicaps may not like this change as it takes an additional off and on. After Old Town was built, MTS stopped free transfers, which kind of negates the purpose of a connecting hub. It would appear three single units would be needed for the Copper line service unless 4 minute turns are scheduled at both end points.
91901	Amaya	SDSU & Stadium	Driving and parking	Trolleys provide late evening service;Trolleys run frequently;Trolleys provide more service to East County	Please consider additional service between SDSU and Grossmont. That service ends in the evening too early.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92111	El cajon, spring street, and Morena Linda vista	el cajon, spring street, morena linda vista	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	I think this will be a good thing. The transfer from east bound green line to southbound orange line at grossmont should be adjusted with this change. The are scheduled to arrive at the same time. If orange could leave 2 or 3 minutes later it would be an easier connection. Also weekend connections to the green line coming and going to el cajon do not line up with 44, 120, or 41. I have to wait 20 minutes each way. They line up with the train that only goes to the stadium.
91977	Lemon Grove Trolley Depot		Bus	Trolleys are on time	MTS Copper Line Trolley Public Input. Before the decision to change the existing Green and Orange Trolley Lines, please share that this new Copper Line Trolley is essentially a "re-naming issue" to clarify where the overlap of the Green Line and Orange Line ends rather than a need for a new construction. If this proposal is implemented, please remember to change ALL the existing trolley maps and signage, as well as the printed schedules on the buses, and the other sources of tourist information, such as the California Welcome Center, and local visitor's information centers in Balboa Park and elsewhere. Also, other cities outside of San Diego should be notified of updates, and tour guidebooks should be edited, such as the 2024 Fodor's Travel Guide for San Diego. Respectfully, Daphne H. Galang, Spring Valley, CA 91977 (Please submit this input on my behalf, since I may not be able to attend the in-person meetings for the East County community)
92154	Palm Ave.	City College	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	Wouldn't be more of a hassle to transfer to go to Santee, instead of going straight threw?
92111	Fashion Valley	Fenton Marketplace	Bus	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	
92071	Santee	Depends on my destination changes mostly from day to day	Power wheelchair	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	This is going to make it more difficult getting on and off the trolley. The ramps don't always work properly to get on and off and the seats at the handicap area don't always go up and stay up properly to allow for a proper room and traveling.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92117	Clairemont Drive Station	UC San Diego Central Campus Station	Bus	Trolleys provide early morning service;Trolleys run frequently;Trolleys provide more service to East County	I am in favor of more trolley support for the outer edges of the county. I would ask for early morning service to be included (4am or earlier) to support service industry workers traveling for early morning shifts.
92040	El Cajon	12th and Imperial OR Santee	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	Please, please, please add a Lakeside Trolley Station! The bus service ends early, doesn't extend into the night, and only comes once an hour when I need to take the bus. The bus service also doesn't stop in Santee, the next town over -- it only goes to El Cajon. If this is an "Extender," please Extend to Lakeside!
95814				Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	This idea seems short sighted. Riders who board and alight at any of the stops from Santee through El Cajon should receive a one seat ride to downtown SD, since those riders are the ones who probably want to drive anyway. Now you want to make them transfer which further incentivizes driving... If you have to sometimes turn trains at Gillespie, wouldn't it make more sense to just have a standby train and extra board operator somewhere along the line to allow a "run as directed" trip instead of splitting the lines up, since this plan assumes you'll be paying an operator anyway to run back and forth all day between 4 stations? Alternatively you could just add a few minutes to the schedule to account for the actual time it takes for the trains to run the route, to avoid them having to be short turned. Also - for those people who are color blind, the copper looks a lot like either green or orange. Please for the love of god pick a different color. Maybe a maroon red or a yellow? Or a brown?
91915		Stadium	Driving and parking	Trolleys are on time	Reliability is important to get people to go on public transport

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92120	Old Town	Grantville	Biking	Trolleys are on time;Trolleys run frequently	I frequently ride the green line in Mission Valley and have dealt with late trains. Hopefully the Copper line change can increase reliability on the rest of the green line. I also think we need to increase green line frequency, especially between SDSU and Old Town.
92071	Santee	Convention Center, OLT, Petco Park	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	There have been many times where we have been left stranded at Gillespie. If this prevents that, we're for it!
92021	El Cajon Transit Center	Courthouse station	Bus	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
91941	Grossmont Transit Center	Old Town	Driving and parking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Good idea. Can we get a bus from Avocado Road to a trolley station?
92071	Santee	Fashion Valley	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	I'm concerned for riders with mobility issues making this extra transfer. Private restrooms near publictransportation stations are often locked. When will MTS start addressing this basic need?

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92101	courthouse and seaport village	park and market and old town	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	Per the proposal the copper will run every 15 minutes which given its short run and limited stops will likely stay on time... but if it is a link to commonly delayed orange and green will the copper wait for them or just take off on time even though there is literally no one boarding since no one has showed up yet? if that's the case green riders will not be happy because it no longer continues east. This solution already adds time to a green riders commute since they now have to change in el cajon and if the copper leaves leaves the flat it will be counter productive. so question is will the copper run times be somewhat flexible to wait and collect passengers or a rigid schedule that could possibly make things worse.
92106	Old Town	Santa Fe Depot	Driving and parking	Trolleys provide early morning service;Trolleys provide late evening service;Trolleys run frequently	Please have a copper line trolley return from Santee at 3am on Saturdays as that would allow me to use transit when going to events.
92120	Grantville	Old Town	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	I support the proposal for the Copper Line and believe that it truly would help increase reliability for the rest of the network. I myself have experienced issues around the El Cajon area when I have travelled there and agree that the idea of a smaller service for the lesser used East County area is necessary for an improved service. I would also like to see the Copper Line potentially expanded past Santee to areas such as Lakeside and Lakeview. I really appreciate that the MTS is looking at ways to improve service to their network!
91941	La Mesa Village	SDSU	Walking	Reducing transfers	This proposal would help some but a better idea would be to extend this copper line to Grossmont and then make the orange and green lines into true circulars, each running in the opposite circle. That would make it so that all of La Mesa and Lemon Grove could get to SDSU and Mission Valley with no need to transfer. The transfer from Orange to Green at Grossmont is what turns what should be a short commute into an hour long ordeal.
92114	Euclid station.	All	Walking	Trolleys are on time;Reducing transfers;Trolleys provide more service to East County	Will the Santee trolley ever go further east?? Lakeside? Barona casinos?? El Cajon or Santee loop line trolley??

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92101	Convention Center	UCSD Central campus	Walking	Trolleys are on time;Trolleys run frequently	

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92127	UC San Diego Health - La Jolla	Old Town	Bus	Trolleys provide late evening service;Trolleys run frequently;Reducing transfers	The Copper Line is a good idea for service reliability. However, only every 15 minutes is too infrequent. If we are being required to transfer then please run more frequently, at least every 10 mins. Or have guaranteed time transfers.
92108-1806	Mission San Diego	SDSU	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	
92114	UC San Diego Health La Jolla	32 & Commercial	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	I would greatly appreciate a copper line. To help me catch orange line.
92071	Santee	Fashion	Driving and parking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92701	Santee	12th & Imperial	Bus	Trolleys provide early morning service;Trolleys provide late evening service;Reducing transfers	This is a terrible idea. The transfer itself will be unreliable and will add extra time to an already long journey from Santee. It will cause people to have to cross tracks in one of the directions. If the problem is there is a single track along Cuyamaca Street, then fix that - double the track even if it means reducing car traffic. Please do not inconvenience transit riders further - who are trying to do the right thing by taking transit.
92021	El Cajon Transit Center	Old Town	Rideshare	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92115	SDSU	Grossmont	Bus	Trolleys are on time;Trolleys run frequently	
92071				Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	
92071	Santee	SDSU	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	In order for this to work the transfer needs to be optimized at El Cajon. Also the 15 minute service should continue all the way until close, and the departures and arrivals at El Cajon for Green and Orange should be staggered when the 30 minute period begins to provide multiple options to downtown. If done correctly this could provide better service returning to East County, currently the Orange Line train arrives just after the Green Line in the 30 minute service period which requires a 25 minute wait and forces people returning to Santee to ride the long way back since they have to wait anyway. Make sure last Copper Line train connects to last Orange and Green Line trains. Have the transfer be fairly tight in the morning, when there is less traffic, but allow for 5-8 minutes in the afternoon of slack to allow for train congestion.
92119	Grossmont	Santa Fe	Driving and parking	Trolleys run frequently	I'm in favor of the proposal. I hope this helps the commuting folks of El Cajon; Santee & East County better utilize public transportation.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92139	8th Street	12th and Imperial	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	
85281	Santa Fe Depot	Old Town	Either bus or driving/parking	Trolleys are on time;Trolleys run frequently	I only visit the area, but the anticipated benefits to the Green and Orange Lines make this new shuttle service a welcome change.
92020	El Cajon	El Cajon	Bus	Trolleys are on time;Trolleys run frequently	
92071	Santee Town Center	Clairemont Drive Station	Walking	Trolleys are on time;Trolleys run frequently	I don't mind the transfer as long as the schedule are designed to make connections smooth and short. Besides, I would prefer more frequency over the capacity (3 cars train)

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91977	Lemon Grove		Bus and walking	Trolleys are on time;Reducing transfers	Please consider overnight construction to minimize daytime schedule interruptions. Please also consider minimizing the time to completion of the project. There was a notification flashing across the estimated time of arrival LED screens that announced that there would be a detour on the Orange Line between downtown and Encanto/62nd Street starting this weekend, May 18 and May 19, 2024. San Diego MTS recently had disaster recovery from a "flood" that occurred January 2024. This FEMA response included repairing the tracks on the Orange Line. Please confirm that this project is not a redundancy, and that the existing trolley tracks are already safe and do not need further replacement. Respectfully, Daphne H. Galang, Spring Valley, CA 91977 P.S.- Please also share that bus-shuttle detours tend to delay commuters by at least one hour, and that this is an added inconvenience for travelers.
92103	Little Italy		Biking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	This seems like a great proposal for the health of the overall system. Reliability is important, and hopefully this also allows for more frequency on the green and orange line in the future. The extra transfer for East county residents is less than ideal, but the increased reliability for them should hopefully more than offset the transfer pain. Hopefully the copper line schedule will be synced with the green and orange line, so that passengers can immediately transfer without waiting. This would greatly minimize the pain.
92128				Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	
92092	UCSD	UCSD	Walking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	The future of San Diego depends upon reliable public transportation to all of the city's various communities. A future without reliable, efficient transition is no future at all. I urge the committee to move forward with the Copper Line into a brighter future.
92120	Alvarado	SDSU	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I take the Green line trolley nearly every day. It is difficult to be anywhere past 10pm, as the last trolley that goes past SDSU leaves there at 10:45pm. Having longer, more frequent evening service would be much appreciated. Additionally, trolleys arriving at Alvarado (towards 12th & Imperial) are often late, and transferring to the Orange line at Grossmont can also take more than the 15min headways that these lines run on. I am 100% in favor of the Copper line being introduced. It cannot come soon enough.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92115	SDSU		Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys provide more service to East County	If this can bring all the positive outcomes it's made to create I am 100% behind it!!! It's a creative way to help solve the issues that the Orange and especially Green line face in regards to the single tracking issue. I think having the Green line stop at El Cajon TC at night instead of SDSU would be amazing too as it would provide access to park-and-ride stations such as 70th St, Grossmont, etc to be able to get off at later in the evening. Having this Copper line exist also gives way to possible expansion of the system in the future with the creation of new stations in East County/El Cajon on the Copper Line which would be very exciting!! Overall I think this is a fabulous idea and I hope it gets approved so we can start reaping the benefits come this fall!!
92064	City College	El Cajon	Bus	Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	More security esp during AM/PM commute Please build a trolley or bus connection between Santee to Poway
92071	Santee Transit Center	Santee Transit Center	Bus	Trolleys are on time;Trolleys run frequently;Reducing transfers	I'm speaking on behalf of members of the ADA who are disappointed that MTS discontinued the El Nopal st. To Second st. Loop on the 832 bus route a number of years ago. Ever since then disabled people have to walk long distances just to reach a bus stop. Some live over a mile away.
92116	Rio Vista	VA Medical Center	Bus	Trolleys provide late evening service;Trolleys run frequently	As someone who rides the Green Line regularly, I think this is a great idea. Frequent and reliable service is a huge priority for improving the experience on the trolley, and although I more often commute on the western portion on the Green Line, on trips to East County I have encountered problems with missing transfers and unreliable service. While double tracking the whole East County section would be a better long term solution, the Copper Line would address many of the issues at a fraction of the cost. Would it be possible to increase Green Line service frequency to 7.5 minutes if this was implemented? It would also be really nice to have more frequent evening service on the Green Line.
91978	Amaya Spring Street	Santee	Biking	Reducing transfers;Trolleys provide more service to East County	I would like the green line to straight through to Santee without stopping at El Cajon.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92020	Amaya Drive	Linda Vista	Walking	Trolleys run frequently;Trolleys provide more service to East County	Hello I am a big fan of the Copper Line, but I would like clarification for why it would not just run from Grossmont until Santee and help reduce all issues with two lines running parallel with the Green and Oragne which is something I have to frequently address and help others out with is how we have two different lines in this same area that run on the same tracks and instead if we just had the Copper Line in this region it can even eventually expand more towards Lakeside/Poway and the other sections of East County with proper planning and envisioning for a well organized future.
92071				Reducing transfers	The Copper Trolley should go from Santee Station to the Grossmont Station. From there the people can board the Green Line or Orange Linen, which go on different tracks. It would reduce transfers, reduce the Orange and Green Line travel time, increase the number of Trolley runs, better use of employees covering of an area, and better use of the Copper Trolley carrying capacity.
5968 Swift Ct	Old town			Reducing transfers	For me personally, I think this is a great idea. My only problem with this is that if I want to go from Old town to Santee, with the copper line, I would have to transfer from the green line to a copper line trolley. What I would do is keep the green line and orange line how it is and just add the copper line to increase service from El Cajon to Santee. The second option is to extend the orange line to Santee, which will increase Santee service. All in all, great proposal, but I don't think a transfer in El Cajon is a great idea.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92071	Santee Transit Center	Old Town Transit Center	Walking	Trolleys are on time;Trolleys provide early morning service;Trolleys provide more service to East County	<p>I fail to see how the proposed Copper Line achieves it's stated goals while the possibility for any transfer can end up delayed for roughly the same unforeseeable reasons. On top many occasions, I've witnessed trolleys leaving their stations early, and have even missed trolleys that shouldn't have left at the time of pertinent arrivals. To the extent that local traffic is a problem, MTS might want to consider the possibility of additional construction, perhaps something resembling the ramp between the El Cajon and Arnele Stops (assuming there can't possibly be any viable construction plans to have the Green and Orange Lines diverge before Grossmont Transit Center, in the eastward direction).</p> <p>If MTS can't be bothered to bring the Orange Line back to Santee for Courthouse trips and prevent transfer-related delays (people on a transfer-less trip are going to be stuck during delays anyway), then it should start 24-hour Green and/or Orange Line service from Downtown stations to as close to the end of any eastward line as possible (at least terminating at SDSU during overnight hours, but preferably beyond). At least then East County residents can spend less time waiting for the trolleys in the late night/very early morning hours and walk shorter distances to get home (possibly 10-20 miles over many hours vs. maybe 3-6 miles in perhaps 2 hours and actually make it home with the assistance of Downtown-centric trolleys). To the extent noise is a problem with this proposal, I fail to see why horns, bells, and speakers can't have their volumes reduced to car horn levels (assuming trolley noises travel farther than car horns do).</p>
92071	Santee Town Center	Santee Town Center	Electric Soccer	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	<p>To the chair of SDMTS Stephen Whitburn, and fellow members of the board . First off I want to thank y'all for your service for SDMTS, as a normal rider of the trains/buses both by San Diego Transit and Transdev (East County&South Bay) I really thought this copper line would be disappointing, however after speaking to a gentleman Brent from this amazing company, I feel this would be a great addition to the light rail our county operates. I feel it would benefit both us the people who ride along with the train operators who barely get any breaks down here in Santee. I believe it's time for a change and this copper line would be a great addition to the trolley map. I believe with this will bring benefits for us riders and will increase ridership by 9% to 15% daily. I would like to say however a lot of people have been voicing for the airport to be the next big extension for the trolley which I hope will happen due to Salt Lake UTA Trax does so with their Green Line. I'm not trying to get off topic however so as I've stated I believe firmly this will be a great investment into the system with the copper line being a great asset to the company/ community. I would like to thank Sharron Conney for her role as CEO (Rip Paul Jablonski Former CEO) and I'd love to thank you Stephen Whitburn, for filling the role in which the former chair (name hidden for legal reasons) lacked. I thank y'all at SDMTS everyday and I can't wait to see what happens. I hope I'm able to be there to speak this if not please read this or respond via email to me terrenceleonard2021@gmail.com thank you and God bless you all.</p>

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92120	Grantville	Hazard Center	Walking	Trolleys are on time;Trolleys run frequently	The Copper Line should have a higher frequency. 7-10 minutes would be more acceptable.
92071	Green & Blue Line	Green Line	Walking	Trolleys provide early morning service;Reducing transfers;Trolleys provide more service to East County	Hi, I like the idea of a copper line but are there or will there ever be plans to extend either the green or copper line the opposite way to maybe UTC or the VA? I now currently have to take two trolleys green then blue lines around a two hour trip just to get from Santee to the VA. I know I may be a minority voice but I believe this could tremendously alleviate traffic in on the 52 freeway and help commuters choose MTS more often than their own private vehicles. Thank you for your time.
92037	Executive Dr (Blue Line)	Old Town Transit Center (for transfers)	Walking	Trolleys are on time;Trolleys provide late evening service;Trolleys run frequently	I often ride the green line near downtown for concerts and events, so it's frustrating that it doesn't run later. If the installation of the copper line allows for an extension of hours for the green line, I fully support it!
92122	Nobel Drive	Old Town Transit Center	Driving and parking	Trolleys are on time;Trolleys run frequently;Trolleys provide more service to East County	I support this change because it means that the Green Line will become more reliable.
92111	Old Town		Rideshare	Trolleys provide late evening service;Trolleys run frequently	I am in favor of this proposal.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92020				Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	Orange Line is also impacted by the downtown traffic signal, which in turn impact green line, so this line gets both ends hit by delays. A trolley that breaks down on the copper will cause a further disruption on the orange and green lines. Why not just try to run trains every 10 minutes instead of 15 minutes?
92071	Gillespie Field trolley station	Aranle trolley station	Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	There needs to be a better walk path to trolley stations and out of trolley station pedestrian walks more safer walks long distance and short distance. Thank you
92071	0	0	Driving and parking	Trolleys provide late evening service	Less crime I don't want Santee to become like los Angeles and bringing more crime and homeless people which trolley and bus bring to any area
92071	Santee	Various	Driving and parking	Reducing transfers	To force a transfer to all riders at El Cajon is unfair to the three stations east of El Cajon. It's unnecessary and increases costs by hiring additional staff. Santee is the end of the line and should remain so, uninterrupted.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91977	Santee	SDSU, Convention Center	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys provide late evening service	Not sure the new line will help out, especially if it is only one car. There are usually enough people at the Santee station to easily fill one car and leave people waiting. Running every 15 mins is great, except if you can't get on the cooper train you need to make your connection to the green or orange line. I'd suggest at least two cars maybe three.
92071	Santee trolley station	Euclid	Biking	Trolleys provide early morning service;Reducing transfers;Trolleys provide more service to East County	I am concerned on getting on the trolley at El Cajon with a bike.
91942	Grossmont (Morning) SDSU (Afternoon)	SDSU (Morning) Grossmont (Afternoon)	Bus	Trolleys are on time;Reducing transfers	The Copper Line should be a monorail.
92606	UC San Diego Central Campus		Walking	Trolleys are on time;Trolleys run frequently;Reducing transfers	

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
92071	Gillespie Field	County Center	Driving and parking	Trolleys are on time;Trolleys provide early morning service;Trolleys run frequently	This is a terrible idea. You are taking a smooth and easy commute and making it more complicated. What we have now works and works well. You are just making life more difficult, as you normally do whenever you make a change.
91910	E Street	12th & Imperial	Bus	Trolleys are on time;Trolleys run frequently	Until the section of the proposed Copper Line segment is sufficiently double tracked, service delays will continue to disrupt the network. Although not an East County resident, I support the proposal whether I lived there or not, as the overall increase in reliability is crucial while it will still maintain service coverage to Santee. Thank you.
92017	susu	dd	Driving and parking	Trolleys are on time	
92040	Santee Trolley Square/ El Cajon Transit Center	Grossmont, Old Town, Fenton Parkway, Stadium	Bus	Trolleys run frequently;Reducing transfers;Trolleys provide more service to East County	I have 2 main concerns. I am concerned about having to transfer from the Copper Line to the Green or Orange to get to where I need to go and the additional time that will take. In addition, I am concerned that there will be limited space on the Copper Line as the number of Trolley cars will be reduced to 1. I use MTS to access the community with students, some of which use wheelchairs, and the reduction in available space is worrisome.
92111	Linda Vista	Santee	Driving and parking	Trolleys are on time;Reducing transfers	The El Cajon transit center is under construction and does not provide easy access for those with mobility issues. Travel times to the Santee station would be better handled by changing the timing of the traffic lights through town; if that doesn't change then the new line will still be subject to the same delays and passengers will be even further inconvenienced with multiple changes in trolleys and additional wait times for transfers. The cost per rider for this change is disproportionate to the number of riders impacted versus the cost to implement. A better use of funds would be to focus on heavily used transit lines. It does not logically follow that a "trickle down" reliability timeline is sustainable. Traffic lights are timed and can be relied upon consistently. Humans are the unknown variable that usually cause delays.

Home Zip Code	What MTS station do you most often board the Trolley?	What station do you most often exit the Trolley?	How do you get to the Trolley station?	What are the most important things to you if MTS starts a new Copper Line (pick up to three)?	Comments
91901	Santee	Santee		Reducing transfers	<p>NO to a new Copper Line and making riders transfer.</p> <p>Your current Title VI analysis is deficient.</p> <p>Please see my complaint:</p> <p>https://drive.google.com/file/d/1VGBNsuu11Jgll-3kMV8EXFmO78Vrpjgh/view?usp=sharing</p> <p>[P.S. - Your feedback portal should allow for attachments!]</p>
	Arnele				I want it to be quicker so people can go to places faster.
92071	Santee				<p>I'm not in favor of the change because: 1. The transfer would be inconvenient for people travelling in and out of the four proposed Trolley stops (Santee, Gillespe Field, Arnele and El Cajon). With the new proposed Trolley car running every 15 minutes, it becomes up to a 15 minute wait, or delay, at any of those stations, to get to your destination. It would no longer be a constant running train like before, or a constant connection to all of the stops like before where the Green Line only stopped for about 10 seconds at each one. You would have to compensate for that by leaving 1 hour earlier in order to reach your destination on time. 2. If you do implement the change consider synchronizing the connecting bus departure intervals. Even with the recent rail improvements, the two transfers (Green Line to Gillespe Field, then shuttle to Santee) made my arrival in Santee times later than the connecting 832 bus departure interval. Either that, or it would be an automatic 3 mile walk home if I didn't want to wait that long. It wasn't like that before because the constant running Green Line to Santee train allowed for connection to the hourly bus departure intervals. And that only describes the commute going home. The commute going out of Santee, I would have to leave my house 1 hour earlier just to get through all of the transfers and arrive at my destination at time. 3. There's also a matter of safety to consider: You're considering operating on single Trolley car during the late night hours every 15 minutes. As a regular commuter I've seen transients aboard the train for just a place to sleep. What if someone or something smells bad, someone's drunk, there's no air conditioning or heater, or someone wants to commit a crime. With only one Trolley car, (and you're expecting everyone to gather into the same</p>



**Metropolitan
Transit
System**

Agenda Item No. 22

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Fare Enforcement Diversion Program Modifications (Karen Landers)

RECOMMENDATION:

That the Board of Directors remove the option to purchase a one-way fare on-the-spot from the Fare Enforcement Diversion Program and make the revised program permanent.

Budget Impact

Current PRONTO system data analyses estimate that MTS lost between \$14 million and \$19 million in fare revenue between May 2022 and April 2024 as a result of fare evasion. The revenue impact has increased each year and is estimated at \$10 million to \$13 million for calendar year 2024. Removal of the on-the-spot one-way fare payment option is expected to reduce fare evasion and increase fare revenue collected by MTS.

DISCUSSION:

On June 11, 2020 (AI 31), the MTS Board of Directors authorized staff to implement a Fare Enforcement Diversion Program as a 12-month pilot project (Diversion Program). The Diversion Program pilot period was extended an additional 12-months (July 29, 2021 (AI 18)) through August 31, 2022. Staff has continued the Diversion Program pilot since then, until the Board takes action to either disband the pilot or approve a permanent diversion program.¹

Key Features of the Diversion Program

Eligibility: All fare evasion violations are eligible, unless there was another violation (e.g., vandalism, assault, failure to comply) at the time of citation. No graduated offense levels with graduated penalties (e.g., first offense, second offense, etc.) are included because officers do not have the ability to efficiently check prior citation history while in the field.

¹ Reports on the Diversion Program, fare evasion rates, and potential program modifications have been discussed with the Board, Public Security Committee, and the Security and Passenger Safety Community Advisory Group over the past two years. The revenue impact analysis that is discussed in this agenda item was presented to the Public Security Committee on June 7, 2024 as an informational item. No action or position has been taken by the Public Security Committee on the staff recommendation presented in today's proposed action.



Current Options to Resolve:

1. Option to Immediately Purchase One-Way Fare in lieu of citation.
2. Pay Reduced Fine within 120 days: \$25
 - Pay In-Person at Transit Store
 - Pay by Mail
3. Complete Community Service within 120 days: 3 Hours
4. Limited Appeal within 15 days: Proof of Paid Fare or Malfunctioning Ticket Vending Machine
 - If appeal granted, then citation dismissed
 - If appeal denied, option to pay fine or complete community service within original 120-day window
5. No Action Taken within 120 days: Citation transmitted to San Diego Superior Court for adjudication

The MTS website for the Diversion Program can be found here: <https://www.sdmts.com/rider-info/mts-security/diversion-program>

Proposed Program Modifications

Today's proposed action would modify the above Diversion Program to eliminate Option 1 above (Option to Immediately Purchase One-Way Fare in lieu of citation).

Instead, all eligible fare evasion violations would receive a citation with the option to complete the Diversion Program within 120 days. In order to make the Diversion Program \$25 fine option more accessible and easier to pay, MTS would expand payment options to include payment by phone and online (in addition to the current Transit Store and payment by mail options).

Basis for Staff Recommendation

Using data provided by the PRONTO fare system, an analysis was conducted to determine the fare evasion rate, its impact on MTS's ability to collect fare revenue, and determine potential causes. As discussed below, staff has concluded that the Diversion Program's on-the-spot fare payment option, *when combined with the PRONTO system's fare capping structure*, has created a loophole that increased MTS fare evasion on the trolley from 3% to over 30%. This equates to an estimated fare revenue loss of between \$14.5 million and \$19 million over the last 2 years and is on track to be a loss of \$10 million to \$13 million over the next year.

The Diversion Program was introduced in September 2020. MTS switched from the Compass Card fare payment system to the PRONTO fare payment system effective October 2021. Before the PRONTO fare payment system was implemented, the agency's historical fare evasion rate hovered around 3%. However, beginning in 2022, after the PRONTO system had been implemented and data started being collected, the trolley fare evasion rate jumped to 22.47% and continued escalating. For 2024, the rate is at 32.32%². The PRONTO data fare

² The detailed PRONTO Inspection App and Validation App data for May 2022 to April 2024 is shown in Attachment A.

evasion rate is corroborated by similar fare evasion rates during Special Enforcement Details conducted in late 2023 (31.45% evasion rate) and 2024 (26.94% evasion rate).³

Trolley Only					
Evasion Rate; Ridership; Fare Revenue; Average Fare					
	Evasion Rate	Trolley Ridership	Trolley Fare Revenue	average fare (trolley only)	Notes
2011	2.85%	32,748,843	\$ 34,942,546	\$ 1.07	
2012	2.80%	34,584,186	\$ 35,506,620	\$ 1.03	
2013	2.70%	38,355,687	\$ 37,474,995	\$ 0.98	
2014	3.30%	39,673,658	\$ 40,597,465	\$ 1.02	
2015	2.75%	40,706,441	\$ 42,060,857	\$ 1.03	
2016	3.28%	38,134,339	\$ 39,563,831	\$ 1.04	
2017	3.07%	37,308,350	\$ 38,787,894	\$ 1.04	
2018	2.83%	37,121,156	\$ 40,442,451	\$ 1.09	
2019	2.79%	38,030,108	\$ 43,262,793	\$ 1.14	<i>Fare Changes Implemented Sept 2019</i>
2020	2.82%	21,726,038	\$ 23,552,977	\$ 1.08	<i>COVID-19 Mar 2020; Diversion Program Implemented Sept 2020</i>
2021	2.87%	23,484,905	\$ 20,128,376	\$ 0.86	<i>PRONTO introduced Oct 2021 after free ride Sept; MidCoast opened Nov 2021</i>
2022	22.47%	34,008,769	\$ 28,699,168	\$ 0.84	<i>YOP Program introduced May 2022 (SANDAG pays fare revenue for YOP)</i>
2023	29.13%	38,437,233	\$ 28,106,362	\$ 0.73	<i>Gained 4.4 million riders but generated \$592K less revenue than in 2022</i>
YTD 2024	32.32%	12,919,482	\$ 9,620,817	\$ 0.74	<i>Jan-Apr 2024 data</i>

Fare evasion on MTS bus routes has remained around 3% for the same May 2022 to April 2024 that showed a substantial increase in fare evasion on the trolley.

To better understand why fare evasion is skyrocketing on the trolley, but not the bus, it is important to understand the following:

1. **Barrier versus Barrier-Free Systems:** on the bus, a passenger must tap their PRONTO card (i.e., pay their fare) as they board the bus. This is overseen by the bus operator who is seated next to the fare payment device. On the trolley, there is no fare payment turnstile or portal that must be tapped in order to enter the station or the vehicle. Instead, passengers are supposed to tap their PRONTO card or purchase a physical ticket at one of the validators/ticket vending machines installed throughout the station. Trolley passengers are only checked for their fare if they are encountered by an MTS officer. PRONTO and ridership data shows that only 3-5% of passengers are inspected for their fare each month. This means that over 95% of trolley passengers complete their ride without ever being asked to show proof of fare.⁴

³ A Special Enforcement Detail (SED) is a security detail where officers check every passenger for a fare in a closed environment where passengers are not able to avoid inspection.

⁴ For example, in calendar year 2023, the PRONTO inspection percentage compared to trolley ridership estimates was 4.34%. 1.6 million passengers were inspected, while over 36 million passengers were not inspected.

2. Conversion from Pass Product Focus to Stored Value/Fare Capping: To understand why the PRONTO system turned the on-the-spot payment option into a loophole that encourages fare evasion, it is important to recall the differences in the old (Compass Card) and new (PRONTO) fare systems used by MTS.

a. *Compass Card Fare System (2009 to August 2021)*: encouraged purchase of pass products in advance of rides. Passengers only earned discounts if they bought a day pass (\$6) or a monthly pass (\$72) in advance. It was more expensive for frequent passengers to pay \$2.50 for every trip segment.

b. *PRONTO Fare System (October 2021 to present)*: does not require the purchase of a pass product to earn the day or monthly pass discount. Fare capping allows a passenger to pay \$2.50 per trip segment,⁵ but to max out at the day pass or monthly pass rate. Since the implementation of PRONTO, pass product usage has decreased and use of stored value for the “pay as you go” fare capping method has increased. The “pay as you go” fare capping benefit achieves important equity goals that recognize not all individuals have the \$72 up front each month to purchase a monthly pass.

The PRONTO/On-the-Spot Payment Loophole

Under the PRONTO system fare capping method, MTS only gets paid for each transit ride if the passenger taps their card on every trip segment. Tapping the card deducts the \$2.50 one-way fare⁶ and then maxes out at the applicable maximum under the fare capping formula. If the passenger does not tap at every trip segment, then MTS does not get paid for that trip.⁷

When paired with the Diversion Program’s on-the-spot payment option, the data shows that more passengers are discovering a loophole: they can stay within MTS’s current rules and only pay their fare when/if they are approached by an MTS fare enforcement officer. If the fare inspection shows that the passenger has not paid their fare for that trip segment, the Diversion Program on-the-spot payment option allows them to simply pay at the time of inspection with no other consequence. If the worst consequence of being found without a fare upon inspection is that a passenger must buy that one-way fare, then there is no incentive for passengers to purchase a fare/tap before inspection.

Many passengers appear to have discovered that they can game the system by only paying the 5% of the time they are inspected, and not paying the other 95% of the time. Over 137,495 individual PRONTO accounts have taken advantage of the on-the-spot payment option over the May 2022 to April 2024 time period. However, 52,903 of those accounts have used that option more than once (and account for over 90% of the fare evasion identified).

The monthly number of on-the-spot purchases/attempts has rapidly increased since May 2022:

Monthly # of On-the-Spot Purchases or Attempts

⁵ Passengers get a free transfer window of 2 hours for every one-way trip.

⁶ Passengers with a Senior/Disabled/Medicare (SDM) PRONTO Card would pay \$1.25 for a one-way fare.

⁷ Although a passenger may have “paid” MTS funds to deposit in their stored value PRONTO account, accounting principles do not allow MTS to recognize that revenue (for use to spend in an operating budget) until it has been used for a transit trip. Until then, it is required to be recognized on MTS’s balance sheet as a deposit held for a passenger’s future use.

Average May-Dec 2022	25,421
Average Jan-Dec 2023	37,873
Average Jan-Apr 2024	48,610

Staff Recommendation

Based on the significant financial impact the rising fare evasion rate is having, especially as the agency is attempting to address its structural deficit, staff recommends closing the above loophole by eliminating the Diversion Program option to purchase a one-way fare on the spot during a fare enforcement stop. The rest of the Diversion Program would stay in place and offer fare evaders a non-court path to resolve the fare citation – by paying a significantly reduced fine or completing community service within a four-month period. The new program would be as follows:

1. Pay Reduced Fine within 120 days: \$25
 - Pay In-Person at Transit Store
 - Pay by Mail
 - *Pay by Phone (new option)*
 - *Pay Online (new option)*
2. Complete Community Service within 120 days: 3 Hours
3. Limited Appeal within 15 days: Proof of Paid Fare or Malfunctioning Ticket Vending Machine
 - If appeal granted, then citation dismissed
 - If appeal denied, option to pay fine or complete community service within original 120-day window
4. No Action Taken within 120 days: Citation transmitted to San Diego Superior Court for adjudication⁸

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. PRONTO App Data May 2022 – April 2024

⁸ MTS staff also works with individuals who contact MTS after the 120 day deadline, but before a court hearing, to seek dismissal of a citation if diversion is completed before the court hearing date. For cases that have already been adjudicated by the court, and are therefore outside of MTS's jurisdiction, MTS works with our liaison at the Public Defender's Office/Homeless Court program (<https://www.homelesscourtprogram.org>) to connect the individual with resources that may provide post-conviction relief.

	Average Fare (Systemwide)	Trolley Ridership	% of Ridership Inspected	Total Inspections Inspection App Total	Total Valid Fare (Properly Tapped) Inspection App Total Ok	% Total Valid Fare Inspection App Total Relative %	Total Valid Fare - Pass Products Inspection App Total Ok minus SV ok	% Total Valid Fare - Pass Products Inspection App Total Ok minus SV ok %	Total Stored Value - Valid Fare Inspection App Ok - Stored Value
May 2022	\$ 0.99	3,008,486	1.61%	48,326	32,469	67.19%	15,380	31.83%	17,089
June 2022	\$ 1.10	2,762,477	2.49%	68,683	46,772	68.10%	20,454	29.78%	26,318
July 2022	\$ 1.07	2,842,092	2.28%	64,783	44,197	68.22%	18,479	28.52%	25,718
August 2022	\$ 0.97	2,977,044	2.25%	66,835	45,504	68.08%	18,167	27.18%	27,337
September 2022	\$ 0.90	3,030,847	2.94%	89,161	60,118	67.43%	25,165	28.22%	34,953
October 2022	\$ 0.94	3,252,261	2.67%	86,926	59,474	68.42%	25,814	29.70%	33,660
November 2022	\$ 1.00	2,923,866	4.93%	144,007	98,648	68.50%	43,665	30.32%	54,983
December 2022	\$ 1.06	2,760,489	4.46%	123,252	80,947	65.68%	33,182	26.92%	47,765
January 2023	\$ 0.97	2,879,854	4.86%	140,053	93,677	66.89%	42,823	30.58%	50,854
February 2023	\$ 0.99	2,813,615	4.33%	121,823	79,449	65.22%	36,931	30.32%	42,518
March 2023	\$ 0.96	3,114,372	4.64%	144,566	94,078	65.08%	41,871	28.96%	52,207
April 2023	\$ 0.97	3,146,989	5.17%	162,719	104,886	64.46%	45,597	28.02%	59,289
May 2023	\$ 0.98	3,226,094	4.67%	150,703	91,572	60.76%	37,112	24.63%	54,460
June 2023	\$ 1.05	3,078,785	4.50%	138,600	79,389	57.28%	27,522	19.86%	51,867
July 2023	\$ 1.06	3,112,738	4.61%	143,639	87,442	60.88%	30,475	21.22%	56,967
August 2023	\$ 0.96	3,277,448	4.48%	146,714	86,117	58.70%	30,412	20.73%	55,705
September 2023	\$ 1.02	3,174,762	4.64%	147,152	85,137	57.86%	30,347	20.62%	54,790
October 2023	\$ 0.88	3,484,453	3.68%	128,084	71,688	55.97%	27,907	21.79%	43,781
November 2023	\$ 0.88	3,627,617	3.75%	136,045	76,264	56.06%	29,672	21.81%	46,592
December 2023	\$ 0.96	3,500,506	3.04%	106,517	59,959	56.29%	22,156	20.80%	37,803
January 2024	\$ 0.94	3,081,191	3.36%	103,598	57,603	55.60%	22,438	21.66%	35,165
February 2024	\$ 0.92	3,078,361	3.55%	109,270	58,325	53.38%	23,768	21.75%	34,557
March 2024	\$ 0.95	3,273,513	3.93%	128,512	69,651	54.20%	25,889	20.15%	43,762
April 2024	\$ 0.95	3,486,417	3.73%	130,069	70,557	54.25%	27,036	20.79%	43,521
Average May-Dec 2022	\$ 1.00	2,944,695	2.95%	86,497	58,516	67.70%	25,038	29.06%	33,478
Average Jan-Dec 2023	\$ 0.97	3,203,103	4.36%	138,885	84,138	60.45%	33,569	24.11%	50,569
Average Jan-Apr 2024	\$ 0.94	3,229,870	3.64%	117,862	64,034	54.36%	24,783	21.09%	39,251
Total May 2022- Apr 2024	\$ 0.98	74,914,277	3.77%	2,830,037	1,733,923		702,262		1,031,661

	% Total Stored Value - Valid Fare Inspection App - Ok SV Relative %	Total - NO VALID FARE Inspection App No Ticket Total	% Total - NO VALID FARE Inspection App - Relative % No Ticket	Total - NO VALID FARE STORED VALUE Inspection App - No Ticket SV	% Total - NO VALID FARE STORED VALUE Inspection App - No Ticket SV Relative %	Total - STORED VALUE PAYMENT ON- THE-SPOT Validation App - Ok - Stored Value	% Total - STORED VALUE PAYMENT ON- THE-SPOT Validation App - Ok SV / Total Inspections	% Total - STORED VALUE PAYMENT ON THE SPOT Validation App - Ok SV Relative %
May 2022	35.36%	14,563	30.13%	10,082	20.86%	14,333	29.66%	52.37%
June 2022	38.32%	20,061	29.21%	14,462	21.06%	20,171	29.37%	55.21%
July 2022	39.70%	18,846	29.09%	14,082	21.74%	21,241	32.79%	57.36%
August 2022	40.90%	19,634	29.38%	14,975	22.41%	18,599	27.83%	59.51%
September 2022	39.20%	26,825	30.09%	20,540	23.04%	21,725	24.37%	60.72%
October 2022	38.72%	25,430	29.25%	19,566	22.51%	19,968	22.97%	59.62%
November 2022	38.18%	42,318	29.39%	33,260	23.10%	34,381	23.87%	84.01%
December 2022	38.75%	39,267	31.86%	30,874	25.05%	21,458	17.41%	57.96%
January 2023	36.31%	43,381	30.97%	34,565	24.68%	26,681	19.05%	57.52%
February 2023	34.90%	39,631	32.53%	31,029	25.47%	25,523	20.95%	56.95%
March 2023	36.11%	47,472	32.84%	36,860	25.50%	32,638	22.58%	59.00%
April 2023	36.44%	55,349	34.02%	44,010	27.05%	34,302	21.08%	59.10%
May 2023	36.14%	56,950	37.79%	43,977	29.18%	28,597	18.98%	56.75%
June 2023	37.42%	56,796	40.98%	43,297	31.24%	32,194	23.23%	59.12%
July 2023	39.66%	53,946	37.56%	42,707	29.73%	32,204	22.42%	57.86%
August 2023	37.97%	58,477	39.86%	46,627	31.78%	37,330	25.44%	58.78%
September 2023	37.23%	59,982	40.76%	47,365	32.19%	30,958	21.04%	60.24%
October 2023	34.18%	54,343	42.43%	39,627	30.94%	35,317	27.57%	53.07%
November 2023	34.25%	57,709	42.42%	41,325	30.38%	42,053	30.91%	58.62%
December 2023	35.49%	45,055	42.30%	33,420	31.38%	32,463	30.48%	60.45%
January 2024	33.94%	44,310	42.77%	33,017	31.87%	36,286	35.03%	60.84%
February 2024	31.63%	49,037	44.88%	35,316	32.32%	42,988	39.34%	60.12%
March 2024	34.05%	56,685	44.11%	42,121	32.78%	44,945	34.97%	61.35%
April 2024	33.46%	57,507	44.21%	42,013	32.30%	45,370	34.88%	59.94%
Average May-Dec 2022	38.64%	25,868	29.80%	19,730	22.47%	21,485	26.03%	60.85%
Average Jan-Dec 2023	36.34%	52,424	37.87%	40,401	29.13%	32,522	23.64%	58.12%
Average Jan-Apr 2024	33.27%	51,885	43.99%	38,117	32.32%	42,397	36.06%	60.56%
Total May 2022- Apr 2024		1,043,574		795,117		731,725		

	Total - STORED VALUE INSUFFICIENT FUNDS ON-THE-SPOT <small>Validation App - Err Insuff Credit SV</small>	% Total - STORED VALUE INSUFFICIENT FUNDS ON-THE-SPOT <small>Validation App - ErrInsCr SV / Total Inspections</small>	% Total - STORED VALUE INSUFFICIENT FUNDS ON-THE-SPOT <small>Validation App - ErrInsCr SV Relative %</small>	Total - Validation App	Total - Validation App (Ok)	Validation App Non-Stored Value	% Validation App Non-Stored Value	\$ Value of Fare Evasion - Stored Value <small>(Validation App Ok SV*Avg Fare)</small>	Fare Revenue Impact of Fare Evasion <small>(value column X * (100/insp ratio))</small>
May 2022	3,156	6.53%	11.53%	27,367	22,613	9,878	36.09%	\$ 14,209	\$ 884,550
June 2022	4,122	6.00%	11.28%	36,534	30,617	12,241	33.51%	\$ 22,147	\$ 890,784
July 2022	3,956	6.11%	10.68%	37,028	23,270	11,831	31.95%	\$ 22,696	\$ 995,711
August 2022	3,602	5.39%	11.53%	31,251	26,205	9,050	28.96%	\$ 18,089	\$ 805,725
September 2022	3,865	4.33%	10.80%	35,779	30,418	10,189	28.48%	\$ 19,516	\$ 663,395
October 2022	3,979	4.58%	11.88%	33,494	28,009	9,547	28.50%	\$ 18,742	\$ 701,225
November 2022	4,661	3.24%	11.39%	40,925	34,381	1,883	4.60%	\$ 34,427	\$ 698,996
December 2022	4,152	3.37%	11.21%	37,022	31,081	11,412	30.82%	\$ 22,775	\$ 510,085
January 2023	5,067	3.62%	10.92%	46,382	39,390	14,634	31.55%	\$ 25,879	\$ 532,144
February 2023	4,444	3.65%	9.92%	44,818	38,779	14,851	33.14%	\$ 25,237	\$ 582,883
March 2023	5,411	3.74%	9.78%	55,321	47,846	17,272	31.22%	\$ 31,392	\$ 676,271
April 2023	5,238	3.22%	9.03%	58,038	50,861	18,498	31.87%	\$ 33,209	\$ 642,258
May 2023	4,941	3.28%	9.81%	50,389	43,738	16,851	33.44%	\$ 28,077	\$ 601,052
June 2023	5,384	3.88%	9.89%	54,457	47,219	16,879	31.00%	\$ 33,843	\$ 751,767
July 2023	6,117	4.26%	10.99%	55,657	47,357	17,336	31.15%	\$ 34,260	\$ 742,439
August 2023	6,204	4.23%	9.77%	63,510	55,226	19,976	31.45%	\$ 35,752	\$ 798,671
September 2023	4,789	3.25%	9.32%	51,393	45,117	15,646	30.44%	\$ 31,705	\$ 684,019
October 2023	5,235	4.09%	7.87%	66,551	59,404	25,999	39.07%	\$ 30,955	\$ 842,109
November 2023	6,218	4.57%	8.67%	71,741	63,248	23,470	32.71%	\$ 37,061	\$ 988,213
December 2023	5,165	4.85%	9.62%	53,699	46,829	16,071	29.93%	\$ 31,111	\$ 1,022,406
January 2024	5,664	5.47%	9.50%	59,646	52,023	17,696	29.67%	\$ 34,235	\$ 1,018,209
February 2024	6,168	5.64%	8.63%	71,503	63,012	22,347	31.25%	\$ 39,584	\$ 1,115,176
March 2024	6,525	5.08%	8.91%	73,261	64,295	21,791	29.74%	\$ 42,578	\$ 1,084,562
April 2024	6,495	4.99%	8.58%	75,694	66,651	23,829	31.48%	\$ 43,321	\$ 1,161,199
Average May-Dec 2022	3,937	4.94%	11.29%	34,925	28,324	9,504	27.86%	\$ 21,575	\$ 730,688
Average Jan-Dec 2023	5,351	3.89%	9.63%	55,996	48,751	18,124	32.25%	\$ 31,540	\$ 722,654
Average Jan-Apr 2024	6,213	5.30%	8.90%	70,026	61,495	21,416	30.54%	\$ 39,930	\$ 1,096,333
Total May 2022- Apr 2024	120,558			1,231,460	1,057,589	379,177		\$ 710,800	\$ 19,393,850



**Metropolitan
Transit
System**

Item 22, 06/20/2024

Fare Enforcement Diversion Program Modifications

Board of Directors



Fare Enforcement Diversion Program Pilot

Approved by MTS Board on June 11, 2020 for September 1, 2020 implementation; extended 12 months on July 29, 2021; *expired August 31, 2022; pilot continued indefinitely January 26, 2023*

- Eligibility: all fare evasion violations unless another violation was also cited (e.g., vandalism, assault, failure to comply)
- Current Options to Resolve:
 1. Immediately purchase fare (\$2.50 one-way) at ticket vending machine or on PRONTO Validation App.
 2. Receive MTS Citation:
 - a. Pay \$25 fine within 120 days;
 - b. 3 hours of community service within 120 days;
 - c. Appeal to MTS within 15 days; or
 - d. After 120 days: citation sent to court; may appear in court to respond

MTS Policy Goals

Ridership/Financial Impact of Fare Evasion: Reduction in fare revenues could result in significant budget deficit requiring service cuts or raising fares

→ MTS facing a structural budget deficit of over \$78M each year (escalating to \$95M in FY 2029)

Goals of Diversion Program:

- Keep in place an incentive for riders to pay their transit fare (in advance)
 - DO NOT want to increase number of riders who “risk it” and ride without a fare
- Provide a non-criminal path for resolving citation
- More equitably and proportionally align the penalty with the actual violation

MTS's Civil Justice Goal

Provide a non-criminal path for individuals to resolve a fare citation, with penalty more aligned with violation.

- 4-month period to resolve BEFORE sent to court
- Significantly reduced fine (\$25) compared to fine/fees imposed by court (\$192+)
- Community service option for individuals without means to pay reduced fine (less than court imposed hours)
- Expedited, informal appeal process for a citation with a factual defense
- MTS Staff also works with participants on individualized plans where appropriate

Fare Evasion Data & Financial Impact Analysis

What is the Fare Evasion Rate?

The Fare Evasion Rate tells MTS what percentage of MTS passengers are riding without paying their fare.

- Compass Card Fare System (2009 to August 2021): encouraged purchase of pass in advance of rides → Day Pass (\$6 per day) or Monthly (\$72 per month)
 - More expensive for frequent riders to pay \$2.50 for every trip segment
- PRONTO Fare System (October 2021 to present): does not require pass purchase to earn day pass or monthly pass discount – “fare capping” allows rider to pay \$2.50 per trip segment, but to max out at the day pass or monthly pass rate

How to Determine Fare Evasion Rates

- Special Enforcement Details (SED) (trolley)*: security detail where officers check every passenger for a fare – closed environment = no ability to avoid inspection.
- Rider Enforcement Details (RED) (trolley): security detail where passengers are checked en masse, but not a closed environment.
- Statistics from Security Dept officers: manual statistics regarding inspections, citations, refuse to cooperate, on-the-spot payments at Ticket Vending Machines (Weekly Safety Security Report does not include PRONTO App data)
- PRONTO Inspection & Validation App data (trolley only)*: statistics on every PRONTO account checked for a fare, whether it was valid, and whether they purchased an on-the-spot fare (or had insufficient funds to do so).
- SANDAG Ride Check Surveys: individual passenger surveys conducted where they are asked what type of fare they purchased (e.g., day pass, monthly pass, stored value); passengers self-report “no fare”; no verification of self-reported data

*indicates most reliable data

Fare Evasion Rates – PRONTO Data

Stored Value Evasion Rate INCREASING

Pass Product Use DECREASING

3-5% of passengers inspected monthly (over 95% go unchecked)

**for same period, fare evasion on bus is ~3%*

PRONTO DATA

	May - Dec 2022	2023	Jan-Apr 2024
Result of Fare Inspection - Individuals with PRONTO Cards	Percentage of All Inspections	Percentage of All Inspections	Percentage of All Inspections
Valid Fare (i.e. valid fare and it was tapped prior to using MTS service)	67.70%	60.45%	54.36%
Valid Fare - Pass Products (i.e. day pass, juror pass, college pass, SDM Regional Monthly Pass, Adult Regional Monthly Pass, etc)	29.06%	24.11%	21.09%
Valid Fare - Stored Value (i.e., PRONTO customers using Stored Value/Best Fare system)	38.64%	36.34%	33.27%
No Valid Fare - All (i.e. no funds on card or pass product loaded but not tapped prior to boarding)	29.80%	37.87%	43.99%
No Valid Fare - Stored Value (i.e. no stored value OR stored value but pass was not tapped prior to boarding and thus MTS has not received payment)	22.47%	29.13%	32.32%

Concerning Trends

- passengers gained 2022-2023:
4,428,464

→ *Ridership Recovery Plan is Working*

- fare revenue loss 2022-2023 **\$(592,806)**

→ *But more passengers are not paying*

- Value of those passengers at 2022 rate:
\$3.7 million

→ **net loss of \$4.3M**

Fare Evasion Historical Rates

Trolley Only					
Evasion Rate; Ridership; Fare Revenue; Average Fare					
	Evasion Rate	Trolley Ridership	Trolley Fare Revenue	average fare (trolley only)	Notes
2011	2.85%	32,748,843	\$ 34,942,546	\$ 1.07	
2012	2.80%	34,584,186	\$ 35,506,620	\$ 1.03	
2013	2.70%	38,355,687	\$ 37,474,995	\$ 0.98	
2014	3.30%	39,673,658	\$ 40,597,465	\$ 1.02	
2015	2.75%	40,706,441	\$ 42,060,857	\$ 1.03	
2016	3.28%	38,134,339	\$ 39,563,831	\$ 1.04	
2017	3.07%	37,308,350	\$ 38,787,894	\$ 1.04	
2018	2.83%	37,121,156	\$ 40,442,451	\$ 1.09	
2019	2.79%	38,030,108	\$ 43,262,793	\$ 1.14	Fare Changes Implemented Sept 2019
2020	2.82%	21,726,038	\$ 23,552,977	\$ 1.08	COVID-19 Mar 2020; Diversion Program Implemented Sept 2020
2021	2.87%	23,484,905	\$ 20,128,376	\$ 0.86	PRONTO introduced Oct 2021 after free ride Sept; MidCoast opened Nov 2021
2022	22.47%	34,008,769	\$ 28,699,168	\$ 0.84	YOP Program introduced May 2022 (SANDAG pays fare revenue for YOP)
2023	29.13%	38,437,233	\$ 28,106,362	\$ 0.73	Gained 4.4 million riders but generated less revenue million compared to 2022
YTD 2024	32.32%	12,919,482	\$ 9,620,817	\$ 0.74	Jan-Apr 2024 data



Evasion Rates & Revenue Loss Estimates	May 22 - Dec 22	2023	Jan 24 - Apr 24	Total May 22 - Apr24	Annualized 2024
Security Enforcement Details - Fare Evasion Rate	n/a	31.45%	26.94%		26.94%
Stored Value Customer Fare Evasion Rate <i>(PRONTO App Data)</i>	22.47%	29.13%	32.32%		32.32%
Estimated Revenue Loss <i>(based on SV Customer Evasion Rate * Trolley Fare Revenue)</i>	\$ 4,401,727	\$ 6,678,740	\$3,460,833	\$ 14,541,300	\$ 10,382,500
Estimated Revenue Loss <i>(based on PRONTO On-the-Spot Payments * Average Fare *inspection ratio)</i>	\$ 6,150,471	\$ 8,864,232	\$4,379,147	\$ 19,393,850	\$ 13,137,440

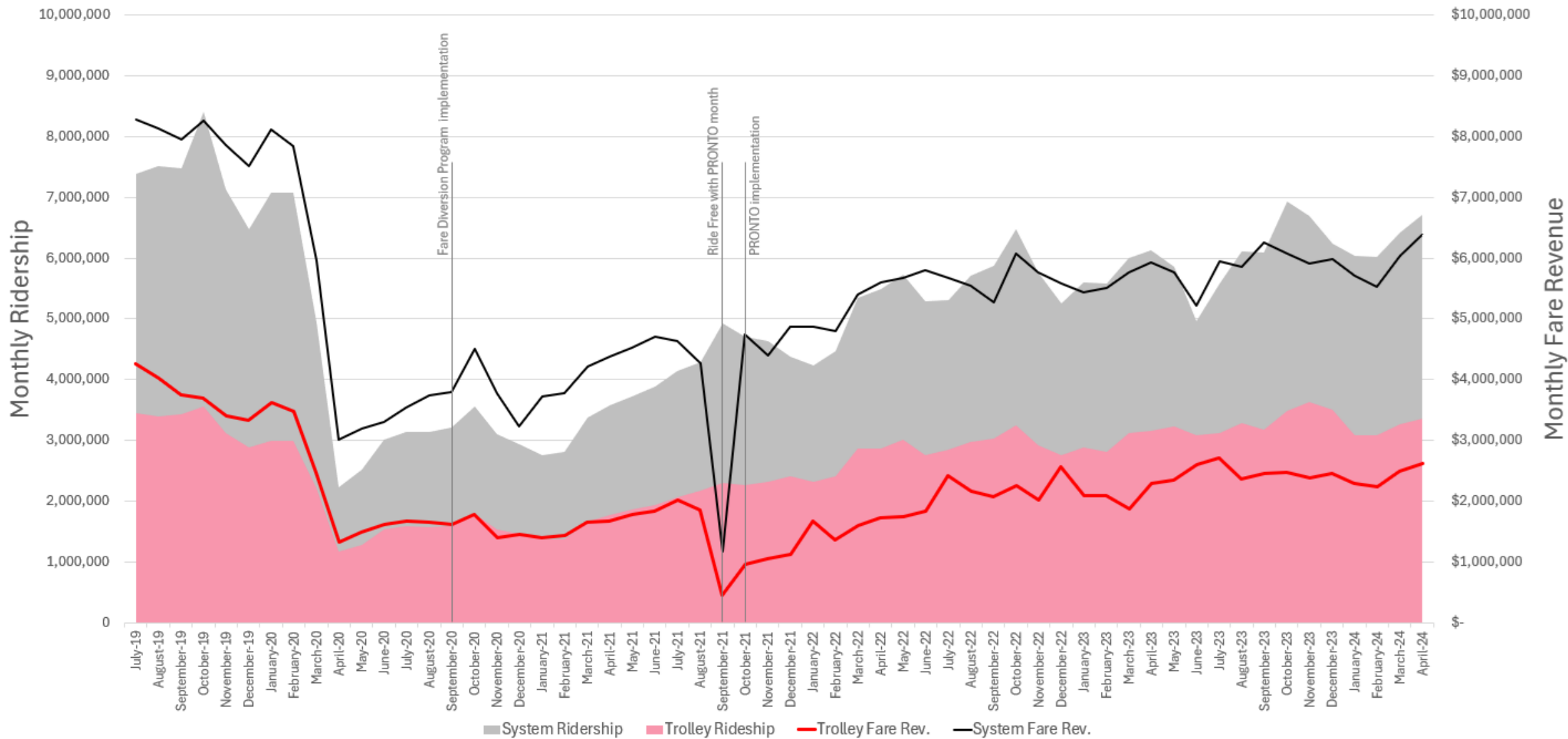
Individual PRONTO Card Analysis

38% of Passengers who used Buy-on-the-Spot option account for 90% of Fare Evasion

= 52,903 PRONTO accounts engaging in fare evasion on a regular basis
(gaming the system because of PRONTO/Buy-on-the-Spot loophole)

# of Validation App transactions on individual PRONTO cards (virtual and physical cards)			# of Buy-on-the-Spot Transactions	% of Fare Evasion
1	84,592	61.52%	84,592	9.93%
2-5	39,952	29.06%	767,691	90.07%
6-10	7,921	5.76%		
11-20	3,581	2.60%		
21-40	1,181	0.86%		
41-50	125	0.09%		
51+	143	0.10%		
TOTAL # PRONTO Accts	137,495	100.00%	852,283	100.00%
More than one Buy-on-the-Spot	52,903	38.48%	767,691	90.07%

Monthly Ridership & Fare Revenue



What does DATA tell Us?

- Buy-on-the-Spot Option, *when paired with the new PRONTO fare capping system*, created a loophole that encourages fare evasion.
 - Only purchase fare (i.e., tap PRONTO card which deducts Stored Value for that trip segment) if inspected by MTS officer
 - Only 3-5% of passengers are inspected → so MTS is not receiving the “Buy-on-the-Spot” fare payment from 95%+ of these riders
- Since Buy-on-the-Spot Option is technically part of our fare rules, passengers do not consider this to be “evasion” or breaking the rules.
 - No incentive to change behavior
 - Use of this loophole has only increased as more passengers understand how the PRONTO system and MTS fare enforcement works

Prior Meetings/Presentations

- MTS Board
 - January 26, 2023
- MTS Public Security Committee
 - March 29, 2024
 - June 7, 2024
- Community Advisory Committee
 - June 11, 2024

Staff Recommendation:

- 1) Remove On-the-Spot Payment Option from Diversion Program
- 2) Implement online and phone payment options to make paying \$25 fine easier (currently only allows payment by check via mail or in person at the Transit Store)
→ *Consistent with similar parking/traffic ticket options*

Alternative

- Keep On-the-Spot Payment, but increase amount to \$25 fine

→ NOT recommended by staff

- Would require re-programming of PRONTO Validation App & potential conflicts with Pass Products and Stored Value

→ *Would potentially delay open payment effort and/or ability to stop current evasion trends (if have to wait extended period for re-programming effort)*

- Could result in additional escalation/conflict with officers regarding the \$25 being taken from passenger's stored value balance

→ *Diversion Program alternative makes clear that a fare/tap is always required, but that there are options to avoid court and pay reduced fine*

- Many customers may not have \$25 on their stored value balance

→ *Average stored value balance is under \$10*

→ *Adding online and phone payment options to Diversion Program would provide viable option to passengers who want immediately resolve violation*

Stored Value Unearned Revenue

- Generally Accepted Accounting Principles (GAAP) – do not allow MTS to recognize *unearned* Stored Value
 - \$\$ in Stored Value is like a Gift Card – a customer does not spend it until a trip segment is tapped
 - Until tapped, MTS is required to hold that \$\$ on its balance sheet for future services owed
 - If recognize early, would also misrepresent ridership/revenue (average fare)
- **EXCEPTION:** stored value on card that has not been tapped in 3+ years can be recognized
 - Sept/Oct 2024 = three years since PRONTO introduced (first chance to recognize)
 - Approximately \$1M – included in FY 25 budget

From: Henry Fung <calwatch@gmail.com>
Sent: Monday, June 17, 2024 10:55 PM
To: MTS Clerk of the Board
Subject: Item #22 - comment

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear MTS Board of Directors, it seems that the original decision to create a "diversion" program, while well intentioned, has led to people taking advantage of taxpayer generosity with the pay on the spot model. This may work for commuter trains with long durations between stops and where every ticket is checked, like Amtrak or the east coast commuter rails, but is fundamentally at odds with a system with roaming inspectors, not conductors.

I agree with staff's recommendation that this be rescinded immediately. The fine needs to be commensurate with the frequency of inspection as well. The \$25 fine is half that of parking tickets in the city of San Diego, which are \$52.50. Future consideration should be made to make parking and transit tickets at parity.

SDMTS used to have some of the highest transit fares in the country, which helped suppress ridership. But the \$2.50 base fare has stayed static since 2008, and so the \$2.50 fare is more in line with peer agencies. The board recently rejected an additional fare increase, and correctly rejected it. But one way to keep fares flat is to collect more revenue.

There is an issue with implementation of the credit/debit card tapping system, but that should not be an excuse to delay work on this. For those who don't have Pronto cards, they should be escorted off the train and made to purchase a ticket at the machine, and be fined.

Once the credit/debit card acceptance at readers is implemented, the fines should go up to at least the amount of a parking violation. For more than one violation a year, the amount of a violation should go up, especially if there are no underlying issues such as homelessness involved.

Sincerely,
Henry Fung



**Metropolitan
Transit
System**

MTS STAFF USE ONLY
Public Comment
AI #: 22 Date: 6/20/24
No. in queue: 1

IN – PERSON PUBLIC COMMENT

SPEAKER INFORMATION (please print)

Agenda Item No.: 22
 Name: Manny Rodriguez Telephone: 619-288-6445
 Email: mrodriguez@cityheightscoe.org
 City of Residence: San Diego
 Remark Subject: _____
 Affiliated Organization: City Heights COE

PLEASE SUBMIT THIS COMPLETED FORM BACK TO THE CLERK

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to three minutes per person, unless specified by the Chairperson. Please make your comment at the podium located on the right side of the dais. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard three-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:
<https://www.sdmts.com/about/meetings-and-agendas>. This form will be included in the Meeting Materials posted on the respective MTS meeting site.

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

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.





CALL – IN PUBLIC COMMENT

Truth provided a public comment for agenda item #22. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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





CALL – IN PUBLIC COMMENT

The Original DRA provided a public comment for agenda item #22. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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





**Metropolitan
Transit
System**

Agenda Item No. 23

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

PRONTO Online Reduced Fare Application Update (Israel Maldonado and Amanda Denham)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

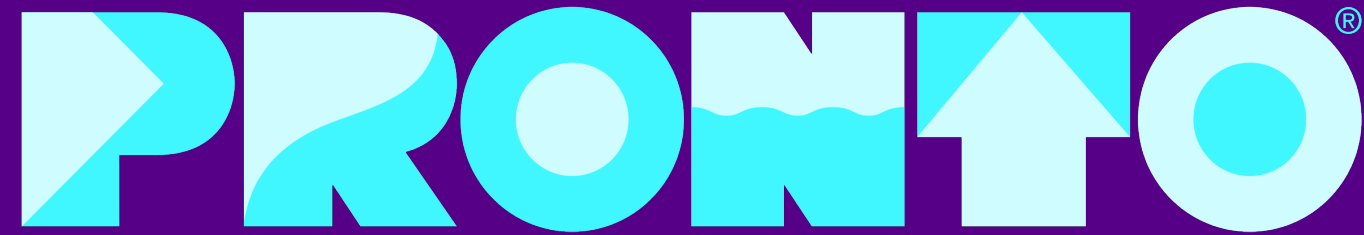
The regional fare ordinance requires the verification of eligibility for reduced fare passes. When PRONTO launched, the software application to verify the eligibility of reduced fares was not yet developed. In order to continue with the launch of PRONTO, and limit disruption of service to riders with a reduced fare, a temporary approval was granted for reduced fare users on the honor system. Both the San Diego Metropolitan Transit System and North County Transit District resumed mandatory verifications on December 5, 2023, with the launch of the new online reduced fare application. Staff will provide an update on the results since launch, customer feedback received, the customer outreach plan and next steps.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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





Reduced Fares Application Update

Board of Directors Meeting
June 20, 2024

PRONTO Today

- Project Background
- Verification Results
- Customer Support
- Outreach Efforts
- Customer Feedback
- Deadline Extension and Next Steps



Background

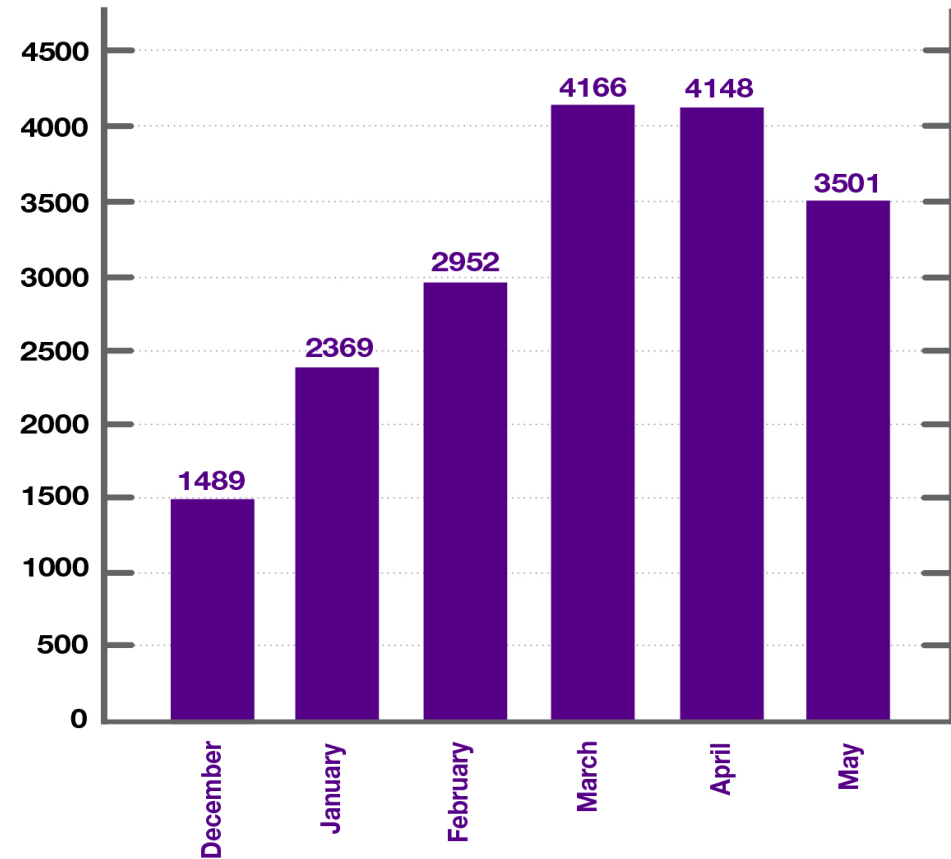
- PRONTO implemented as region's new fare collection system in summer 2021
- Prior policy: All reduced fares required verification of eligibility, only offered in person.
- Quick transition from Compass to PRONTO + new YOP program = high demand for reduced fares
- PRONTO Roadmap = new online option for verifying SDM and Youth riders.



Results

- Over 18K accounts successfully verified since December 5, 2023
- 91% of all applications submitted are successfully approved
- Over 100+ applications received per day

Successful Applications



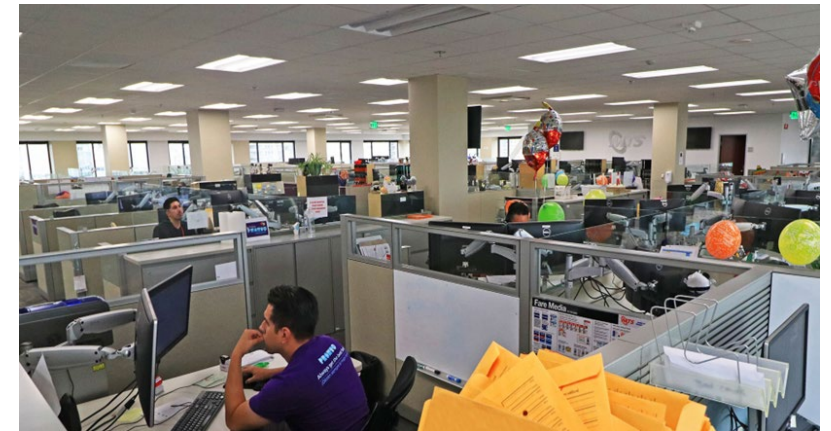
Results

- Active rider base still to be verified, at least 20+ taps over the last 90 days (less than 1 round trip per week)
 - Seniors 6K/ Youth 19K
- Cards to receive an extension; at least one tap in 2023 or 2024
 - Seniors 22K/ Youth 87K
 - Cards that are “Alive” but may not necessarily be used again



Customer Support

- PRONTO Support averages 8,400 monthly calls, approximately 9% of which are for reduced fares
- Board approved additional four full time staff members September 2023
- Average customer wait time for PRONTO phone support is **36 seconds** since application went live
- Most manual review cases are processed **under three calendar days**



Outreach Efforts

- Targeted Emails: 49,000+ Youth and SDM users
- 65+ hours of verification events (30 events)
- On Board Newsletters, Service Notices, Business Cards
- Partner Toolkits (three versions)
- CBO Partnerships: City Heights CDC, Mid-City CAN, Urban Collaborative Project
- Upcoming: Summer Youth Promotion; More Targeted Emails; Continuing On-Board Communications; Stop Notifications; App Notifications



Customer Feedback

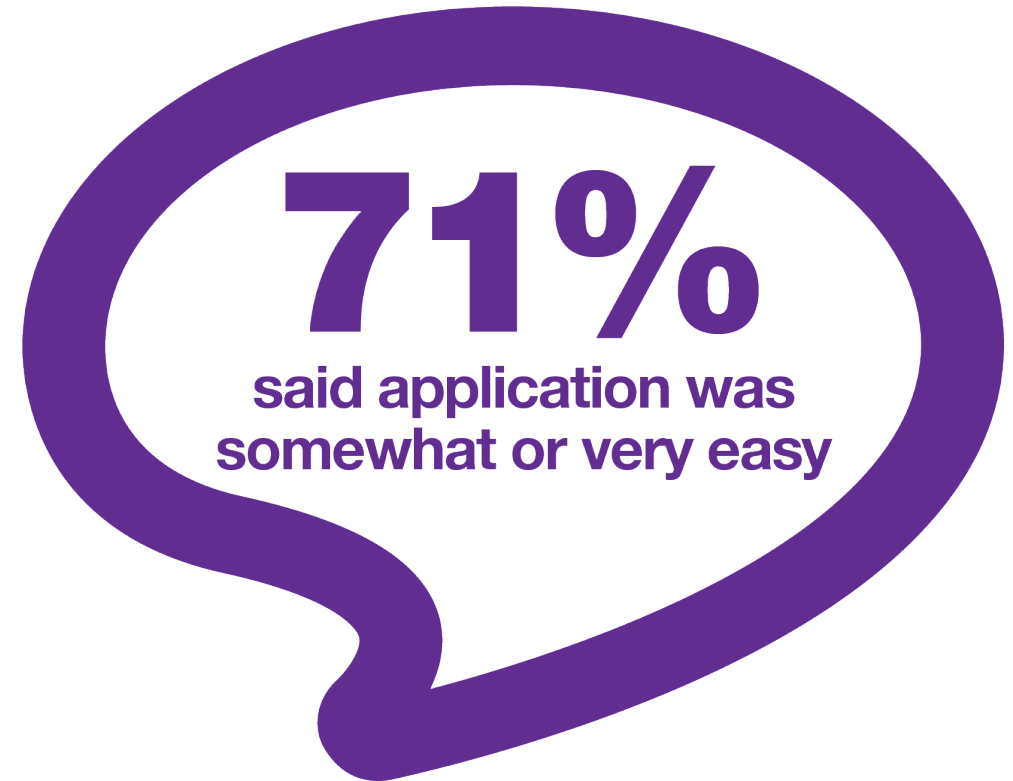
Issued user survey to online applicants

Approximately 700 responses

- 49% Youth
- 51% SDM (39% Seniors)

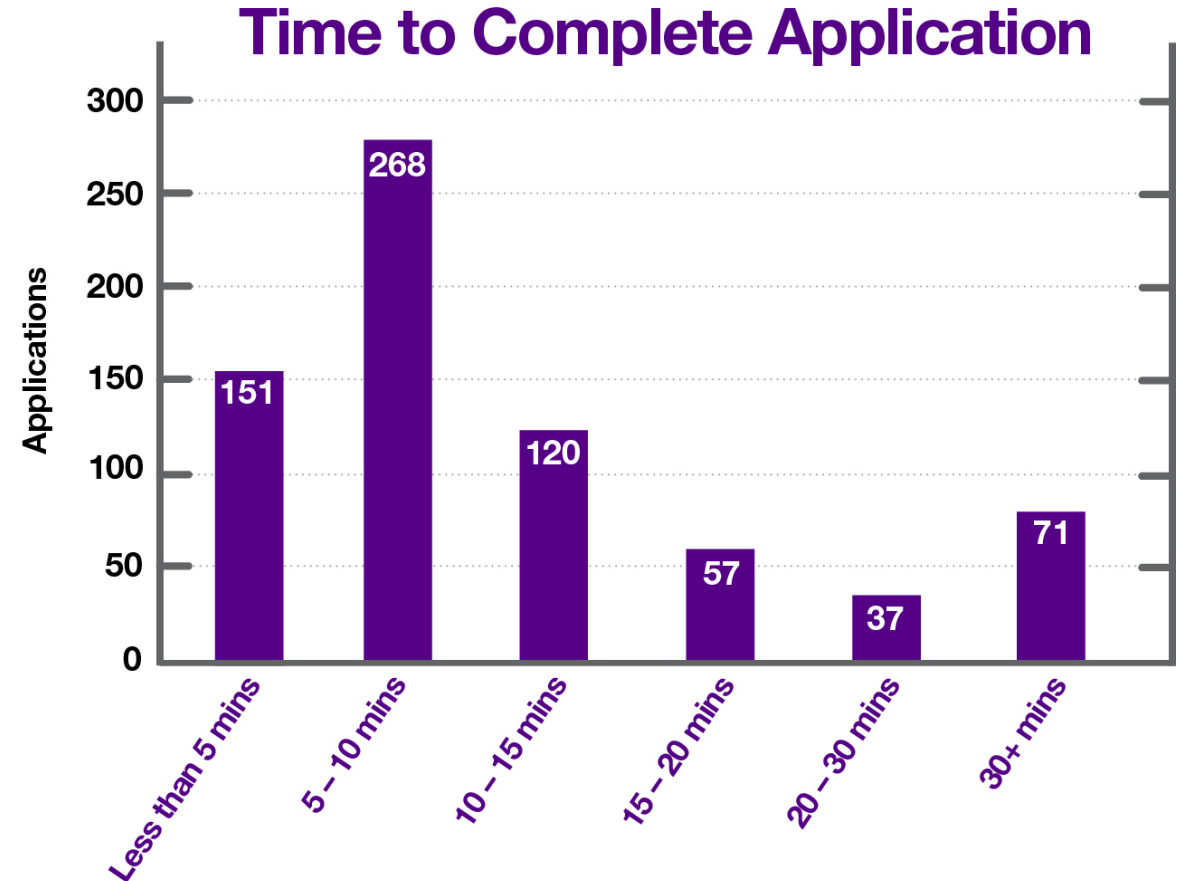
Addressing biggest challenges:

- Finding application
- Stuck in automatic process
- Step-by-step flier in four languages



Customer Feedback

- Almost 60% reported taking less than 10 minutes to complete
- More than 75% took less than 15 minutes
- Youth reported faster times overall



Next Steps

- Provide an extension through September 30, 2024 for all cards that have tapped at least once in 2023 or 2024
- Cards provided to SANDAG and other institutions would also be extended
- Capability for Institutions to provide reduced fare
- Implement customer specific 30, 60 and 90-day email notification alerts
- Continued flexibility for temporary eligibility requests
- Continue to monitor results

Senior, Disabled, Medicare and Youth Riders:



Your eligibility for a discounted or free fare may expire **September 30, 2024**

You must provide proof of your age (Youth, Seniors) or other eligibility form (Disabled and Medicare riders) by September 30, 2024 to keep riding with a free or discounted fare.



Check your status and verify eligibility online at [RidePRONTO.com](https://www.RidePRONTO.com).

Questions?





**Metropolitan
Transit
System**

Agenda Item No. 24

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Board of Directors

June 20, 2024

SUBJECT:

Zero Emission Bus (ZEB) Program and Transition Plan Update (Mike Wygant and Jarrett Valdez)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

In October of 2017, the Board of Directors authorized the Chief Executive Officer (CEO) to develop a Pilot Project to test the use of ZEB's in our service area to further understand the potential impacts of the proposed California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation. In 2018, CARB passed the ICT regulation, which mandated transit operators with fleets larger than 100 buses to fulfill specific ZEB purchase requirements starting in 2023. In September 2020, the Board of Directors approved the ZEB Rollout Plan for submittal to CARB, and the MTS ZEB Transition Plan.

MTS staff will provide the Board of Directors with an update on the ZEB Program, and ZEB Transition Plan that will include: background, timeline performance analysis, infrastructure, funding, and ZEB transition pathway milestones.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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



Zero Emission Bus (ZEB) Performance and Transition Plan Update

Board of Directors

Policy History

- Urban Fleet Transit Rule
 - Rule passed February 2000 by California Air Resources Board (CARB)
 - Alternative fuel path made way for CNG fleet
- Innovative Clean Transit Rule (ICT) (*January 1, 2023*)
 - Rule passed December 2018 by CARB
 - Rollout plan due to CARB by December 2020 (submitted and approved)
 - Convert fleet to Zero Emission Vehicles by 2040 (Governor's goal)
 - 60-foot, 45-foot & Minibuses exempt until 2026

****Innovative Clean Transit Rule (2018):***

ZEB Purchase Mandate: The regulation requires transit agencies to acquire a minimum number of ZEBs at the time of new bus purchases, based on the following schedules:

Large Transit Agencies

2023 – 25 percent

2026 – 50 percent

2029 and after – 100 percent

MTS Timeline

- Board approved pilot program - October 2017
- Pilot Charging Infrastructure installed (plug-in stand-alone chargers):
 - Imperial Ave Division – July 2019
 - Kearny Mesa, East County & South Bay Divisions – April 2020
- Battery electric buses begin in-service December 2019
- South Bay Overhead Master Plan – August 2020
- Transition Study & CARB's Rollout Plan approved - Sept 2020
 - CARB approved MTS Rollout Plan December 2020
- Pilot program ended - December 2021



MTS Timeline (Continued)

- IAD Overhead Charging Master Plan (completed May 2022)
- Iris Rapid
 - Preliminary operating plan (completed)
 - Bus route infrastructure - Iris West (completed August 2023)
 - Overhead charging infrastructure
 - Phase I/II construction (completed) 24 Charging Positions
 - 12 Articulated sixty-foot electric began revenue service - Oct 2023
 - Micro-grid solution – tentative construction to begin Winter 2024
- Charge Management Software currently in use
 - BP Pulse



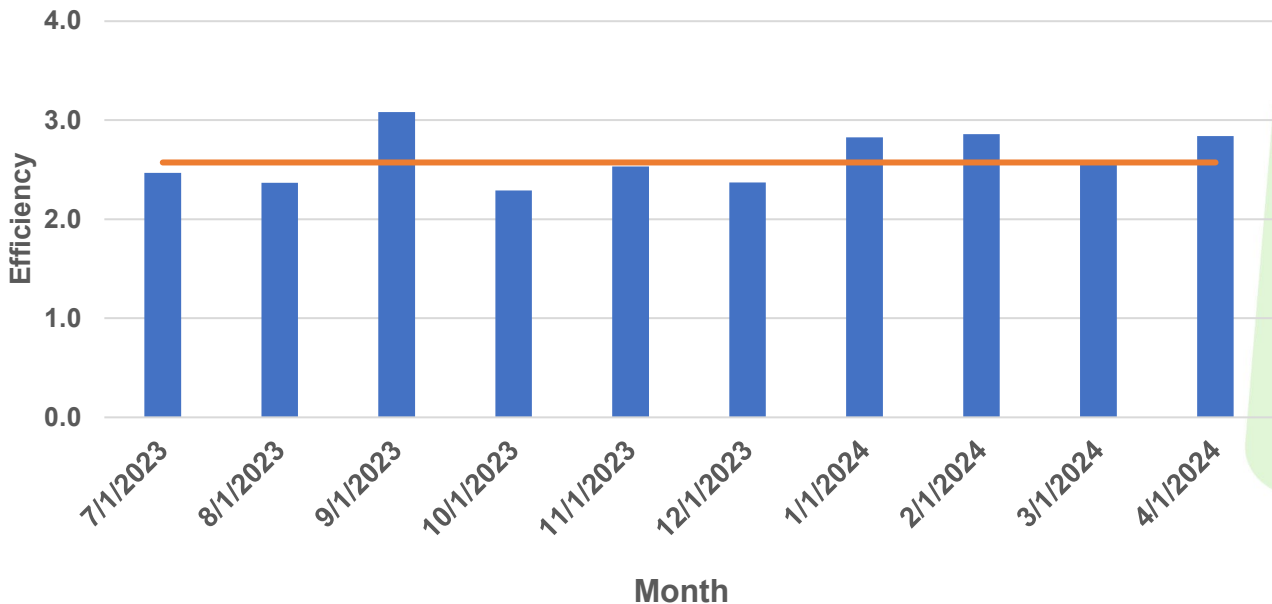
ZEB Program Performance Report



July 2023 – April 2024

Monthly Fleet Efficiency (Total Miles/Meter)

40' BEB Monthly Efficiency FY24

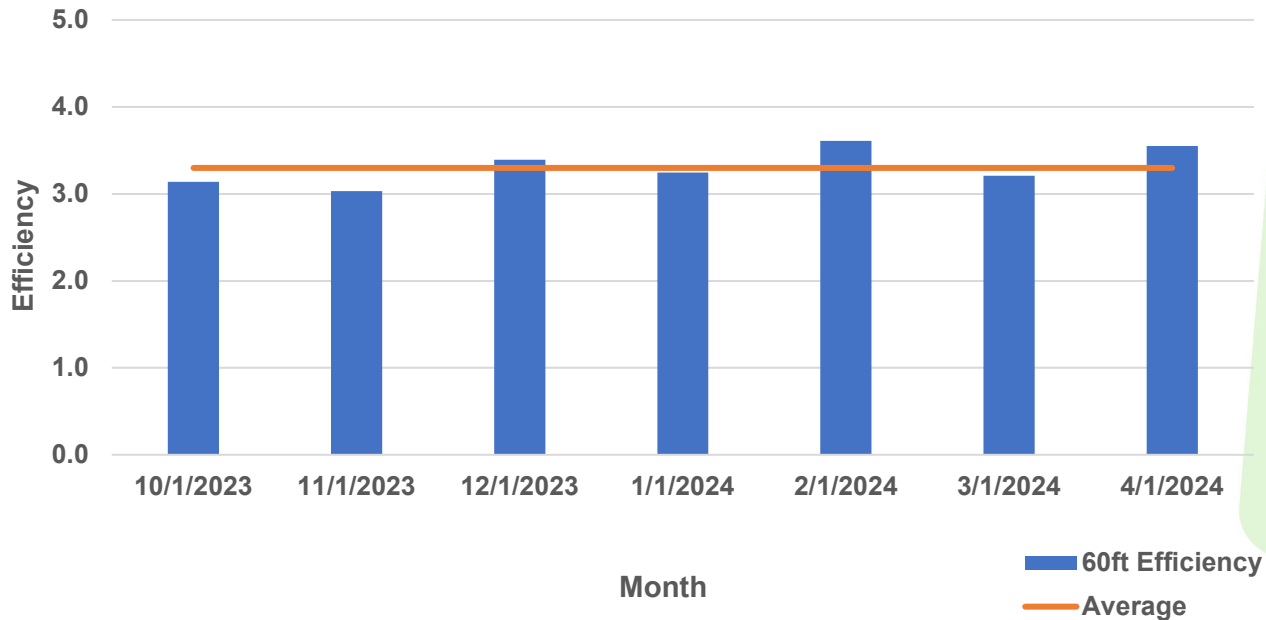


Notes:

- 2.6 Avg kwh per mile
- 466 kw (New Flyer) and 444 kw (Gillig) on board storage
- 80% battery utilization
- Scheduled Range: 130 Miles

Monthly Fleet Efficiency (Total Miles)

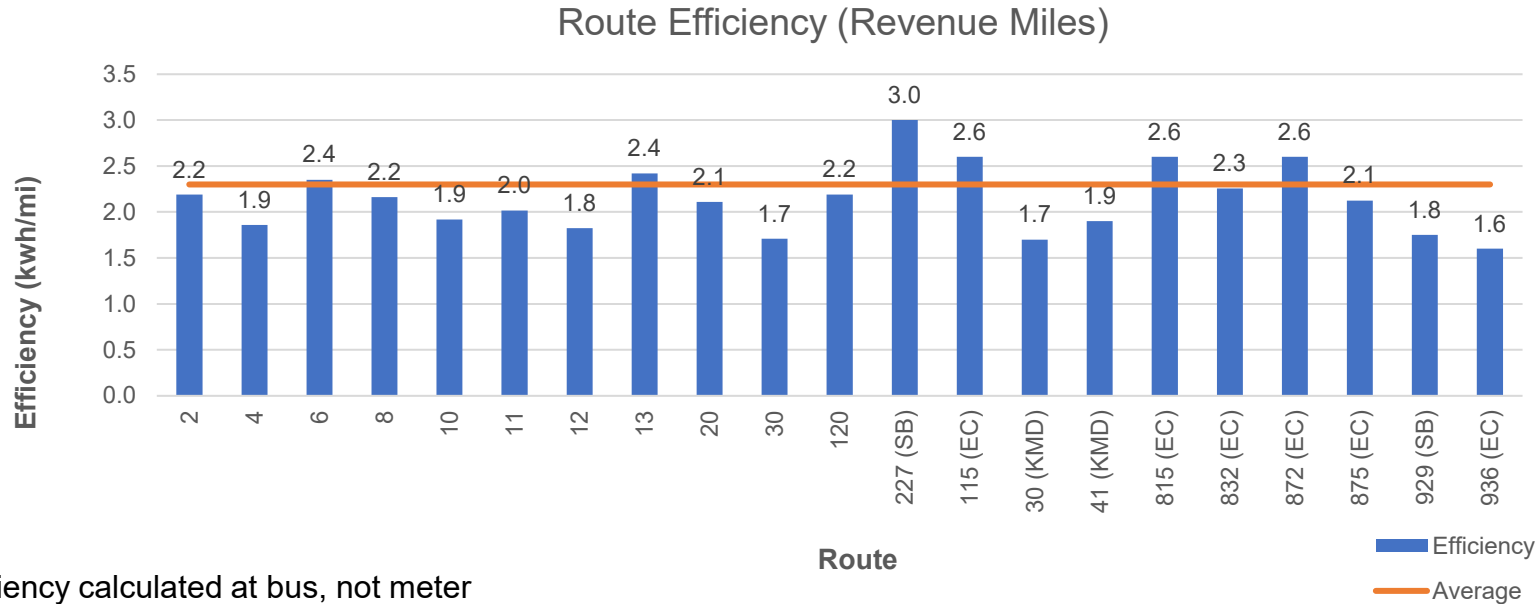
60' BEB Monthly Efficiency FY24



Notes:

- Avg 3.3 kwh per mile
- 610 kw on board storage
- 80% battery utilization
- Scheduled Range: 130 Miles

Avg. Efficiency by Route (Revenue Miles)

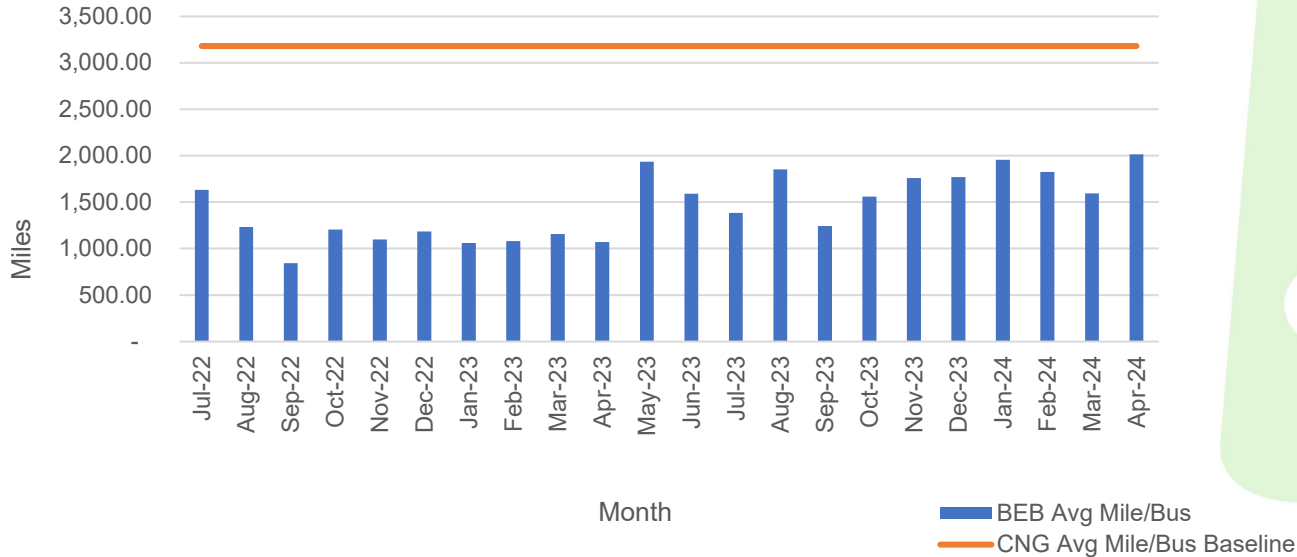


Notes:

- Efficiency calculated at bus, not meter

CNG vs. ZEB Monthly Mileage

Monthly BEB vs. CNG Avg. Miles Per Bus



Avg. CNG 3,180

Avg. BEB 1,461

Notes:

- Total BEB Miles = 915,851 as of April 2024
- Not 1 for 1

Efficiency Summary

- **Environmental Factors**

- Topography
- Speed
- Climate
- Driver Behavior

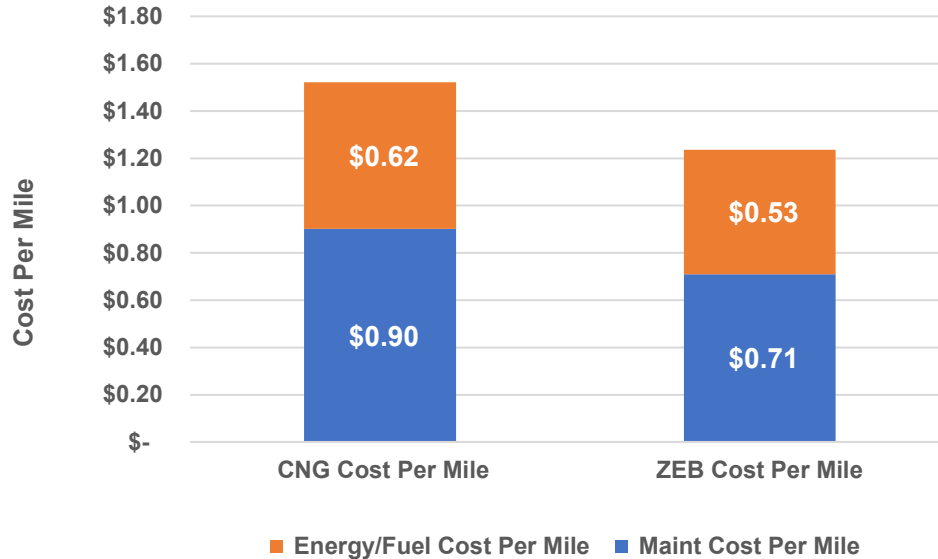
- **Range** (143 miles on Avg **MAX**)

- Range varies based on environmental factors (max 150 miles)
- Limited routes/blocks available within range limitation
- No indication of battery degradation
- Size/Type of Bus



CNG vs. ZEB Fuel & Maintenance

CNG vs ZEB Cost Per Mile



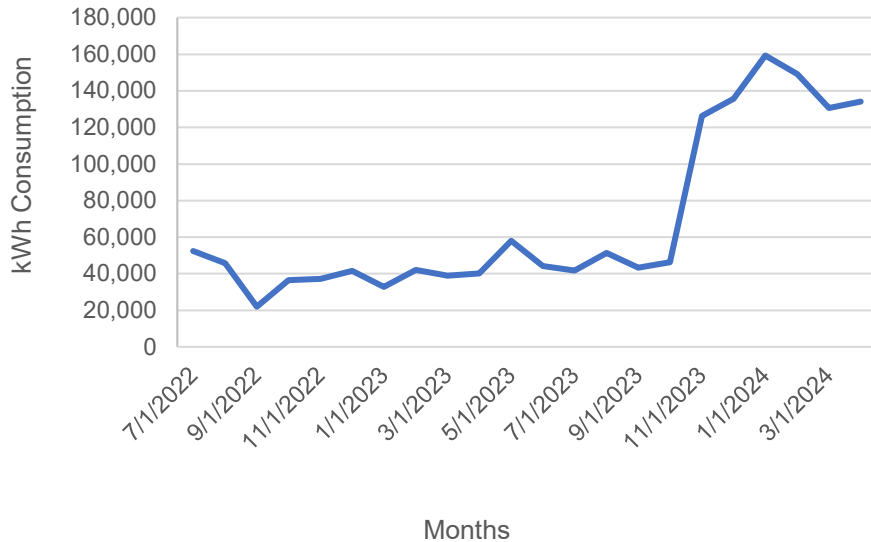
FY24	Maintenance Cost Per Mile	Energy/Fuel Cost Per Mile	Total Cost Per Mile
CNG Cost Per Mile	\$ 0.90	\$ 0.62	\$ 1.52
ZEB Cost Per Mile	\$ 0.71	\$ 0.53	\$ 1.24

Notes:

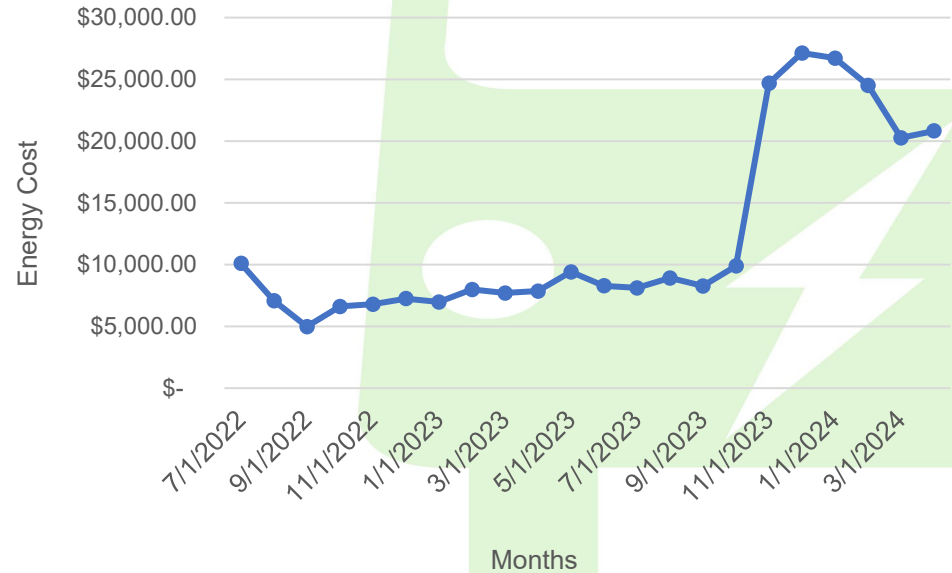
- Data from MTS & Transdev
- Maintenance cost/mile includes work order costs only
- Data from (July 2023 – April 2024)

Monthly ZEB kWh Consumption and Energy Bill Cost

Monthly kWh Consumption
July 2022 – April 2024 (All Divisions)

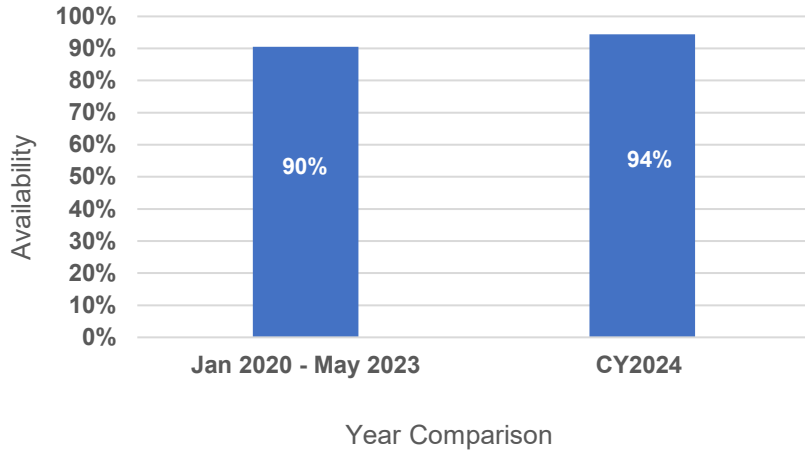


Monthly ZEB Metered Energy Bill Cost
July 2022 – April 2024 (All Divisions)



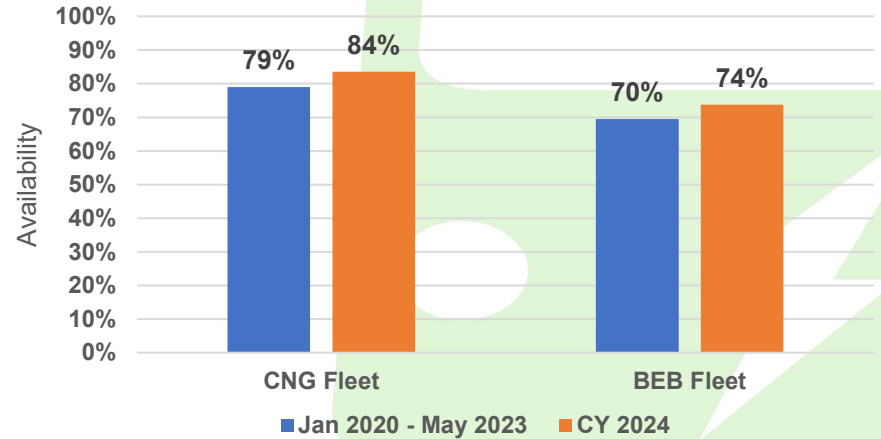
Availability

Charger Availability Historical vs. CY2024



Bus Availability

BEB & CNG Bus Average Availability



Charger Availability-

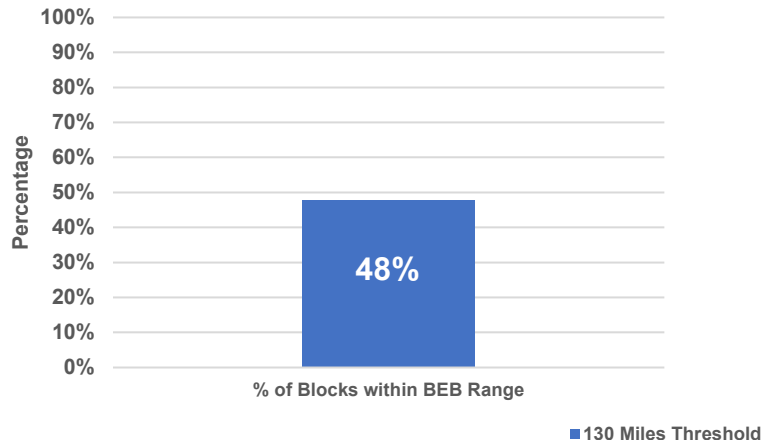
- Includes ChargePoint and Heliox Chargers

Block Limitations

Notes:

- Avg system block length
 - 136 Miles
- Max block length:
 - 508 Miles – Rt 235

Percentage of Blocks within BEB Range for All Divisions

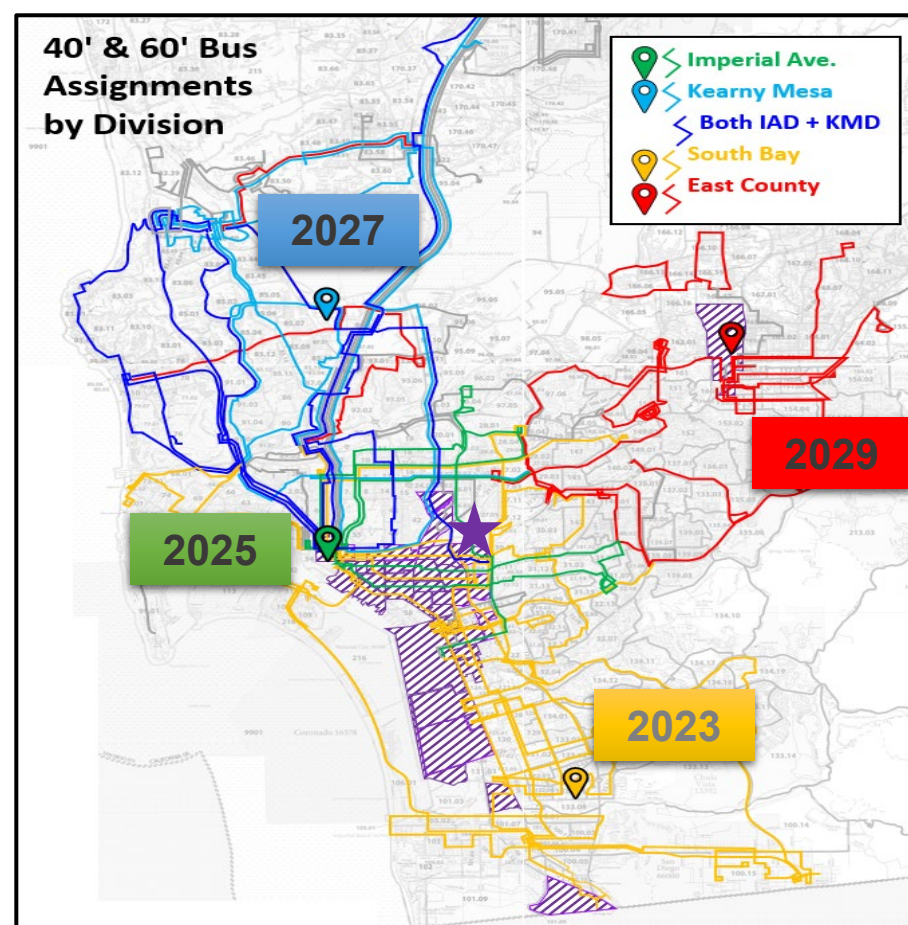


Route	Route Block	Division	Start	End	Duration	Distance	Vehicle	Within Range (130 Mile Threshold)
832	883202	ECBMF	200p	452p	2h52	28.737	40' Bus	In Range
2	200203	KMDGAR	1215p	803p	7h48	72.020	40' Bus	In Range
227	922708	SBMF	528a	1006a	4h38	82.433	60' Bus	In Range
10	201005	KMDGAR	538a	1255p	7h17	84.134	60' Bus	In Range
41	204103	KMDGAR	507a	1212p	7h05	100.213	40' Bus	In Range
8	100802	IADGAR	600a	344p	9h44	110.813	40' Bus	In Range
874	887402	ECBMF	620a	704p	12h44	127.876	40' Bus	In Range
3	900307	SBMF	546a	747p	14h01	129.403	40' Bus	In Range
10	201004	KMDGAR	534a	934p	16h00	156.161	60' Bus	Not In Range
8	100803	IADGAR	614a	827p	14h13	170.418	40' Bus	Not In Range
874	887401	ECBMF	500a	1011p	17h11	175.584	40' Bus	Not In Range
41	204104	KMDGAR	510a	804p	14h54	197.218	40' Bus	Not In Range
1	900101	SBMF	411a	1225x	20h14	213.432	40' Bus	Not In Range
235	223506	KMDGAR	501a	825p	15h24	378.909	60' Bus	Not In Range
235	223505	KMDGAR	459a	1122p	18h23	454.662	60' Bus	Not In Range
235	223502	KMDGAR	428a	1222x	19h54	508.803	60' Bus	Not In Range

ZEB Deployment

- Four divisions for 40'/60' buses
 - Imperial Ave. (Downtown)
 - Kearny Mesa
 - South Bay (Chula Vista)
 - East County (El Cajon)
- Divisions require charging infrastructure
 - Prioritize charging infrastructure
 - DAC-serving routes operate from each division

★ CTAC Site



Construction at Bus Divisions

- **Planned Buildout through 2029:**
 - South Bay
 - 24 positions – completed in 2023
 - 49 new and 73 total positions - complete in 2027
 - Imperial Avenue
 - 30 positions - complete in Summer 2026
 - Kearny Mesa
 - 38 positions - complete in Summer 2027
 - East County
 - 38 positions - complete in Summer 2028
 - Division 6 (CTAC) Required for future growth (post 2029)

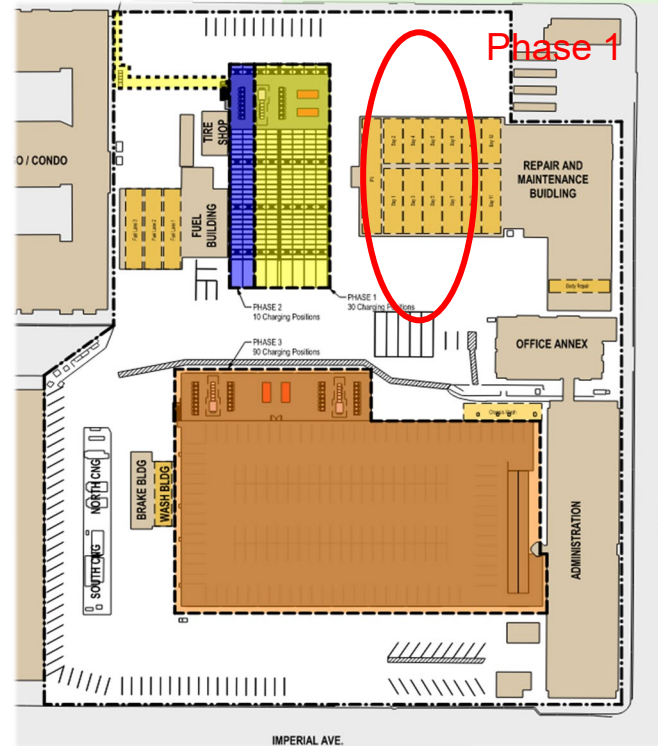


South Bay Charging Infrastructure Photos



Imperial Avenue Division

- **Imperial Avenue (Downtown)**
 - Master Plan: Completed August 2022
 - Charging positions for 161 buses
 - Phase 1 - 30 charging positions
 - Phase 2 - Overhead parking deck
 - Project Schedule – Phase 1:
 - Design Completed: Fall 2023
 - Advertise for Construction: Summer 2024
 - Start Construction: Fall 2024
 - Construction Complete: Summer 2026



Kearny Mesa and East County

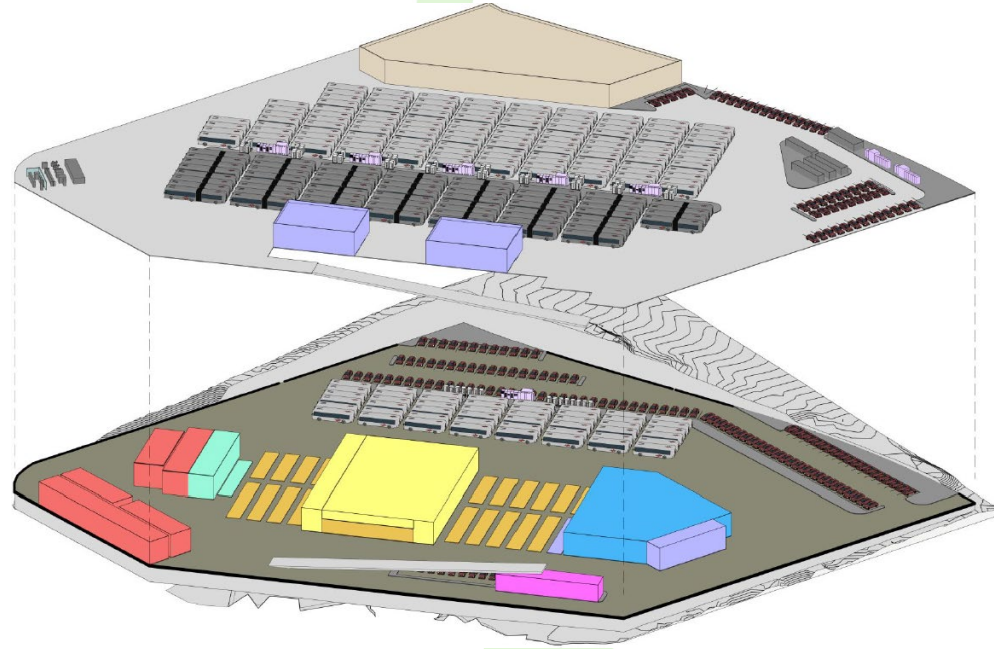
- **Kearny Mesa**
 - Master Plan: Completed March 2024
 - Start Design: Summer 2024
 - Start Phase 1 Construction: Winter 2026
 - 38 charging positions – complete Summer 2027
- **East County**
 - Master Plan: Start Fall 2024
 - Consultant RFP currently in-process
 - Start Design: Summer 2025
 - Start Phase 1 Construction: Winter 2027
 - 38 charging positions – complete Summer 2028



New all-ZEB Division

Clean Transit Advancement Campus (CTAC)

- New all-ZEB division located in the heart of future service
- Adds capacity for expansion, ZEB transition
- Focus on jobs, tech, innovation, and training
- Site located on Federal Bl. near 47th
- Current Status:
 - Actively Seeking Federal Funding
 - \$100 Million
 - CEQA Certification: Fall 2022
 - NEPA Certification: Summer 2023
 - Project to be delivered via Design-Build
 - Concept design workshops held with consultant
 - 3 of 5 parcels acquired
 - Estimated completion date: 2030
 - Estimated cost: \$350 Million



Other Developments

- Workforce Development
- Safety
- Hydrogen
- Non-Revenue

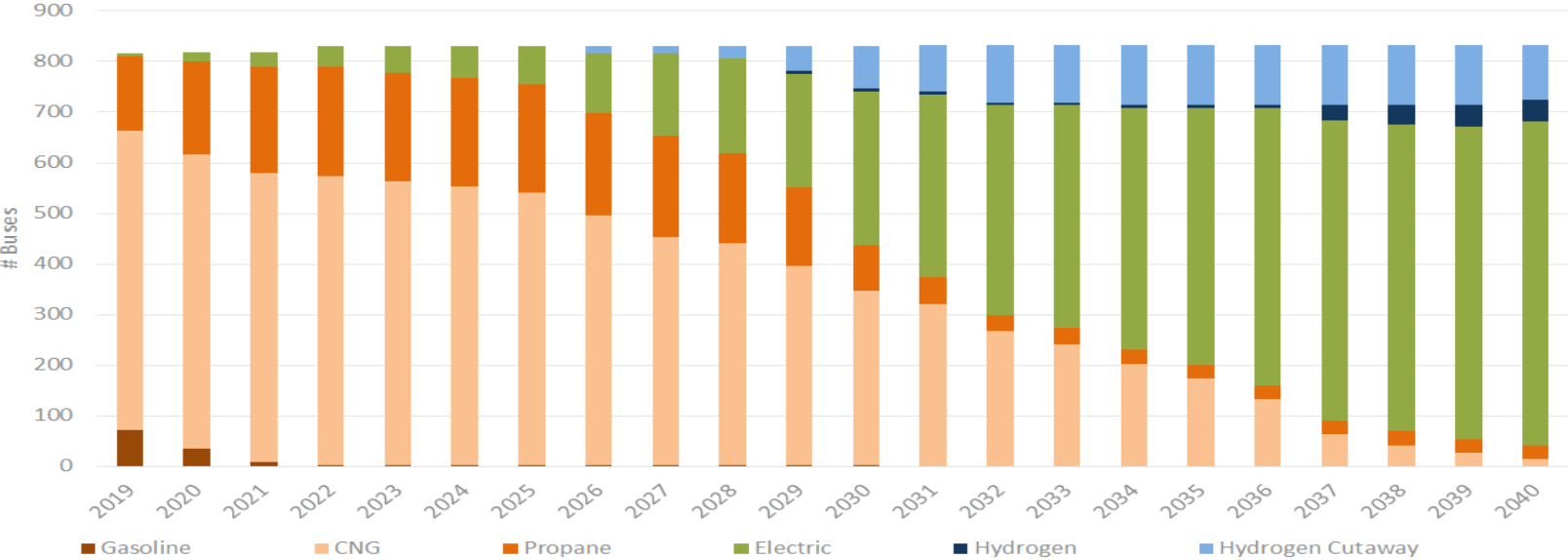


Upcoming ZEB Procurement Timeline

- Procurement Timeline

- 2023 – 2025: 25% ZEB of bus procurement (expected avg. = 10 ZEBs annually)
 - 13 BEBs arriving in late 2024
- 2026 – 2028: 50% ZEB of bus procurement (expected avg. = 25 ZEBs annually)
- 2029 and on: 100% ZEB procurement (approximately 50 ZEBs annually)
- Ongoing infrastructure to support transition

25% Early Adoption Pathway



Funding

- **State Funding Received: \$81,700,000**
 - Low Carbon Transit Operations Program (LCTOP) - \$35M
 - Pilot Program
 - Battery Electric Buses
 - Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (HVIP) - \$2.3M
 - Sixteen (16) buses and Six (6) chargers
 - Transit and Intercity Rail Capital Program (TIRCP) - \$42M
 - 2018 South Bay Charging Infrastructure and Iris Rapid Buses - \$22M
 - 2022 IAD Overhead Charging Infrastructure - \$8M
 - 2023 KMD Overhead Charging Infrastructure - \$12M
 - SDG&E's Power Your Drive Fleets (SB 350) – approx. \$1.3 Million (estimated 20%) (Iris Rapid)
 - Volkswagen Mitigation Fund (VW) - \$1M
 - Five (5) buses

Funding (Continued)

- **Federal Funding Received: \$3.6M**
 - Community Project Funding FFY22 & FFY23
 - IAD Charging Infrastructure
- **Pending Federal Funding Requests (2024): \$125M**
 - Rebuilding American Infrastructure with Sustainability and Equity Grant Program (RAISE) - \$25M
 - Awards to be announced by June 27, 2024
 - Low or No Emission Competitive Grant Program 5339(c)/Buses and Bus Facilities Competitive Grant Program 5339(a) - \$100M
 - Clean Transit Advancement Campus – Construction Funds
 - Awards to be announced by July 9, 2024
- **Future Funding Opportunities:**
 - Transit and Intercity Rail Capital Program (TIRCP)
 - Cycle 7 – Applications due July 2024 & award announcement October 2024
 - Clean Heavy-Duty Vehicles Grant Program - Environmental Protection Agency (EPA)
 - Applications due July 2024 & award announcement November 2024
 - California Energy Commission Grants
 - Energiize – Funding opportunity opened April 2024 & awarding until program funds exhaust

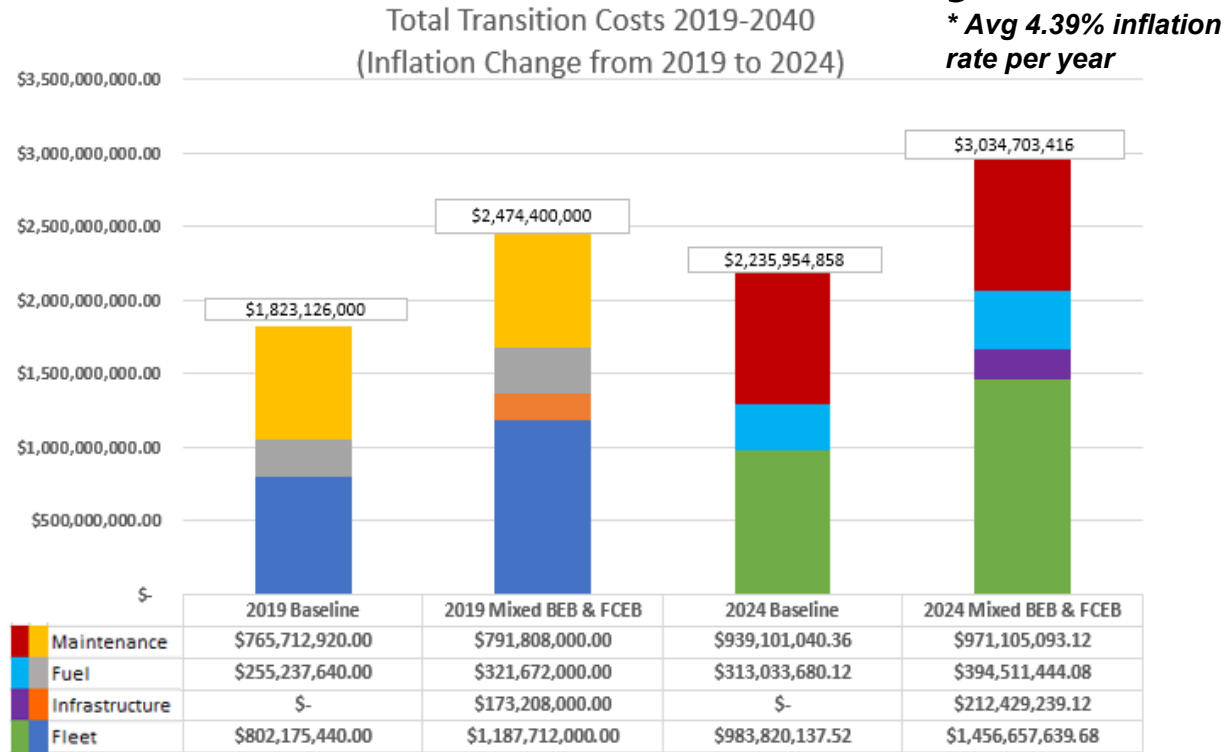
Funding (Continued)

- **Pending Senate Bill (SB) 125 State Funding: \$46.3M**
 - Zero Emission Transit Capital Program (ZETCP) via SB 125 funding allocation
 - IAD, KMD, ECD, SBD: Charging Infrastructure
 - The first round of SB 125 funding was initially expected to be received by April 30, 2024, but was frozen due to ongoing State budget negotiations
 - Recent updates have indicated that the SB 125 funding will be released at the beginning of the new fiscal year beginning July 1, 2024

	Fund Source	FY23-24	FY24-25	FY25-26	FY26-27	Total
Electrification of the Imperial Avenue Division	ZETCP	\$10,126,000				\$10,126,000
Electrification of the Kearny Mesa Division	ZETCP	\$5,434,000				\$5,434,000
Electrification of the East County Division	ZETCP	\$1,705,263	\$9,685,392	\$4,842,696		\$16,233,351
Electrification of the South Bay Division, Phase II	ZETCP			\$4,842,696	\$9,685,392	\$14,528,088
TOTAL		\$17,265,263	\$9,685,392	\$9,685,392	\$9,685,392	\$46,321,439

ZEB Program Cost Summary

- **Cost**
 - CNG Bus
 - 40ft – approx. \$758K
 - 60ft – approx. \$1.2M
 - BEB
 - 40ft – approx. \$1.1M
 - 60ft – approx. \$1.7M
 - Cost of Hydrogen Bus
 - \$1.6M
 - CMS (bp pulse \$1.5 Mil – 7 yrs.)
 - Infrastructure costs
 - \$8M at SB for 24 charging positions
 - CTAC Cost estimate
 - \$350M



Lessons Learned

- Right path and on-track
- Technology progress
 - Slow range improvement
- Construction timeline
 - Equipment and materials
- Costs
 - Inflation and operating limitations
- Redundancy
 - No clear solution at scale yet
- Funding



Next Steps



- IAD Construction (Phase 1)
- 13 buses late 2024 (South Bay)
- Design for KMD
- ICT 2026 Implementation
- Options if necessary (based on funding or advancements)
 - Stop buying buses
 - Use credits
 - Request exception from CARB
 - Slow down construction for infrastructure
(Board Approval and CARB notification)

Final Summary (Recap)

- Positive Outcomes
- Performance
- Funding
- Operating Costs
- Range Limitations
- Construction Timelines



Questions/Comments



CALL – IN PUBLIC COMMENT

Truth provided a public comment for agenda item #28. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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





CALL – IN PUBLIC COMMENT

The Original DRA provided a public comment for agenda item #28. A paraphrased version of Last Name's statement will be reflected in the minutes.

PUBLIC SPEAKER DISCLAIMER

INSTRUCTIONS

This meeting is offered both in an in-person and virtual format. In-person speaker requests will be taken first. Speaking time will be limited to two minutes per person, unless specified by the Chairperson. Members of the public are permitted to make general public comments at the beginning of the agenda or make specific comments on any item in the agenda at the time the Board/Committee is considering the item during the meeting. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

BOARD OF DIRECTORS MEETING

General Public Comment at the beginning of the agenda will be limited to five speakers with the standard two-minute limit, unless otherwise directed by the Chair. Additional speakers with general public comments will be heard at the end of the meeting.

MEETING RECORD

A paraphrased version of this comment will be included in the minutes. The full comment can be heard by reviewing the recording posted on the respective meeting website:

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

