



1255 Imperial Avenue, Suite 1000  
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**REVISED**

## **Agenda**

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

May 14, 2020

9:00 a.m.

*\*Meeting will be held via webinar\**

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Clerk of the Board at least two working days prior to the meeting. Meeting webinar/teleconference instructions can be accessed at the following link:  
<https://www.sdmts.com/about-mts-meetings-and-agendas/board-meetings>

#### **ACTION RECOMMENDED**

1. **Roll Call**
2. **Approval of Minutes – April 16, 2020** Approve
3. **Public Comments** - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please **SILENCE** electronics  
during the meeting

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

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

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



## CONSENT ITEMS

6. [Update to San Diego Metropolitan Transit System \(MTS\) Board Policy No. 30, "Investment Policy"](#) Approve  
Action would approve and adopt the updated Board Policy No. 30, "Investment Policy".
7. [Bus Tires for Contract Services – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0712.0-20 with Daniels Tire Service for the purchase of 192 tires for 45-foot Commuter Buses and 252 tires for 40-foot Standard Low Floor Buses in the amount of \$259,003.58.
8. [Janitorial Services – Amendment Ratification](#) Approve  
Action would approve ratification of Amendments 10 through 13 to MTS Doc. No. G1931.0-16 with NMS Management Inc., a Disadvantaged Business Enterprise (DBE), in the amount of \$143,083.74, for janitorial services.
9. [Imperial Avenue Division \(IAD\) Annex Roof and HVAC Replacement – Award Work Order Under a Job Order Contract \(JOC\)](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC274-04, under MTS Doc. No. PWG274.0-19, with PUB Construction, Inc. (PUB), a Minority Owned Business Enterprise (MBE), for the provision of services, materials and equipment for the removal and replacement of the roof and heating ventilation/air conditioning (HVAC) units at the IAD Annex building for a total cost of \$212,532.00.
10. [San Diego and Imperial Valley Railway \(SDIV\) Track Removal – Award Work Order Under a Job Order Contract \(JOC\)](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC269-07, under MTS Doc. No. PWG269.0-19, with Herzog Contracting Corp. (Herzog), for the provision of services, materials and equipment for the removal of the abandoned SDIV tracks on Washington Street, below the Pacific Highway Overpass, and repaving of the street with new asphalt concrete for a total cost of ~~\$349,810.00~~ \$338,299.01.
11. [Orange Line Trolley Stations Bench and Recycling/Trash Receptacle Replacements – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1535.0-20, with Victor Stanley, Inc., for Orange Line Trolley Stations Bench and Recycling/Trash Receptacle Replacements as detailed in the scope of work, in the amount of \$153,818.74, effective June 1, 2020.
12. [Provision of Cradlepoint Vehicle Mobile Router – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. G2376.0-20, with Ergotech Controls Inc. DBA Industrial Networking Solutions, for the provision of the Cradlepoint IBR1700-1200M-B Vehicle Mobile Router including five (5) years NetCloud Mobile Essentials Plan in the amount of \$1,556,703.47.

- |     |  |               |
|-----|--|---------------|
| 13. | <a href="#"><u>Provision of Nine Hundred Two (902) Mobile Router Antennas – Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order to Wireless Investors, LLC for the provision of nine hundred two (902) Mobile Router Antennas in the amount of \$204,683.19.  | Approve       |
| 14. | <a href="#"><u>Fidelity Information Systems, LLC Funding Increase Amendment – Contract Amendment</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc No. G1808.0-15 with Fidelity Information Services, LLC (FIS) in the amount of \$160,000 for additional license and transaction fees above the original estimated levels.  | Approve       |
| 15. | <a href="#"><u>Investment Report – Quarter Ending March 31, 2020</u></a>   | Informational |
| 16. | <a href="#"><u>Tenable Cybersecurity Software – Sole Source Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2385.0-20, with Tenable, Inc., in the amount of \$224,492.40 for the procurement of its Intrusion Prevention System (IPS) Security Center and Internet of Things (IoT) software licensing and maintenance support for a three (3) year period.                                   | Approve       |
| 17. | <a href="#"><u>Darktrace Cybersecurity Software – Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute an agreement with Darktrace, under MTS Doc. No. G2386.0-20, in the amount of \$486,000 for the procurement of its Intrusion Detection System (IDS) software licensing and maintenance support for five (5) years.  | Approve       |
| 18. | <a href="#"><u>Consultant Services for Naming Rights – Contract Extension</u></a><br>Action would authorize the Chief Executive Officer (CEO) to extend the contract with the Superlative Group, MTS Doc. No. G1262.0-09, consistent with the draft Amendment No. 8 in the amount of \$90,000.   | Approve       |
| 19. | <a href="#"><u>Regional Transit Management System (RTMS) Radio Tower at Mt. Soledad Signal Station, Naval Base Point Loma – Site Lease Amendment</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0513.5-09, with the Department of the Navy, to amend the lease of MTS's Mt. Soledad Signal Station site for the remaining years of the current lease extension to add equipment for the Mid-Coast Project. | Approve       |

CLOSED SESSION

- |     |  |                 |
|-----|--|-----------------|
| 24. | a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6<br><u>Agency:</u> San Diego Transit Corporation ("SDTC")<br><u>Agency-Designated Representative:</u> Jeff Stumbo, Chief Human Resources Officer<br><u>Employee Organization:</u> International Brotherhood of Electrical Workers, Local 465 (Representing SDTC Mechanics and Servicers) | Possible Action |
|-----|--|-----------------|

b. CLOSED SESSION – APPOINTMENT OF PUBLIC EMPLOYEE (Interim Chief Executive Officer) Pursuant to California Government Code Section 54957(b)

Possible  
Action

#### NOTICED PUBLIC HEARINGS

25. [Proposed Fiscal Year \(FY\) 2021 Operating Budget \(Mike Thompson\)](#)  
Action would: (1) Hold a public hearing, receive testimony, and review and comment on the Fiscal Year (FY) 2021 budget information presented in this report; (2) [Include \\$3.0M in Employee Appreciation Bonus to be funded with CARES Act funds](#); and (23) Enact Resolution No. 20-8 adopting the FY 2021 operating budget for MTS and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services and the Coronado Ferry.

Enact/  
Approve

#### DISCUSSION ITEMS

30. None.

#### REPORT ITEMS

45. [Operations Budget Status Report for March 2020 \(Gordon Meyer\)](#)

Informational

#### OTHER ITEMS

60. [Chair Report](#)

Informational

61. [Chief Executive Officer's Report](#)

Informational

62. [Board Member Communications](#)

Informational

63. [Additional Public Comments Not on the Agenda](#)

If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

64. [Next Meeting Date](#): June 18, 2020

65. [Adjournment](#)



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

MINUTES

April 16, 2020

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

1. Roll Call

Chair Fletcher called the Board meeting to order at 9:02 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Chair Fletcher moved to approve the minutes of the March 19, 2020, MTS Board of Directors meeting. Mr. Sandke seconded the motion, and the vote was 15 to 0 in favor.

3. Public Comments

There were no public comments.

4. Elect Committee Appointments (Sharon Cooney)

Sharon Cooney, Deputy Chief Executive Officer, noted that there were three pending outside committee appointments including the primary representative for the San Diego Association of Governments (SANDAG) Transportation Committee, alternate representative for the SANDAG Transportation Committee, and alternate representative for the SANDAG Regional Planning Committee. The Board agreed to keep the alternate representative for the SANDAG Regional Planning Committee open, as the position is a non-voting member.

Action Taken

Chair Fletcher moved to elect Vice Chair Sotelo-Solis as the primary representative for the SANDAG Transportation Committee, and Mr. Hall as the alternate representative for the SANDAG Transportation Committee. Ms. Gomez seconded the motion, and the vote was 15 to 0 in favor.

5. None.

CONSENT ITEMS

6. Light Rail Vehicle (LRV) Accident and Vandalism Repair Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1531.0-20, with Carlos Guzman, Inc., for LRV Accident, Vandalism and Repair Services as detailed in the scope of work, in the amount of \$13,170,051.51, for a five (5) year period from May 1, 2020 to April 30, 2025.

7. Armored Transport Services – Contract Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to MTS Doc. No. G1497.3-13 with Sectran Security, Inc., extending the contract to June 30, 2023, and increasing the contract amount by \$483,114.11 to \$1,456,721.21.
8. First Responder Network Authority (FirstNet) Services for Five (5) Years – Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. G2377.0-20, with AT&T Corp. for FirstNet Services for five (5) years in the amount of \$2,264,288.80.
9. Federal Transit Administration (FTA) Program of Projects for Federal Fiscal Year (FFY) 2020 Coronavirus Aid Relief and Economic Security (CARES) Act Section 5307 Funding  
Action would approve Resolution No. 20-7 authorizing the use of and application for \$219,987,291 of FFY 2020 Section 5307 funds for operating assistance.

Action on Recommended Consent Items

Chair Fletcher moved to approve Consent Agenda Item Nos. 6 – 9. Ms. Galvez seconded the motion, and the vote was 15 to 0 in favor.

FINANCE WORKSHOP

10. COVID-19 Financial Impact Update (Mike Thompson)

Mike Thompson, Director of Financial Planning and Analysis, provided a presentation on the COVID-19 financial impact. He discussed the COVID-19 financial impact relating to the operating budget for fare revenues, sales tax revenues, other revenues, and expense adjustments. Lastly, Mr. Thompson provided details on the federal stimulus money from the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

Ms. Gomez asked when the CARES Act funding would be available. Mr. Thompson replied that the money will be available as soon as our grant is approved, which is approximately six to eight weeks. Ms. Gomez asked for staff to provide more information on rental income abatements. Sharon Cooney, Deputy Chief Executive Officer, stated that MTS has been reaching out to its renters to see if they need rental assistance, and MTS is providing rental abatement for those business tenants in need of assistance. Ms. Gomez asked for staff to create a more formal application for this process.

Action Taken

No action taken.

11. Fiscal Year 2020 Operating Budget Midyear Amendment (Mike Thompson)

Mr. Thompson provided a presentation on the fiscal year (FY) 2020 operating budget midyear amendment. He reviewed the FY 2020 operating budget process recap; FY 2020 midyear revenue summary; FY 2020 midyear expenses summary; and FY 2020 midyear revenues less expenses results. Mr. Thompson read the staff recommendation and asked for any comments or questions.

Ms. Moreno thanked MTS staff for their work on amending the budget in light of the COVID-19 pandemic financial issues. She stated that the MTS Budget Development Committee had a robust discussion and is supportive of staff recommendations.

Action Taken

Ms. Moreno moved to: (1) Enact Resolution No. 20-6 amending the fiscal year (FY) 2020 operating budget for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry. Chair Fletcher seconded the motion, and the vote was 15 to 0 in favor.

12. Proposed Fiscal Year 2021 Operating Budget (Mike Thompson)

Mr. Thompson provided a presentation on the proposed FY 2021 operating budget. He reviewed the FY 2021 operating budget process recap; FY 2021 operating budget revenue summary; FY 2021 operating budget expenses summary; and FY 2021 operating budget consolidated revenues less expenses. Mr. Thompson read the staff recommendation and asked for any comments or questions.

Ms. Montgomery commented that funding materials and supplies will be an ongoing issue and workers will need additional materials and supplies as time goes on. She asked how staff determined the estimated funding amount for materials and supplies. Mr. Thompson stated that each department provided estimates in the amount of funding they would need to purchase those materials and supplies. He noted that MTS will continue to keep a close eye on these needs and make adjustments as necessary to ensure employees have sufficient levels of materials and supplies.

Vice Chair Sotelo-Solis asked about the availability for temporary restrooms and wash stations that could potentially be deployed at transit centers. Ms. Cooney stated that MTS has provided additional porta-johns for the drivers and has also installed wash stations at every trolley station. Ms. Cooney noted that MTS is monitoring the need for additional wash stations too.

Ms. Weber commented that MTS should remain flexible in the ability to change policies related to the number of people riding a bus or trolley at any given time. She stated that there could be a need to implement policies that address those requirements to keep a physical distance while on board vehicles. Mr. Jablonski noted that staff is monitoring this situation closely to ensure that riders are able to keep physical distance while on board the vehicles.

PUBLIC COMMENT

*Elizabeth Cuestas* – Ms. Cuestas commented on behalf of Casa Familiar. She stated that funding additional materials and supplies is important, especially in the areas of the system that have higher levels of transit ridership, such as San Ysidro.

Action Taken

Ms. Montgomery moved to recommend staff hold a public hearing on May 14, 2020 with the purpose of reviewing and approving the proposed combined MTS fiscal year (FY) 2021 Operating Budget. Chair Fletcher seconded the motion, and the vote was 15 to 0 in favor.

13. Fiscal Year 2021 Capital Improvement Program (Mike Thompson)

Mr. Thompson provided a presentation on the FY 2021 Capital Improvement Program (CIP). He reviewed the proposed capital funding levels for FY 2021. Mr. Thompson discussed the FY 2021 CIP project highlights for rail projects, bus projects, and administration projects. Lastly, Mr. Thompson reviewed the CIP outlook for FY 2021 – 2025. Mr. Thompson read the staff recommendation and asked for any comments or questions.

PUBLIC COMMENT

*Gretchen Newsom* – Ms. Newsom commented on behalf of the IBEW 569. She stated that they have a strong preference to invest more money in purchasing Zero Emission Buses (ZEBs), and not include so much investment towards CNG buses.

BOARD COMMENTS

Ms. Gomez commented that MTS should not focus on investing a lot of money towards replacing our CNG fleet, and should focus more on the current California Air Resources Board (CARB) Innovative Clean Transit (ICT) rule and transitioning to ZEBs. Mr. Jablonski replied that MTS is moving towards the requirements included in the CARB ICT rule. He stated that staff is currently preparing the required ZEB transition plan document for CARB. Mr. Jablonski noted that the transition plan will come to the Board for approval before submittal to CARB. Ms. Gomez inquired about the potential funding for ZEB charging infrastructure. She stated that she would like MTS to consider partnering with SANDAG or San Diego Gas & Electric (SDG&E) in obtaining additional funding to build ZEB charging infrastructure. Mike Wygant, Chief Operating Officer – Transit Services, stated that staff has been working with SDG&E regarding funding opportunities for charging infrastructure. Ms. Gomez asked about the funding for the Next Generation Fare System. Mr. Thompson replied that this funding is going towards the overall Next Generation Fare System project which is planned for completion in Spring 2021.

Mr. Sandke commented that he is looking forward to the ZEB transition plan that will be presented to the Board. He stated that he would like to make the motion to approve the staff recommendation today, and noted that he remains mindful of MTS's movement towards a more climate-friendly fleet.

Action Taken

Mr. Sandke moved to: (1) Approve the fiscal year (FY) 2021 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels. As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels; (2) Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS FY 2021 CIP; and (3) Recommend that the SANDAG Board of Directors approve amendment number 10 of the 2018 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2021 CIP recommendations. Chair Fletcher seconded the motion, and the vote was 15 to 0 in favor.

## NOTICED PUBLIC HEARINGS

25. None.

## DISCUSSION ITEMS (TAKEN BEFORE CLOSED SESSION)

30. Minibus and Americans with Disabilities Act (ADA) Paratransit Fixed Route Services – Contract Award (Sam Elmer, Mike Wygant, and Larry Marinesi)

The Board waived the staff report, noting that the Executive Committee previously voted to forward this item to the Board for approval.

### Action Taken

Chair Fletcher moved to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0703.0-19 in the amount of \$333,398,821.18 with First Transit, Inc. for the provision of Minibus fixed route and ADA Paratransit services for a six (6) year base period with two 2-year option terms to be exercised at the CEO's discretion. Mr. Sandke seconded the motion, and the vote was 15 to 0 in favor.

## REPORT ITEMS (TAKEN BEFORE CLOSED SESSION)

45. Fiscal Year (FY) 2020 Mid-Year Performance Monitoring Report (Denis Desmond)

Denis Desmond, Director of Planning, provided a presentation on the FY 2020 Mid-Year Performance Monitoring Report. He discussed the Policy 42 evaluation criteria. Mr. Desmond reviewed the results for ridership; total passengers; Transit Optimization Plan (TOP) results; COVID-19 ridership impacts; passengers per revenue hour; and on-time performance.

### Action Taken

No action taken. Informational item only.

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

Chair Fletcher provided an update related to the Elevate SD 2020 efforts. He stated that due to the COVID-19 public health and economic crisis, MTS will postpone its efforts in taking this measure to the ballot in November 2020. Chair Fletcher thanked the MTS staff and the Board for their contributions and efforts in working on Elevate SD 2020. He stated that the focus now will be on continuing to provide essential transit services, and then rebuilding after this crisis subsides. Chair Fletcher commented that he believes we will be able to revisit this effort in the future, but based on the current issues at hand, the effort will not go forward in 2020. He stated that he would like to continue the community involvement engagement that Elevate SD 2020 began. Chair Fletcher noted that it will be important to keep the community involved and engaged in public transportation issues on an ongoing basis.

Ms. Gomez commented that this is a hard decision, but the right decision during these recent times related to COVID-19 which has created a public health and economic crisis. She stated that she supports the recommendation by the Chair to continue the public outreach and

engagement process in order to keep the public engaged in further enhancing and developing public transportation.

Vice Chair Sotelo-Solis commented that she agrees with the comments made by Chair Fletcher and Ms. Gomez. She stated that she looks forward to the continued work towards providing a clean transportation fleet, and keeping the public engaged in participation related to improving public transportation.

#### PUBLIC COMMENTS

*UC San Diego Graduate Student Association's Committee* – The UC San Diego Graduate Student Association's Committee provided a written statement to the Board prior to the meeting. The full written statement is included in the final meeting packet posted on the MTS website.

*Maya Rosas* – Ms. Rosas provided a written statement to the Board prior to the meeting. The full written statement is included in the final meeting packet posted on the MTS website.

*Phil Birkhahn* – Mr. Birkhahn provided a written statement to the Board prior to the meeting. The full written statement is included in the final meeting packet posted on the MTS website.

*Bee Mittermiller* – Ms. Mittermiller provided a written statement to the Board prior to the meeting. The full written statement is included in the final meeting packet posted on the MTS website.

60. Chair Report (TAKEN BEFORE CLOSED SESSION)

There was no Chair report.

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

Mr. Jablonski commented that MTS is continuing to take all necessary steps to ensure that its employees are as safe as possible.

62. Board Member Communications (TAKEN BEFORE CLOSED SESSION)

There were no Board Member communications.

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

There were no additional public comments.

#### CLOSED SESSION

24. Closed Session Items

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

- a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – PENDING LITIGATION Pursuant to California Government Code Section 54956.9(d)(4) (Claim against Alliant Insurance Services, Inc.)

The Board reconvened to Open Session at 11:15 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received a report and authorized a settlement with all Board Members in favor, except for Mr. Arambula and Ms. Moreno, who were absent.

64. Next Meeting Date

The next regularly scheduled Board meeting is May 14, 2020.

65. Adjournment

Chair Fletcher adjourned the meeting at 11:15 a.m.

/s/ Nathan Fletcher  
Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

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

Attachment: Roll Call Sheet



SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE): April 16, 2020

CALL TO ORDER (TIME): 9:02 a.m.

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

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

CLOSED SESSION: 11:06 a.m.

RECONVENE: 11:15 a.m.

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

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

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

ADJOURN: 11:15 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
AGUIRRE	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
ARAMBULA	<input checked="" type="checkbox"/> (Mendoza) <input type="checkbox"/>	9:02 a.m.	11:06 a.m.
FAULCONER	<input type="checkbox"/> (Moreno) <input checked="" type="checkbox"/>	9:02 a.m.	11:06 a.m.
FLETCHER	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
FRANK	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
GALVEZ	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
GOMEZ	<input checked="" type="checkbox"/> (Campbell) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
HALL	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Goble) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
MONTGOMERY	<input checked="" type="checkbox"/> (Bry) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
SALAS	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
SANDKE	<input checked="" type="checkbox"/> (Donovan) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
SOTELO-SOLIS	<input checked="" type="checkbox"/> (Quintero) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
WARD	<input checked="" type="checkbox"/> (Kersey) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.
WEBER	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:02 a.m.	11:15 a.m.

SIGNED BY THE CLERK OF THE BOARD:

*Julia Tuer*

CONFIRMED BY THE GENERAL COUNSEL:

*Deena*

For MTS Board Meeting of May 14, 2020

General Comment - Item 3

From: Jack Shu  
8040 Wetherly St., La Mesa, CA 91941

I am saddened by the sudden passing of Chief Executive Paul Jablonski. My sincere condolences to his family and everyone at MTS. I respected Paul's expertise and work in making sure MTS provided vital services efficiently. I will also remember my side conversations with him about our youth, driving hot rods and "rice rockets".

I'd like to comment today about the development of MTS's Board Agenda's and items for discussion and action. Over this past year through the public involvement process for Elevate 2020, MTS has built relations with many core supporters of public transit in our communities. Though the bond measure is shelved and the COVID 19 crisis has caused tremendous disruptions in our lives and operations, we should not lose the information, relationships and support MTS has gained. In the last few weeks many of these transit supporters felt that it was time to implement or at least revisit Youth Opportunity Passes (YOP) and have expressed that to some of you and MTS staff. It did not get on the agenda. It is very hard, even prior to COVID 19, for community members to understand and get through "the system" in order to express their concerns and suggested improvements. So today, it would take an expert to figure out how to bring up YOP in a way that the Board can have an informed dialog about it and possibly take immediate action. This is why some people are disappointed in our government and public services.

I would also like to take this opportunity to ask that you place on the next Board Meeting's agenda a proposal to amend next year's capital expenditure budget. The amendment would be to suspend any acquisition of CNG buses. Recently, I was made aware of the total damage of burning natural gas. The mining of gas primarily is now through fracking. This causes so much damage to our environment and drinking water. The mining and delivery process also results in huge amount of methane to escape into the atmosphere. Methane, though it has a shorter half life than carbon dioxide is much more damaging as a green house gas. The net effect is that operating CNG buses is like running coal burning buses. It's a dirty bus, we just don't see it. For the sake of native peoples who are losing their natural lands, for our drinking water, for all of us, let's come up with a better plan to fully convert to zero emission buses starting now.

Note: I would like to read the into the record during the meeting on the 14th.

*For MTS Board Meeting of May 14, 2020*

*Agenda Item 3 - Public Comment*

*From Toshi Ishihara, PhD, Climate Change and Transportation Advocate  
8888 Pipestone Way, San Diego, CA 92129*

*The sudden passing of Mr. Paul Jablonski was a heartbreaking event. He was a visionary who brought me and others opportunities to develop close relationships with many of the MTS staff members in the Elevate 2020 public engagement process. I received email from one MTS staff that said Paul was a friend to everyone at MTS and treated all employees like family. I believe that even though he is missing from this board meeting and will be missing from all future meetings, his spirit remains strong here and will continue to help move MTS to the right direction.*

*During the last month board meeting, the board decided not to place a tax increase on the November ballot. In this time of difficulty due to the pandemic, I support the decision.*

*Many community based organizations and community members participated in the Elevate 2020, attended the working group meetings and public forums, and provided comments at board meetings. Those organizations and community members represent the largest group of MTS ridership, and they were integrated part of the MTS's efforts in developing a vision for the transit in San Diego. Unfortunately, the COVID19 took away their hope for the improvements in MTS service that they worked so hard with MTS staff to define.*

*Environmental Justice Community, Communities of Color, and Low Income Families, those who rely on MTS services to go to work, school, or even shopping, are disproportionately impacted by the pandemic. Many of them lost jobs. Some of them got sick. They need to see some hope.*

*Therefore, I would like to request a statement from the MTS board to all who participated in the Elevate 2020 and to share with them your vision for how MTS will use the community inputs received during Elevate 2020 to improve its transit services. I think we, the public, deserve a statement from you.*

*Thanks for reading / listening to my comment.*

**Julia Tuer**

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**From:** raul diaz <kiko@ibew465.org>  
**Sent:** Wednesday, May 13, 2020 3:29 PM  
**To:** Julia Tuer  
**Subject:** Public comment

Hi Julie,

I would like to submit the following for public comment:

My name is Kiko Diaz. I am a long-term employee in the San Diego Transit Maintenance Department and currently serving as Assistant Business Manager for IBEW Local 465. With the unexpected passing of Paul Jablonski, I just want to share my condolences to his wife, kids, and the entire MTS family. Paul was a great asset to all of us who advocated for safety and training. He will be missed. May he Rest In Peace.

Thank you,

Kiko Diaz  
Sent from [Mail](#) for Windows 10



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## Agenda Item No. 6

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

May 14, 2020

#### SUBJECT:

UPDATE TO SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) BOARD  
POLICY NO. 30, "INVESTMENT POLICY"

#### RECOMMENDATION:

That the Board of Directors approve and adopt the updated Board Policy No. 30, "Investment Policy" (Attachment A).

#### Budget Impact

None. Today's action modifies the investment policy.

#### DISCUSSION:

Board Policy No. 30 (Policy) governs the process for investment policies, procedures and appropriate vehicles of investment for the cash management of MTS's surplus operating funds. On an annual basis, the Policy is to be reviewed by staff and updated for the Board's approval based upon the principles of capital preservation (safety), liquidity and investment return.

A review of the State of California Government Code (CA Code) and discussions with the County Treasurer resulted in the following changes to the existing policy:

- Section 30.8: Additional language incorporating that MTS will have no more than 10% total exposure to any one issuer of commercial paper, CDs, or medium-term notes. This is consistent with limits imposed by the County Treasurer.
- Section 30.8: Added subsection 17 as the CA Code now allows for investments in securities issued by a public bank.



- Section 30.18: Added that annual investment policy review will include a review of the CA Code and Local Agency Investment Guidelines.
- Figure 1 / Table of Notes: Updated to incorporate CA Code adjustments and MTS Policy adjustments.

While the above modifications are included within the revised policy, MTS has made no changes in investment practices as all funds are invested in our depository bank (J.P. Morgan Chase and U.S. Bank), the Local Agency Investment Fund (LAIF) and the San Diego County Treasurer's Office (County Pool).

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Board Policy No. 30 – Redline Version



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## Policies and Procedures

No. 30

Board Approval: ~~10/11/18~~5/14/20

### SUBJECT:

INVESTMENT POLICY

### PURPOSE:

The purpose of this Investment Policy for the San Diego Metropolitan Transit System (MTS) is to provide guidance and direction for the prudent investment of MTS funds, and to foster the creation of a systematic and controlled investment process. The ultimate goal is to maximize the efficiency of MTS's cash management system, and to enhance the economic status of MTS while protecting the principal of its pooled cash. The initial step toward a prudent investment policy is to set out a clear statement of fundamental investment direction.

### POLICY:

MTS's policy is to invest public funds in a prudent manner, providing capital preservation, adequate liquidity, and a market rate of return consistent with the constraints imposed by safety objectives and cash flow considerations. Also, MTS's policy is to conform to all applicable federal, state and local statutes governing the investment of public funds.

#### 30.1 SCOPE

This Investment Policy applies to all surplus assets of MTS. Surplus funds are defined as those funds not required for the immediate necessities of MTS; such funds do not include pension/retirement trust funds. Bond proceeds will be governed by relevant bond documents.

#### 30.2 PRUDENCE

The standard of prudence to be used for managing the MTS investment program is California Government Code Section 53600.3, the prudent investor standard, which states, "When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited





to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law.”

MTS investment officers acting in accordance with written procedures and this Investment Policy, and exercising due diligence, shall be relieved of personal responsibility for an individual security’s credit risk or market risk, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments. All participants in the investment process shall act reasonably as custodians of the public trust.

### 30.3 RISK TOLERANCE

MTS recognizes that investment risks can result from issuer defaults, or various technical complications leading to temporary illiquidity.

1. Credit risk, defined as the risk of loss due to failure of the issuer of a security, shall be mitigated by investing in high grade securities and through issuer diversification.
2. Market risk, defined as market value fluctuations due to overall changes in market price and yield, shall be mitigated by maintaining appropriate asset diversification.
3. Interest rate risk, defined as bond market value fluctuations due to changes in interest rates, interest rate spreads, or the shape of the yield curve, shall be mitigated by maintaining an appropriate duration strategy and diversification of maturities.
4. Custodial credit risk, defined as the risk of loss due to the failure of the custodian, shall be mitigated by prudent custodian selection procedures and requirements, as described in Section 30.13 of this Policy.

### 30.4 OBJECTIVES

MTS strives to maintain in its investment portfolio 100% of all surplus funds, given daily and forecasted near-term cash flow needs. MTS funds shall be invested in accordance with all applicable policies and codes, State statutes, and Federal regulations, and in a manner designed to accomplish the following objectives, which are listed in priority order:

1. **SAFETY.** The safety and risk associated with an investment refers to the potential loss of principal, interest or a combination of those amounts. Safety of principal is the foremost objective of MTS’s investment program,

followed by liquidity and yield. Investments by MTS shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. MTS only operates in those investments that are considered very safe. Also, safety is ensured by diversification, which is required in order that potential losses on individual securities do not exceed income from the remainder of the portfolio.

2. **LIQUIDITY.** Liquidity refers to the ability to sell an investment at any given moment with a minimal chance of losing some portion of principal or interest. MTS's investment portfolio shall remain sufficiently liquid to meet all operating requirements that might be reasonably anticipated. MTS will maintain an adequate percentage of the portfolio in liquid short-term securities that can be converted to cash, if necessary, to meet disbursement requirements.
3. **YIELD/RETURN.** The portfolio shall be designed to attain a market rate of return throughout budgetary and economic cycles, taking into account the investment risk constraints and the cash flow characteristics of the portfolio, and State and local laws, regulations and resolutions that restrict the investment of short-term funds.

### 30.5 DELEGATION OF AUTHORITY

Management and oversight responsibility for MTS's investment program is delegated by the MTS Board of Directors (MTS Board) to the Chief Financial Officer, who shall establish procedures for the operation of the investment program, consistent with this Investment Policy. Such procedures will include appropriate delegation of authority to persons responsible for investment transactions. No person may engage in investment transactions except as provided under the terms of this Investment Policy and the procedures established by the Chief Financial Officer. The Chief Financial Officer is hereby delegated the authority from the MTS Board to:

1. Enter into agreements with MTS's financial depository in order to enable the Chief Financial Officer, or his/her designee, to execute investment transactions that will involve charges and credits to MTS's bank accounts.
2. Enter into banking arrangements with a third party bank trust department to facilitate the third-party safekeeping of MTS investments.
3. Establish operating procedures as deemed appropriate to operate an investment program consistent with this Investment Policy.

Upon the recommendation of the Chief Financial Officer, the MTS Board may engage the support services of outside investment advisors with respect to MTS's investment program, so long as it can be demonstrated that these services are expected to produce a net financial advantage or necessary

financial protection of MTS's financial resources. Any investment advisor utilized by MTS should be registered with the Securities and Exchange Commission under the Investment Advisors Act of 1940, and shall operate in a manner consistent with this Investment Policy and other written instructions as provided.

### 30.6 ETHICS AND CONFLICT OF INTEREST

1. The Chief Financial Officer and all personnel involved in the investment process shall refrain from personal business activities that could conflict with proper execution of the investment program and/or which could impair their ability to make impartial investment decisions. MTS officers and employees involved in the investment process shall abide by MTS's Conflict of Interest Code, California Government Code Section 1090 et seq., and the California Political Reform Act (California Government Code Section 81000 et seq.). The Chief Financial Officer and all responsible personnel shall disclose to the MTS Board any material financial interests in any financial institutions that conduct business with MTS that could be related in a conflicting manner to MTS's investment portfolio performance.
2. MTS officers and employees involved in the investment process shall disclose to the MTS Board any material financial interests in any financial institutions that conduct business with MTS which could be related in a conflicting manner to the performance of MTS's investment portfolio. Additionally, the Chief Financial Officer and all investment personnel designated by the Chief Financial Officer shall file a Statement of Economic Interests each year as required by California Government Code Section 87203 and regulations of the Fair Political Practices Commission.

### 30.7 AUTHORIZED BROKER/DEALERS

1. It is expected, though not required, that most of MTS's investments will be made through pooled investment funds provided by a California State and/or County entity. Allowable pools are detailed in Sections 30.8.9 – 30.8.11, of this Investment Policy Statement. When/if direct security investments are made by MTS, MTS's procedures shall be designed to encourage multiple bids and offers on investment transactions from an approved list of broker/dealers in order to provide for the optimum yield in MTS's portfolio.

When/if making direct security investments, the Chief Financial Officer (or the Corporate Controller or the Director of Financial Planning and Analysis, if delegated) shall utilize a list of broker/dealers approved for investment purposes by the San Diego County Treasurer-Tax Collector's office. Purchases of investments through brokers, dealers, and financial institutions shall be permitted as stated in California Government Code Section 53635.5. Each approved

broker/dealer must possess an authorizing certificate from the California Commissioner of Corporations as required by Section 25210 of the California Corporations Code. The firms they represent must:

- (a) be recognized as a Primary Dealer by the Federal Reserve Bank of New York or have a primary dealer within its holding company structure, or;
  - (b) Report voluntarily to the Federal Reserve Bank of New York, or
  - (c) Qualify under Securities and Exchange Commission (SEC) Rule 15c3-1 (Uniform Net Capital Rule).
2. If MTS utilizes an external investment advisor, the Chief Financial Officer may approve a list of authorized broker/dealers provided by the investment advisor.

### 30.8 AUTHORIZED AND SUITABLE INVESTMENTS

All investments and deposits of MTS assets shall be made in accordance with California Government Code Sections 16429.1, 53600-53609 and 53630-53686. Although the following includes authorized investments, the Chief Financial Officer shall determine the extent to which they are suitable based upon this Investment Policy and the resources used by the Chief Financial Officer in implementing it. This suitability determination shall include an examination of the Investment Policy Statements of utilized pooled investment funds to ensure that they are consistent with MTS's Policy.

Limitations identified in the following sections shall be adhered to and the percentage limits and credit criteria shall be measured against portfolio value on the date the investment is purchased. In the event of a credit downgrade below the minimum acceptable credit rating, MTS shall require investment advisors engaged in the investing of MTS funds to notify MTS staff of the downgrade, and provide a plan of action to address the downgrade.

The list of authorized investments, and the limitations associated with those investments are detailed in Figure 1 attached to this Investment Policy Statement; Figure 1 is taken from the [20202018](#) version of "Local Agency Investment Guidelines," published by the California Debt and Investment Advisory Commission. The authorized investments and associated limitations are as follows:

- 1. United States Treasury bills, notes, bonds, or strips with a final maturity not exceeding five years from the date of trade settlement.
- 2. Federal Agency or U.S. government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully

guaranteed as to principal and interest by Federal agencies or U.S. government-sponsored enterprises with maturities not exceeding five years from the date of trade settlement. There is no limit on the percentage of U.S. Treasury, Federal Agency, or U.S. government-sponsored enterprise obligations that may be held in MTS's portfolio.

3. Eligible Banker's Acceptances with a maturity not exceeding 180 days from the date of trade settlement, drawn on or accepted by a FDIC insured commercial bank with combined capital and surplus of at least \$250 million, rated in a rating category of A-1, its equivalent, or higher by a nationally recognized statistical rating organization (NRSRO) at the time of purchase and whose senior long-term debt is rated in a rating category of "A", its equivalent, or higher by a NRSRO at the time of purchase. No more than 5% of MTS's total portfolio shall be invested in banker's acceptances of any one issuer, and the aggregate investment in banker's acceptances shall not exceed 40% of MTS's total portfolio.
4. Prime Commercial Paper [\(CP\)](#) with a maturity not exceeding 270 days from the date of trade settlement with the highest ranking or of the highest letter and number rating as provided for by a NRSRO. The entity issuing the commercial paper shall meet all of the following conditions in either sub-paragraph A. or sub-paragraph B. below:
  - (a) The entity shall (1) be organized and operating in the United States as a general corporation, (2) have total assets in excess of \$500,000,000 and (3) have debt other than commercial paper, if any, that is rated in a rating category of "A", its equivalent, or higher by a NRSRO.
  - (b) The entity shall (1) be organized within the United States as a special purpose corporation, trust, or limited liability company, (2) have program wide credit enhancements, including, but not limited to, over collateralization, letters of credit or surety bond and (3) have commercial paper that is rated in a rating category of A-1, its equivalent, or higher, by a NRSRO.

No more than 5% of MTS's total portfolio shall be invested in the commercial paper of any one issuer, [the maximum exposure to a single issuer shall be 10% of total portfolio value inclusive of any other non-CP investments with said issuer.](#) and MTS shall not purchase more than 10% of the outstanding commercial paper of any single issuer. The aggregate non-pooled fund investment in commercial paper shall not exceed 25% of MTS's total portfolio. Pooled fund commercial paper investments shall not exceed 40% of MTS's total portfolio, and the combined pooled fund and non-pooled fund investment in commercial paper shall also not exceed 40% of MTS' total portfolio.

5. Non-negotiable certificates of deposit [\(CD\)](#) with a final maturity not exceeding five years and meeting the conditions in either paragraph (a) or paragraph (b) below:
  - (a) Certificates of deposit shall meet the requirements for deposit under California Government Code Section 53630 et seq. To be eligible to receive MTS deposits, the financial institution must meet the requirements of California Government Code Section 53635.2. Deposits are required to be collateralized as specified under California Government Code Section 53630 et seq. The Chief Financial Officer, at his or her discretion, may waive the collateralization requirements for any portion that is covered by federal deposit insurance. MTS shall also have a signed agreement with the depository per California Government Code Section 53649.
  - (b) Certificates of deposit placed through a deposit placement service shall meet the requirements of Government Code Section 53601.8. The full amount of the principal and the interest that may be accrued during the maximum term of each certificate of deposit shall at all times be insured by federal deposit insurance.

No more than 5% of the portfolio shall be held in any one non-negotiable certificate of deposit or allocated to any one issuer, [the maximum exposure to a single issuer shall be 10% of total portfolio value inclusive of any other non-CD investments with said issuer](#), and the aggregate investment in non-negotiable certificates of deposit and negotiable certificates of deposit shall not exceed 30% of MTS's total portfolio.

6. Negotiable Certificates of Deposit with a final maturity not exceeding five years issued by a nationally or state-chartered bank, a savings association or a federal association (as defined by Section 5102 of the Financial Code), a state or federal credit union, or by a federally- or state-licensed branch of a foreign bank. Negotiable CD issuers must be rated in a rating category of "A", its equivalent, or higher by two NRSROs.

No more than 10% of the portfolio shall be held in any one negotiable certificate of deposit or allocated to any one issuer, [the maximum exposure to a single issuer shall be 10% of total portfolio value inclusive of any other non-CD investments with said issuer](#), and the aggregate investment in non-negotiable certificates of deposit and negotiable certificates of deposit shall not exceed 30% of MTS's total portfolio.

7. Repurchase Agreements with a final termination date not exceeding 1 year collateralized by U.S. Treasury obligations, Federal Agency securities, or Federal Instrumentality securities listed in Sections 30.8.1 and 30.8.2 above with the maturity of the collateral not exceeding ten years. For the purpose of this section, the term collateral shall mean purchased securities under the terms of MTS's approved Master Repurchase Agreement. The purchased securities shall have a minimum market value including accrued interest of 102% of the dollar value of the funds borrowed. Collateral shall be held in MTS's custodian bank, as safekeeping agent, and the market value of the collateral securities shall be marked-to-market daily.

Repurchase Agreements shall be entered into only with broker/dealers who are recognized as Primary Dealers with the Federal Reserve Bank of New York or with firms that have a primary dealer within their holding company structure. Repurchase agreement counterparties shall execute an MTS-approved Master Repurchase Agreement with MTS. The Chief Financial Officer shall maintain a copy of MTS's approved Master Repurchase Agreement along with a list of the broker/dealers who have executed such an agreement.

The Repurchase Agreement exposure to a single broker/dealer shall not exceed 10% of MTS's total portfolio when the dollar-weighted average Repurchase Agreement maturity is greater than 5 days, or 15% of MTS's total portfolio when the dollar-weighted average Repurchase Agreement maturity is 5 days or less. Maximum Repurchase Agreement exposure shall not exceed 40% of MTS's total portfolio.

8. Reverse Repurchase Agreements may only be directly utilized after prior approval by the MTS Board, or indirectly utilized as a permitted investment by the California Local Agency Investment Fund, the San Diego County Treasurer's Pooled Money Fund, or a Joint Powers Authority Pool.

If an MTS Reverse Repurchase Agreement is authorized by the MTS Board, it may only be utilized if: 1) the security to be sold has been owned and fully paid for by MTS for a minimum of 30 days prior to the sale; 2) the total of all Reverse Repurchase Agreements does not exceed 20% of the value of the total MTS portfolio; and 3) the agreement does not exceed a term of 92 days unless the agreement includes a written codicil guaranteeing a minimum earning or spread for the entire period between the sale of the security using a Reverse Repurchase Agreement and the final maturity of the same security. The proceeds of the Reverse Repurchase Agreement may not be invested in securities whose maturity exceeds the term of the Reverse Repurchase Agreement.



Reverse Repurchase Agreements shall be entered into only with broker/dealers who are recognized as Primary Dealers with the Federal Reserve Bank of New York or with firms that have a primary dealer within their holding company structure. Reverse Repurchase Agreement counterparties shall execute an MTS-approved Master Repurchase Agreement with MTS. The Chief Financial Officer shall maintain a copy of MTS's approved Master Repurchase Agreement along with a list of the broker/dealers who have executed such an agreement.

The Reverse Repurchase Agreement exposure to a single broker-dealer shall not exceed 10% of MTS's total portfolio.

9. State of California's Local Agency Investment Fund (LAIF), pursuant to California Government Code Section 16429.1. There is no limit on the percentage of MTS's portfolio that may be invested in LAIF, though LAIF may impose statutory limits.
10. The San Diego County Treasurer's Pooled Money Fund (SDPMF). There is no limit on the percentage of MTS's total portfolio that may be invested in SDPMF.
11. A Joint Powers Authority Pool (JPAP), pursuant to California Government Code Section 53601(p) as long as the portfolio is rated among the top two rating categories by a NRSRO. Such a pool must retain an investment advisor who is registered with the SEC (or exempt from registration), has assets under management of at least \$500,000,000, and has at least five years of experience investing in instruments authorized by Section 53601(a-o). Examples of such pools include, but are not limited to, those offered by the California Asset Management Program (CAMP) and the Investment Trust of California (CalTrust). There is no limit on the percentage of JPAPs which offer daily (same-day) liquidity that may be held in MTS's portfolio; however, the aggregate investment in any JPAPs which do not offer daily liquidity shall not exceed 2.5% of MTS's total portfolio.
12. Medium Term Notes [\(MTN\)](#) issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States with a final maturity not exceeding five years from the date of trade settlement. These notes must be rated in a rating category of "A", its equivalent, or higher by a NRSRO.

No more than 5% of MTS's total portfolio shall be invested in medium term notes of any one issuer, [the maximum exposure to a single issuer shall be 10% of total portfolio value inclusive of any other non-MTN](#)

investments with said issuer, and the aggregate investment in medium term notes shall not exceed 30% of MTS's total portfolio.

13. Money Market Funds registered under the Investment Company Act of 1940 that 1) are "no-load" (meaning no commission or fee shall be charged on purchases or sales of shares); 2) have a constant net asset value per share of \$1.00; 3) invest only in the securities and obligations authorized by State statute and 4) have attained the highest ranking or the highest letter and numerical rating provided by at least two NRSROs, or retained an investment advisor registered or exempt from registration (such as a bank holding company regulated by the Federal Deposit Insurance Corporation) with the Securities and Exchange Commission with not less than five years' experience managing money market mutual funds with assets under management in excess of \$500,000,000.

No more than 10% of MTS's total portfolio shall be invested in money market funds of any one issuer, and the aggregate investment in money market funds shall not exceed 20% of MTS's total portfolio.

14. Municipal bonds that are listed below with a final maturity not exceeding five years from the date of trade settlement and that must be rated in a rating category of "A," its equivalent, or higher by a NRSRO at the time of purchase. No more than 5% of MTS's total portfolio shall be invested in any single issuer, and the aggregate investment in municipal bonds shall not exceed 30% of MTS's total portfolio.
  - (a) Bonds issued by MTS, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by MTS or by a department, board, agency, or authority of MTS.
  - (b) Registered State warrants or treasury notes or bonds of the State of California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the State or by a department, board, agency, or authority of the State.
  - (c) Bonds, notes, warrants, or other evidences of indebtedness of a local agency within California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the local agency, or by a department, board, agency, or authority of the local agency.
  - (d) Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or

operated by a state or by a department, board, agency, or authority of any of the other 49 states, in addition to California.

15. Supranationals, which are United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development (IBRD), International Finance Corporation (IFC), or Inter-American Development Bank (IADB), with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States.

Investments under this subdivision shall be rated in the rating category of “AA,” its equivalent, or better by at least one NRSRO. Purchases of supranational shall not exceed 30% of the investment portfolio of MTS, and the exposure to a single supranational issuer shall not exceed 10% of the investment portfolio of MTS.

16. Mortgage pass-through securities, collateralized mortgage obligations, mortgage-backed or other pay-through bonds, equipment lease-backed certificates, consumer receivable pass-through certificates, or consumer receivable-backed bonds with a maximum maturity of five years. Securities eligible for investment under this subdivision shall be issued by an issuer in a rating category of “A,” its equivalent, or better for the issuer’s debt as provided by a NRSRO, and the individual security must be rated in a category of “AA,” its equivalent, or better by at least one NRSRO. Purchases of securities authorized by this subdivision may not exceed 20% of MTS’s total portfolio.

17. [Commercial paper, debt securities, or other obligations of a public bank, as defined in Section 57600 of the California Government Code.](#)

### 30.9 PROHIBITED INVESTMENTS

In accordance with Section 53601.6 of the California Government Code, MTS shall not invest any funds in inverse floaters, range notes or mortgage-derived interest-only strips, or in any security that could result in zero-interest accrual if held to maturity.

### 30.10 INVESTMENT POOLS

MTS allows investments in public agency investment pools (per Sections 30.8.9 – 30.8.11). Although many of these pools are long-standing, the Chief Financial Officer will annually obtain operating information from each utilized pool which includes the information detailed in Section [30.1546](#) of this Investment Policy Statement.

### 30.11 MATURITY

MTS will not invest in instruments whose maturities exceed five years at the time of trade settlement unless the MTS Board has provided approval for a specific purpose at least three months before the investment is made. The Chief Financial Officer shall be responsible for determining and monitoring an average maturity which meets MTS's projected cash flow requirements and shall be reported to the MTS Board as required under State Law. The average duration of any externally managed fund utilized by MTS shall not exceed 150 percent of the duration of the appropriate benchmark for that fund.

#### 30.12. SELECTION OF DEPOSITORIES

The Chief Financial Officer shall only utilize FDIC insured banks eligible to provide depository and other banking services for MTS. To be eligible, a bank must qualify as a depository of public funds in the State of California as defined in California Government Code Section 53630.5 and shall secure deposits in excess of FDIC insurance coverage in accordance with California Government Code Section 53652.

#### 30.13. SAFEKEEPING & CUSTODY

The Chief Financial Officer may select one or more banks to provide third-party safekeeping and custodial services for MTS, in accordance with the provisions of Section 53608 of the California Government Code. A Safekeeping Agreement approved by MTS shall be executed with each custodian bank prior to utilizing that bank's safekeeping services. Custodian banks will be selected on the basis of their ability to provide services for MTS's account and the competitive pricing of their safekeeping related services.

The purchase and sale of securities and repurchase agreement transactions shall be settled on a delivery versus payment basis. All securities shall be held in the name of MTS, with sufficient evidence to title consistent with modern investment, banking and commercial practices.

All investment securities, except non-negotiable certificates of deposit, money market funds, and public agency investment pools, purchased by MTS will be delivered by book entry and will be held in third-party safekeeping by an MTS-approved custodian bank or its Depository Trust Company (DTC) participant account.

All Fed wireable book entry securities owned by MTS shall be held in the Federal Reserve System in a customer account for the custodian bank which will name MTS as "customer."

All DTC eligible securities shall be held in the custodian bank's DTC participant account and the custodian bank shall provide evidence that the securities are held for MTS as "customer."

#### 30.14. DIVERSIFICATION

MTS shall diversify its investments to avoid incurring unreasonable risks inherent in over investing in specific instruments, individual financial institutions or maturities. Nevertheless, the asset allocation in the portfolio should be managed depending upon the outlook for the economy, the securities markets, and MTS's anticipated cash flow needs.

#### 30.15. REPORTING

Quarterly, the Chief Financial Officer shall submit to the MTS Board a report of the investment earnings and performance results of MTS's investment portfolio. The report shall be submitted within 60 days following the end of the quarter, and shall include the following information for each individual investment:

1. Investment type, issuer, purchase date (trade and settlement), date of maturity, par value, purchase price and dollar amount invested in all securities, and investments and monies held by MTS;
2. A description of the funds, investments and programs;
3. A market value as of the date of the report (or the most recent valuation as to assets not valued monthly) and the source of the valuation;
4. Current period yield (based on cost) and rates of return for short-term and mid-term investments, including comparison to established benchmarks;
5. A statement of compliance with this Investment Policy or an explanation for non-compliance; and
6. A statement of MTS's ability to meet expenditure requirements for six months, and an explanation of why money will not be available if that is the case.

For investments in authorized investment pools, the most recent statement received from these pools may be used in lieu of the information listed above.

#### 30.16 INTERNAL CONTROLS

The Chief Financial Officer (or the Corporate Controller, or the Director of Financial Planning and Analysis, if delegated) shall establish a system of internal controls, which shall be documented in writing. The internal controls will be reviewed with both the outside independent auditor and MTS's internal auditor.

The controls shall be designed to prevent loss of public funds arising from fraud, employee error, or misrepresentation by third parties, unanticipated changes in financial markets or imprudent actions by employees and officers of MTS. Controls deemed most important include: control of collusion, segregation of duties, separating transaction authority from accounting and record keeping, custodial safekeeping, clear delegation of authority, written (email or faxed allowable) confirmation of telephone transactions, documentation of transactions and strategies and code of ethical standards.

### 30.17 PERFORMANCE STANDARDS

The investment portfolio shall be designed to attain a market rate of return throughout budgetary and economic cycles, taking into account prevailing market conditions, risk constraints for eligible securities, and cash flow requirements. The performance of MTS's portfolio and any external investment managers shall be compared to appropriate benchmark indices.

### 30.18 REVIEW, ADOPTION & AMENDMENTS

This Investment Policy shall be reviewed annually by the MTS Board. [Such review shall include review of the "Summary of Statutory Changes" and Figure 1 \(Allowable Investment Instruments per State Government Code\) in the Local Agency Investment Guidelines. The MTS Investment Policy](#) ~~Policy~~ ~~It~~ may not be altered, amended or changed in any particular way, except by formal approval of the MTS Board.

Attachments: Figure 1: Summary of California Code and MTS Policy  
Table of Notes for Figure 1  
Glossary of Investment Terms and Instruments

Original Policy accepted on 10/23/86.  
Policy revised on 9/23/93.  
Policy repealed and readopted 6/13/96.  
Policy revised on 12/11/97.  
Policy revised on 8/12/99.  
Policy revised on 8/10/00.  
Policy revised on 9/13/01.  
Policy revised on 3/11/04.  
Policy revised on 6/14/07.  
Policy revised on 10/11/18.  
[Policy revised on 05/14/20.](#)

Figure 1: Summary of California Code and MTS Policy

INVESTMENT TYPE	CA CODE MAXIMUM MATURITY <sup>C</sup>	CA CODE MAXIMUM SPECIFIED % OF PORTFOLIO <sup>D</sup>	CA CODE MINIMUM QUALITY REQUIREMENTS	MTS POLICY MAXIMUM SPECIFIED % OF PORTFOLIO <sup>D</sup>	MTS POLICY MINIMUM QUALITY REQUIREMENTS
Local Agency Bonds	5 years	None	None	30%	"A" rating category or its equivalent or better
U.S. Treasury Obligations	5 years	None	None	Same as CA Code	Same as CA Code
State Obligations— CA And Others	5 years	None	None	30%	"A" rating category or its equivalent or better
CA Local Agency Obligations	5 years	None	None	30%	"A" rating category or its equivalent or better
U.S Agency Obligations	5 years	None	None	Same as CA Code	Same as CA Code
Bankers' Acceptances	180 days	40% <sup>E</sup>	None	Same as CA Code	"A-1" rating category or its equivalent or better
Commercial Paper— Pooled Funds <sup>I</sup>	270 days	40% of the agency's money <sup>G</sup>	Highest letter and number rating by an NRSRO <sup>H</sup>	Same as CA Code	Same as CA Code
Commercial Paper— Non-Pooled Funds <sup>F</sup>	270 days	25% of the agency's money <sup>G</sup>	Highest letter and number rating by an NRSRO <sup>H</sup>	Same as CA Code	Same as CA Code
Negotiable Certificates of Deposit	5 years	30% <sup>J</sup>	None	Same as CA Code	"A" rating category or its equivalent or better
Non-negotiable Certificates of Deposit	5 years	None	None	30%	Same as CA Code
Placement Service Deposits	5 years	5030% <sup>K</sup>	None	30% Same as CA Code	Same as CA Code
Placement Service Certificates of Deposit	5 years	5030% <sup>K</sup>	None	30% Same as CA Code	Same as CA Code
Repurchase Agreements	1 year	None	None	40%	Same as CA Code
Reverse Repurchase Agreements & Securities Lending Agreements	92 days <sup>L</sup>	20% of the base value of the portfolio	None <sup>M</sup>	Same as CA Code	Same as CA Code
Medium-Term Notes <sup>N</sup>	5 years	30%	"A" rating category or its equivalent or better	Same as CA Code	Same as CA Code
Mutual Funds And Money Market Mutual Funds	N/A	20%	Multiple <sup>P,Q</sup>	Same as CA Code	Same as CA Code
Collateralized Bank Deposits <sup>R</sup>	5 years	None	None	Same as CA Code	Same as CA Code
Mortgage Pass-Through and Asset-Backed Securities	5 years	20%	"AA" rating category or its equivalent or better <sup>R</sup>	Same as CA Code	Same as CA Code
County Pooled Investment Funds	N/A	None	None	Same as CA Code	Same as CA Code
Joint Powers Authority Pool	N/A	None	Multiple <sup>S</sup>	2.5% on Pools not offering daily liquidity	Same as CA Code
Local Agency Investment Fund (LAIF)	N/A	None	None	Same as CA Code	Same as CA Code
Voluntary Investment Program Fund <sup>T</sup>	N/A	None	None	N/A – minimum investment is \$200 million.	N/A – minimum investment is \$200 million.
Supranational Obligations <sup>U</sup>	5 years	30%	"AA" rating category or its equivalent or better	Same as CA Code	Same as CA Code
Public Bank Obligations	5 years	None	None	Same as CA Code	Same as CA Code



## TABLE OF NOTES FOR FIGURE 1

- A. Sources: Sections 16340, 16429.1, 27133, 53601, 53601.6, 53601.8, 53630 et seq., 53635, 53635.2, 53635.8, and 576033638.
- B. Municipal Utilities Districts have the authority under the Public Utilities Code Section 12871 to invest in certain securities not addressed here.
- C. Section 53601 provides that the maximum term of any investment authorized under this section, unless otherwise stated, is five years. However, the legislative body may grant express authority to make investments either specifically or as a part of an investment program approved by the legislative body that exceeds this five year maturity limit. Such approval must be issued no less than three months prior to the purchase of any security exceeding the five-year ~~maturity~~ limit.
- D. Percentages apply to all portfolio investments regardless of source of funds. For instance, cash from a reverse repurchase agreement would be subject to the restrictions
- E. No more than 30 percent of the agency's money may be in bankers' acceptances of any one commercial bank.
- F. Includes agencies—"Select Agencies"—are defined as a "city, a district, or other local agency that do[es] not pool money in deposits or investment with other local agencies, other than local agencies that have the same governing body."
- G. Local agencies, other than counties or a city and county, may purchase no more than 10 percent of the outstanding commercial paper of any single issuer.
- H. Issuing corporation must be organized and operating within the U.S., have assets in excess of \$500 million, and debt other than commercial paper must be in a rating category of "A" or its equivalent or higher by a nationally recognized statistical rating organization, or the issuing corporation must be organized within the U.S. as a special purpose corporation, trust, or LLC, has program wide credit enhancements, and has commercial paper that is rated "A-1" or higher, or the equivalent, by a nationally recognized statistical rating agency.
- I. Includes agencies defined as a county. "Other Agencies" are ~~counties~~, a city and county, or other local agency "that pools money in deposits or investments with other local agencies, including local agencies that have the same governing body." Local agencies that pool exclusively with other local agencies that have the same governing body must adhere to the limits set forth in Section 53601(h)(2)(C) for "Select Agencies," above.
- J. No more than 30 percent of the agency's money may be in negotiable certificates of deposit that are authorized under Section 53601(i).
- ~~K. Effective January 1, 2020, no~~ no more than 50.30 percent of the agency's money may be invested in deposits, including certificates of deposit, through a placement service as authorized under 53601.8 (excludes negotiable certificates of deposit authorized under Section 53601.63604(i). On January 1, 2026, the maximum percentage of the portfolio
- L. Reverse repurchase agreements or securities lending agreements may exceed the 92-day term if the agreement includes a written codicil guaranteeing a minimum earning or spread for the entire period between the sale of a security using a reverse repurchase agreement or securities lending agreement and the final maturity dates of the same security.
- M. Reverse repurchase agreements must be made with primary dealers of the Federal Reserve Bank of New York or with a nationally or state chartered bank that has a significant relationship with the local agency. The local agency must have held the securities used for the agreements for at least 30 days.
- N. "Medium-term notes" are defined in Section 53601 as "all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States"
- O. No more than 10 percent invested in any one mutual fund. This limitation does not apply to money market mutual funds.
- P. A mutual fund must receive the highest ranking by not less than two nationally recognized rating agencies or the fund must retain an investment advisor who is registered with the SEC (or exempt from registration), has as-sets under management in excess of \$500 million, and has at least five years' experience investing in instruments authorized by Sections 53601 and 53635.
- Q. A money market mutual fund must receive the highest ranking by not less than two nationally recognized statistical rating organizations or retain an investment advisor registered with the SEC or exempt from registration and who has not less than five years' experience investing in money market instruments with assets under management in excess of \$500 million.
- R. Investments in notes, bonds, or other obligations under Section 53601(n) require that collateral be placed into the custody of a trust company or the trust department of a bank that is not affiliated with the issuer of the secured obligation, among other specific collateral requirements. Issuer must be rated in a rating category of "A" or its equivalent or better as provided by a nationally recognized statistical rating organization.
- S. A JPAP joint powers authority pool must retain an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 mil-lion, and has at least five years' experience investing in instruments authorized by Section 53601, subdivisions (a) to (o).
- T. Upon approval by their governing bodies, l-local entities can deposit between \$200 million to and \$10 billion into the Volun-tary Investment Program Fund upon approval by their governing bodies. Deposits in the fund will be invested in the Pooled Money Investment Account.

<p><u>reverts back to 30 percent. Investment made pursuant to 53635.8 remain subject to a maximum of 30 percent of the portfolio.</u></p> <p><u>K.</u></p>	<p>U. Only those obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development (IBRD), International Finance Corporation (IFC), and Inter-American Development Bank (IADB), <u>with a maximum remaining maturity of five years or less.</u></p>
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## GLOSSARY OF INVESTMENT TERMS AND INSTRUMENTS

Term	Description
Banker's Acceptance	A short-term bill of exchange that is accepted as payment by banks engaged in financing physical asset or merchandise trade.
Benchmark	A passive index used to compare the performance, relative to risk and return, of an investor's portfolio.
Bond	A debt obligation of a firm or public entity. A bond represents the agreement to repay the debt in principal and, typically, in interest on the principal.
Broker/Dealer	A person or a firm who can act as a broker or a dealer depending on the transaction. A broker brings buyers and sellers together for a commission. They do not take a position. A dealer acts as a principal in all transactions, buying and selling for his own account.
CalTrust	The Investment Trust of California (CalTrust) is a Joint Powers Authority created by public agencies in 2005 to provide a convenient method for public agencies to pool their assets for investment purposes. CalTrust is governed by a Board of Trustees made up of experienced local agency treasurers and investment officers. CalTrust offers Government, Short-Term, Medium-Term, and Money Market funds managed by BlackRock. The Money Market and Government funds offer daily (same-day) liquidity. All CalTrust accounts comply with the limits and restrictions placed on local investments by California statutes.
CAMP	The California Asset Management Program (CAMP) is a California Joint Powers Authority established in 1989 to provide California public agencies, together with any bond trustee acting on behalf of such public agency, assistance with the investment of and accounting for bond proceeds and surplus funds. The CAMP Pool is a short-term money market and cash management vehicle managed by PFM Asset Management LLC. The Pool seeks to attain as high a level of current income as is consistent with the preservation of principal. It seeks to maintain a constant Net Asset Value of \$1 per share and a dollar-weighted average portfolio maturity of 60 days or less. The Pool purchases only investments of the type in which public agencies are permitted by statute to invest surplus funds and proceeds of their own bonds.
Cash Flow	A comparison of cash receipts (revenues) to required payments (debt service, operating expenses, etc.).
Certificate of Deposit	A short-term, secured deposit in a financial institution that usually returns principal and interest to the lender at the end of the loan period. Certificates of Deposits (CDs) differ in terms of collateralization and marketability. Those appropriate to public agency investing include:

Term	Description
	Negotiable Certificates of Deposit, Non-Negotiable Certificates of Deposit.
Commercial Paper	A short-term, unsecured promissory note issued by a corporation. Prime paper includes those having Moody's ratings of P-3 and above.
Corporate Notes & Bonds	Debt instruments, typically unsecured, issued by corporations, with original maturities in most cases greater than one year and less than ten years.
Credit Risk	The chance that an issuer will be unable to make scheduled payments of interest and principal on an outstanding obligation. Another concern for investors is that the market's perception of a corporation's credit will cause the market value of a security to fall, even if default is not expected.
Credit Rating	Various alphabetical and numerical designations used by institutional investors, Wall Street underwriters, and commercial rating companies to give relative indications of bond and note creditworthiness. Standard & Poor's and Fitch Ratings use the same system, starting with their highest of "AAA, AA, A, BBB, BB, B, CCC, CC, C, and D" for default. Moody's Investor Services uses "Aaa, Aa, A, Baa, Ba, B, Caa, Ca, C, and D". Each of the services use pluses (+), minuses (-), or numerical modifiers to indicate steps within each category. The top four letter categories are considered investment grade ratings.
Duration	A fixed-income metric that measures the sensitivity of a bond or portfolio to changes in interest rates. A portfolio or security with a higher duration will experience larger changes in market value as interest rates change.
Federal Agency and Instrumentality Obligations	Obligations issued by a government sponsored entity or a federally regulated institution. Federal Agencies and U.S. Government Sponsored Enterprises are U.S. Government related organizations, the largest of which are government financial intermediaries assisting specific credit markets (housing, agriculture). They include: <ul style="list-style-type: none"> <li>▪ Federal Home Loan Banks (FHLB)</li> <li>▪ Federal Home Loan Mortgage Corporation (FHLMC or "Freddie Mac")</li> <li>▪ Federal National Mortgage Association (FNMA or "Fannie Mae")</li> <li>▪ Federal Farm Credit Banks (FFCB)</li> <li>▪ Student Loan Marketing Association (SLMA or "Sallie Mae")</li> <li>▪ Tennessee Valley Authority (TVA)</li> </ul>
Inverse Floater	An inverse floater is a bond or other type of debt whose coupon rate has an inverse relationship to a benchmark rate. An inverse floater adjusts its coupon payment as the interest rate changes.
Issuer	Any corporation, governmental unit, or financial institution that borrows money through the sale of securities.

Term	Description
Joint Powers Authority Pool	Joint Powers Authorities are legally created entities that allow two or more public agencies to jointly exercise common powers. Under California Government Code Section 6509.7, public agencies that have the authority to invest funds in their treasuries may, by agreement, jointly exercise that common power by issuing shares of beneficial interest to participating public agencies. Each share represents an equal proportionate interest in the underlying pool of securities owned by the Joint Powers Authority.
LAIF	The Local Agency Investment Fund (LAIF), a voluntary program created by statute, began in 1977 as an investment alternative for California's local governments and special districts and continues today under the State of California Treasurer's office. This program offers participating agencies the opportunity to participate in a major portfolio which daily invests hundreds of millions of dollars, using the investment expertise of the State Treasurer's Office Investment staff. The LAIF is part of the Pooled Money Investment Account (PMIA), which began in 1955 and is overseen by a Board and an Investment Committee. The Local Investment Advisory Board provides oversight for LAIF. All securities are purchased under the authority of the Government Code Section 16430 and 16480.4. The State Treasurer's Office takes delivery of all securities purchased on a delivery versus payment basis using a third party custodian. All investments are purchased at market, and market valuation is conducted monthly. Deposits are subject to statutory limits.
Liquidity	The ease with which an investment may be converted to cash, either by selling it in the secondary market or by demanding its repurchase pursuant to a put or other prearranged agreement with the issuer or another party.
Market Risk	The chance that the value of a security will decline as interest rates rise. In general, as interest rates fall, prices of fixed income securities rise. Similarly, as interest rates rise, prices fall. Market risk also is referred to as systematic risk or risk that affects all securities within an asset class similarly.
Maturity	The stated date on which all or a stated portion of the principal amount of a security becomes due and payable.
Money Market Fund	A type of investment comprising a variety of short-term securities with high quality and high liquidity. The fund provides interest to shareholders and must strive to maintain a stable net asset value (NAV) of \$1 per share.
Mortgage – Derived Interest only (IO) Strips	Mortgage-derived Interest only (IO) strips are a security where the holder receives a non-principal portion of the payments on the underlying mortgages. An interest only strip is created by separating the principal and interest portions of the payments on the underlying loan pool and

Term	Description
	selling them as distinct products. The process of separating the payments on the underlying debts is known as stripping. Although interest only strips can be created out of any debt-backed security that generates periodic payment, the term is strongly associated with mortgage-backed securities (MBS). The mortgage-backed securities that go through the process that separates the interest and principal payment streams are referred to as stripped MBS. The investor in the interest only stream benefits when prepayment rate on the underlying debt is low and interest rates are rising.
Nationally Recognized Statistical Rating Organization (NRSRO)	The formal term to describe credit rating agencies that provide credit ratings that are used by the U.S. government in several regulatory areas. Ratings provided by Nationally Recognized Statistical Ratings Organizations (NRSRO) are used frequently by investors and are used as benchmarks by federal and state agencies. Generally, to be considered an NRSRO, the agency has to be "nationally recognized" in the U.S. and provide reliable and credible ratings. Also taken into consideration is the size of the credit rating agency, operational capability and its credit rating process. Some examples of NRSRO's include Moody's Investors Service Inc., Standard and Poor's Inc., Fitch Inc., Dominion Bond Rating Services Limited (DBRS) and A.M. Best Company Inc.
Notes	Debt obligations of a firm or public entity, usually maturing in less than ten years.
Pass-Through Security	A pass-through security is a security backed by a pool of mortgage loans or other debt instruments that provides the holder with the cash flow from the mortgage/debt payments. This income is passed through from the debtor to the investor by the financial institution or government agency issuing the security. The income payments are derived from and collateralized (or "backed") by a specified pool of underlying assets which are receivables. Pooling the assets into financial instruments allows them to be sold to general investors, a process called securitization, and allows the risk of investing in the underlying assets to be diversified because each security will represent a fraction of the total value of the diverse pool of underlying assets. The pools of underlying assets can comprise common payments such as credit cards, auto loans, mortgage loans, and other types of assets. Interest and principal is paid to investors from borrowers who are paying down their debt.
Portfolio	The combined holdings of all of an investor's investment assets.
<a href="#"><u>Public Bank</u></a>	<a href="#"><u>A corporation organized under the Nonprofit Mutual Benefit Corporation Law or the Nonprofit Public Benefit Corporation Law for the purpose of engaging in the commercial banking business or industrial banking business that is wholly owned by a local agency or agencies, or a Joint Powers Authority.</u></a>

Term	Description
Range Accrual Note	A range accrual note is a type of financial derivative product where the earning, or accrual, of the coupon rate, depends on the value of an index. The index could be an interest rate, currency exchange rate, the price of a commodity or stock index. If the index value falls within a specified range, the coupon accrues or is credited, interest. If the index value falls outside of the specified range, the coupon rate does not accumulate.
Repurchase Agreement	From the perspective of a local agency, the short-term, often overnight, purchase of securities with an agreement to resell the securities to the counterparty seller on or before a specified date at an agreed upon price.
Reverse Repurchase Agreement	From the perspective of a local agency, the sale of securities with an agreement to repurchase the securities from the counterparty buyer on or before a specified date at a specified price.
Return	The principal gains or losses (realized and unrealized) plus interest on an investment or portfolio of investments. In certain unfavorable market environments or due to risk factors, income derived from principal and interest may be less than the original amount invested.
Risk	The uncertainty of maintaining the principal or interest associated with an investment due to a variety of factors.
State & Local Investment Pools	The combined deposits of state and local agencies organized and operated by the state treasurer or a Joint Powers Agreement between local agencies. Deposits of various participating local agencies are pooled and invested. Each agency's returns are based upon their share of the amount invested in the pool. This increases investment efficiencies, decreases costs, provides liquidity, and utilizes investment expertise of the pool managers.
Supranational	A supranational entity is formed by two or more central governments with the purpose of promoting economic development for the member countries. Supranational institutions finance their activities by issuing debt, such as supranational bonds. Examples of supranational institutions include the European Investment Bank and the World Bank. Similarly to the government bonds, the bonds issued by these institutions are considered direct obligations of the issuing nations and have a high credit rating.
Treasury Bill	A Treasury bill (T-Bill) is a short-term debt obligation backed by the Treasury Department of the U.S. government with a maturity of less than one year, sold in denominations of \$1,000 up to a maximum purchase of \$5 million. T-bills have various maturities and are issued at a discount from par.
Treasury Bond	A Treasury bond (T-Bond) is a marketable, fixed-interest U.S. government debt security with a maturity of more than 10 years. Treasury bonds make interest payments semi-annually, and the income received

Term	Description
	is only taxed at the federal level. Treasury bonds are known in the market as primarily risk-free; they are issued by the U.S. government with very little risk of default.
Treasury Note	A Treasury note is a marketable U.S. government debt security with a fixed interest rate and a maturity between one and ten years. Treasury notes are available from the government with either a competitive or noncompetitive bid. With a competitive bid, investors specify the yield they want, at the risk that their bid may not be approved; with a noncompetitive bid, investors accept whatever yield is determined at auction.
Treasury STRIPS	Treasury STRIPS are fixed-income securities sold at a significant discount to face value and offer no interest payments because they mature at par. STRIPS is an acronym for Separate Trading of Registered Interest and Principal of Securities. These zero-coupon bonds come about when the bond's coupons are separated from the bond or note; and investor's return is determined by the difference between the purchase price and the bond's trading value, or face value if held to maturity.
Yield to Maturity	The rate of income return on an investment, minus any premium above par or plus any discount with the adjustment spread over the period from the date of the purchase to the date of maturity of the bond.





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## Agenda Item No. 7

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

May 14, 2020

#### SUBJECT:

BUS TIRES FOR CONTRACT SERVICES – 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. B0712.0-20 with Daniels Tire Service (in substantially the same format as Attachment A) for the purchase of 192 tires for 45-foot Commuter Buses and 252 tires for 40-foot Standard Low Floor Buses in the amount of \$259,003.58.

#### Budget Impact

The total cost shall not exceed \$259,003.58 (inclusive of sales tax and CA tire fee). The project shall be funded through the Capital Improvement Project (CIP) WBSE numbers 1001107701 and 3001109901.

The funding for this contract would be allocated as summarized below:

Bus Type	# of Tires per Bus	CIP/WBSE # / GL	Total Amount	Est. Bus Production Start Date
45ft – Commuter Buses	192	1001107701-599901	\$112,001.55	6/11/2020
40ft – Standard Buses	30	3001109901-599901	\$ 17,500.24	10/26/2020
40ft – Standard Buses	222	3001109901-599901	\$129,501.79	5/31/2021
<b>Total</b>			<b>\$259,003.58</b>	



## DISCUSSION:

Under MTS contracts B0711.0-20, with Motor Coach Industries (MCI), and B0660.0-17, with Gillig, MTS purchased twenty-four 45-ft commuter Compressed Natural Gas (CNG) buses, and forty-two 40-ft standard CNG buses designated for Contract Services operations currently managed by Transdev. The agreement between MTS and Transdev requires that MTS provide buses with one complete set of tires upon delivery of the buses, paid for by MTS.

An Invitation for Bids (IFB) to provide bus tires was issued on February 21, 2020. A single bid was received and opened on March 18, 2020 (in substantially the same format as Attachment B). After the bid evaluation, Daniels Tire Service was found to be the single responsive and responsible bidder.

In compliance with the Federal Transit Administration (FTA) requirements and to ascertain that the solicitation was not restrictive, staff conducted a post-bid survey to all potential bidders that downloaded the bid requesting for their reasons for not bidding. The results indicated that neither the IFB nor MTS's procurement processes played a role in their decision not to respond.

Staff completed a price analysis by comparing the unit prices of the Independent Cost Estimate (ICE) and MTS's past purchase history with Daniels Tire Service's bid. Based on the analysis, staff deemed that Daniel Tires Service's pricing is fair and reasonable.

Year	Description	Unit Price	# of tires
<b>2020</b>	<b>MTS Contract B0712.0-20</b>	<b>\$539.76</b>	<b>444</b>
2020	MTS ICE	\$574.65	444
2019	MTS PO #4500023287	\$569.00	216
2018	MTS Contract B0670.0-17	\$534.00	36
2017	MTS PO #4500017659	\$534.00	42

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0712.0-20 with Daniels Tire Service (in substantially the same format as Attachment A) for the purchase of 192 tires for 45-foot Commuter Buses and 252 tires for 40-foot Standard Low Floor Buses in the amount of \$259,003.58.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachments: A. B0712.0-20 Draft Agreement  
B. Bid Summary

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	DANIELS TIRE SERVICE
<p>By: _____</p> <p>Paul Jablonski, Chief Executive Officer</p>	<p>By _____</p>
<p>Approved as to form:</p>	<p>_____</p>
<p>By: _____</p> <p>Karen Landers, Office of General Counsel</p>	<p>Title: _____</p>

**BID SUMMARY**  
**BUS TIRES IFB, MTS DOC. NO. B0712.0-20**

MOTOR COACH INDUSTRIES (MCI) BUSES				DANIELS TIRES SERVICE *	
#	Description	Total # of Buses	Total # of Tires	Unit Cost per tire	TOTAL
1	45' Commuter Buses (inclusive of delivery/shipping charges)	24	192	\$ 539.76	\$ 103,633.92
2	CA 7.75% Sales Tax				\$ 8,031.6288
3	California Waste Tax/Tire Fee (non-taxable)		192	\$ 1.75	\$ 336.00
4	Subtotal (Commuter Buses)				\$ 112,001.55

GILLIG BUSES				DANIELS TIRES SERVICE	
#	Description	Total # of Buses	Total # of Tires	Unit Cost per tire	TOTAL
5	40' Standard Buses (inclusive of delivery/shipping charges)	5	30	\$ 539.76	\$ 16,192.80
6	CA 7.75% Sales Tax				\$ 1,254.9420
7	California Waste Tax/Tire Fee (non-taxable)		30	\$ 1.75	\$ 52.50
8	Subtotal (Commuter Buses)				\$ 17,500.24

#	Description	Total # of Buses	Total # of Tires	Unit Cost per tire	TOTAL
9	40' Standard Buses (inclusive of delivery/shipping charges)	37	222	\$ 539.76	\$ 119,826.72
10	CA 7.75% Sales Tax				\$ 9,286.5708
11	California Waste Tax/Tire Fee (non-taxable)		222	\$ 1.75	\$ 388.50
12	Subtotal (Commuter Buses)				\$ 129,501.79

GRAND TOTAL (45' and 40' BUSES (BASIS OF AWARD))				\$	259,003.58
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\* SINGLE RESPONSIVE AND RESPONSIBLE BIDDER



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## Agenda Item No. 8

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

May 14, 2020

#### SUBJECT:

JANITORIAL SERVICES – AMENDMENT RATIFICATION

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve ratification of Amendments 10 through 13 to MTS Doc. No. G1931.0-16 with NMS Management Inc., a Disadvantaged Business Enterprise (DBE), in the amount of \$143,083.74, for janitorial services.

#### Budget Impact

The current Board approval amount of \$8,273,214.80 will now increase by \$143,083.74 to a new not-to-exceed amount of \$8,416,298.54.

#### DISCUSSION:

In January 2017, MTS contracted with NMS Management to provide janitorial services for San Diego Transit Corporation (SDTC) and San Diego Trolley Inc. (SDTI) buildings and the Light Rail Vehicle (LRV) fleet. Should there be new locations or additional services required, MTS will amend the contract in order to ensure they are included. The contract terminates December 31, 2022.

From the initial MTS Board authorization on November 10, 2016, and a subsequent approval on July 25, 2019, MTS has issued Amendments 10 through 13 as summarized below:

1. Amendment 10 was issued effective February 1, 2020 for \$77,253.18. This amendment adds janitorial services to a new location: the Revenue Department office space located in Building B at 1341 Commercial St. San Diego, CA 92113.
2. Due to Covid-19, Amendment 11 was issued effective April 1, 2020 for \$21,600.00. This amendment provides for additional cleaning and disinfecting of



SDTI facilities. Services are for 60 days after which MTS will re-evaluate the situation and determine if to end or extend.

3. Due to Covid-19, Amendment 12 was issued effective April 1, 2020 for \$1,030.56. This amendment adds janitorial services to a new location: the MOW Training Room. Previously, MTS's Roadway Worker Protection training was conducted at its contractor Jacobs Engineering Group offices. Due to Covid-19, the Jacobs location is no longer available, and therefore the training is now moved to the MOW Training Room. Services are scheduled from April 1, 2020 to September 11, 2020. This schedule may change as MTS continues to re-evaluate the situation, and the number of weeks may be more or less than indicated.

Amendments 10, 11 and 12 have a total of \$99,883.74 and are within the MTS CEO spending authority.

4. Due to Covid-19, Amendment 13 was effective April 13, 2020 for \$43,200.00 under the CEO's emergency procurement authority (Pub. Util. Code §120224.1 and Board Policy 41.4.10). This amendment provides for additional cleaning and disinfecting of SDTC facilities at both the Imperial Avenue Division and Kearny Mesa Divisions. Currently, cleaning is scheduled for 90 calendar days.

The overall contract cost is summarized below (in substantially the same format as Attachment A):

11/10/16: Board approval amount for base term	\$3,990,618.63
11/10/16: Board approval amount for option term	\$4,111,539.10
07/25/19: Board ratified amount (amendments 1-9)	\$171,057.07
05/14/20: Ratify AMs 10 to 12 issued within MTS CEO's spending authority	\$99,883.74
<u>05/14/20: Ratify AM 13 issued outside MTS CEO's spending authority</u>	<u>\$43,200.00</u>
New Not-To-Exceed Contract Amount	\$8,416,298.54

Therefore, staff recommends that the MTS Board of Directors approves the ratification of Amendments 10 through 13 to MTS Doc. No. G1931.0-16 with NMS Management Inc. for janitorial services, increasing the contract total by \$143,083.74 to a new not-to-exceed amount of \$8,416,298.54.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Cost Splits SDTC SDTI 4/13/2020

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

To be ratified by the MTS Board May 14, 2020		
Amendments issued within CEO authority		Covid-19: Emergency amendment issued beyond CEO authority
\$ 77,253.18		
	\$ 21,600.00	
	\$ 1,030.56	
		\$ 43,200.00

**Agency amounts split as follows:**

SDTI PO # 9219 \$ 7,360,467.64

SDTC PO # 9222 \$ 1,055,830.90

Overall Contract Amount (SDTC &amp; SDTI) \$ 8,416,298.54





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

## Agenda Item No. 9

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

May 14, 2020

#### SUBJECT:

IMPERIAL AVENUE DIVISION (IAD) ANNEX ROOF AND HVAC REPLACEMENT -  
AWARD WORK ORDER UNDER A JOB ORDER CONTRACT (JOC)

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC274-04 (in substantially the same format as Attachment A), under MTS Doc. No. PWG274.0-19, with PUB Construction, Inc. (PUB), a Minority Owned Business Enterprise (MBE), for the provision of services, materials and equipment for the removal and replacement of the roof and heating ventilation/air conditioning (HVAC) units at the IAD Annex building for a total cost of \$212,532.00.

#### Budget Impact

The total cost will not exceed \$212,532.00, inclusive of a direct cost of \$206,970.96 and total administrative fees of \$5,561.04 (contractor share \$2,090.62 and MTS share \$3,470.42). Funding will be from the Fiscal Year (FY) 2020 MTS Capital Improvement Project number 3006110301.

#### DISCUSSION:

The Imperial Avenue Division (IAD) Annex was built in 1985 to add additional bus maintenance bays on the ground floor and office space on level 2 of the building. The Annex building roofing system and HVAC units are original to the building. After 35 years in service, it is well beyond the industry standard 20-year life cycle for roofing and HVAC units. The project consists of the removal and replacement of three 5-ton AC units, one 8-ton unit, and provides new connections between the rooftop mounted units and the building distribution system. The work also includes removal and replacement of the existing roof.





On April 12, 2019, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide on-call Job Order Contracting (JOC) for General Building and Facilities Construction services that primarily consists of repair, remodeling, or other repetitive work, general building and facility contracting services, which includes but is not limited to, demolition, maintenance, and modification of existing buildings and facilities, as well as any required incidental professional and technical services.

JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement. Through the JOC program, the contractor develops a job quote through a web-based pricing catalogue portal. Both the contractor and MTS are charged an administrative fee for accessing this portal; the contractor is charged a one percent fee and MTS is charged a 1.66 percent fee.

Three (3) bids were received and MTS determined that PUB was the lowest responsive and responsible bidder for on-call, general civil construction services. On June 13, 2019, the MTS Board authorized the CEO to execute MTS Doc. No. PWG274.0-19 with PUB.

Pricing for this repair task order was reviewed and determined to be fair and reasonable, and a work order will be issued to PUB in the amount of \$206,970.96. The work is scheduled to be completed within 90 days of notice to proceed.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC274-04 (in substantially the same format as Attachment A), under MTS Doc. No. PWG274.0-19, with PUB for the provision of services, materials and equipment for the removal and replacement of the roof and HVAC units at the IAD Annex building for a total cost of \$212,532.00.

/s/ Sharon Cooney

Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Draft Work Order Contract No. MTSJOC274-04; MTS Doc. No. PWG274.0-19

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

**JOB ORDER CONTRACT  
WORK ORDER**

PWG274.0-19  
**CONTRACT NUMBER**

MTSJOC274-04  
**WORK ORDER NUMBER**

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

Name: PUB Construction, Inc. Address: 23545 Palomino Dr., #104

Form of Business: Corporation Diamond Bar, CA 91765  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (909) 455-0187

Authorized person to sign contracts: John Townzen Senior Project Manager  
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL274.0-19), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

Pursuant to the existing Job Order Contract Section 7.2,G,1, 1% of the work order value has been deducted. MTS will pay both the Contractor (1%) and the MTS/Owner share of the Gordian Group license fee.

The total cost for this work order will not exceed \$209,061.58 inclusive of a direct cost of \$206,970.96 and a 1% Gordian Group license fee of \$2,090.62.

**TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$206,970.96**

<u>SAN DIEGO METROPOLITAN TRANSIT SYSTEM</u>	<u>PUB CONSTRUCTION, INC.</u>
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____



## EXHIBIT A (Scope of Work)

## San Diego Metropolitan Transit System

1255 Imperial Ave  
San Diego, CA 92101

---

### Final Scope of Work

Date: 4/16/2020

#### Job Order Contracting

To:

From:

**Contract No:** PWG274.0-19  
**Job Order No:** MTSJOC274-04  
**Job Order Title:** IAD Annex HVAC and Roof Replacement  
**Location:** IAD  
100 16th St.  
San Diego, CA 92101

**Brief Scope:** The IAD Annex heating ventilation / air conditioning (HVAC) units are out of their useful life and are in need of replacement. These units were installed in 1985 and experience multiple failures each year. These units are past their useful life, are obsolete and require replacement. There are four total units on the IAD Annex that require replacement. The IAD Annex AC Replacement generally consists of the demolition and replacement of three - 5 Ton AC units and one - 8 Ton unit. The work includes removal and installation of the units with new connections, new roof curbing and roof replacement. The Contractor is to ensure controls integration with new units and existing control system.

---

The IAD Annex HVAC and Roof Replacement Project generally consists of the complete replacement of the existing roofing systems at the IAD Annex Building as well as the replacement of the HVAC units. Allowable working hours are 7:00AM – 7:00PM in conformance with San Diego Municipal Code §59.5.0404. Contractor may use convenience outlets inside the work area for temp power in relation to the construction. Contractor is to provide their own temporary toilet facilities for workers throughout the duration of the project in conformance with OSHA standards. Contractor is to completely remove existing roofing system and replace with new roof. Staff is to have unimpeded access to the building throughout the course of construction with only limited interruption as necessary. All utilities, antennas, cameras etc. are to be protected in place. All vents, flashing, coping and sheet metal above roof is to be replaced with new. Contractor is to submit all materials and equipment to be used on the project in submittal format to MTS Project Manager for Approval. See submittal list Delivery of any and all materials is to be coordinated with the MTS Project Manager. Contractor is to keep and store all materials within a predesignated laydown area to be coordinated with the MTS Project Manager. Size and location to be determined with MTS Project Manager, Contractor should expect a roughly 25' x 25' available laydown area. Parking onsite is extremely limited, only vehicles pertaining to controlling operations for the day will be allowed on site. Roofing consists of three separate areas, approximately 6500, 240, and 70 square feet respectively. Existing Roof -Install new glass fiber cover board -Install new TPO roof -Install new flashings, drain assemblies, protective walk surface, perimeter warning line -Replace existing HVAC units (4) in kind -Install new digital thermostats for control of new units. Coordinate location of thermostats with MTS Project Manager -Coordinate and integrate new HVAC systems into existing building management system -Start-up test & balance of new system -Asbestos Abatement as required Required Submittal List -Project Schedule -All Roofing Materials Including but not limited to: -Roofing Membrane(s) -Insulation -Cover board -Flashing Material -Roof Drains -Parapet Coping Design and Material -Site Roof map detailing protective walk surface and perimeter warning line -Replacement HVAC product data -Thermostat Product Data

## EXHIBIT B (Cost Breakdown)

**Price Proposal Detail Report****Version: 2.0****Approved 4/16/2020 5:43:12 PM**

**JOC Name (Contractor):** Pub Construction  
**Contract Name:** 2019 - Building & Facilities - Pub  
**Contract Number:** PWG274.0-19  
**Job Order Number:** MTSJOC274-04  
**Job Order Title:** IAD Annex HVAC and Roof Replacement  
**Location:** IAD  
**Proposal Value:** **\$209,061.58**  
**Cost Proposal Date:** **April 16, 2020**

Division		Division Totals
01	General Requirements	\$30,388.45
06	Wood, Plastics, and Composites	\$637.78
07	Thermal And Moisture Protection	\$126,602.94
23	Heating, Ventilating, And Air-Conditioning (HVAC)	\$50,852.79
31	Earthwork	\$579.62
<b>Proposal Total:</b>		<b>\$209,061.58</b>
<b>The Percentage of Non Pre-Priced on this Proposal:</b>		<b>0.00%</b>



# Price Proposal Detail Report

Version: 2.0

Approved 4/16/2020 5:43:12 PM

**JOC Name (Contractor):** Pub Construction  
**Contract Name:** 2019 - Building & Facilities - Pub  
**Contract Number:** PWG274.0-19  
**Job Order Number** MTSJOC274-04  
**Job Order Title** IAD Annex HVAC and Roof Replacement  
**Location:** IAD  
**Proposal Value:** \$209,061.58  
**Cost Proposal Date:** April 16, 2020

Record #	Line Number	MOD	UOM	Description	Unit Price			Factor	Total		
01 - General Requirements									\$30,388.45		
1	012220000006		HR	Carpenter							
	Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
					8.00	x	\$0.00	x	1.0028	=	\$0.00
											\$0.00
				User Note: For added carpentry work need to install new curbs on existing frame demo, new additional frame support, etc)							
2	012220000010		HR	Electrician							
	Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
					4.00	x	\$72.29	x	1.0028	=	\$289.97
											\$289.97
				User Note: For safe							
3	012220000017		HR	Laborer							
	Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
					40.00	x	\$68.23	x	1.0028	=	\$2,736.84
											\$2,736.84
				User Note: Remove existing Trane WCI off Existing units Reinstall existing Trane WCI on new units Readdress FACTORY Controller - new units will have Factory Controls Verify operations							
4	012220000027		HR	Plumber							
	Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
					4.00	x	\$89.85	x	1.0028	=	\$360.41
											\$360.41
				User Note: For Safe-off							



# Price Proposal Detail Report

Version: 2.0

Approved 4/16/2020 5:43:12 PM

5	012220000073	HR	Flagperson For Traffic Control							
	<i>Accepted</i>									
				Quantity	x	Unit Price	x	Factor	=	LineTotal
				40.00	x	\$68.23	x	1.0028	=	\$2,736.84
										\$2,736.84

**User Note:** Not for full duration of the project.

6	012223000897	DAY	40 To 45 Ton Lift, Truck Mounted Hydraulic Crane With Full-Time Operator							
	<i>Accepted</i>									
				Quantity	x	Unit Price	x	Factor	=	LineTotal
				4.00	x	\$1,761.53	x	1.0028	=	\$7,065.85
										\$7,065.85

**User Note:**

7	012223000938	DAY	5,000 LB Telescopic Boom, Hi-Reach, Rough Terrain Construction Forklift With Full-Time Operator							
	<i>Accepted</i>									
				Quantity	x	Unit Price	x	Factor	=	LineTotal
				0.00	x	\$1,110.01	x	1.0028	=	\$0.00
										\$0.00

**User Note:**

8	012223000938	DAY	5,000 LB Telescopic Boom, Hi-Reach, Rough Terrain Construction Forklift With Full-Time Operator							
	<i>Accepted</i>									
				Quantity	x	Unit Price	x	Factor	=	LineTotal
				5.00	x	\$1,110.01	x	1.0028	=	\$5,565.59
										\$5,565.59

**User Note:** For roofing material and equipment

9	015626000158	BAG	Temporary Chain Link Fence Panels (Portable) Sandbag							
	<i>Accepted</i>									
				Quantity	x	Unit Price	x	Factor	=	LineTotal
				40.00	x	\$5.30	x	1.0028	=	\$212.59
										\$212.59

**User Note:** For staging of materials and equipment

10	015629000003	LF	Temporary Wooden Guardrail, 42" High, Posts, Handrail, And Intermediate Rail							
	<i>Accepted</i>									
				Quantity	x	Unit Price	x	Factor	=	LineTotal
				420.00	x	\$23.72	x	1.0028	=	\$9,990.29
										\$9,990.29

**User Note:** Install around parapet for fall protection

11	017419000012	EA	10 CY Dumpster (1.5 Ton) "Construction Debris"							
	<i>Accepted</i>									
				Quantity	x	Unit Price	x	Factor	=	LineTotal
				1.00	x	\$550.00	x	1.0028	=	\$551.54
										\$551.54

## EXHIBIT C (Subcontractor Listing)

## San Diego Metropolitan Transit System

1255 Imperial Ave  
 San Diego, CA 92101

### Subcontractor Report

Date: 4/17/2020

Job Order Contracting

**Contract #:** PWG274.0-19  
**Job Order #:** MTSJOC274-04  
**Job Order Title:** IAD Annex HVAC and Roof Replacement  
**Location:** IAD  
**Contractor:** 2019 - Building & Facilities - Pub

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
Best Professional Roofing 120 N Pacific St, L-8 San Marcos, CA 92069	854939	Roofing		\$80,000.00	38.27%
Progressive Heating & Air 5694 Mission Center Rd, Suite 602-253 San Diego, CA 92108	997079	HVAC		\$65,000.00	31.09%



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
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*REVISED*

## Agenda Item No. 10

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

May 14, 2020

#### SUBJECT:

SAN DIEGO AND IMPERIAL VALLEY RAILWAY (SDIV) TRACK REMOVAL - AWARD  
WORK ORDER UNDER A JOB ORDER CONTRACT (JOC)

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC269-07 (in substantially the same format as Attachment A), under MTS Doc. No. PWG269.0-19, with Herzog Contracting Corp. (Herzog), for the provision of services, materials and equipment for the removal of the abandoned SDIV tracks on Washington Street, below the Pacific Highway Overpass, and repaving of the street with new asphalt concrete for a total cost of ~~\$349,810.00~~338,299.01.

#### Budget Impact

The total cost will not exceed ~~\$349,810.00~~338,299.01, inclusive of a direct cost of ~~\$283,880.00~~274,539.33 and the contractor share of administrative fees totaling ~~\$2,870.00~~2,773.12, and a 20% contingency in the amount of ~~\$58,300.00~~56,383.17.

Through the JOC program, the contractor develops a job quote through a web based pricing catalogue portal. Both the contractor and MTS are charged an administrative fee for accessing this portal; the contractor is charged a one percent fee and MTS is charged a 1.66 percent fee. Total administrative fees are ~~\$7,630.00~~7,376.51 (contractor share ~~\$2,870.00~~2,773.12 and MTS share ~~\$4,760.00~~4,603.39). Funding will be from the FY 21 MTS Capital Improvement Project number 2005111001 (SDIV Trackway Paving Removal).

#### DISCUSSION:

SDIV railroad tracks cross Washington Street immediately below the Pacific Highway overpass, and along the Pacific Highway Frontage Road and access ramps just east



and west of Washington Street. The tracks were covered with asphalt at one point, however heavy traffic volumes and time has deteriorated the pavement covering. MTS has received multiple requests from bus passengers and the City of San Diego to remove these tracks and repair the asphalt pavement in this area.

This project would remove approximately 1000 feet of rail, wood ties and grade crossing panels, repaving the area with asphalt. The goal is to execute this work while the region continues to experience lower traffic volumes, reducing the need for night and weekend work windows.

On March 12, 2019, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide on-call JOC for Railroad Construction services that primarily consists of repair, remodeling or other repetitive work involving railroad construction improvements. This includes, but is not limited to, main CWR track rehabilitation/replacement, grade crossings (pre-cast concrete panels, rubber panels, paved with rubber rail interface) special track work, direct fixation, signal systems, overhead catenary, traction power, and related civil construction improvements work; and all required incidental professional and technical services 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.

JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement.

Three (3) bids were received and MTS determined that Herzog was the lowest responsive and responsible bidder for on-call, general civil construction services. On June 13, 2019, the MTS Board authorized the CEO to execute MTS Doc. No. PWG269.0-19 with Herzog.

Pricing for this repair task order was reviewed and determined to be fair and reasonable, and a work order will be issued to Herzog in the amount of ~~\$283,880.00~~274,539.33. The work is scheduled to be completed within 120 days of notice to proceed. Today's action also approves ~~\$7,630.00~~7,376.51 in JOC system fees and a 20% contingency (~~\$58,300.00~~56,383.17).

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC269-07, (in substantially the same format as Attachment A), under MTS Doc. No. PWG269.0-19, with Herzog for the provision of services, materials and equipment for the removal of the abandoned SDIV tracks on Washington Street, below the Pacific Highway Overpass, and repaving of the street with new asphalt concrete for a total cost of ~~\$349,810.00~~338,299.01.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Draft Job Order Contract MTSJOC269-07

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

**JOB ORDER CONTRACT  
WORK ORDER**

CONTRACT NUMBER PWG269.0-19

MTSJOC269-07  
WORK ORDER NUMBER

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

Name: Herzog Contracting Corp. Address: 3760 Kilroy Airport Way Suite 120

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

Telephone: (562) 595-7414

Authorized person to sign contracts: Gene Chimits Project Manager  
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG269.0-19), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

The total cost for this work order will not exceed \$277,312.45 inclusive of a direct cost of \$274,539.33 and the contractor share of administrative fees totaling \$2,773.12.

**TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$274,539.33**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	HERZOG CONTRACTING CORP.
By: _____ Sharon Cooney, Interim Chief Executive Officer	By _____
Approved as to form:	Title: _____
By: _____ Karen Landers, Office of General Counsel	_____





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

## Agenda Item No. 11

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

May 14, 2020

#### SUBJECT:

ORANGE LINE TROLLEY STATIONS BENCH AND RECYCLING/TRASH  
RECEPTACLE REPLACEMENTS - 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. L1535.0-20 (in substantially the same format as Attachment A), with Victor Stanley, Inc., for Orange Line Trolley Stations Bench & Recycling/Trash Receptacle Replacements as detailed in the scope of work (in substantially the same format as Attachment B), in the amount of \$153,818.74, effective June 1, 2020.

#### Budget Impact

The total cost for the project is \$153,818.74 and is funded by the Fiscal Year (FY) 2020 Capital Improvement Program (CIP) Orange Line Bench Replacement Project number 2006109701.

#### DISCUSSION:

MTS will be replacing benches and recycling/trash receptacles on the Orange Line Trolley Stations. Current receptacles and benches are old and show signs of deterioration.

On February 25, 2020, MTS issued an Invitation for Bids to purchase benches and recycling/trash receptacles. Two bids were received by the due date of April 10, 2020 from the following bidders:

1. Victor Stanley, Dunkirk, MD
2. DLG Contractors (DLG), Alpine, CA



DLG's bid was deemed non-responsive as they only provided the overall total but did not provide the cost breakdown or bid package, but nonetheless its pricing was used as market rate comparison.

	Amount	CA Sales Tax	Delivery Cost	Overall Total
MTS Independent Cost Estimate (ICE)	\$132,140.00	\$10,240.85	\$11,298.00	\$153,678.85
Victor Stanley, Dunkirk, MD	\$132,639.20	\$10,279.54	\$10,900.00	\$153,818.74
DLG Contractors, Alpine, CA	\$184,000.00	\$14,260.00	Not provided	\$198,260.00

In comparing the Victor Stanley bid to the DLG bid and MTS ICE, staff deems a cost of \$153,818.74 to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1535.0-20 (in substantially the same format as Attachment A), with Victor Stanley, Inc., for Orange Line Trolley Stations Bench & Recycling/Trash Receptacle Replacements as detailed in the scope of work (in substantially the same format as Attachment B), in the amount of \$153,818.74, effective June 1, 2020.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachments: A. Draft Standard Procurement Agreement MTS Doc. No. L1535.0-20  
B. Scope of Work  
C. Costs



MTS DOC. NO.

L1535.0-20

**STANDARD SERVICES PROCUREMENT  
FOR  
ORANGE LINE TROLLEY STATIONS BENCH & RECYCLING/TRASH RECEPTACLE  
REPLACEMENTS**

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

Name: Victor Stanley Inc. Address: PO Drawer 330

Dunkirk, MD 20754

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

Email: davids@avalonaamenities.com

Telephone: (951) 299-9394

Authorized person to sign contracts

David Skalka  
Name

Sales Representative  
Title

**The attached Standard Conditions are part of this Agreement. The Contractor agrees to**

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

The contract effective date is June 1, 2020.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$153,818.74 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	VICTOR STANLEY INC.
By: <u>Paul Jablonski, Chief Executive Officer</u>	By: _____
Approved as to form:	Title: _____
By: <u>Karen Landers, Office of General Counsel</u>	_____

# 1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

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## 1.1. BACKGROUND

MTS is seeking bids from responsible contractors for Bench & Litter Receptacle Replacements for use on the San Diego Trolley Inc., (SDTI's) Orange Line Trolley Stations.

## 1.2. SUMMARY OF SCOPE

MTS requires the Contractor to provide, in the same form and function, Benches and Litter Receptacles as shown below:

- A. Twenty (20) Steelside RB Series **6'** All-Steel Bench with **2 Welded** Intermediate Armrest, Standard Powder Coat BLACK. Victor Stanley Model RB-28. See salient specifications below.
- B. Twenty (20) Steelside RB Series **8'** All-Steel Bench with **3 Welded** Intermediate Armrest, Standard Powder Coat, Victor Stanley BLACK. Victor Stanley Model RB-28. See salient specifications below.
- C. Forty-six (46) Ironsite Series 36-Gallons Side-Door Litter Receptacles with Latch, Dual Flow Lid, Pair Half-Moon Liners w/Bottom Plate Cover, Standard Powder Coat, Victor Stanley BLACK. Victor Stanley, Model SD-42. See salient specifications below.

## 1.3. DETAILED SPECIFICATIONS

- A. Victor Stanley Steelside RB Series 6' All-Steel Bench

### Requirements

- i. Scrolled steel slats are formed from 1/4" x 1-1/2" (6.35mm x 38.1mm) solid steel bars; steel slats are welded to cross members of 1-5/16" (33.34mm) tubular steel; 3/8" x 1" (9.53mm x 25.4mm) solid steel support bars; 1/2" x 2" (12.7mm x 50.8mm) solid steel end units
- ii. Lengths: 6ft (1.8 meters)
- iii. 2 Arm rest shall to be welded
- iv. Colors: As detailed in Summary of Scope

### Finish

All fabricated metal components shall be steel shot blasted, etched, phosphatized, preheated, and electrostatically powder-coated with TGIC polyester powder coatings. Products shall be fully cleaned and pretreated, preheated and coated while hot to fill crevices and build coating film. Coated parts must be fully cured to coating manufacturer's specifications. The thickness of the resulting finish coat shall average not less than 8-10 mils (200-250 microns) which shall be validated and documented by Contractor.

### Powder Coat Colors

As detailed in Summary of Scope.

B. Litter Receptacles, Victor Stanley Model S-42

Requirements

- i. 3/8" x 1" (10mm x 25mm) vertical solid steel bar; 1/4" x 2-1/2" (6mm x 64mm) horizontal solid steel bands; 3/8" x 3" (10mm x 76mm) steel support bars; 5/8" (16mm) solid steel top ring; leveling feet with a 3/8" (10mm) diameter threaded steel shaft, Side-Door Litter Receptacles with Latch
- ii. (2) -18 gallon capacity high density plastic liner [weight not to exceed 10 lbs.]
- iii. Recycling Labeled (Symbol) Lids

Finish

All fabricated metal components shall be steel shot blasted, etched, phosphatized, preheated, and electrostatically powder-coated with TGIC polyester powder coatings. Products shall be fully cleaned and pretreated, preheated and coated while hot to fill crevices and build coating film. Coated parts must be fully cured to coating manufacturer's specifications. The thickness of the resulting finish coat shall average not less than 8-10 mils (200-250 microns) which shall be validated and documented by Contractor.

Powder Coat Colors

As detailed in Summary of Scope.

**1.4. INVOICES**

Invoices must be emailed to 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.

Contractors must also indicate if any of the invoiced amount 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 Section 16 Prompt Progress Payments of the Standard Conditions.

**1.5. 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.

**1.6. 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.

**1.7. DELIVERY AND ACCEPTANCE**

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to SDTI, 1341 Commercial Street, San Diego, California 92113 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).

**BID FORM continued**

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#	Description	QTY	*Unit Price	*Ext. Price
1.	<b>6' Victor Stanley RB-28 All-Steel Bench</b>	20	\$1,431.00	\$28,620.00
2.	<b>8' Victor Stanley RB-28 All-Steel Bench</b>	20	\$1,679.40	\$33,588.00
3.	Upcharge Welded Armrests (If applicable)	40	\$200	\$8,000.00
4.	Victor Stanley SD-42 Ironsite series 36-gallons <b>Litter Receptacle</b>	46	\$1,357.20	\$62,431.20
5.	Freight Charges (If applicable)			\$10,900.00
<b>TOTAL AMOUNT (BASIS FOR AWARD)</b>				143,539.20

\*Excluding CA Sales Tax. MTS will add tax at PO issuance.



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## Agenda Item No. 12

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

May 14, 2020

#### SUBJECT:

PROVISION OF CRADLEPOINT VEHICLE MOBILE ROUTER – CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. G2376.0-20 (in substantially the same format as Attachment A), with Ergotech Controls Inc. DBA Industrial Networking Solutions, for the provision of the Cradlepoint IBR1700-1200M-B Vehicle Mobile Router including five (5) years NetCloud Mobile Essentials Plan in the amount of \$1,556,703.47.

#### Budget Impact

The total cost of the equipment and the support plan for nine hundred-thirty (930) units is \$1,556,703.47 (inclusive of tax). Funding will be from the Capital Improvement Program (CIP) budgets detailed below.

Quantity	Project Description	Funding Source
902	RTMS Hardware Upgrade	CIP #1007110001
28	SD10 LRV Procurement	CIP #2002002702

#### DISCUSSION:

MTS is currently upgrading mobile communications on the entire Bus fleet. This update includes establishing a private and secure network called FirstNet. On April 16, 2020, the MTS Board approved a contract with AT&T, and the installation of mobile cellular routers. Today's action is for approval of the Cradlepoint mobile cellular router equipment purchase.

The Cradlepoint mobile cellular routers will operate through the FirstNet Services wireless broadband network for first responder and public safety communications. As a



member of FirstNet, MTS will have dedicated, reliable, and prioritized communications during any emergency, such as earthquakes, fires, or blackouts. The Cradlepoint mobile cellular router is required to provide more accurate connection with the network.

The current Regional Transit Management System's (RTMS) transmission currently limits what data can be sent between the central servers and the buses. Establishing this new mobile router and network will provide faster communication with buses, enable more frequent tracking of vehicles, and provide for viewing of real-time video on connected vehicles. The INIT Fare Collection System will also utilize this real-time network as its communications backbone to process fare transactions in the cloud for the new account-based fare system. This will vastly improve the customer experience by removing the current delay that customers face when validating products that were recently purchased online. All of this information flows through the mobile routers and it is essential that MTS procure a router that best meets the demands of this new system.

In May 2019, MTS issued a Request for Qualification (RFQ) for the Vehicle Mobile Gateway Routers (routers). Participants were asked to submit their featured router's product Technical details and information based on the minimum specification requested by MTS. Four (4) participants were asked to provide their featured router devices, account and login access to their management software, and MTS initiated an assessment, bench, and field testing. As a result of the RFQ, Cradlepoint's Mobile Router IBR1700-1200M-B (Vehicle Mobile Router Part number: MA5-1700120B-NNA) was deemed most suitable for MTS's requirements.

In addition, MTS is purchasing 28 mobile routers for new Siemens Light Rail Vehicles (LRV) currently under contract. Switching to the Cradlepoint mobile routers is necessary due to the fact that the mobile routers currently being used are no longer available. The Cradlepoint router has been tested on an LRV and functions as required.

MTS intends to utilize the Federal General Service Administration (GSA) contract schedules to purchase the Cradlepoint mobile router. The GSA solicits and awards contracts for multiple services at a rate that is significantly lower than the national average. The router equipment is one of such items available on the GSA schedule.

MTS staff obtained pricing from GSA contractors and received four responsive bids as follows:

Bidder	Unit Price	Extended Price
INDUSTRIAL NETWORKING	\$1,553.48	\$1,444,736.40
CDCE	\$1,655.00	\$1,539,150.00
5G STORE	\$1,727.20	\$1,606,296.00
RUGGED DEPOT	\$1,760.95	\$1,637,683.50

The lowest bid was from Ergotech Controls Inc. DBA Industrial Networking Solutions and priced 32.6% percent below the independent cost estimate. The GSA IT Schedule 70 contract reference no:47QTCA19D00MM will be utilized for this pricing.

As the RTMS and INIT Fare Collection System projects are regional and managed by MTS, the cost for the mobile routers used to access the FirstNet network includes devices for both the MTS and North County Transit District (NCTD) bus fleets. NCTD will cover their share of the hardware costs (approximately 158 devices).

Therefore, MTS staff recommends that the Board of Directors authorize the CEO to execute MTS Doc. G2376.0-20 (in substantially the same format as Attachment A), Ergotech Controls Inc. DBA Industrial Networking Solutions, for the provision of Cradlepoint IBR1700-1200M-B Vehicle Mobile Router including five (5) years NetCloud Mobile Essentials Plan in the amount of \$1,556,703.47.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. G2376.0-20



**STANDARD SERVICES AGREEMENT  
FOR  
CRADLEPOINT VEHICLE MOBILE ROUTER  
WITH FIVE (5) YEARS NET CLOUD MOBILE  
ESSENTIAL PLANS**

<u>G2376.0-20</u> <b>CONTRACT NUMBER</b>
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THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2020, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Ergotech Controls Inc. DBA  
Industrial Networking Solutions

Address: 3321 Essex Dr, Richardson  
Texas, 75082

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

Email : mmckinney@industrialnetworking.com

Telephone: 949-370-4775

Authorized person to sign contracts	<u>Matthew McKinney</u>	<u>Regional Sales Manager</u>
	Name	Title

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

Provision of nine hundred thirty (930) units of Cradlepoint Vehicle Mobile Router with 5 Year NetCloud Mobile Essentials Plan Part number: MA5-1700120B-NNA piggybacked through Federal General Service Administration (GSA) contract IT Schedule 70 ref: 47QTCA19D00MM (attached as Exhibit A) and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit B) and Federal Requirements (attached as Exhibit C) with Signed MTS Forms- Ergotech Controls Inc. DBA Industrial Networking Solutions (attached as Exhibit D).

The contract term is for up to five (5) year base years. Base period shall be effective May 01, 2020 through April 30, 2025.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$1,556,703.47 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ERGOTECH CONTROLS INC. DBA INDUSTRIAL NETWORKING SOLUTIONS
By: _____ Paul Jablonski, Chief Executive Officer  Approved as to form:  By: _____ Karen Landers, Office of General Counsel	By _____  Title: _____



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## Agenda Item No. 13

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

May 14, 2020

#### SUBJECT:

PROVISION OF NINE HUNDRED TWO (902) MOBILE ROUTER ANTENNAS -  
CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute a Purchase Order to Wireless Investors, LLC for the provision of nine hundred two (902) Mobile Router Antennas in the amount of \$204,683.19.

#### Budget Impact

The value of this Purchase Order will not exceed \$204,683.19 including tax. The project will be funded from the Capital Improvement Program (CIP) budget WBSE #1007110001-599901 and Federal Transit Administration (FTA) Bus Facilities program grant.

#### DISCUSSION:

The current Regional Transit Management System (RTMS) transmission limits what data can be sent between the central servers and the buses. Establishing this new mobile network will provide faster communication with buses, enable more frequent tracking of vehicles, and provide for viewing of real-time video on connected vehicles. The new fare system will utilize this real-time network as its communications backbone to process fare transactions in the cloud for the new Pronto account-based fare system. This will vastly improve the customer experience by removing the current delay our customers face when validating products that were recently purchased online.

MTS is currently updating the entire Bus fleet to enable mobile communications and connected vehicles in order to improve the RTMS system. This update includes establishing a secure mobile network and installing cellular gateway routers on vehicles



with specialized antennas. The mobile gateway routers require specialized antennas in order to connect to various wireless networks. The antenna required for this application is a 9-in-1 low-profile radome device that will be installed on the roof of each vehicle. The antenna will facilitate connections to 4G & 5G cellular networks, WiFi networks, Global Navigation Satellite Systems (GNSS) and the Band-14 FirstNet public safety mobile network. The device manufacturer (Cradlepoint) has certified 3 different manufacturers for these antennas.

On April 14, 2020, MTS issued an Invitation for Bids (IFB) for Mobile Router Antenna for the upcoming Cradlepoint router. All bidders were asked to provide bid for any of specified antenna, which met the minimum requirements for the cradle point router, listed in the IFB. Eleven (11) bids were received on the due date of May 1, 2020 as follows:

Vendor	PANORAMA	PARSEC	TAOGLAS
Wireless Investors LLC	\$ 395,915.22	\$ 382,804.22	\$ 204,683.19
Island Tech Service	\$ 346,532.73	\$ 316,209.29	\$ 208,881.82
DH Wireless	\$ 312,156.45	\$ 416,189.16	\$ 313,196.39
Access Wireless	No Bid	\$ 302,262.46	No Bid
Embedded Works	\$ 369,323.90	No Bid	No Bid
Ergotech Controls/INS	No Bid	\$ 279,908.64	No Bid
Johnson Equipment	\$ 364,464.38	No Bid	No Bid
Premier Wireless	\$ 309,678.09	No Bid	No Bid
QCPS Llc	\$ 292,455.93	No Bid	No Bid
RCN Technologies	\$ 320,728.65	\$ 330,447.70	No Bid
Rugged Depot	\$ 325,938.06	\$ 382,007.26	No Bid

After conducting price reasonableness analyses and reviewing all bids received for responsiveness and responsibility, staff determined that Wireless Investors, LLC is the lowest responsive responsible bidder for the TAOGLAS antenna.

The RTMS and Pronto projects are regional in scope and managed by MTS. As a result, the total costs to enable the connected bus fleets for MTS and the North County Transit District (NCTD) will be divided per previously established cost-sharing agreements.

Therefore, the staff recommends that the MTS Board of Directors authorize the CEO to execute Purchase Order with Wireless Investors, LLC for the provision of nine hundred two (902) Mobile Router Antennas in the amount of \$204,683.19.

/s/ Sharon Cooney  
 Sharon Cooney  
 Interim Chief Executive Officer

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



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## Agenda Item No. 14

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

May 14, 2020

#### SUBJECT:

FIDELITY INFORMATION SERVICES, LLC FUNDING INCREASE AMENDMENT –  
CONTRACT AMENDMENT

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc No. G1808.0-15 (in substantially the same format as Attachment A) with Fidelity Information Services, LLC (FIS) in the amount of \$160,000 for additional license and transaction fees above the original estimated levels.

#### Budget Impact

Funding for this amendment will be funded from Compass Card Program operating account number (532010-571250)

#### DISCUSSION:

In August 2002, MTS (then MTDB) competitively procured a Regional Automated Fare Collection System which was awarded to Cubic Transportation Systems, Inc. (MTS Doc # G0794.0-03). In December 2003, the San Diego Association of Governments (SANDAG) took responsibility of the Fare Collection System in San Diego County and was assigned the Cubic agreement by MTS. Part of this agreement was for Cubic to competitively procure a vendor capable of establishing a debit/credit gateway with a standard banker interface; which they did and awarded a contract to FIS (then eFunds Canada). In March 2004, Cubic assigned the Master Software License Agreement to SANDAG. In July 2014, MTS took over responsibilities of managing the Fare Collection System (aka the Compass Card Program) and all technology-related components including support services from SANDAG.



The assignment of the FIS Master Software License Agreement from SANDAG to MTS for the IST/Switch Software is one of the many agreements and a critical piece that MTS needs in order to maintain the Compass Card Program, now managed by MTS. The IST Switch encrypts the debit/credit card information prior to sending it to the payment gateway. Once the transaction is processed, it takes the approval or declination information from the payment gateway and passes it back to the Ticket Vending Machine (TVM) so the rider can complete their purchase.

MTS is charged a license fee based on an estimated number of transactions, with additional fees applied when the number of transactions reaches a certain level. The fee schedule is as follows:

Annual Transaction Levels	License Fees	Cumulative License Fee (including initial Fee of \$50,000)
0	\$50,000	\$50,000
1,000,000	\$100,000	\$150,000
5,000,000	\$75,000	\$225,000
10,000,000	\$75,000	\$300,000
15,000,000	\$50,000	\$350,000
20,000,000	\$50,000	\$400,000
25,000,000	\$50,000	\$450,000
30,000,000	\$50,000	\$500,000
35,000,000	\$50,000	\$550,000

In 2019, MTS exceeded the 1,000,000 transactions allowed per the fee schedule and is being charged an additional \$100,000 in license fees per the terms of the contract. It is also anticipated that \$60,000 will be required to pay for any overages through the remaining term of the agreement.

Therefore, MTS staff is requesting that the MTS Board of Directors authorize the CEO to execute Amendment No. 2 to MTS Doc No. G1808.0-15 (in substantially the same format as Attachment A) with FIS in the amount of \$160,000 for additional license and transaction fees above the original estimated levels.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Draft Amendment No. 2 to MTS Doc. No. G1808.0-15

May 14, 2020

MTS Doc. No. G1808.1-15

FIS Global  
Pamela K. Phillips  
1632 E. Laura Ave  
Visalia, CA 93292

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G1808.0-15; MASTER INFORMATION TECHNOLOGY (IST) SWITCH SOFTWARE LICENSE AGREEMENT

Dear Ms. Phillips:

This shall serve as Amendment No. 2 to our agreement for the IST Software License Agreement as further described below.

#### SCOPE

There shall be no changes to the scope of work.

#### SCHEDULE

There shall be no changes to the schedule provision of this agreement.

#### PAYMENT

The total cost of this amendment is \$160,000.00. The total cost for this agreement shall not exceed \$416,994.34 (\$160,000.00 + \$256,994.34) without written approval from MTS.

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

Sincerely,

Agreed:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Pamela K. Phillips  
Senior Vice President and  
Deputy General Council

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

Cc: R. Borrowski, R. DeGala, Procurement File



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## Agenda Item No. 15

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

May 14, 2020

#### SUBJECT:

INVESTMENT REPORT – QUARTER ENDING MARCH 31, 2020

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of March 31, 2020. The combined total of all investments has decreased quarter to quarter from \$129.6 million to \$115.4 million. This \$14.2 million decrease is attributable to \$32.3 million in capital expenditures, a \$3 million litigation settlement, partially offset by \$14.9 million in subsidy reimbursement from SANDAG relating to the light-rail vehicle procurement and \$8.5 million in FasTrak revenue from SANDAG, as well as normal timing differences in other payments and receipts.

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

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

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Investment Report for the Quarter Ending March 31, 2020



**San Diego Metropolitan Transit System  
Investment Report  
March 31, 2020**

<b>Institution / Issuer</b>	<b>Function</b>	<b>Investment Type</b>	<b>Restricted</b>	<b>Unrestricted</b>	<b>Total</b>	<b>Avg. Rate of Return</b>		<b>Benchmark</b>
J.P. Morgan Chase	Operating Funds	Depository Bank	-	28,159,651	28,159,651	0.06%	*	0.310% WSJ Money Market
U.S. Bank - Retention Trust Account	Restricted for Capital Support	Depository Bank	7,185,733	-	7,185,733	N/A	**	-
San Diego County Treasurer's Office	Prop 1B TSGP Grant Funds	Investment Pool	11,438,910	109,259	11,548,168	2.042%		1.888% S&P US T-Bill 0-3 Mth Index
<b>Subtotal: Restricted for Capital Support</b>			<b>18,624,643</b>	<b>109,259</b>	<b>18,733,902</b>			
Local Agency Investment Fund (LAIF)	Investment of Surplus Funds	Investment Pool	-	42,268,734	42,268,734	1.787%		1.888% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	Investment of Surplus Funds	Investment Pool	-	26,278,629	26,278,629	2.042%		1.888% S&P US T-Bill 0-3 Mth Index
<b>Subtotal: Investment Surplus Funds</b>			<b>-</b>	<b>68,547,363</b>	<b>68,547,363</b>			
<b>Grand Total Cash and Investments</b>			<b>\$ 18,624,643</b>	<b>\$ 96,816,272</b>	<b>\$ 115,440,915</b>			

\*-The .22% is an annual percentage yield on the average daily balance that exceeds \$22 million

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





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## Agenda Item No. 16

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

MAY 14, 2020

#### SUBJECT:

TENABLE CYBERSECURITY SOFTWARE – 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. G2385.0-20 (in substantially the same format as Attachment A) with Tenable, Inc., in the amount of \$224,492.40 for the procurement of its Intrusion Prevention System (IPS) Security Center and Internet of Things (IoT) software licensing and maintenance support for a three (3) year period.

#### Budget Impact

Funding would be provided through the Information Technology (IT) Department's Operating Budget account number 661010-571250.

#### DISCUSSION:

#### Background

MTS, in common with other government agencies, is an increasingly attractive target for cyber-criminals and terrorists. As more devices are connected to our network, the dangers of data theft, vandalism and real-world damage, e.g. overloading power sub-stations, are constantly increasing.

The current pandemic has highlighted and increased these risks because it is being leveraged by cyber-criminals to send official-looking, COVID-19 related emails to trick users into disclosing confidential information and/or downloading malicious software (malware) – a practice known as “phishing.” Certain types of this malware can be used by cyber-criminals to gain access to our network and systems to perpetrate criminal acts.



In order to mitigate these risks, in 2018/2019, after a period of research, the MTS IT Department successfully evaluated the market-leading IPS, "Tenable." This software enhances our ability to defend the agency's network and systems against unauthorized access by cyber-criminals, specifically it is capable of:

- Scanning for vulnerabilities in networks, servers and users' computers
- Threat detection
- Monitoring and vulnerability scanning of real-world IoT devices, including the Supervisory Control and Data Acquisition (SCADA) system – a component of the agency's train control system
- Risk reporting, e.g. Payment Card Industry (PCI), Health Insurance Portability and Accountability Act (HIPAA), Personally Identifiable Information (PII) etc.
- Auditing device configurations, including network devices, servers and users' computers
- Correlating network traffic with system logs and flagging mismatches/anomalies

The only other way MTS would be able to protect our network from the increased number of cyber-attacks, would be to hire full-time cyber security personnel or a Security Operations Center (SOC) to monitor the network and combat the variety of cyber-attacks as they become visible. With Tenable, anomalies are detected and remediated earlier reducing risk and cost. Tenable is currently installed and configured for our network following the evaluation exercise.

Due to the unique nature of this software, and the costs MTS has incurred through the configuration process, there is no other vendor that can provide these services without a duplication of effort. Staff would be required to reconfigure new software and expose the MTS network to additional risk. The pricing provided by Tenable has been determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2385.0-20 (in substantially the same format as Attachment A) with Tenable, Inc., in the amount of \$224,492.40 for the procurement of its IPS Security Center and IoT software licensing and maintenance support for a three (3) year period.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Draft Contract No. G2385.0-20

# STANDARD AGREEMENT, STANDARD CONDITIONS

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

## STANDARD AGREEMENT FOR MTS DOC. NO. G2385.0-20 TENABLE SOFTWARE

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

Name: DI Technologies Group, Inc. Address: 17418 Studebaker Rd.  
Cerritos CA 90703  
City State Zip  
Form of Business: Corporation  
(Corporation, Partnership, Sole Proprietor, etc.) Email : Francisco@dataimpressions.com  
Telephone: 562-207-9050 ext. 255

Authorized person to sign contracts Francisco Cerna Account Manager  
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)

The contract term is for up to three (3) years effective May 15, 2020 through May 14, 2023.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$224,492.40 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR NAME
By: <u>Paul Jablonski, Chief Executive Officer</u>	By _____
Approved as to form:	Title: _____
By: <u>Karen Landers, Office of General Counsel</u>	



LA County# 124471 SBE #0039121 LSBE # 086417

Preparer: Cerna, Francisco  
 Email: Francisco@dataimpressions.com  
 Phone: 562-207-9050 ext. 255  
 Account Manager: Cerna, Francisco  
 Email: Francisco@dataimpressions.com

## DI Technology Group Information

### Data Impressions

17418 Studebaker Rd.  
 Cerritos, California 90703

United States

<http://www.dataimpressions.com>

(P) 562-207-9050

(F) 562-207-9053

### Quotation (Open)

Doc #: 30143 1 rev of 1

Modified Date: May 08, 2020 10:56 AM PDT

Description: Tenable

### Customer

San Diego Metropolitan Transit System  
 (SD2973)  
 Alonso, Rodrigo  
 1255 Imperial Avenue, Suite 1000  
 San Diego, CA 92101  
 United States

### Bill To

San Diego Metropolitan Transit System  
 Alonso, Rodrigo  
 1255 Imperial Avenue, Suite 1000  
 San Diego, CA 92101  
 United States  
 Rodrigo.Alonso@sdmts.com

### Ship To

San Diego Metropolitan Transit System  
 Alonso, Rodrigo  
 1255 Imperial Avenue, Suite 1000  
 San Diego, CA 92101  
 United States  
 Rodrigo.Alonso@sdmts.com

#	Image Description	Part #	Tax Qty	Unit Price	Total
1	Tenable.sc - Subscription TSCCV -- Term: 36 Months Dates: 5/15/2020 to 5/14/2023 IP Bands: 4000	TSCCV	No 1	\$105,600.00	\$105,600.00
2	Standard Tenable.sc Console TSC-STNDC Term: 36 Months Dates: 5/15/2020 to 5/14/2023	TSC-STNDC	No 1	\$0.00	\$0.00
3	Indegy Core Platform - Appliance Form Factor P1000 Term: 36 Months Dates: 5/15/2020 to 5/14/2023	IND-CP-P1000	No 1	\$0.00	\$0.00
4	1000 Device Package License IND-DEV-100 Term: 36 Months Dates: 5/15/2020 to 5/14/2023	IND-DEV-100	No 1	\$103,400.00	\$103,400.00
5	Indegy Sensor - Rack Mount RS100Provides added visibility to remote networks Dates: 5/15/2020 to 5/14/2023 Term: 36 Months	IND-RS-100	No 1	\$0.00	\$0.00
6	Quick Start Implementation for Tenable.ot Start Date: 5/15/2020	QSS-ONSI-TOT	No 1	\$15,492.40	\$15,492.40

**Subtotal:** \$224,492.40  
 Tax (7.750%): \$0.00  
 Shipping: \$0.00  
**Total:** \$224,492.40



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

## Agenda Item No. 17

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

MAY 14, 2020

#### SUBJECT:

DARKTRACE CYBERSECURITY SOFTWARE – CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute an agreement with Darktrace (in substantially the same format as Attachment A), under MTS Doc. No. G2386.0-20, in the amount of \$486,000 for the procurement of its Intrusion Detection System (IDS) software licensing and maintenance support for five (5) years.

#### Budget Impact

Funding would be provided through the CARES Act, under Federal Funds as part of the Information Technology (IT) Department's amended CARES budget 661010-571250.

#### DISCUSSION:

#### Background

MTS, in common with other government agencies, is an increasingly attractive target for cyber-criminals and terrorists. As more devices are connected to our network, the dangers of data theft, vandalism and real-world damage, e.g. overloading power sub-stations, are constantly increasing.

The current pandemic has highlighted and increased these risks because it is being leveraged by cyber-criminals to send official-looking, COVID-19-related emails to trick users into disclosing confidential information and/or downloading malicious software ("malware") – a practice known as "phishing."

MTS requires a tool to provide a cybersecurity-centric view inside our network and systems to detect and remediate threats that breach our defenses. To address this, after a period of research, the MTS IT Department has been evaluating a sophisticated IDS



named "Darktrace." What makes Darktrace's IDS unique is its ability to learn the normal behavior of networks and systems and use this to identify anomalous activity. Once detected, Darktrace can either alert staff, submit an action for manual initiation, or take action automatically (within configured limits). Darktrace's unique capabilities include:

- Learns normal behavior to detect anomalous behavior and identify new attacks and insider threats.
- Provides unified, tailored protection of network, email, IoT and network.
- Automatically neutralizes attacks at computational speeds and with precision.
- Supports and automates threat investigations, reducing analysis time by over 90%.
- Supports and augments staff bandwidth to protect the agency's cyber-infrastructure.

The only other way MTS would be able to protect our network from the increased number of cyber-attacks would be to hire full-time cyber security personnel or a Security Operations Center (SOC) to monitor the network and combat the variety of cyber-attacks as they become visible. With Darktrace, anomalies are detected and remediated early at a significantly reduced cost. Darktrace is the only cyber security software that can provide this functionality.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute an agreement with Darktrace (in substantially the same format as Attachment A), under MTS Doc. No. G2386.0-20, in the amount of \$486,000 for the procurement of its IDS software licensing and maintenance support for five (5) years.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Darktrace Product Order Form

# PRODUCT ORDER FORM



**Customer Name:** San Diego Metropolitan Transit System  
**Shipping Address:** 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101  
**Invoice Address:** 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101  
**Attn:** Karun Kapur  
**Email:** karun.kapur@sdmts.com

**Product Order Form Ref:** 33158-202005-06-390593  
**Date Prepared:** 2020/05/06  
**Expiry Date:** 2020/05/19

Darktrace Offering:						
Line Item	Product/Services Description	Product Code	QTY	Term (months)	Annual Customer Price (USD)	Extended Customer Price (USD)
1	Enterprise Immune System	DCIP-EIS		24	90,000	180,000
				36	102,000	306,000
	comprising:					
	<i>Large Appliance</i>	DCIP-X2	1			
	<i>Antigena Network Software</i>	DCIP-ANTI	1			
	Term license commencing on 2020/05/16 ("Commencement Date")					
	Installation Services					
	Standard Support Services					
2	Threat Visualizer, Virtual Instructor - Public	DCIP-TV-PT	1	-	-	Included
<b>Total</b>						<b>486,000</b>
<b>Extended Customer Price if Product Order Form is executed after 19th May 2020</b>						<b>1,152,738</b>

This order is signed subject to the terms and conditions overleaf

**Accepted By Customer**

**Accepted By Darktrace**

By:  
 Title:  
 Effective Date:

By:  
 Title:  
 Date:

Terms and Conditions:	
	Att. A, Al 17, 5/14/2020
1	By signing this Product Order Form ("Product Order Form"), issuing a purchase order referencing this Product Order Form or otherwise accessing or using the Offering, the Customer's use of the Offering shall be subject to the Darktrace Master Customer Agreement included in the Appliance, which can also be found at: <a href="https://www.darktrace.com/resources/legal-online-terms.pdf">https://www.darktrace.com/resources/legal-online-terms.pdf</a> ("Agreement").
2	The Appliance(s) are for use with respect to the Customer's applicable bandwidth throughput, number of connected devices and connections per minute as set out in the applicable Product Data Sheet ( <a href="https://darktrace.com/resources/contract-data-sheets.zip">https://darktrace.com/resources/contract-data-sheets.zip</a> ). The Software is limited to four thousand five hundred (4,500) Devices in use on the Customer network (the "Device Limit"). For the purposes of this calculation a "Device" is a unique Internet Protocol address (IP address), tied to a piece of equipment, apparatus, or instrument, virtual or physical; that is monitored, modelled and visible in the Threat Visualizer within a given 7 day time frame. Should the Device Limit be exceeded, additional Fees shall be payable.
3	Fees are exclusive of any applicable sales tax, goods and services tax, withholding tax or VAT. Fees will be invoiced annually in advance from the Commencement Date. Payment terms Net 30.
4	If Customer requires a purchase order, it must be sent at the time of acceptance of this Product Order Form and be for the full contract value. If it is not received, Darktrace shall be entitled to invoice without it.
5	Acceptance of this Product Order Form is expressly limited to the terms of Darktrace's offer. Once accepted, the terms and conditions of this Product Order Form and the Agreement will be the complete and exclusive statement of the agreement between the parties. Any modifications proposed by Customer are expressly rejected by Darktrace and shall not become part of the Agreement in the absence of Darktrace's written acceptance.
6	This Product Order Form may be executed in any number of counterparts and by different parties in separate counterparts. Each counterpart when so executed shall be deemed to be an original and all of which together shall constitute one and the same agreement. Transmission of the executed counterpart of this Product Order Form by email (in PDF, JPEG or other agreed format) shall take effect as delivery of an executed counterpart.





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(619) 231-1466 • FAX (619) 234-3407

## Agenda Item No. 18

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

May 14, 2020

#### SUBJECT:

CONSULTANT SERVICES FOR NAMING RIGHTS - CONTRACT EXTENSION

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to extend the contract with the Superlative Group, MTS Doc. No. G1262.0-09, consistent with the draft Amendment No. 8 (in substantially the same format as Attachment A) in the amount of \$90,000.

#### Budget Impact

The contract termination date is extended from April 1, 2020 through May 14, 2021. The monthly retainer in the amount of \$7,500 per month for services rendered will begin on May 15, 2020 until May 14, 2021 (twelve (12) months) for a total of \$90,000, to be paid from 551010-571140, which will be offset by the revenue generated from naming-rights contracts. If a new naming rights agreement is reached, Superlative would be entitled to a commission, as set forth in the contract.

#### DISCUSSION:

#### Background History -- Naming Rights Consultant Contract

In 2009, faced with uncertain revenue sources from the State of California, MTS investigated ways to establish sustainable sources of non-fare revenue. In addition to increasing advertising revenue from traditional transit properties (vehicle and shelter/bench advertising), MTS pursued a naming rights strategy to allow partners to advertise on other MTS assets. To develop a program, MTS issued a Request for Proposals to qualified firms to develop a naming rights program.



In 2010, MTS entered an agreement with the Superlative Group (MTS Doc. No. G1262.0-09), which had successfully sold naming rights for a number of high visibility sports properties as well as the naming rights to the Cleveland Region Transit Authority's "Health Line," which is a Bus Rapid Transit service between two of the area's largest healthcare facilities: The Cleveland Clinic and University Hospital.

#### Superlative Group Contract Performance

Under the current contract, Superlative Group prepared a valuation of all MTS assets, primarily rail lines and stations. A value for each asset was determined by the number of impressions generated and the market rate cost of generating a similar number of impressions through other advertising media. Superlative Group conducted a thorough on-site research of all MTS assets. To determine the number of impressions, the analysis took into consideration visibility from freeways and major arterials, number of passengers, MTS signage and all printed materials. It placed a value on each of the Trolley lines as well as specific stations. Superlative was compensated \$124,800 for the asset evaluation.

Once the asset valuation work was completed, Superlative developed a list of potential Naming Rights partners, targeting companies in highly competitive businesses with large marketing budgets. Letters of interest were sent to all companies, follow-up calls were made, and meetings were scheduled.

As a result of these efforts, Superlative successfully negotiated two major naming rights partnerships: The UC San Diego Blue Line and the Sycuan Green Line. Together, the two partnerships will generate more than \$50 million in non-fare revenue for MTS. To date, MTS has received \$5.9 million.

#### Proposed Contract Extension

MTS now intends to issue Amendment No. 8 to extend the contract from April 1, 2020 to May 14, 2021. The parties agreed that the monthly retainer for services rendered will begin on May 15, 2020 through May 14, 2021.

As MTS seeks to replace lost fare and tax revenue resulting from the COVID-19 crisis, an extension of the contract for fourteen months will allow Superlative to continue its work for additional Naming Rights partners.

Superlative is the nation's leading firm in the government Naming Rights category. It has successfully sold two major Naming Rights partnerships with MTS – the UC San Diego Blue Line and the Sycuan Green Line. This work has resulted in contracts totaling over \$50 million.

All monthly payments under this extension will be reimbursed to MTS from commissions paid for a Naming Rights contract.

Therefore, staff recommends that the Board of Directors authorize the CEO to extend the contract with the Superlative Group, MTS Doc. No. G1262.0-09, consistent with the draft Amendment No. 8 in the amount of \$90,000.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Draft Amendment No. 8 (MTS Doc No. G1262.8-09)

May 14, 2020

MTS Doc. No. G1262.8-09

Myles Gallagher, President  
The Superlative Group, Inc.  
2843 Franklin Boulevard  
Cleveland, OH 44113

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. G1262.0-09; CONSULTANT SERVICES FOR NAMING RIGHTS

Dear Mr. Gallagher:

This shall serve as Amendment No. 8 to our agreement for naming rights consulting services as further described below.

#### SCOPE OF SERVICES

There is no change to the scope of services. Consultant shall continue to provide services in accordance with the terms and conditions of the original agreement.

#### SCHEDULE

The contract termination date is extended from April 1, 2020 through May 14, 2021.

#### PAYMENT

The parties agree that a retainer will be paid during this extension as follows:

\$7,500 monthly retainer per month for services rendered beginning on May 15, 2020 through May 14, 2021.

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

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Myles Gallagher  
President

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

Cc: R. Schupp, Contract File



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

## Agenda Item No. 19

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

May 14, 2020

#### SUBJECT:

REGIONAL TRANSIT MANAGEMENT SYSTEM (RTMS) RADIO TOWER AT MT.  
SOLEDAD SIGNAL STATION, NAVAL BASE POINT LOMA – SITE LEASE  
AMENDMENT

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0513.5-09 (in substantially the same format as Attachment A), with the Department of the Navy, to amend the lease of MTS's Mt. Soledad Signal Station site for the remaining years of the current lease extension to add equipment for the Mid-Coast Project.

#### Budget Impact

The total cost of this amendment would not exceed \$147,609.73 (as follows):

	Old Rent	New Rent
Administrative Cost	\$3,700.00	No Change
Year 11	\$48,380.99	No Change
Year 12	\$49,832.41	\$73,263.50
Year 13	\$51,327.38	\$92,700.00
Year 14	\$52,867.20	\$95,481.00
Year 15	\$54,453.21	\$98,345.43
Total	\$260,561.19	\$408,170.92
Total Change		\$147,609.73

Current funding is covered in the Bus Operations annual budget under account number 202014-596100. The additional rent will be reimbursed by SANDAG as part of the Mid-Coast Project construction and operations.



## DISCUSSION:

MTS uses RTMS to track and communicate with its buses, maintenance vehicles, relief cars, and supervisor vehicles. As part of the RTMS system, MTS has a radio system which consists of five towers throughout San Diego County. The agency leases space on existing towers in order to house the radio transmitting and receiving equipment that provides effective radio coverage throughout its service area.

One of the towers is at Mt. Soledad Signal Station, which is under the control of the Department of the Navy, Naval Base Point Loma. MTS exercised its first 5 year option to lease space on the Mt. Soledad tower from January 15, 2014 through January 14, 2019. In order to continue operations with full radio coverage, the Board approved an amendment extending the lease for an additional five years effective January 15, 2019.

The Mid-Coast Project needs to place additional equipment at this site for use by San Diego Trolley operations for radio communication coverage. The SANDAG staff negotiated the additional placement of equipment with the Navy. This lease amendment will cover the added lease costs for the remaining years of the current lease extension amounting to \$147,609.73.

Therefore, staff recommends that the MTS Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0513.5-09, (in substantially the same format as Attachment A), with the Department of the Navy, to continue the lease of MTS's Mt. Soledad Signal Station site for remaining time left on the current five year extension at the new added lease rate.

Based on prior procurement history, the price proposed for this extension is deemed fair and reasonable.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Department of the Navy Contract ID N6247309RP00005 (MTS Doc. No. B0513.4-09)

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>				1. CONTRACT ID CODE N6247309RP00005		PAGE OF PAGES 1	
2. AMENDMENT/MODIFICATION NO. Four (4)		3. EFFECTIVE DATE 15 JUN 2020		4. REQUISITION/PURCHASE REQ. NO.		5. PROJECT NO. (if applicable)	
6. ISSUED BY Naval Facilities Engineering Command Southwest 1220 Pacific Highway San Diego, CA 92132-5190 Attn: Real Estate Contracting Officer		CODE <b>AM11. LG</b>		7. ADMINISTERED BY (If other than Item 6) Naval Facilities Engineering Command Southwest 1220 Pacific Highway San Diego, CA 92132-5190 Attn: Real Estate		CODE <b>AM11</b>	
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county State and ZIP Code)  Metropolitan Transit System 1255 Imperial Avenue, Suite 1000 San Diego, CA 92101-7490  EXP: 14 JAN 2024				9A. AMENDMENT OF SOLICITATION NO.			
				9B. DATED (SEE ITEM 11)			
				10A. MODIFICATION OF CONTRACT/ORDER NO. N6247909RP00005			
				10B. DATED (SEE ITEM 13)			
CODE NBPL		FACILITY CODE N63406					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference of the solicitation and amendment numbers. <b>FAILURE OF YOUR ACKNOWLEDGEMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.</b> If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. ACCOUNTING AND APPROPRIATION DATA (If required)							
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIED THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.							
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.							
B. THE ABOVE NUMBERED CONTRACT/ORDERED IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).							
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:							
<input checked="" type="checkbox"/> D. OTHER (Specify type of modification and authority) <b>BY MUTUAL AGREEMENT OF THE PARTIES</b>							
<b>E. IMPORTANT:</b> Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return <u>3</u> copies to the issuing office.							
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible)							
THIS MODIFICATION MAKES THE FOLLOWING CHANGES:							
1. Article 1 of the Lease Agreement is hereby amended by deleting therefrom the words "Government does hereby lease, rent, and demise to Lessee, and Lessee does hereby rent from the Government four racks, and one microwave dish at the Leased Premises, as more particularly described as the Consolidated Area Radio Trunking System (CARTS 2) as shown in Attachment A, attached hereto and made a part hereof, together with all improvements and all related Personal Property as described and/or shown in Attachment A, and with all rights of access to the Leased Premises for ingress, egress, parking, and utilities as provided in accordance with Paragraphs 10 and 30 below," and replacing it with "Government does hereby lease, rent, and demise to Lessee, and Lessee does hereby rent from the Government at the Leased Premises, more particularly described as two racks in Bldg. 503, four racks in Bldg. 504, one microwave dish antenna on Tower 505, and two dipole antennas on Tower 511, as shown in Attachment A and attached hereto and made a part hereof, together with all improvements and related Personal Property as described and/or shown in Attachment A, and with all rights of access to the Leased Premises for ingress, egress, parking, and utilities as provided in accordance with Paragraphs 10 and 30 below."							
Continued on Page 2 of this modification.							
Except as provided herein, all terms and conditions of the document referenced in Item 19A or 10A, as heretofore changed, remains unchanged and in full force and effect							
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)			
15B. CONTRACTOR/OFFEROR  BY _____ (Signature of Person Authorized to Sign)		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA  BY _____ (Signature of Contracting Officer)		16C. DATE SIGNED	



## INSTRUCTIONS

Instructions for items other than those that are self-explanatory, are as follows:

(a) Item 1 (Contract ID Code). Insert the contract type identification code that appears in the title block of the contract being modified.

(b) Item 3 (Effective Date).

(1) For a solicitation amendment, change order, or administrative change, the effective date shall be the issue date of the amendment, change order, or administrative change.

(2) For a supplemental agreement, the effective date shall be in the date agreed to by the contracting parties.

(3) For a modification issued as an initial or confirming notice of termination for the convenience of the Government, the effective date and the modification number of the confirming notice shall be the same as the effective date and modification number of the initial notice.

(4) For a modification converting a termination for default to a termination for the convenience of the Government, the effective date shall be the same as the effective date of the termination for default.

(5) For a modification confirming the contracting officer's determination of the amount due in settlement of a contract termination, the effective date shall be the same as the effective date of the initial decision.

(c) Item 6 (Issued By). Insert the name and address of the issuing office. If applicable, insert the appropriate issuing office code in the code block.

(d) Item 8 (Name and Address of Contractor). For modifications to a contract or order, enter the contractor's name, address, and code as shown in the original contract or order, unless changed by this or a previous modification.

(e) Items 9, (Amendment of Solicitation No. -- Dated, and 10, (Modification of Contract/Order No. -- Dated). Check the appropriate box and in the corresponding blanks insert the number and date of the original solicitation, contract, or order.

(f) Item 12 (Accounting and Appropriation Data). When appropriate, indicate the impact of the modification on each affected accounting classification by inserting one of the following entries:

(1) Accounting classification .....  
Net increase \$.....

(2) Accounting Classification .....  
Net decrease \$.....

NOTE: If there are changes to multiple accounting classifications that cannot be placed in block 12, insert an asterisk and the words "See continuation sheet."

(g) Item 13. Check the appropriate box to indicate the type of modification. Insert in the corresponding blank the authority under which the modification is issued. Check whether or not contractor must sign this document. (See FAR 43.103.)

(h) Item 14 (Description of Amendment/Modification).

(1) Organize amendments or modifications under the appropriate Uniform Contract Format (UCF) section headings from the applicable solicitation or contract. The UCF table of contents, however, shall not be set forth in this document.

(2) Indicate the impact of the modification on the overall total contract price by inserting one of the following entries:

(i) Total contract price increased by \$.....

(ii) Total contract price decreased by \$.....

(iii) Total contract price unchanged.

(3) State reason for modification.

(4) When removing, reinstating, or adding funds, identify the contract items and accounting classifications.

(5) When the SF30 is used to reflect a determination by the contracting officer of the amount due in settlement of a contract terminated for the convenience of the Government, the entry in Item 14 of the modification may be limited to —

(i) A reference to the letter determination; and

(ii) A statement of the net amount determined to be due in settlement of the contract.

(6) Include subject matter or short title of solicitation/contract where feasible.

(i) Item 16B. The contracting officer's signature not required on solicitation amendments. The contracting officer's signature is normally affixed last on supplemental agreements.



**N6247309RP00005**

**LEASE BETWEEN METROPOLITAN TRANSIT SYSTEM AND UNITED STATES  
GOVERNMENT**

**MODIFICATION FOUR (4)**

**PAGE 2**

2. Article 3 of the lease, "Consideration", is hereby amended by replacing the "Rent Schedule" with the following:

Year 1: 15 January 2019 through 14 January 2020:	\$48,380.99
Year 2: 15 January 2020 through 14 January 2021:	\$73,263.50 (see #3 below)
Year 3: 15 January 2021 through 14 January 2022:	\$92,700.00
Year 4: 15 January 2022 through 14 January 2023:	\$95,481.00
Year 5: 15 January 2023 through 14 January 2024:	\$98,345.43

3. During Year 2, MTS requested use of additional space in Building 503 and Tower 511 beginning 15 June 2020, therefore the additional amount due has been increased by an additional \$23,431.09 for a total of \$73,263.50 for the period 15 January 2020 through 14 January 2021.



Honorable Nathan Fletcher, Chair Metropolitan Transit System  
James R. Mills Building, Board Meeting Room 10<sup>th</sup> Floor  
1255 Imperial Avenue, San Diego CA 92101



LOCAL 465



***RE: Essential Workers at MTS Deserve Essential Pay***

Chair Fletcher and MTS Board,

My name is Nate Fairman and I proudly represent 260 workers at San Diego Metropolitan Transit System including maintenance workers, mechanics, trolley flaggers and bus servicers. I write you today in solidarity alongside Cesar Buenaventura, President of ATU 1309 and our 525 fellow MTS Union siblings in our call for the agency to acknowledge the risks our combined 785 Union members take each day reporting to work on the front lines of the COVID-19 pandemic. MTS workers have been deemed essential and while hundreds of thousands of our city residents work remotely or shelter in place our transit workers proudly report to work each day to ensure the rest of the essential workers and first responders have a reliable form of public transit.

As many of you are aware, transit workers across this nation have been infected by COVID-19 at an alarming rate. Concerned members of both of our Local Unions have been reaching out to us about recent exposures, risks, and even worker deaths around the country. 8 NY Transit workers have already died due to COVID-19 (<https://slate.com/news-and-politics/2020/04/essential-workers-deaths-underclass.html>). *Our members are essential, but they are not expendable.* The time is now to recognize the sacrifices MTS employees make, recognize the risks they take, and show them we appreciate our essential workforce at a time where we are producing videos and commercials calling them “heroes”. They are heroes and they deserve to be paid like heroes.

This concept of “hazard pay” has gained mainstream attention, even being proposed as law in both the US Senate (<https://www.forbes.com/sites/terinaallen/2020/04/17/senate-proposal-up-to-25000-pay-raise-for-these-essential-workers/#392887ba7f19>) and House of Representatives (<https://www.democrats.senate.gov/hero-fund-final>) garnering bi-partisan support. Dozens of companies and public agencies have also recognized their frontline heroes by reaching hazard pay agreements with their unions (AT&T, Vons, City of Donna, City of Augusta, City of Atlanta, State of Maine, PG&E, Rite Aide, Gelson’s etc.) and we call on MTS to do the same for our local heroes.

On behalf of the combined 785 MTS employees, Union members of ATU 1309 and IBEW Local 465, we respectfully request the MTS Board to consider awarding a **10% Essential Worker Differential** to employees represented by ATU and the IBEW retroactive to March 13<sup>th</sup> and effective until Governor Newsom ends the emergency declaration.

In Solidarity,

Nate Fairman  
Business Manager  
IBEW Local Union 465

Cesar Buenaventura  
President  
ATU Local Union 1309

The undersigned elected leaders stand in Solidarity with the Union workers of MTS, support their call for their essential worker differential, and urge the MTS Board of Directors to approve the request of the workers:



Ben Hueso  
CA State Senator  
40<sup>th</sup> Senate District



Mark West  
City Councilmember  
Imperial Beach



Colin Parent  
Executive Director  
Circulate San Diego



Keith Maddox  
Secretary Treasurer  
SD Labor Council



Todd Gloria  
CA Assemblymember  
78<sup>th</sup> Assembly District





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**REVISED**

## **Agenda Item No. 25**

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

May 14, 2020

#### SUBJECT:

PROPOSED FISCAL YEAR (FY) 2021 OPERATING BUDGET (MIKE THOMPSON)

#### RECOMMENDATION:

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

- 1) Hold a public hearing, receive testimony, and review and comment on the Fiscal Year (FY) 2021 budget information (Attachment A) presented in this report;
- 2) Include \$3.0M in Employee Appreciation Bonus to be funded with CARES Act funds; and
- 4)3) Enact Resolution No. 20-8 (in substantially the same format as Attachment B) adopting the FY 2021 operating budget for MTS and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services and the Coronado Ferry.

#### Budget Impact

The action today establishes the FY 2021 operating budget totaling \$345.6 million.

#### DISCUSSION:

##### Fiscal Year 2021 Budget Recap

The following is a recap of the FY21 budget process:

- MTS uses a zero based budgeting process that begins in December each year. In the 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 for approval and adoption.

- In February 2020, staff had its first meeting with the BDC. During this meeting, staff reviewed and recommended approval of the FY 2020 midyear operating budget amendment and the FY 2021 Capital Improvement Program (CIP). Board approval of these items was postponed until the April meeting as a result of COVID-19 social distancing efforts. During the February BDC meeting, staff also presented a preliminary forecast of the FY 2021 operating budget based on high-level expense and revenue assumptions.
- On April 3, 2020, staff held its second meeting with the BDC. During this meeting, staff reviewed the most current draft of the proposed FY 2021 operating budget. The proposed draft did not include any impacts related to COVID-19. The rationale was to adopt the original budget with no COVID-19 impacts as a baseline, gather more data during the coming months, and then amend the budget in October when actual data was available to base projections on. However, the consensus after the BDC was that staff should include high level expense and revenue assumptions related to the COVID-19 pandemic in order to capture probable outcomes including reduced passenger revenue, reduced sales tax revenue, and increased expenses related to the pandemic. Staff developed a new draft of the budget that included the projected impacts of the pandemic. As recommended in this BDC meeting, staff also revised the FY 2020 amended budget to include the projected fiscal impacts of COVID-19.
- On April 16, 2020, staff presented a revised draft of the FY 2021 operating budget, including the projected impacts from COVID-19 to the MTS Board. In this meeting, the Board reviewed the proposed draft and forwarded the recommendation that staff hold a public hearing on May 14, 2020 with the purpose of reviewing and approving the proposed combined MTS FY 2021 Operating Budget. Since this meeting, staff has finalized the proposed FY 2021 operating budget (Attachment A).
- In this meeting, staff will review all the assumption changes made to the operating budget and present a proposed balanced draft budget for FY21.

#### Fiscal Year 2021 Operating Budget

The FY 2021 total budgeted revenue is projected at \$345.6 million, and total projected expenses are budgeted at \$345.6 million, resulting in a balanced budget for FY21. Attachment A is the draft of the proposed FY21 Operating Budget.

#### Fiscal Year 2021 Revenues

Section 3.02 of Attachment A, summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, FY21 combined revenues total \$345.6 million, an increase from the FY20 amended budget of \$35.2 million (11.3%).

Operating revenue totals \$69.2 million, a decrease from the FY 2020 amended budget totaling \$25.8 million (-27.2%). Passenger revenues are decreasing by \$22.7 million (-29.7%) due to projected decreases in ridership as a result of COVID-19. Section 3.03 details the passenger revenues by MTS Operator. Other operating revenues are decreasing by \$3.2 million (-17.0%) as a result of the pandemic. This includes projected decreases in energy credit revenue, interest revenue, advertising revenue, lease revenues, and other miscellaneous revenues as a result of the pandemic. Section 3.04 provides a summary by business area for other operating revenue.

Section 3.05 details the non-operating revenues by funding source. Non-operating revenue includes both subsidy revenue and other revenue.

Subsidy revenue totals \$276.1 million, an increase from the FY 2020 amended budget of \$61.0 million (28.3%). 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 is expected to decrease by \$6.8 million from the FY 2020 amended budget to \$78.8 million in total. On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided \$25 billion to the transit industry nationwide. MTS is expected to receive \$220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. This proposed FY 2021 operating budget includes \$101.6 million in CARES Act funding to cover the projected operating deficits resulting from COVID-19. The overall amount of federal revenues in the operating budget is projected to increase by \$69.1 million (71.4%)

Regional sales tax receipts were originally projected to grow by 3.0% year over year for FY 2021. However, as a result of COVID-19, the San Diego Association of Governments (SANDAG) is reforecasting sales tax projections for the region. The current budget draft projects a decrease of \$23 million (-21.0%) from the original forecasted sales tax revenues available for the operating budget. TDA revenue in the FY 2021 operating budget is projected to increase by \$2.5 million (4.3%) over the FY 2020 amended budget. Although sales tax revenues are expected to decrease overall, TDA included in the operating budget will increase due to the transfer of \$11.0 million in funds from the CIP for increased Blue Line trolley service and bus service.

TransNet formula revenue is projected to decrease by \$2.8 million for FY 2021 (-10.4%) from the FY 2020 amended budget. MTS also receives TransNet as operating assistance for TransNet funding service, which includes Superloop, I-15 BRT, Mid-City Rapid, and South Bay BRT. TransNet operating assistance is projected to be \$13.0 million in FY 2021, an increase of \$836,000 from the FY 2020 amended budget, which is primarily due to increases in janitorial and landscaping contract costs for passenger facilities and increasing overall operating expenses for directly operated bus service. In total, TransNet revenues are projected to decrease \$2.0 million (-5.1%) from the FY 2020 amended budget.

Fiscal year to date (in FY 2020), MTS has received \$13.1 million of the originally projected \$28.9 million of State Transit Assistance (STA) funding. This funding is primarily programmed in the CIP, but \$11.3 million was originally planned in the operating budget again this year to fund service increases, replace lost Medi-Cal revenue, and address the structural deficit. Due to COVID-19, MTS has reduced STA revenues in the FY 2021 operating budget to \$1.3 million, a reduction of \$8.0 million from the FY 2020 amended budget.

Other state revenue is projected to be \$300,000 in FY21, a decrease of \$589,000 from the FY 2020 amended budget. The decrease is due to a reduction in Medi-Cal revenue from the FY 2020 amended budget. The FY 2020 amended budget included revenue from prior fiscal years which had been delayed while the State was revising claiming procedures as a result of a legislative change.

Other local funding is projected to be \$9.7 million, remaining at the same level as the FY 2020 amended budget.

Consolidated subsidy revenue totals \$276.1 million, an increase from the FY 2020 amended budget totaling \$61.0 million (28.3%).

Within other revenue, reserve revenue totals \$291,000, an increase of \$81,000 from the FY 2020 amended budget of \$211,000. Taxicab Administration and San Diego & Arizona Eastern are self-funded activities. In total, they are projected to utilize \$291,000 of reserve revenue to balance their budgets, an increase of \$256,000 from the FY 2020 amended budget. With this draft, there is no projected MTS contingency reserve usage.

#### Fiscal Year 2021 Expenses

Section 2.01 contains the total revenues as detailed above and the total proposed expenses for FY 2021. Sections 4, 5 and 6 summarize the operating expense budgets for each operating division and administrative department. As indicated within these schedules, FY 2021 combined expenses totaled \$345.6 million, an increase from the FY20 amended budget of \$35.2 million (11.3%). Proposed service levels are planned to return to full service levels by July, including the reinstatement of the added Blue Line trolley service that went into effect in January. The budget draft also still includes additional bus service planned for FY 2021. Section 10.02 contains the proposed service levels for FY 2021, showing an increase of 217,000 revenue service hours (8.5%) over FY 2020 service levels.

Within operating expenses, personnel expenses are projected to increase from the FY 2020 amended budget by \$22.5 million (15.6%). Section 10.05 shows the proposed Salary Grade Ranges for FY 2021, which reflect a 2.4% increase from the amended FY 2020 ranges based on increases in the Consumer Price Index for the San Diego Region. The budget includes a 3.0% merit pool and a 1.5% Performance Incentive Program for the fiscal year. Base Health and Welfare costs (net of COVID-19 impact) are increasing 11.0% primarily due to the FY 2020 amended budget being artificially low due to a one-time settlement paid to MTS. Net of the one-time settlement payment, base Health and Welfare costs are increasing 5.6% above the FY 2020 amended budget. In response to COVID-19, staff is also including an additional \$1.0 million in projected Health and Welfare costs to cover increasing premiums as a result of the pandemic. Pension costs are increasing \$17.6 million (41.0%) over the FY20 amended budget, primarily due a projected increase of \$15.0 million in employer contributions for the San Diego Transit pension plan as a result of lower investment returns. All other personnel costs are increasing by 4.2%, primarily driven by increased service levels for both Bus and Rail Operations.

In addition, staff is recommending a one-time employee appreciation bonus for all in house and contracted employees in recognition for their continued efforts during the Covid-19 pandemic. If approved by the Board, staff would amend contracts to include the bonus and fund the bonus in the FY 2021 operating budget. It is anticipated that any



deficit caused by this expense would trigger reimbursement by the CARES Act. The budget would be amended at a later date to reflect this approved expense.

Purchased transportation costs are projected to increase from the FY 2020 amended budget by \$7.9 million (10.2%). This is primarily due to a 5.7% rate increase for Paratransit services and a 3.7% rate increase for Minibus services included in the newly awarded First Transit contract. The rate for Transdev fixed route services is increasing 2.5% year above the prior year. The increase in expenses is a result of reduced service levels in April 2020 and the FY 2021 budget assumes a return to originally planned service levels for the start of FY 2021.

Excluding purchased transportation, other outside service expenses are projected to decrease from the FY 2020 amended budget by \$397,000 (-1.3%). This is primarily due to decreasing compass card software costs, ballot measure costs, and repair and maintenance costs. These decreases are partially offset by increases in Information Technology expenses, and the inclusion of \$564,000 of Closed-Circuit Television (CCTV) maintenance costs in the FY 2021 operating budget. CCTV maintenance costs were previously funded by the California Proposition 1B grant program and tracked in the CIP. The Proposition 1B grant program expired in FY 2020 and the operating portion of these expenses now need to be funded in the operating budget.

Materials and supplies costs are projected to decrease by \$384,000 (-2.8%) primarily due to a decrease in projected revenue vehicle parts expenses for directly operated bus operations.

Staff projects rates for CNG, gasoline, diesel, propane and electricity at \$0.995 per therm, \$3.05 per gallon, \$2.62 per gallon, \$1.55 per gallon and \$0.267 per kWh, respectively. These rate levels and the added service levels result in a projected increase in energy costs of \$4.6 million (15.3%) from the FY 2020 amended budget.

Risk management costs are increasing by \$967,000 (20.1%). The increase is primarily driven by an increase of \$702,000 (23.5%) for insurance premiums; specifically, increases in excess liability and property insurance rates which are occurring state-wide.

Debt service costs are projected to decrease from the FY 2020 amended budget by \$134,000 primarily due to decreasing costs for the Pension Obligation Bonds funding the SDTC Pension Plan.

In total, expenses are projected to increase by \$35.2 million or 11.3% versus the FY 2020 amended budget.

#### Fiscal Year 2021 Other Information

Section 10 of Attachment A provides detail on the five-year forecast and key operating statistics. Section 10.06 provides a list of MTS Reserve balances as of the June 30, 2019 audited results.

#### Five-Year Operating Forecast

Section 10.01 provides a look at MTS operations through FY 2025. This five year period will include the addition of the Mid-Coast Trolley extension beginning in FY 2022. As such, operating revenues, TransNet revenues and operating expenses will increase accordingly to account for the added service levels.

Operating revenues are projected to increase by approximately 50.3% in FY22 due to the opening of Mid-Coast as well as the gradual return of customers who limited use of transit during the COVID-19 pandemic. Approximately 10.6% and 10.4% increases are projected for FY23 and FY24, respectively, as MTS core customers continue to return from the pandemic and Mid-Coast is fully operational. Operating revenues are projected to increase 2.4% in FY 2025 as a result of organic passenger growth. Sales tax projections average an increase of 7.3 percent over the next four fiscal years, which impacts MTS's TDA and TransNet subsidy revenue. The FY 2021 baseline for sales tax revenue is low due to the COVID-19 impact, hence the high 7.3% increase per year as the normal economic activity is projected to resume throughout the region. CARES Act revenues totaling \$220 million are projected to offset operating deficits into FY 2023. In total, revenues are projected to increase by an average of 10.5 percent over the next four fiscal years. Expenses are projected to increase by approximately 3.2 percent over the following four fiscal years primarily due to general inflation.

With projected expense growth exceeding projected revenue growth, the current five-year operating forecast shows projected deficits each subsequent fiscal year, beginning with a deficit of \$295,000 in FY 2022 and growing to \$32.0 million deficit in FY 2025.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachments: A. Proposed FY 2021 Operating Budget  
B. Resolution No. 20-8



**Fiscal Year 2021**

# **Proposed Budget**

**Public Hearing and  
Board Adoption  
Agenda Item No. 25**

**May 14, 2020**

**Metropolitan Transit System**



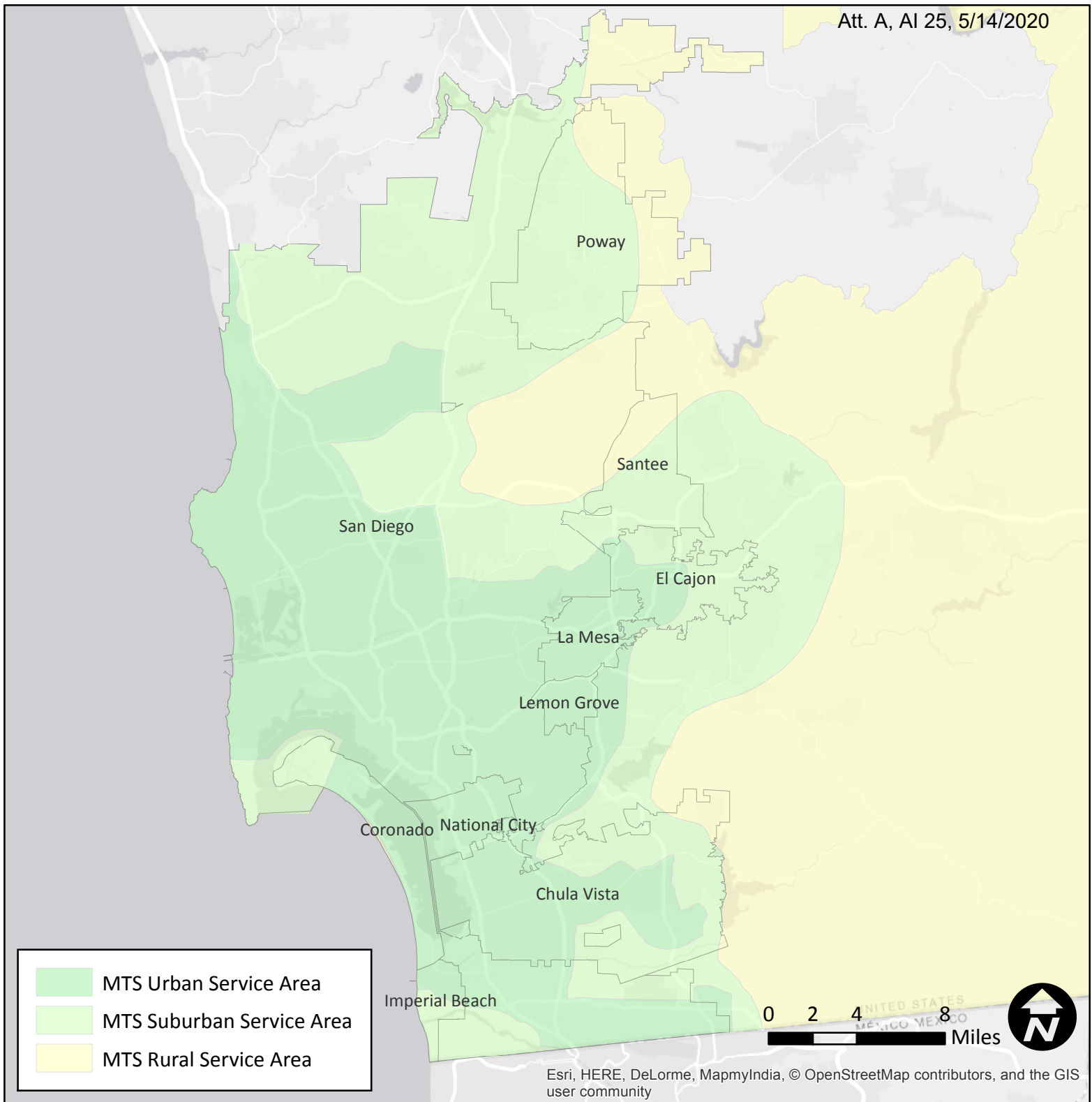
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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
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**San Diego Metropolitan Transit System**

**Area of Jurisdiction**

**June 2020**



SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
System Summary  
Fiscal Year 2021  
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 798 buses, 72% of which are powered by environmentally friendly compressed natural gas. In fiscal year (FY) 2021, 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 over 2.2 million revenue hours while traveling 26.7 million revenue miles across San Diego County. FY21 ridership for all MTS routes is projected at approximately 26.9 million passengers, a sharp decline from prior years as projected due to the COVID-19 pandemic.

### Rail Operations

MTS Rail Operations (SDTI) operate and maintain a fleet of 164 light rail vehicles (LRVs) to provide transit service over three separate operating line segments. The Blue Line operates from the US/Mexico border through downtown San Diego and terminates at the Old Town Transit Center. The Orange Line serves the East County communities from El Cajon through downtown San Diego. The Green Line operates from Santee along Mission Valley and serves the campus of SDSU through a short tunnel section before continuing to the Imperial Avenue Station, via the Bayside Corridor. The Blue Line now terminates at the America Plaza Station and the Orange Line terminates at the Courthouse Station. The entire system encompasses 54.3 total miles (107.6 total track miles) of light rail transit (LRT) to 53 transit centers. Regular LRT service is provided virtually around the clock with a 22-hour service window with 511 daily scheduled train trips (and many more during special events). FY21 ridership for the MTS rail system is projected at approximately 21 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. This ferry service transports approximately 79,000 passengers per year. This service operates on weekdays only in the mornings between the hours of 4:50 a.m. and 8:35 a.m. and in the afternoons between 2:00 p.m. and 6:30 p.m.



SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
 Rail Operations Description of Activities  
 Fiscal Year 2021  
 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 38-year operating history, maturing through nine service expansions to one of the largest LRT systems in North America, at over 54 miles in length.

The LRT operation consists of three separate operating line segments. The Blue Line operates from the San Ysidro Transit Center through downtown San Diego and terminates at the America Plaza station. The Orange Line serves East County communities from the El Cajon Transit Center through downtown San Diego, terminating at the Courthouse station. Patrons from both the Orange and Blue lines transfer to Green Line service at the Imperial or Santa Fe Depot stations. The Green Line operates from Santee Town Center station through Mission Valley and serves the campus of SDSU via a subway. It continues through Old Town to downtown San Diego along the Bayside corridor, serving the Convention Center, major hotel chains and PETCO Park - home of the San Diego Padres, before terminating at the 12<sup>th</sup> and Imperial Transit Center where it connects with the Blue and Orange Lines. The entire system (all three line segments) provides low-floor service where on-time performance and service efficiencies continue to enhance the ridership experience.

The system operates and maintains a current fleet of 164 Siemens light rail vehicles. This includes 43 SD100 LRVs (9 of the original SD100 LRV have been retired), 11 S70 (90 foot), 65 S70 (80 foot) low-floor LRVs, and the 45 additional S70 low-floor LRVs acquired to support both service enhancements to the existing system (9), as well as the Mid-Coast Corridor extension (36). The original 71 U-2 LRV fleet has been decommissioned. 18 U2 vehicles were acquired by Metrotranvia in the Province of Mendoza, Argentina. 18 U2 vehicles were acquired by a consulting firm on behalf of Knoxville, Tenn. for future use. Several U2s LRVs have been placed in museums, some in trade for restorable PCC cars. Two U-2s have been placed with The Department of Homeland Security (DHS) for emergency response training in Lackland, TX. 1 U2 will be provided 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. The remaining decommissioned U2s have been recycled. 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 now fixed at a minimum of S70-SD100-S70 (at least two low-floor LRVs per train) dramatically reducing system delays with the deployment of more efficient wheel chair 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 21.3 million passengers in FY21, sharply lower than historical averages due to the COVID-19 pandemic. Light rail service is provided to 53 stations and transit centers across seven local jurisdictions, each with separate emergency response (police, fire and paramedic) services. Currently, MTS Rail Operations operates 511 weekday scheduled trips and many more during special events. While average weekday ridership is approximately 118,000, this number increases substantially when event service is provided. Major special events include those at PETCO Park (Padres), San Diego County Credit Union Stadium events, ComicCon, Oktoberfest, etc. Regular LRT service is provided virtually around the clock with a 22-hour service window. Increased service during special events will be highly dependent on the progression of the COVID-19 pandemic and the associated reopening of San Diego for normal business operations.

The Mid-Coast Corridor Transit Project, a TransNet II early action item, was initiated in FY10. When complete, the rail line will extend from the Old Town Transit Center up to the campus of UCSD and the University City area of La Jolla. This will be the 10<sup>th</sup> service expansion of the LRT system, with the estimated commencement of revenue service scheduled in Fall of 2021.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
 Directly Operated Bus Services Description of Activities  
 Fiscal Year 2021  
 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 274 buses is projected to carry 12.6 million customers in FY21.

SDTC, now referred to as MTS Bus, directly operates 27 routes, 16 Urban/Local routes, 5 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 City of La Mesa in East County. 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. 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 FY 20, MTS implemented a Zero Emission Bus Pilot Program with 6, 40ft Battery Electric buses (BEB's). The remainder of the MTS Bus fleet is powered by environmentally friendly compressed natural gas (CNG).

MTS Bus emphasizes defensive driving and is committed to providing safe transportation resulting in significantly reducing the preventable accident rate (AFR) over the five last 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 400,000 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 Compass Service Center provides customer support for the entire San Diego region for Compass Card and Compass Cloud, 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 Compass Card 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 2021  
Section 1.03

### General System Summary

MTS Contracted Bus Services directly contracts with private transportation providers to operate fixed-route, shuttle, minibuses, 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, FY21 ridership for MTS contracted fixed routes is estimated at 14.0 million passengers. In FY21, contract bus services will operate a total of 73 traditional fixed and shuttle-type routes, logging approximately 1.1 million revenue hours while traveling approximately 12.1 million fixed-route revenue miles across San Diego County. Currently, MTS contracted bus operations have long-term service contracts with two private transportation providers. A brief description of the companies and the services they provide for MTS follows.

### Transdev North America

Transdev North America, Inc. (previously named Veolia Transportation) 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, Stanford University, 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 Veolia, a leading environmental services company, and Caisse des Dépôts, 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 2015, 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 July 1, 2015, has a value estimated to be \$735.4 million over the full 12-year contract term (6 base years with two 3 year options available to MTS).

### South Bay Division

MTS's South Bay Division operates 32 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 239 MTS-owned compressed natural gas (CNG) fueled transit buses. All of these buses are operated, serviced and fueled at the MTS-owned South Bay Division located at 3650A Main Street in Chula Vista.

This division was expanded in the Fall of 2014 to be able to operate and maintain up to 250 plus buses. The expansion includes a new administration building, a new 48,000 square foot bus maintenance facility, and a new state-of-the-art dual bus wash.

From MTS' South Bay Division, Transdev operates the new South Bay Rapid (Route 225), all of the 700-series routes and the majority of the 900-series routes providing 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 239 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 18 fixed routes, 4 rural routes, and 2 express routes in the eastern, northern and rural areas of San Diego County. These routes utilize 66 MTS-owned CNG transit buses, 24 MTS-owned diesel 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.

Transdev operates the 800-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 and Spring Valley. 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.

### First Transit, Inc.

First Transit, Inc., part of FirstGroup America based in Cincinnati, Ohio, is one of the largest private-sector providers of passenger transportation contract and management services in the North America. With more than 60 years of experience, First Transit provides operation, management and consulting for more than 300 locations in 39 states, 4 Canadian Provinces, Puerto Rico, Panama and India for transit authorities, state departments of transportation, colleges and universities, airports,

municipal organizations and private companies. First Transit is supported by 19,500 employees across North America.

FirstGroup America owns and/or operates over 108,000 school and transit buses, and maintains many more vehicles in over 1,100 locations in the United States and Canada. FirstGroup America is comprised of three divisions:

- First Student, the largest provider of school bus transportation and charter services, with 5 million student journeys per day.
- First Transit and First Vehicle Services, which provides transit contracting, management and maintenance services.
- Greyhound, which provides scheduled inter-city bus transportation services in the United States and Canada.

FirstGroup plc, the parent company of FirstGroup America, employs over 110,000 people worldwide, and carries more than 2.5 billion passengers a year through the provision of bus, ADA paratransit and rail services. FirstGroup plc. is a publicly traded company listed on the London Stock Exchange and is headquartered in Aberdeen City, Scotland. FirstGroup is the largest bus and passenger rail operator in the U.K.

### Copley Park Division

#### *ADA Paratransit Service*

First Transit operates 107 propane, 45 gasoline powered, MTS-owned paratransit buses, to provide ADA paratransit service throughout the entire MTS service area. All of these buses are operated, serviced and fueled at the MTS-owned/leased Copley Park Division located at 7490/7550 Copley Park Place in Kearny Mesa. In addition, First Transit operates the reservation call center, scheduling, dispatching and maintenance for MTS's ADA paratransit services which provides approximately 492,000 annual trips.

First Transit has been the ADA paratransit provider for MTS since 2000. The existing contract is expiring June 30, 2020. MTS recently completed the procurement process for a new contract to provide paratransit and minibuses services. First Transit was awarded the new contract on April 16<sup>th</sup>, 2021, which is scheduled to begin July 1, 2021. The newly awarded contract includes six base years with four option years and has a value of \$333 million, with an estimated \$258 million being for paratransit services.

#### *Fixed Route Service*

First Transit was awarded the MTS minibuses and paratransit contract by the MTS Board in April 2020. Minibuses services operates from the MTS Copley Park Division in Kearny Mesa. The newly awarded paratransit and minibuses contract has a total value of \$333 million, with an estimated \$75 million being for minibuses services over the 10-year contract period. 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 minibuses operation at the same location, thus, taking full advantage of the many operating synergies.

First Transit began minibuses 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 17 weekday fixed routes (including one express route) and 17 weekend fixed routes.

First Transit also operates the Sorrento Valley Coaster Connection (SVCC) shuttle service, which utilizes MTS-owned minibuses. This service consists of five routes that travels on weekdays from the Sorrento Valley Coaster Station to Sorrento Mesa, Carroll Canyon, Torrey Pines, UTC and UCSD.



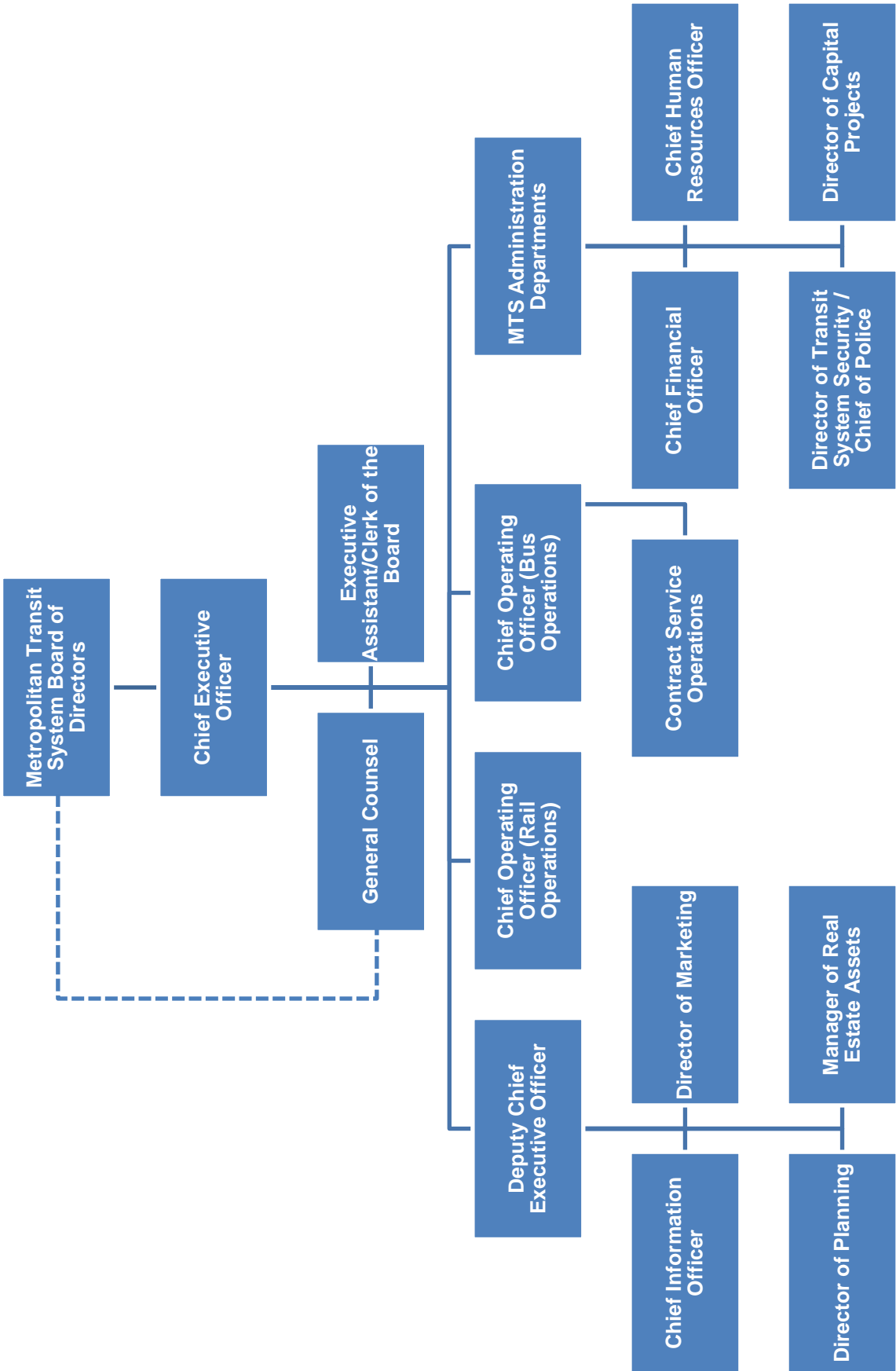
SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Coronado Ferry Description of Activities  
Fiscal Year 2021  
Section 1.03

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 2021  
Section 1.04



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATING BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 2.01**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	92,225,171	76,296,286	53,638,855	(22,657,431)	-29.7%
OTHER OPERATING REVENUE	21,095,287	18,733,118	15,553,386	(3,179,732)	-17.0%
<b>TOTAL OPERATING REVENUES</b>	<b>113,320,458</b>	<b>95,029,404</b>	<b>69,192,241</b>	<b>(25,837,163)</b>	<b>-27.2%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	179,574,556	215,127,907	276,086,188	60,958,281	28.3%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	1,217,669	210,552	291,386	80,834	38.4%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	1,217,669	210,552	291,386	80,834	38.4%
<b>TOTAL NON OPERATING REVENUE</b>	<b>180,792,225</b>	<b>215,338,459</b>	<b>276,377,575</b>	<b>61,039,116</b>	<b>28.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>294,112,683</b>	<b>310,367,863</b>	<b>345,569,815</b>	<b>35,201,952</b>	<b>11.3%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	80,741,378	85,057,224	90,434,319	5,377,095	6.3%
FRINGE EXPENSES	54,090,497	59,156,559	76,298,182	17,141,623	29.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>134,831,874</b>	<b>144,213,783</b>	<b>166,732,501</b>	<b>22,518,718</b>	<b>15.6%</b>
SECURITY EXPENSES	7,144,401	8,806,200	9,095,260	289,060	3.3%
REPAIR/MAINTENANCE SERVICES	5,232,381	5,909,399	5,668,055	(241,344)	-4.1%
ENGINE AND TRANSMISSION REBUILD	1,301,987	1,385,782	1,256,000	(129,782)	-9.4%
OTHER OUTSIDE SERVICES	13,015,796	15,242,430	14,927,103	(315,327)	-2.1%
PURCHASED TRANSPORTATION	76,167,320	77,286,010	85,199,888	7,913,878	10.2%
<b>TOTAL OUTSIDE SERVICES</b>	<b>102,861,886</b>	<b>108,629,821</b>	<b>116,146,306</b>	<b>7,516,485</b>	<b>6.9%</b>
LUBRICANTS	537,478	539,000	490,500	(48,500)	-9.0%
TIRES	1,176,572	1,276,500	1,300,500	24,000	1.9%
OTHER MATERIALS AND SUPPLIES	11,097,015	12,088,472	11,728,972	(359,500)	-3.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>12,811,065</b>	<b>13,903,972</b>	<b>13,519,972</b>	<b>(384,000)</b>	<b>-2.8%</b>
GAS/DIESEL/PROPANE	3,585,729	3,041,655	3,217,394	175,739	5.8%
CNG	9,549,477	9,559,000	11,707,795	2,148,795	22.5%
TRACTION POWER	12,392,850	12,828,000	15,019,200	2,191,200	17.1%
UTILITIES	4,369,647	4,571,988	4,632,733	60,745	1.3%
<b>TOTAL ENERGY</b>	<b>29,897,703</b>	<b>30,000,643</b>	<b>34,577,122</b>	<b>4,576,479</b>	<b>15.3%</b>
<b>RISK MANAGEMENT</b>	<b>3,238,685</b>	<b>4,800,099</b>	<b>5,767,261</b>	<b>967,162</b>	<b>20.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>4,417,343</b>	<b>6,583,712</b>	<b>6,671,258</b>	<b>87,546</b>	<b>1.3%</b>
<b>DEBT SERVICE</b>	<b>1,480,911</b>	<b>985,064</b>	<b>850,778</b>	<b>(134,286)</b>	<b>-13.6%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>1,132,909</b>	<b>1,250,772</b>	<b>1,304,617</b>	<b>53,845</b>	<b>4.3%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>290,672,375</b>	<b>310,367,866</b>	<b>345,569,815</b>	<b>35,201,949</b>	<b>11.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(177,351,917)</b>	<b>(215,338,462)</b>	<b>(276,377,575)</b>	<b>61,039,112</b>	<b>28.3%</b>
OVERHEAD ALLOCATION	1	(0)	(0)	-	0.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(177,351,916)</b>	<b>(215,338,462)</b>	<b>(276,377,575)</b>	<b>61,039,112</b>	<b>28.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>3,440,309</b>	<b>(3)</b>	<b>0</b>	<b>(3)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS BUDGET  
FISCAL YEAR 2021  
SECTION 2.02**

	ACTUAL FY19	AMENDED BUDGET FY20	PROPOSED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	92,225,171	76,296,286	53,638,855	(22,657,431)	-29.7%
OTHER OPERATING REVENUE	806,345	786,200	280,431	(505,769)	-64.3%
<b>TOTAL OPERATING REVENUES</b>	<b>93,031,516</b>	<b>77,082,486</b>	<b>53,919,286</b>	<b>(23,163,200)</b>	<b>-30.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	177,447,756	210,376,407	275,934,688	65,558,281	31.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>177,447,756</b>	<b>210,376,407</b>	<b>275,934,688</b>	<b>65,558,281</b>	<b>31.2%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>270,479,272</b>	<b>287,458,893</b>	<b>329,853,974</b>	<b>42,395,081</b>	<b>14.7%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	65,353,967	68,900,541	73,653,387	4,752,846	6.9%
FRINGE EXPENSES	47,717,013	53,100,813	69,611,057	16,510,244	31.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>113,070,980</b>	<b>122,001,354</b>	<b>143,264,444</b>	<b>21,263,090</b>	<b>17.4%</b>
SECURITY EXPENSES	720,519	1,070,000	1,176,050	106,050	9.9%
REPAIR/MAINTENANCE SERVICES	5,023,278	5,761,304	5,526,055	(235,249)	-4.1%
ENGINE AND TRANSMISSION REBUILD	1,301,987	1,385,782	1,256,000	(129,782)	-9.4%
OTHER OUTSIDE SERVICES	3,150,786	3,926,030	4,821,084	895,054	22.8%
PURCHASED TRANSPORTATION	76,167,320	77,286,010	85,199,888	7,913,878	10.2%
<b>TOTAL OUTSIDE SERVICES</b>	<b>86,363,891</b>	<b>89,429,126</b>	<b>97,979,077</b>	<b>8,549,951</b>	<b>9.6%</b>
LUBRICANTS	537,478	539,000	490,500	(48,500)	-9.0%
TIRES	1,176,572	1,276,500	1,300,500	24,000	1.9%
OTHER MATERIALS AND SUPPLIES	11,077,030	12,074,672	11,710,702	(363,970)	-3.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>12,791,079</b>	<b>13,890,172</b>	<b>13,501,702</b>	<b>(388,470)</b>	<b>-2.8%</b>
GAS/DIESEL/PROPANE	3,445,473	2,899,155	3,074,644	175,489	6.1%
CNG	9,549,477	9,559,000	11,707,795	2,148,795	22.5%
TRACTION POWER	12,392,850	12,828,000	15,019,200	2,191,200	17.1%
UTILITIES	3,669,351	3,816,791	3,869,022	52,231	1.4%
<b>TOTAL ENERGY</b>	<b>29,057,151</b>	<b>29,102,946</b>	<b>33,670,661</b>	<b>4,567,715</b>	<b>15.7%</b>
<b>RISK MANAGEMENT</b>	<b>2,714,835</b>	<b>3,968,272</b>	<b>4,949,443</b>	<b>981,171</b>	<b>24.7%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>679,310</b>	<b>869,204</b>	<b>844,688</b>	<b>(24,516)</b>	<b>-2.8%</b>
<b>DEBT SERVICE</b>	<b>736,856</b>	<b>612,915</b>	<b>477,465</b>	<b>(135,450)</b>	<b>-22.1%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>945,602</b>	<b>1,054,772</b>	<b>1,088,467</b>	<b>33,695</b>	<b>3.2%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>246,359,703</b>	<b>260,928,761</b>	<b>295,775,947</b>	<b>34,847,186</b>	<b>13.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(153,328,187)</b>	<b>(183,846,275)</b>	<b>(241,856,662)</b>	<b>58,010,386</b>	<b>31.6%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(24,119,769)</b>	<b>(26,530,134)</b>	<b>(34,078,027)</b>	<b>(7,547,892)</b>	<b>28.5%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(177,447,955)</b>	<b>(210,376,409)</b>	<b>(275,934,688)</b>	<b>65,558,279</b>	<b>31.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(199)</b>	<b>(2)</b>	<b>0</b>	<b>(2)</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE BUDGET  
FISCAL YEAR 2021  
SECTION 2.03**

	ACTUAL FY19	AMENDED BUDGET FY20	PROPOSED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	19,160,906	16,805,118	14,170,225	(2,634,893)	-15.7%
<b>TOTAL OPERATING REVENUES</b>	<b>19,160,906</b>	<b>16,805,118</b>	<b>14,170,225</b>	<b>(2,634,893)</b>	<b>-15.7%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	2,126,800	4,751,500	151,500	(4,600,000)	-96.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	1,100,000	175,414	-	(175,414)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	1,100,000	175,414	-	(175,414)	-100.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>3,226,800</b>	<b>4,926,914</b>	<b>151,500</b>	<b>(4,775,414)</b>	<b>-96.9%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>22,387,706</b>	<b>21,732,032</b>	<b>14,321,725</b>	<b>(7,410,307)</b>	<b>-34.1%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	14,824,453	15,660,498	16,286,359	625,861	4.0%
FRINGE EXPENSES	6,108,054	5,864,177	6,422,416	558,239	9.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>20,932,507</b>	<b>21,524,675</b>	<b>22,708,775</b>	<b>1,184,100</b>	<b>5.5%</b>
SECURITY EXPENSES	6,423,882	7,736,200	7,919,210	183,010	2.4%
REPAIR/MAINTENANCE SERVICES	204,000	143,095	137,000	(6,095)	-4.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	9,744,956	11,133,100	9,862,719	(1,270,381)	-11.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>16,372,838</b>	<b>19,012,395</b>	<b>17,918,929</b>	<b>(1,093,466)</b>	<b>-5.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	19,639	13,300	17,270	3,970	29.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>19,639</b>	<b>13,300</b>	<b>17,270</b>	<b>3,970</b>	<b>29.8%</b>
GAS/DIESEL/PROPANE	134,699	136,500	136,750	250	0.2%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	687,217	743,697	752,711	9,014	1.2%
<b>TOTAL ENERGY</b>	<b>821,916</b>	<b>880,197</b>	<b>889,461</b>	<b>9,264</b>	<b>1.1%</b>
<b>RISK MANAGEMENT</b>	<b>458,240</b>	<b>754,026</b>	<b>685,582</b>	<b>(68,444)</b>	<b>-9.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>3,609,878</b>	<b>5,580,988</b>	<b>5,692,383</b>	<b>111,395</b>	<b>2.0%</b>
<b>DEBT SERVICE</b>	<b>744,055</b>	<b>372,149</b>	<b>373,313</b>	<b>1,164</b>	<b>0.3%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>164,171</b>	<b>170,000</b>	<b>190,400</b>	<b>20,400</b>	<b>12.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>43,123,243</b>	<b>48,307,730</b>	<b>48,476,113</b>	<b>168,383</b>	<b>0.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(23,962,337)</b>	<b>(31,502,612)</b>	<b>(34,305,888)</b>	<b>2,803,276</b>	<b>8.9%</b>
OVERHEAD ALLOCATION	24,176,045	26,575,698	34,154,388	7,578,690	28.5%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>213,708</b>	<b>(4,926,914)</b>	<b>(151,500)</b>	<b>(4,775,414)</b>	<b>-96.9%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>3,440,508</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER ACTIVITIES BUDGET  
FISCAL YEAR 2021  
SECTION 2.04**

	ACTUAL FY19	AMENDED BUDGET FY20	PROPOSED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,128,036	1,141,800	1,102,730	(39,070)	-3.4%
<b>TOTAL OPERATING REVENUES</b>	<b>1,128,036</b>	<b>1,141,800</b>	<b>1,102,730</b>	<b>(39,070)</b>	<b>-3.4%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	117,669	35,138	291,386	256,248	729.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	117,669	35,138	291,386	256,248	729.3%
<b>TOTAL NON OPERATING REVENUE</b>	<b>117,669</b>	<b>35,138</b>	<b>291,386</b>	<b>256,248</b>	<b>729.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>1,245,705</b>	<b>1,176,938</b>	<b>1,394,116</b>	<b>217,178</b>	<b>18.5%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	562,957	496,185	494,573	(1,612)	-0.3%
FRINGE EXPENSES	265,430	191,569	264,709	73,140	38.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>828,388</b>	<b>687,754</b>	<b>759,282</b>	<b>71,528</b>	<b>10.4%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	5,104	5,000	5,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	120,054	183,300	243,300	60,000	32.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>125,158</b>	<b>188,300</b>	<b>248,300</b>	<b>60,000</b>	<b>31.9%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	347	500	1,000	500	100.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>347</b>	<b>500</b>	<b>1,000</b>	<b>500</b>	<b>100.0%</b>
GAS/DIESEL/PROPANE	5,557	6,000	6,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	13,080	11,500	11,000	(500)	-4.3%
<b>TOTAL ENERGY</b>	<b>18,637</b>	<b>17,500</b>	<b>17,000</b>	<b>(500)</b>	<b>-2.9%</b>
<b>RISK MANAGEMENT</b>	<b>65,610</b>	<b>77,801</b>	<b>132,236</b>	<b>54,435</b>	<b>70.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>128,156</b>	<b>133,520</b>	<b>134,187</b>	<b>667</b>	<b>0.5%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>23,135</b>	<b>26,000</b>	<b>25,750</b>	<b>(250)</b>	<b>-1.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,189,429</b>	<b>1,131,375</b>	<b>1,317,755</b>	<b>186,380</b>	<b>16.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(61,393)</b>	<b>10,425</b>	<b>(215,025)</b>	<b>225,450</b>	<b>-2162.6%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(56,276)</b>	<b>(45,564)</b>	<b>(76,361)</b>		<b>67.6%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(117,669)</b>	<b>(35,139)</b>	<b>(291,386)</b>	<b>256,248</b>	<b>729.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL IMPROVEMENT PROGRAM  
FY 2021 FUNDING SOURCES (\$000s)  
SECTION 2.05**

<b>Funding Description</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>
Federal Funding Estimate	\$ 78,286	\$ 89,538	\$ 98,843
Transportation Development Act	34,352	38,479	26,474
Proposition 1B	-	-	-
California State Transit Assistance (STA)	18,277	34,147	23,656
California Cap and Trade (TIRCP, LCTOP)	3,000	18,112	11,009
Other Funding	6,615	1,127	3,063
<b>Total Available Funding</b>	<b>\$ 140,530</b>	<b>\$ 181,403</b>	<b>\$ 163,046</b>
Preventive Maintenance	\$ (54,000)	\$ (56,000)	\$ (58,000)
SANDAG Planning Study	(209)	(211)	(214)
Operation Usage	(4,641)	(4,599)	(4,617)
<b>Total Preventative Maintenance/SANDAG Planning</b>	<b>\$ (58,850)</b>	<b>\$ (60,811)</b>	<b>\$ (62,831)</b>
<b>Available Funding for Capital Program</b>	<b>\$ 81,680</b>	<b>\$ 120,592</b>	<b>\$ 100,214</b>

<b>Capital Project Categories</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>
Rail Revenue Vehicles	21,966	22,000	25,971
Bus Revenue Vehicles	26,400	32,453	32,954
Major Facility & Construction Projects	7,256	28,612	10,284
Rail Infrastructure	13,882	19,543	16,973
Other Equipment & Installations	12,176	17,984	14,033
<b>Grand Total</b>	<b>\$ 81,680</b>	<b>\$ 120,592</b>	<b>\$ 100,214</b>

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Summary of Significant Revenue Activities  
Proposed Budget Fiscal Year 2021  
Section 3.01

### Fare Revenue

Fare revenue is detailed in Section 3.03.

Passenger fares make up approximately 15.5 percent of the system's \$345.6 million operating budget. Passenger fares are budgeted to decrease (-29.7 percent) to \$53.6 million for FY21 compared to amended FY20 levels. Total passenger levels for all operators are projected to total 48.2 million, a decrease of 21.5 million (-30.8 percent) from amended FY20 levels. Projected decreases in passengers and passenger revenue are due to the COVID-19 pandemic.

### 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 Taxicab Administration, income from the San Diego and Arizona Eastern (SD&AE) Railway Company and other miscellaneous income.

Total other revenue is budgeted to decrease by \$3.2 million (-17.0 percent) compared to amended FY20 levels, primarily due to the projected COVID-19 pandemic impact on advertising revenues, energy credit revenues, and interest income.

### Non-operating Revenues

MTS receives a variety of non-operating revenues that primarily consist of federal, state and local subsidy funds. Additionally, there are reserve revenues, which reflect projected changes to the reserve balances of Taxicab Administration and San Diego & Arizona Eastern, both self-funded entities.

### Subsidy Income

Subsidy income is detailed in Section 3.05. MTS is budgeting \$276.1 million (an increase of \$61.0 million or 28.3 percent) in subsidy income for FY21. This increase is primarily due to an increase in Federal Transit Administration Coronavirus Aid, Relief, and Economic Security (CARES) Act funds detailed below.

### Federal Transit Administration (FTA)

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 is expected to decrease by \$6.8 million from the FY20 amended budget to \$78.8 million in total. On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided \$25 billion to the transit industry nationwide. MTS is expected to receive \$220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. This proposed FY21 operating budget includes \$101.6 million in FTA CARES act funding to cover the projected operating deficits resulting from COVID-19. The overall amount of federal revenues in the operating budget is projected to increase by \$69.1 million (71.4%).

MTS receives the following recurring revenue streams from the FTA:

- 5307 Urban Area Formula Grants for capital improvements and preventive maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs
- 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 Capital and Preventive Maintenance

The FTA Urbanized Area formula grant funds (Section 5307) are apportioned directly to the region based on a formula that includes population, population density and service provided. The amount received each year is based on the National Transit Database (NTD) statistics for the two-year prior operating year. These funds may be used for preventive maintenance, ADA operations, transit capital and transit planning.

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.

In FY21, MTS will use both Section 5307 and 5337 funds for preventive maintenance totaling \$59 million. The FTA also allows the utilization of 10 percent of Section 5307 funding for ADA operations which calculates to \$4.6 million in FY21.

#### FTA CARES Act

On March 27, 2020, the President signed the CARES Act, which provided \$25 billion to the transit industry nationwide. MTS is expected to receive \$220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the COVID-19 pandemic. This proposed FY21 operating budget includes \$101.6 million in FTA CARES act funding to cover the projected operating deficits resulting from COVID-19.

#### Other Federal

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 FY21 is \$415,000.

Total federal funding has increased by \$69.1 million (71.4 percent) to \$101.6 million, primarily due to the increase in FTA CARES Act funding included in the budget.

#### Transportation Development Act (TDA)

TDA provides funding for public transit operators. This state fund is one-quarter of a percent of the 7.75 percent sales tax assessed in the region. SANDAG is responsible for apportionment of these funds within the San Diego region.

Regional sales tax receipts were projected to grow by 3.0 percent year over year for FY21 prior to the COVID-19 pandemic. Due to the pandemic, MTS is forecasting a reduction of \$17.0 million (21.7

percent) versus the original FY21 projection of \$104.3 million. The apportionment of TDA revenue to MTS for FY21 is projected to be \$87.3 million, a decrease of approximately \$7.3 million from FY20 amended levels. The MTS operating budget will include \$61.3 million of TDA funding, an increase of \$2.5 million (4.3 percent). Although sales tax revenues are expected to decrease overall, TDA included in the operating budget is increasing due to the transfer of \$11.0 million in funds from the CIP for increased Blue Line trolley service and bus service. The remaining \$26.0 million will be utilized in the CIP.

### State Transit Assistance (STA)

STA funding comes from the Public Transportation Act (PTA), which derives its revenue from the state sales tax on diesel fuel.

In FY09, the initial budget of STA for that fiscal year totaled approximately \$14 million, \$13.3 million distributed to the operating budget and \$0.7 million to capital. As part of the State of California balancing their own budget, MTS was notified that STA revenues would be cut in half for FY09 and completely eliminated for fiscal years 2010, 2011, 2012 and 2013. A later budget compromise returned a portion of STA funding for fiscal years 2010 and 2011, with full funding resuming in 2012. Due to this volatile history, STA funding has been primarily utilized in the CIP.

In the FY20 fiscal year to date, MTS has received \$13.1 million of the originally projected \$28.9 million of State Transit Assistance (STA) funding. This funding is primarily programmed in the CIP, but \$11.3 million was originally planned in the operating budget again this year to fund service increases, replace lost Medi-Cal revenue, and address the structural deficit. Due to COVID-19, MTS has reduced STA revenues in the FY21 operating budget to \$1.3 million, a reduction of \$8.0 million from the FY20 amended budget.

### Other State Revenue

Other state revenue is projected to be \$300,000 in FY21, a decrease of \$589,000 from the FY20 amended budget. The decrease is due to a reduction in Medi-Cal revenue from the FY20 amended budget. The FY20 amended budget included revenue from prior fiscal years which had been delayed while the State was revising claiming procedures as a result of a legislative change.

### TransNet

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) and Superloop Programs will receive most of its funding from TransNet II.

For FY21, TransNet operating support funding is \$23.7 million and ADA funding is \$934,000. This totals \$24.6 million for FY21, which is a decrease of \$2.8 million (-10.4 percent) from the FY20 amended budget. This decrease is due to the projected COVID-19 impact on regional sales tax revenues.

MTS also receives TransNet as operating assistance for TransNet funded services, which includes Superloop, I-15 BRT, Mid-City Rapid, and South Bay BRT. TransNet operating assistance is projected to be \$13.0 million in FY21, an increase of \$836,000 from the FY20 amended budget, which is primarily due to increases in janitorial and landscaping contract costs for passenger facilities and increasing overall operating expenses for directly operated bus service. In total, TransNet revenues are projected to decrease \$2.0 million (-5.1 percent) from the FY20 amended budget.

Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. For FY21, these funds total \$446,000.

SANDAG provides funding, funded through FasTrak tolls, to operate services along the Interstate 15 corridor. The budgeted FasTrak funding supporting this operation totals \$8.5 million.

In April of 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). For FY21, NCTD's portion of the funding needed to provide this service totals \$110,000.

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 FY21 budget for UCSD shuttle revenue is \$640,000.

Other Non-Operating Revenue

Other non-operating revenue is detailed in Section 3.06. Reserve revenue totals \$291,000, an increase of \$81,000 from the FY20 amended budget of \$211,000. These reserve revenues reflect projected changes to the Taxicab Administration and San Diego & Arizona Eastern reserve balances.

Reserves

The FY21 operating budget projects a balanced budget. The contingency reserve balance for the end of FY21 is projected to total \$37.6 million, or 12.8 percent of the FY21 MTS operating expenses.

Taxicab Administration is projected to use \$93,000 of its contingency reserves as total FY21 projected expenses exceed FY21 projected revenues.

The San Diego and Arizona Eastern (SD&AE) Railway Company will be utilizing \$198,000 of its contingency reserves as total FY21 projected expenses exceed FY21 projected revenues.

A full schedule of all contingency reserves is detailed in Section 10.06.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
REVENUE BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 3.02**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE AMENDED/ ORIGINAL</b>	<b>% CHANGE AMENDED/ ORIGINAL</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	92,225,171	76,296,286	53,638,855	(22,657,431)	-29.7%
OTHER INCOME	21,095,287	18,733,118	15,553,386	(3,179,732)	-17.0%
<b>TOTAL OPERATING REVENUE</b>	<b>113,320,458</b>	<b>95,029,404</b>	<b>69,192,241</b>	<b>(25,837,163)</b>	<b>-27.2%</b>
<b>NON OPERATING REVENUE</b>					
<b>SUBSIDY REVENUE</b>					
FEDERAL REVENUE	60,985,205	63,250,833	64,182,134	931,301	1.5%
FEDERAL REVENUE - CARES ACT	0	33,500,000	101,626,114	68,126,114	
TRANSPORTATION DEVELOPMENT ACT (TDA)	63,040,809	58,805,008	61,308,244	2,503,236	4.3%
STATE TRANSIT ASSISTANCE (STA)	8,866,113	9,300,000	1,300,000	(8,000,000)	-86.0%
STATE REVENUE - OTHER	73,473	889,304	300,000	(589,304)	-66.3%
TRANSNET	45,550,475	39,686,944	37,673,879	(2,013,065)	-5.1%
OTHER LOCAL SUBSIDIES	1,058,481	9,695,817	9,695,817	0	0.0%
<b>TOTAL SUBSIDY REVENUE</b>	<b>179,574,556</b>	<b>215,127,906</b>	<b>276,086,188</b>	<b>60,958,282</b>	<b>28.3%</b>
<b>OTHER REVENUE</b>					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	1,217,669	210,552	291,386	80,834	38.4%
<b>TOTAL OTHER REVENUE</b>	<b>1,217,669</b>	<b>210,552</b>	<b>291,386</b>	<b>80,834</b>	<b>38.4%</b>
<b>TOTAL NON OPERATING REVENUE</b>	<b>180,792,225</b>	<b>215,338,458</b>	<b>276,377,575</b>	<b>61,039,117</b>	<b>28.3%</b>
<b>GRAND TOTAL REVENUES</b>	<b>294,112,683</b>	<b>310,367,862</b>	<b>345,569,815</b>	<b>35,201,953</b>	<b>11.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PASSENGER REVENUE BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 3.03**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>PASSENGER REVENUE</b>					
BUS OPERATIONS	22,041,356	18,033,691	12,645,833	(5,387,858)	-29.9%
RAIL OPERATIONS - BASE	42,005,528	35,611,092	24,709,851	(10,901,241)	-30.6%
MCS - FIXED ROUTE	25,264,361	20,645,663	14,750,582	(5,895,081)	-28.6%
MCS - PARATRANSIT	2,913,927	2,005,840	1,532,589	(473,251)	-23.6%
CHULA VISTA TRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
<b>TOTAL PASSENGER REVENUE</b>	<b>92,225,171</b>	<b>76,296,286</b>	<b>53,638,855</b>	<b>(22,657,431)</b>	<b>-29.7%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER OPERATING REVENUE BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 3.04**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OTHER INCOME</b>					
BUS OPERATIONS	8,777	6,200	7,450	1,250	20.2%
RAIL OPERATIONS - BASE	796,202	780,000	272,981	(507,019)	-65.0%
MCS - FIXED ROUTE	1,365	(0)	0	0	-100.0%
MCS - PARATRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
ADMINISTRATIVE	19,160,906	16,805,118	14,170,225	(2,634,893)	-15.7%
TAXICAB	988,860	981,800	942,730	(39,070)	-4.0%
SD&AE	139,176	160,000	160,000	0	0.0%
<b>TOTAL OTHER INCOME</b>	<b>21,095,287</b>	<b>18,733,118</b>	<b>15,553,386</b>	<b>(3,179,732)</b>	<b>-17.0%</b>
<b>TOTAL OTHER OPERATING INCOME</b>	<b>21,095,287</b>	<b>18,733,118</b>	<b>15,553,386</b>	<b>(3,179,732)</b>	<b>-17.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SUBSIDY REVENUE BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 3.05**

	ACTUAL FY19	AMENDED BUDGET FY20	PROPOSED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>FEDERAL</b>					
FEDERAL OTHER	150,533	151,500	151,500	0	0.0%
FTA 5307/5309 - PREVENTITIVE MAINTENANCE	55,821,761	58,000,000	59,000,000	1,000,000	1.7%
FTA 5309 - PREVENTITIVE MAINTENANCE ADA	4,599,446	4,684,333	4,615,634	(68,699)	-1.5%
FTA 5309 - PREVENTITIVE MAINTENANCE FUEL	0	0	0	0	-
FTA 5311 / 5311(f) - RURAL	413,465	415,000	415,000	0	0.0%
TOTAL FEDERAL FUNDS	60,985,205	63,250,833	64,182,134	931,301	1.5%
<b>FEDERAL</b>					
FTA 5307 - CARES ACT	0	33,500,000	101,626,114	68,126,114	203.4%
TOTAL FEDERAL FUNDS	0	33,500,000	101,626,114	68,126,114	203.4%
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>					
TDA - ARTICLE 4.0 MTS AREA	57,580,606	53,134,525	56,314,008	3,179,483	6.0%
TDA - ARTICLE 4.0 MTS AREA - DEBT SERVICE	0	0	0	0	-
TDA - MATCH	0	0	0	0	-
TDA - ARTICLE 4.5 (ADA)	4,872,057	5,041,994	4,405,970	(636,024)	-12.6%
TDA - ARTICLE 8.0	588,146	628,489	588,266	(40,223)	-6.4%
TOTAL TDA FUNDS	63,040,809	58,805,008	61,308,244	2,503,236	4.3%
<b>STATE TRANSIT ASSISTANCE (STA)</b>					
STA - FORMULA	8,866,113	9,300,000	1,300,000	(8,000,000)	-86.0%
TOTAL STA FUNDS	8,866,113	9,300,000	1,300,000	(8,000,000)	-86.0%
<b>STATE REVENUE - OTHER</b>					
CALTRANS	0	0	0	0	-
MEDICAL	73,473	889,304	300,000	(589,304)	-66.3%
TOTAL STATE FUNDS	73,473	889,304	300,000	(589,304)	(1)
<b>TRANSNET</b>					
TRANSNET - 40% OPERATING SUPPORT	27,991,022	26,587,680	23,711,000	(2,876,680)	-10.8%
TRANSNET - ACCESS ADA	887,960	906,835	933,990	27,155	3.0%
TRANSNET - SUPERLOOP	2,097,350	1,823,511	1,951,964	128,453	7.0%
TRANSNET - BRT	14,574,143	10,368,918	11,076,925	708,007	6.8%
TOTAL TRANSNET FUNDS	45,550,475	39,686,944	37,673,879	(2,013,065)	-5.1%
<b>OTHER LOCAL</b>					
CITY OF SAN DIEGO	445,817	445,817	445,817	0	0.0%
SANDAG - INLAND BREEZE	500,000	8,500,000	8,500,000	0	0.0%
SANDAG - 4S RANCH	0	0	0	0	-
SANDAG - MURPHY CANYON	0	0	0	0	-
APCD	0	0	0	0	-
OTHER	112,664	750,000	750,000	0	0.0%
CNG REBATES	0	0	0	0	-
OTHER LOCAL FUNDS	1,058,481	9,695,817	9,695,817	0	0.0%
<b>TOTAL SUBSIDY REVENUE</b>	<b>179,574,556</b>	<b>215,127,906</b>	<b>276,086,188</b>	<b>60,958,282</b>	<b>28.3%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER NON OPERATING REVENUE BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 3.06**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OTHER FUNDS</b>					
LEASE/LEASEBACK LEASE PAYMENT FUND	0	0	0	0	-
TOTAL OTHER FUNDS	0	0	0	0	-
<b>RESERVES REVENUE</b>					
MTS CONTINGENCY RESERVE	600,000	175,414	0	(175,414)	-100.0%
TAXICAB RESERVES	88,474	(60,863)	92,979	153,842	-252.8%
CARRYOVERS	500,000	0	0	0	-
SD&AE RESERVE	29,195	96,001	198,407	102,406	106.7%
TOTAL RESERVES REVENUE	1,217,669	210,552	291,386	80,834	38.4%
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<b>1,217,669</b>	<b>210,552</b>	<b>291,386</b>	<b>80,834</b>	<b>38.4%</b>

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS BUDGET  
FISCAL YEAR 2021  
SECTION 4.01**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	92,225,171	76,296,286	53,638,855	(22,657,431)	-29.7%
OTHER OPERATING REVENUE	806,345	786,200	280,431	(505,769)	-64.3%
<b>TOTAL OPERATING REVENUES</b>	<b>93,031,516</b>	<b>77,082,486</b>	<b>53,919,286</b>	<b>(23,163,200)</b>	<b>-30.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	177,447,756	210,376,407	275,934,688	65,558,281	31.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>177,447,756</b>	<b>210,376,407</b>	<b>275,934,688</b>	<b>65,558,281</b>	<b>31.2%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>270,479,272</b>	<b>287,458,893</b>	<b>329,853,974</b>	<b>42,395,081</b>	<b>14.7%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	65,353,967	68,900,541	73,653,387	4,752,846	6.9%
FRINGE EXPENSES	47,717,013	53,100,813	69,611,057	16,510,244	31.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>113,070,980</b>	<b>122,001,354</b>	<b>143,264,444</b>	<b>21,263,090</b>	<b>17.4%</b>
SECURITY EXPENSES	720,519	1,070,000	1,176,050	106,050	9.9%
REPAIR/MAINTENANCE SERVICES	5,023,278	5,761,304	5,526,055	(235,249)	-4.1%
ENGINE AND TRANSMISSION REBUILD	1,301,987	1,385,782	1,256,000	(129,782)	-9.4%
OTHER OUTSIDE SERVICES	3,150,786	3,926,030	4,821,084	895,054	22.8%
PURCHASED TRANSPORTATION	76,167,320	77,286,010	85,199,888	7,913,878	10.2%
<b>TOTAL OUTSIDE SERVICES</b>	<b>86,363,891</b>	<b>89,429,126</b>	<b>97,979,077</b>	<b>8,549,951</b>	<b>9.6%</b>
LUBRICANTS	537,478	539,000	490,500	(48,500)	-9.0%
TIRES	1,176,572	1,276,500	1,300,500	24,000	1.9%
OTHER MATERIALS AND SUPPLIES	11,077,030	12,074,672	11,710,702	(363,970)	-3.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>12,791,079</b>	<b>13,890,172</b>	<b>13,501,702</b>	<b>(388,470)</b>	<b>-2.8%</b>
GAS/DIESEL/PROPANE	3,445,473	2,899,155	3,074,644	175,489	6.1%
CNG	9,549,477	9,559,000	11,707,795	2,148,795	22.5%
TRACTION POWER	12,392,850	12,828,000	15,019,200	2,191,200	17.1%
UTILITIES	3,669,351	3,816,791	3,869,022	52,231	1.4%
<b>TOTAL ENERGY</b>	<b>29,057,151</b>	<b>29,102,946</b>	<b>33,670,661</b>	<b>4,567,715</b>	<b>15.7%</b>
<b>RISK MANAGEMENT</b>	<b>2,714,835</b>	<b>3,968,272</b>	<b>4,949,443</b>	<b>981,171</b>	<b>24.7%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>679,310</b>	<b>869,204</b>	<b>844,688</b>	<b>(24,516)</b>	<b>-2.8%</b>
<b>DEBT SERVICE</b>	<b>736,856</b>	<b>612,915</b>	<b>477,465</b>	<b>(135,450)</b>	<b>-22.1%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>945,602</b>	<b>1,054,772</b>	<b>1,088,467</b>	<b>33,695</b>	<b>3.2%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>246,359,703</b>	<b>260,928,761</b>	<b>295,775,947</b>	<b>34,847,186</b>	<b>13.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(153,328,187)</b>	<b>(183,846,275)</b>	<b>(241,856,662)</b>	<b>58,010,386</b>	<b>31.6%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(24,119,769)</b>	<b>(26,530,134)</b>	<b>(34,078,027)</b>	<b>(7,547,892)</b>	<b>28.5%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(177,447,955)</b>	<b>(210,376,409)</b>	<b>(275,934,688)</b>	<b>65,558,279</b>	<b>31.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(199)</b>	<b>(2)</b>	<b>0</b>	<b>(2)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BUS OPERATIONS BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 4.02**

	ACTUAL FY19	AMENDED BUDGET FY20	PROPOSED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	22,041,356	18,033,691	12,645,833	(5,387,858)	-29.9%
OTHER OPERATING REVENUE	8,777	6,200	7,450	1,250	20.2%
<b>TOTAL OPERATING REVENUES</b>	<b>22,050,134</b>	<b>18,039,891</b>	<b>12,653,283</b>	<b>(5,386,608)</b>	<b>-29.9%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	75,588,718	86,181,925	116,213,898	30,031,973	34.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>75,588,718</b>	<b>86,181,925</b>	<b>116,213,898</b>	<b>30,031,973</b>	<b>34.8%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>97,638,852</b>	<b>104,221,816</b>	<b>128,867,181</b>	<b>24,645,365</b>	<b>23.6%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	38,030,519	39,705,553	42,144,967	2,439,414	6.1%
FRINGE EXPENSES	36,157,998	39,692,731	56,977,365	17,284,634	43.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>74,188,517</b>	<b>79,398,284</b>	<b>99,122,332</b>	<b>19,724,048</b>	<b>24.8%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	790,744	766,665	800,955	34,290	4.5%
ENGINE AND TRANSMISSION REBUILD	531,563	600,000	500,000	(100,000)	-16.7%
OTHER OUTSIDE SERVICES	457,985	495,100	665,776	170,676	34.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>1,780,292</b>	<b>1,861,765</b>	<b>1,966,731</b>	<b>104,966</b>	<b>5.6%</b>
LUBRICANTS	316,727	307,500	256,500	(51,000)	-16.6%
TIRES	1,126,790	1,202,000	1,232,000	30,000	2.5%
OTHER MATERIALS AND SUPPLIES	4,932,822	5,213,325	4,683,700	(529,625)	-10.2%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>6,376,339</b>	<b>6,722,825</b>	<b>6,172,200</b>	<b>(550,625)</b>	<b>-8.2%</b>
GAS/DIESEL/PROPANE	164,278	256,000	253,680	(2,320)	-0.9%
CNG	4,834,753	4,860,000	5,799,000	939,000	19.3%
TRACTION POWER	-	100,000	143,600	43,600	43.6%
UTILITIES	721,297	678,492	692,302	13,810	2.0%
<b>TOTAL ENERGY</b>	<b>5,720,328</b>	<b>5,894,492</b>	<b>6,888,582</b>	<b>994,090</b>	<b>16.9%</b>
<b>RISK MANAGEMENT</b>	<b>1,351,401</b>	<b>1,883,162</b>	<b>2,405,443</b>	<b>522,281</b>	<b>27.7%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>346,673</b>	<b>400,012</b>	<b>397,320</b>	<b>(2,692)</b>	<b>-0.7%</b>
<b>DEBT SERVICE</b>	<b>736,856</b>	<b>612,915</b>	<b>477,465</b>	<b>(135,450)</b>	<b>-22.1%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>368,933</b>	<b>375,000</b>	<b>375,700</b>	<b>700</b>	<b>0.2%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>90,869,337</b>	<b>97,148,455</b>	<b>117,805,773</b>	<b>20,657,318</b>	<b>21.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(68,819,204)</b>	<b>(79,108,564)</b>	<b>(105,152,490)</b>	<b>26,043,926</b>	<b>32.9%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(6,769,718)</b>	<b>(7,072,962)</b>	<b>(11,061,408)</b>	<b>(3,988,446)</b>	<b>56.4%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(75,588,922)</b>	<b>(86,181,526)</b>	<b>(116,213,897)</b>	<b>30,032,371</b>	<b>34.8%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(204)</b>	<b>399</b>	<b>0</b>	<b>399</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
RAIL OPERATIONS BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 4.03**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	42,005,528	35,611,092	24,709,851	(10,901,241)	-30.6%
OTHER OPERATING REVENUE	796,202	780,000	272,981	(507,019)	-65.0%
<b>TOTAL OPERATING REVENUES</b>	<b>42,801,730</b>	<b>36,391,092</b>	<b>24,982,832</b>	<b>(11,408,260)</b>	<b>-31.3%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	38,598,116	53,796,366	72,709,565	18,913,199	35.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>38,598,116</b>	<b>53,796,366</b>	<b>72,709,565</b>	<b>18,913,199</b>	<b>35.2%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>81,399,846</b>	<b>90,187,458</b>	<b>97,692,397</b>	<b>7,504,939</b>	<b>8.3%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	26,924,309	28,721,434	31,024,260	2,302,826	8.0%
FRINGE EXPENSES	11,137,506	12,954,213	12,143,669	(810,544)	-6.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>38,061,815</b>	<b>41,675,647</b>	<b>43,167,929</b>	<b>1,492,282</b>	<b>3.6%</b>
SECURITY EXPENSES	129,544	145,000	169,050	24,050	16.6%
REPAIR/MAINTENANCE SERVICES	4,101,829	4,982,127	4,717,080	(265,047)	-5.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	874,489	1,113,334	1,315,488	202,154	18.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>5,105,861</b>	<b>6,240,461</b>	<b>6,201,618</b>	<b>(38,843)</b>	<b>-0.6%</b>
LUBRICANTS	220,751	231,500	234,000	2,500	1.1%
TIRES	49,782	74,500	68,500	(6,000)	-8.1%
OTHER MATERIALS AND SUPPLIES	6,118,573	6,818,492	6,927,402	108,910	1.6%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>6,389,105</b>	<b>7,124,492</b>	<b>7,229,902</b>	<b>105,410</b>	<b>1.5%</b>
GAS/DIESEL/PROPANE	284,229	290,000	296,000	6,000	2.1%
CNG	-	-	-	-	-
TRACTION POWER	12,392,850	12,708,000	14,815,000	2,107,000	16.6%
UTILITIES	2,298,211	2,457,077	2,457,132	55	0.0%
<b>TOTAL ENERGY</b>	<b>14,975,289</b>	<b>15,455,077</b>	<b>17,568,132</b>	<b>2,113,055</b>	<b>13.7%</b>
<b>RISK MANAGEMENT</b>	<b>1,348,134</b>	<b>2,069,810</b>	<b>2,528,700</b>	<b>458,890</b>	<b>22.2%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>328,917</b>	<b>455,349</b>	<b>431,618</b>	<b>(23,731)</b>	<b>-5.2%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>268,312</b>	<b>349,000</b>	<b>378,817</b>	<b>29,817</b>	<b>8.5%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>66,477,434</b>	<b>73,369,836</b>	<b>77,506,716</b>	<b>4,136,880</b>	<b>5.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(23,675,704)</b>	<b>(36,978,744)</b>	<b>(52,523,884)</b>	<b>15,545,140</b>	<b>42.0%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(14,922,412)</b>	<b>(16,818,023)</b>	<b>(20,185,681)</b>	<b>(3,367,658)</b>	<b>20.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(38,598,116)</b>	<b>(53,796,767)</b>	<b>(72,709,565)</b>	<b>18,912,798</b>	<b>35.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>0</b>	<b>(401)</b>	<b>(0)</b>	<b>(401)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY**  
**FISCAL YEAR 2021**  
**SECTION 4.04**

	ACTUAL FY19	AMENDED BUDGET FY20	PROPOSED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	25,264,361	20,645,663	14,750,582	(5,895,081)	-28.6%
OTHER OPERATING REVENUE	1,365	(0)	-	0	-100.0%
<b>TOTAL OPERATING REVENUES</b>	<b>25,265,726</b>	<b>20,645,663</b>	<b>14,750,582</b>	<b>(5,895,081)</b>	<b>-28.6%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	46,034,699	55,799,077	68,906,886	13,107,809	23.5%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>46,034,699</b>	<b>55,799,077</b>	<b>68,906,886</b>	<b>13,107,809</b>	<b>23.5%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>71,300,425</b>	<b>76,444,740</b>	<b>83,657,468</b>	<b>7,212,728</b>	<b>9.4%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	305,434	371,100	379,500	8,400	2.3%
FRINGE EXPENSES	234,287	193,500	218,579	25,079	13.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>539,721</b>	<b>564,600</b>	<b>598,079</b>	<b>33,479</b>	<b>5.9%</b>
SECURITY EXPENSES	590,975	925,000	1,007,000	82,000	8.9%
REPAIR/MAINTENANCE SERVICES	130,706	12,512	8,020	(4,492)	-35.9%
ENGINE AND TRANSMISSION REBUILD	770,424	785,782	756,000	(29,782)	-3.8%
OTHER OUTSIDE SERVICES	950,766	1,472,986	1,885,560	412,574	28.0%
PURCHASED TRANSPORTATION	59,757,565	63,820,441	69,146,125	5,325,684	8.3%
<b>TOTAL OUTSIDE SERVICES</b>	<b>62,200,436</b>	<b>67,016,721</b>	<b>72,802,705</b>	<b>5,785,984</b>	<b>8.6%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	25,635	42,855	99,600	56,745	132.4%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>25,635</b>	<b>42,855</b>	<b>99,600</b>	<b>56,745</b>	<b>132.4%</b>
GAS/DIESEL/PROPANE	1,195,078	1,187,187	1,024,366	(162,821)	-13.7%
CNG	4,714,724	4,699,000	5,908,795	1,209,795	25.7%
TRACTION POWER	-	20,000	60,600	40,600	203.0%
UTILITIES	649,843	681,222	719,588	38,366	5.6%
<b>TOTAL ENERGY</b>	<b>6,559,645</b>	<b>6,587,409</b>	<b>7,713,349</b>	<b>1,125,940</b>	<b>17.1%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>215</b>	<b>4,200</b>	<b>4,800</b>	<b>600</b>	<b>14.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>28,358</b>	<b>50,772</b>	<b>53,950</b>	<b>3,178</b>	<b>6.3%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>69,354,010</b>	<b>74,266,557</b>	<b>81,272,483</b>	<b>7,005,926</b>	<b>9.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(44,088,284)</b>	<b>(53,620,894)</b>	<b>(66,521,901)</b>	<b>12,901,007</b>	<b>24.1%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(1,946,411)</b>	<b>(2,178,183)</b>	<b>(2,384,985)</b>	<b>(206,802)</b>	<b>9.5%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(46,034,695)</b>	<b>(55,799,077)</b>	<b>(68,906,886)</b>	<b>13,107,809</b>	<b>23.5%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY**  
**FISCAL YEAR 2021**  
**SECTION 4.05**

	ACTUAL FY19	AMENDED BUDGET FY20	PROPOSED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	2,913,927	2,005,840	1,532,589	(473,251)	-23.6%
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>2,913,927</b>	<b>2,005,840</b>	<b>1,532,589</b>	<b>(473,251)</b>	<b>-23.6%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	16,728,042	13,995,984	17,516,074	3,520,090	25.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>16,728,042</b>	<b>13,995,984</b>	<b>17,516,074</b>	<b>3,520,090</b>	<b>25.2%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>19,641,969</b>	<b>16,001,824</b>	<b>19,048,663</b>	<b>3,046,839</b>	<b>19.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	93,704	102,454	104,660	2,206	2.2%
FRINGE EXPENSES	72,340	52,112	63,465	11,353	21.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>166,045</b>	<b>154,566</b>	<b>168,125</b>	<b>13,559</b>	<b>8.8%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	700,911	672,975	782,854	109,879	16.3%
PURCHASED TRANSPORTATION	16,193,092	13,242,406	15,844,883	2,602,477	19.7%
<b>TOTAL OUTSIDE SERVICES</b>	<b>16,894,003</b>	<b>13,915,381</b>	<b>16,627,737</b>	<b>2,712,356</b>	<b>19.5%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	1,801,888	1,165,968	1,500,598	334,630	28.7%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>1,801,888</b>	<b>1,165,968</b>	<b>1,500,598</b>	<b>334,630</b>	<b>28.7%</b>
<b>RISK MANAGEMENT</b>	<b>15,300</b>	<b>15,300</b>	<b>15,300</b>	<b>-</b>	<b>0.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>3,504</b>	<b>9,643</b>	<b>10,950</b>	<b>1,307</b>	<b>13.6%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>280,000</b>	<b>280,000</b>	<b>280,000</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>19,160,740</b>	<b>15,540,858</b>	<b>18,602,710</b>	<b>3,061,852</b>	<b>19.7%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(16,246,814)</b>	<b>(13,535,018)</b>	<b>(17,070,121)</b>	<b>3,535,103</b>	<b>26.1%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(481,227)</b>	<b>(460,966)</b>	<b>(445,953)</b>	<b>15,013</b>	<b>-3.3%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(16,728,041)</b>	<b>(13,995,984)</b>	<b>(17,516,074)</b>	<b>3,520,090</b>	<b>25.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CORONADO FERRY BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 4.06**

	ACTUAL FY19	AMENDED BUDGET FY20	PROPOSED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	-	-	-	-	-
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	216,663	223,163	208,880	(14,283)	-6.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>216,663</b>	<b>223,163</b>	<b>208,880</b>	<b>(14,283)</b>	<b>-6.4%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>216,663</b>	<b>223,163</b>	<b>208,880</b>	<b>(14,283)</b>	<b>-6.4%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	216,663	223,163	208,880	(14,283)	-6.4%
<b>TOTAL OUTSIDE SERVICES</b>	<b>216,663</b>	<b>223,163</b>	<b>208,880</b>	<b>(14,283)</b>	<b>-6.4%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	-	-	-	-	-
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>216,663</b>	<b>223,163</b>	<b>208,880</b>	<b>(14,283)</b>	<b>-6.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(216,663)</b>	<b>(223,163)</b>	<b>(208,880)</b>	<b>(14,283)</b>	<b>-6.4%</b>
OVERHEAD ALLOCATION	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(216,663)</b>	<b>(223,163)</b>	<b>(208,880)</b>	<b>(14,283)</b>	<b>-6.4%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 4.07**

	ACTUAL FY19	AMENDED BUDGET FY20	PROPOSED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	-	-	-	-	-
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	281,518	379,892	379,385	(507)	-0.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>281,518</b>	<b>379,892</b>	<b>379,385</b>	<b>(507)</b>	<b>-0.1%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>281,518</b>	<b>379,892</b>	<b>379,385</b>	<b>(507)</b>	<b>-0.1%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	114,882	208,257	207,979	(278)	-0.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>114,882</b>	<b>208,257</b>	<b>207,979</b>	<b>(278)</b>	<b>-0.1%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	166,636	171,635	171,406	(229)	-0.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>166,636</b>	<b>171,635</b>	<b>171,406</b>	<b>(229)</b>	<b>-0.1%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	-	-	-	-	-
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>281,518</b>	<b>379,892</b>	<b>379,385</b>	<b>(507)</b>	<b>-0.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(281,518)</b>	<b>(379,892)</b>	<b>(379,385)</b>	<b>(507)</b>	<b>-0.1%</b>
OVERHEAD ALLOCATION	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(281,518)</b>	<b>(379,892)</b>	<b>(379,385)</b>	<b>(507)</b>	<b>-0.1%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 4.08**

	<b>PERSONNEL FY21</b>	<b>OUTSIDE SERVICES FY21</b>
<b>City of Poway</b>	<b>60,657</b>	<b>5,512</b>
<b>City of El Cajon</b>	<b>76,205</b>	<b>23,975</b>
<b>City of Lemon Grove</b>	<b>14,352</b>	<b>119,212</b>
<b>City of La Mesa</b>	<b>56,765</b>	
<b>City of Coronado</b>		<b>22,707</b>
<b>Subtotal</b>	<b>207,979</b>	<b>171,406</b>
<b>Grand Total</b>		<b>379,385</b>

Personnel costs are to reimburse cities for staff time and overhead spent on transit-related issues.  
Outside services costs are for the maintenance of bus benches, bus stops and bus shelters.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 5.01**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	19,160,906	16,805,118	14,170,225	(2,634,893)	-15.7%
<b>TOTAL OPERATING REVENUES</b>	<b>19,160,906</b>	<b>16,805,118</b>	<b>14,170,225</b>	<b>(2,634,893)</b>	<b>-15.7%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	2,126,800	4,751,500	151,500	(4,600,000)	-96.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	1,100,000	175,414	-	(175,414)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	1,100,000	175,414	-	(175,414)	-100.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>3,226,800</b>	<b>4,926,914</b>	<b>151,500</b>	<b>(4,775,414)</b>	<b>-96.9%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>22,387,706</b>	<b>21,732,032</b>	<b>14,321,725</b>	<b>(7,410,307)</b>	<b>-34.1%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	14,824,453	15,660,498	16,286,359	625,861	4.0%
FRINGE EXPENSES	6,108,054	5,864,177	6,422,416	558,239	9.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>20,932,507</b>	<b>21,524,675</b>	<b>22,708,775</b>	<b>1,184,100</b>	<b>5.5%</b>
SECURITY EXPENSES	6,423,882	7,736,200	7,919,210	183,010	2.4%
REPAIR/MAINTENANCE SERVICES	204,000	143,095	137,000	(6,095)	-4.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	9,744,956	11,133,100	9,862,719	(1,270,381)	-11.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>16,372,838</b>	<b>19,012,395</b>	<b>17,918,929</b>	<b>(1,093,466)</b>	<b>-5.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	19,639	13,300	17,270	3,970	29.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>19,639</b>	<b>13,300</b>	<b>17,270</b>	<b>3,970</b>	<b>29.8%</b>
GAS/DIESEL/PROPANE	134,699	136,500	136,750	250	0.2%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	687,217	743,697	752,711	9,014	1.2%
<b>TOTAL ENERGY</b>	<b>821,916</b>	<b>880,197</b>	<b>889,461</b>	<b>9,264</b>	<b>1.1%</b>
<b>RISK MANAGEMENT</b>	<b>458,240</b>	<b>754,026</b>	<b>685,582</b>	<b>(68,444)</b>	<b>-9.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>3,609,878</b>	<b>5,580,988</b>	<b>5,692,383</b>	<b>111,395</b>	<b>2.0%</b>
<b>DEBT SERVICE</b>	<b>744,055</b>	<b>372,149</b>	<b>373,313</b>	<b>1,164</b>	<b>0.3%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>164,171</b>	<b>170,000</b>	<b>190,400</b>	<b>20,400</b>	<b>12.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>43,123,243</b>	<b>48,307,730</b>	<b>48,476,113</b>	<b>168,383</b>	<b>0.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(23,962,337)</b>	<b>(31,502,612)</b>	<b>(34,305,888)</b>	<b>2,803,276</b>	<b>8.9%</b>
OVERHEAD ALLOCATION	24,176,045	26,575,698	34,154,388	7,578,690	28.5%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>213,708</b>	<b>(4,926,914)</b>	<b>(151,500)</b>	<b>(4,775,414)</b>	<b>-96.9%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>3,440,508</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS BUDGET  
FISCAL YEAR 2021  
SECTION 5.02**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	218	2,000	2,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>218</b>	<b>2,000</b>	<b>2,000</b>	<b>-</b>	<b>0.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>60,845</b>	<b>73,500</b>	<b>72,150</b>	<b>(1,350)</b>	<b>-1.8%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>61,063</b>	<b>75,500</b>	<b>74,150</b>	<b>(1,350)</b>	<b>-1.8%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(61,063)</b>	<b>(75,500)</b>	<b>(74,150)</b>	<b>(1,350)</b>	<b>-1.8%</b>
OVERHEAD ALLOCATION	72,300	75,500	74,150	(1,350)	-1.8%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>11,237</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>11,237</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS ADMINISTRATION BUDGET  
FISCAL YEAR 2021  
SECTION 5.03**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	-	-	-	-	-
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	-	-	-	-	-
<b>TOTAL COMBINED REVENUES</b>	-	-	-	-	-
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	164,726	180,000	175,780	(4,220)	-2.3%
FRINGE EXPENSES	29,019	31,264	31,300	36	0.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>193,745</b>	<b>211,264</b>	<b>207,080</b>	<b>(4,184)</b>	<b>-2.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	-	-	-	-	-
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>193,745</b>	<b>211,264</b>	<b>207,080</b>	<b>(4,184)</b>	<b>-2.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(193,745)</b>	<b>(211,264)</b>	<b>(207,080)</b>	<b>(4,184)</b>	<b>-2.0%</b>
OVERHEAD ALLOCATION	220,588	211,264	207,080	(4,184)	-2.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>26,843</b>	-	-	-	-
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>26,843</b>	-	-	-	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BUS BENCH/SHELTER BUDGET  
FISCAL YEAR 2021  
SECTION 5.04**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,152,150	1,409,177	1,128,398	(280,779)	-19.9%
<b>TOTAL OPERATING REVENUES</b>	<b>1,152,150</b>	<b>1,409,177</b>	<b>1,128,398</b>	<b>(280,779)</b>	<b>-19.9%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>1,152,150</b>	<b>1,409,177</b>	<b>1,128,398</b>	<b>(280,779)</b>	<b>-19.9%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	50,798	52,000	52,000	-	0.0%
FRINGE EXPENSES	40,903	39,800	31,350	(8,450)	-21.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>91,701</b>	<b>91,800</b>	<b>83,350</b>	<b>(8,450)</b>	<b>-9.2%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	20,266	1,500	1,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>20,266</b>	<b>1,500</b>	<b>1,500</b>	<b>-</b>	<b>0.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>111,967</b>	<b>93,300</b>	<b>84,850</b>	<b>(8,450)</b>	<b>-9.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>1,040,182</b>	<b>1,315,877</b>	<b>1,043,548</b>	<b>272,329</b>	<b>-20.7%</b>
OVERHEAD ALLOCATION	(997,408)	(1,315,877)	(1,043,548)	272,329	-20.7%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>42,775</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>42,775</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL PROJECTS  
FISCAL YEAR 2021  
SECTION 5.05**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	575,002	615,000	647,685	32,685	5.3%
FRINGE EXPENSES	(223,277)	(189,516)	(176,251)	13,265	-7.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>351,725</b>	<b>425,484</b>	<b>471,434</b>	<b>45,950</b>	<b>10.8%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	11,500	63,000	51,500	447.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>11,500</b>	<b>63,000</b>	<b>51,500</b>	<b>447.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	311	1,000	1,000	-	0.0%
<b>TOTAL ENERGY</b>	<b>311</b>	<b>1,000</b>	<b>1,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>226</b>	<b>3,000</b>	<b>8,000</b>	<b>5,000</b>	<b>166.7%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>352,263</b>	<b>440,984</b>	<b>543,434</b>	<b>102,450</b>	<b>23.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(352,263)</b>	<b>(440,984)</b>	<b>(543,434)</b>	<b>102,450</b>	<b>23.2%</b>
OVERHEAD ALLOCATION	-	440,984	543,434	102,450	23.2%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(352,263)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(352,263)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
COMPASS CARD BUDGET  
FISCAL YEAR 2021  
SECTION 5.06**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,382,384	1,195,000	643,150	(551,850)	-46.2%
<b>TOTAL OPERATING REVENUES</b>	<b>1,382,384</b>	<b>1,195,000</b>	<b>643,150</b>	<b>(551,850)</b>	<b>-46.2%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>1,382,384</b>	<b>1,195,000</b>	<b>643,150</b>	<b>(551,850)</b>	<b>-46.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	534,945	595,300	612,257	16,957	2.8%
FRINGE EXPENSES	(228,698)	(196,895)	(209,329)	(12,434)	6.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>306,247</b>	<b>398,405</b>	<b>402,928</b>	<b>4,523</b>	<b>1.1%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,315,193	1,577,550	1,237,550	(340,000)	-21.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>1,315,193</b>	<b>1,577,550</b>	<b>1,237,550</b>	<b>(340,000)</b>	<b>-21.6%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	439	1,800	1,800	-	0.0%
<b>TOTAL ENERGY</b>	<b>439</b>	<b>1,800</b>	<b>1,800</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>1,541,860</b>	<b>1,779,200</b>	<b>1,903,100</b>	<b>123,900</b>	<b>7.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>3,163,739</b>	<b>3,756,955</b>	<b>3,545,378</b>	<b>(211,577)</b>	<b>-5.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,781,355)</b>	<b>(2,561,955)</b>	<b>(2,902,228)</b>	<b>340,273</b>	<b>13.3%</b>
OVERHEAD ALLOCATION	1,885,413	2,561,955	2,902,228	340,273	13.3%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>104,058</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>104,058</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
EXECUTIVE BUDGET  
FISCAL YEAR 2021  
SECTION 5.07**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	656,299	650,000	680,604	30,604	4.7%
FRINGE EXPENSES	101,106	109,500	103,005	(6,495)	-5.9%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>757,405</b>	<b>759,500</b>	<b>783,609</b>	<b>24,109</b>	<b>3.2%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	43	1,500	1,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>43</b>	<b>1,500</b>	<b>1,500</b>	<b>-</b>	<b>0.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	3,033	4,800	4,800	-	0.0%
<b>TOTAL ENERGY</b>	<b>3,033</b>	<b>4,800</b>	<b>4,800</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>34,375</b>	<b>33,700</b>	<b>33,700</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>794,855</b>	<b>799,500</b>	<b>823,609</b>	<b>24,109</b>	<b>3.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(794,855)</b>	<b>(799,500)</b>	<b>(823,609)</b>	<b>24,109</b>	<b>3.0%</b>
OVERHEAD ALLOCATION	708,600	799,500	823,609	24,109	3.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(86,255)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(86,255)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FINANCE BUDGET  
FISCAL YEAR 2021  
SECTION 5.08**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	1,389,320	1,490,000	1,600,766	110,766	7.4%
FRINGE EXPENSES	248,939	251,076	259,292	8,216	3.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>1,638,258</b>	<b>1,741,076</b>	<b>1,860,058</b>	<b>118,982</b>	<b>6.8%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	2,151	4,150	5,150	1,000	24.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>2,151</b>	<b>4,150</b>	<b>5,150</b>	<b>1,000</b>	<b>24.1%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,361	2,500	2,500	-	0.0%
<b>TOTAL ENERGY</b>	<b>2,361</b>	<b>2,500</b>	<b>2,500</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>7,881</b>	<b>9,800</b>	<b>14,800</b>	<b>5,000</b>	<b>51.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,650,652</b>	<b>1,757,526</b>	<b>1,882,508</b>	<b>124,982</b>	<b>7.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,650,652)</b>	<b>(1,757,526)</b>	<b>(1,882,508)</b>	<b>124,982</b>	<b>7.1%</b>
OVERHEAD ALLOCATION	1,656,450	1,757,526	1,882,508	124,982	7.1%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>5,798</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>5,798</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FRINGE BENEFITS BUDGET  
FISCAL YEAR 2021  
SECTION 5.09**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	12,853	0	-	(0)	-100.0%
FRINGE EXPENSES	5,154,347	4,924,531	6,288,814	1,364,283	27.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>5,167,200</b>	<b>4,924,531</b>	<b>6,288,814</b>	<b>1,364,283</b>	<b>27.7%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>4,278</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>0.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>(66)</b>	<b>(200)</b>	<b>(200)</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>5,171,412</b>	<b>4,929,331</b>	<b>6,293,614</b>	<b>1,364,283</b>	<b>27.7%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(5,171,412)</b>	<b>(4,929,331)</b>	<b>(6,293,614)</b>	<b>1,364,283</b>	<b>27.7%</b>
<b>OVERHEAD ALLOCATION</b>	<b>5,267,426</b>	<b>4,929,331</b>	<b>6,293,614</b>	<b>1,364,283</b>	<b>27.7%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>96,013</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>96,013</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
GENERAL EXPENSES BUDGET  
FISCAL YEAR 2021  
SECTION 5.10**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	1,500,000	-	(1,500,000)	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	600,000	175,414	-	(175,414)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	600,000	175,414	-	(175,414)	-100.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>600,000</b>	<b>1,675,414</b>	<b>-</b>	<b>(1,675,414)</b>	<b>-100.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>600,000</b>	<b>1,675,414</b>	<b>-</b>	<b>(1,675,414)</b>	<b>-100.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	63,390	146,300	-	(146,300)	-100.0%
FRINGE EXPENSES	(704,198)	(910,000)	(1,776,236)	(866,236)	95.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>(640,808)</b>	<b>(763,700)</b>	<b>(1,776,236)</b>	<b>(1,012,536)</b>	<b>132.6%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	143,309	115,100	110,000	(5,100)	-4.4%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,259,050	2,097,600	932,060	(1,165,540)	-55.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>1,402,359</b>	<b>2,212,700</b>	<b>1,042,060</b>	<b>(1,170,640)</b>	<b>-52.9%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	4,702	(200)	(330)	(130)	65.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>4,702</b>	<b>(200)</b>	<b>(330)</b>	<b>(130)</b>	<b>65.0%</b>
GAS/DIESEL/PROPANE	6,214	6,000	6,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	572,694	624,114	627,064	2,950	0.5%
<b>TOTAL ENERGY</b>	<b>578,908</b>	<b>630,114</b>	<b>633,064</b>	<b>2,950</b>	<b>0.5%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>0</b>	<b>-100.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>986,356</b>	<b>1,793,661</b>	<b>2,139,850</b>	<b>346,189</b>	<b>19.3%</b>
<b>DEBT SERVICE</b>	<b>744,055</b>	<b>372,149</b>	<b>373,313</b>	<b>1,164</b>	<b>0.3%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>164,171</b>	<b>170,000</b>	<b>190,400</b>	<b>20,400</b>	<b>12.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>3,239,744</b>	<b>4,414,724</b>	<b>2,602,121</b>	<b>(1,812,603)</b>	<b>-41.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(3,239,744)</b>	<b>(4,414,724)</b>	<b>(2,602,121)</b>	<b>(1,812,603)</b>	<b>-41.1%</b>
OVERHEAD ALLOCATION	3,254,052	2,739,310	2,602,121	(137,189)	-5.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>14,308</b>	<b>(1,675,414)</b>	<b>-</b>	<b>(1,675,414)</b>	<b>-100.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>614,308</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
HUMAN RESOURCES BUDGET  
FISCAL YEAR 2021  
SECTION 5.11**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	1,166,027	1,184,000	1,273,776	89,776	7.6%
FRINGE EXPENSES	145,061	188,200	207,031	18,831	10.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>1,311,088</b>	<b>1,372,200</b>	<b>1,480,807</b>	<b>108,607</b>	<b>7.9%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	616,801	682,478	720,816	38,338	5.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>616,801</b>	<b>682,478</b>	<b>720,816</b>	<b>38,338</b>	<b>5.6%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	3,011	2,523	3,000	477	18.9%
<b>TOTAL ENERGY</b>	<b>3,011</b>	<b>2,523</b>	<b>3,000</b>	<b>477</b>	<b>18.9%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>12,064</b>	<b>21,232</b>	<b>25,358</b>	<b>4,126</b>	<b>19.4%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,942,963</b>	<b>2,078,433</b>	<b>2,229,981</b>	<b>151,548</b>	<b>7.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,942,963)</b>	<b>(2,078,433)</b>	<b>(2,229,981)</b>	<b>151,548</b>	<b>7.3%</b>
OVERHEAD ALLOCATION	1,987,006	2,078,433	2,229,981	151,548	7.3%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>44,043</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>44,043</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
INFORMATION TECHNOLOGY BUDGET  
FISCAL YEAR 2021  
SECTION 5.12**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	687,625	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>687,625</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	1,100,000	-	(1,100,000)	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>1,100,000</b>	<b>-</b>	<b>(1,100,000)</b>	<b>-100.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>687,625</b>	<b>1,100,000</b>	<b>-</b>	<b>(1,100,000)</b>	<b>-100.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	2,019,537	2,294,065	2,404,660	110,595	4.8%
FRINGE EXPENSES	293,088	338,300	344,127	5,827	1.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>2,312,625</b>	<b>2,632,365</b>	<b>2,748,787</b>	<b>116,422</b>	<b>4.4%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	4,481,503	4,517,536	5,029,823	512,287	11.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>4,481,503</b>	<b>4,517,536</b>	<b>5,029,823</b>	<b>512,287</b>	<b>11.3%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	(0)	-	0	-100.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>0</b>	<b>-100.0%</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	29,644	32,000	35,200	3,200	10.0%
<b>TOTAL ENERGY</b>	<b>29,644</b>	<b>32,000</b>	<b>35,200</b>	<b>3,200</b>	<b>10.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>231,191</b>	<b>1,353,320</b>	<b>853,450</b>	<b>(499,870)</b>	<b>-36.9%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>7,054,963</b>	<b>8,535,221</b>	<b>8,667,260</b>	<b>132,039</b>	<b>1.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(6,367,338)</b>	<b>(8,535,221)</b>	<b>(8,667,260)</b>	<b>132,039</b>	<b>1.5%</b>
OVERHEAD ALLOCATION	6,510,158	7,435,221	8,667,260	1,232,039	16.6%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>142,820</b>	<b>(1,100,000)</b>	<b>-</b>	<b>(1,100,000)</b>	<b>-100.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>142,820</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
LAND MANAGEMENT BUDGET  
FISCAL YEAR 2021  
SECTION 5.13**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	2,007,192	1,870,000	1,332,130	(537,870)	-28.8%
<b>TOTAL OPERATING REVENUES</b>	<b>2,007,192</b>	<b>1,870,000</b>	<b>1,332,130</b>	<b>(537,870)</b>	<b>-28.8%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>2,007,192</b>	<b>1,870,000</b>	<b>1,332,130</b>	<b>(537,870)</b>	<b>-28.8%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	289,895	250,000	251,637	1,637	0.7%
FRINGE EXPENSES	51,985	45,000	41,145	(3,855)	-8.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>341,880</b>	<b>295,000</b>	<b>292,782</b>	<b>(2,218)</b>	<b>-0.8%</b>
SECURITY EXPENSES	3,165	3,200	3,150	(50)	-1.6%
REPAIR/MAINTENANCE SERVICES	57,827	27,995	27,000	(995)	-3.6%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	452,189	537,827	409,710	(128,117)	-23.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>513,182</b>	<b>569,022</b>	<b>439,860</b>	<b>(129,162)</b>	<b>-22.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	39,413	41,800	45,387	3,587	8.6%
<b>TOTAL ENERGY</b>	<b>39,413</b>	<b>41,800</b>	<b>45,387</b>	<b>3,587</b>	<b>8.6%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>95,331</b>	<b>44,155</b>	<b>45,055</b>	<b>900</b>	<b>2.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>989,805</b>	<b>949,977</b>	<b>823,084</b>	<b>(126,893)</b>	<b>-13.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>1,017,387</b>	<b>920,023</b>	<b>509,046</b>	<b>410,977</b>	<b>-44.7%</b>
OVERHEAD ALLOCATION	(730,574)	(920,023)	(509,046)	410,977	-44.7%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>286,813</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>286,813</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
LEGAL BUDGET  
FISCAL YEAR 2021  
SECTION 5.14**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	251,886	270,000	280,865	10,865	4.0%
FRINGE EXPENSES	39,376	56,607	42,829	(13,778)	-24.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>291,262</b>	<b>326,607</b>	<b>323,694</b>	<b>(2,913)</b>	<b>-0.9%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	814,763	560,400	475,000	(85,400)	-15.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>814,763</b>	<b>560,400</b>	<b>475,000</b>	<b>(85,400)</b>	<b>-15.2%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	100	-	(100)	-100.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>100</b>	<b>-</b>	<b>(100)</b>	<b>-100.0%</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,079	1,200	1,200	-	0.0%
<b>TOTAL ENERGY</b>	<b>2,079</b>	<b>1,200</b>	<b>1,200</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>54,282</b>	<b>59,570</b>	<b>67,070</b>	<b>7,500</b>	<b>12.6%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,162,387</b>	<b>947,877</b>	<b>866,964</b>	<b>(80,913)</b>	<b>-8.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,162,387)</b>	<b>(947,877)</b>	<b>(866,964)</b>	<b>(80,913)</b>	<b>-8.5%</b>
OVERHEAD ALLOCATION	932,871	947,877	866,964	(80,913)	-8.5%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(229,516)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(229,516)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
MARKETING BUDGET  
FISCAL YEAR 2021  
SECTION 5.15**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	562,041	564,500	738,257	173,757	30.8%
FRINGE EXPENSES	130,761	115,000	121,123	6,123	5.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>692,802</b>	<b>679,500</b>	<b>859,380</b>	<b>179,880</b>	<b>26.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	492,218	773,800	614,200	(159,600)	-20.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>492,218</b>	<b>773,800</b>	<b>614,200</b>	<b>(159,600)</b>	<b>-20.6%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	6,825	(0)	-	0	-100.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>6,825</b>	<b>(0)</b>	<b>-</b>	<b>0</b>	<b>-100.0%</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	4,098	5,000	5,000	-	0.0%
<b>TOTAL ENERGY</b>	<b>4,098</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>495,168</b>	<b>340,700</b>	<b>421,700</b>	<b>81,000</b>	<b>23.8%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,691,112</b>	<b>1,799,000</b>	<b>1,900,280</b>	<b>101,280</b>	<b>5.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,691,112)</b>	<b>(1,799,000)</b>	<b>(1,900,280)</b>	<b>101,280</b>	<b>5.6%</b>
<b>OVERHEAD ALLOCATION</b>	<b>1,920,773</b>	<b>1,799,000</b>	<b>1,900,280</b>	<b>101,280</b>	<b>5.6%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>229,661</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>229,661</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PLANNING BUDGET  
FISCAL YEAR 2021  
SECTION 5.16**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	557,806	575,000	596,647	21,647	3.8%
FRINGE EXPENSES	90,165	105,298	103,265	(2,033)	-1.9%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>647,971</b>	<b>680,298</b>	<b>699,912</b>	<b>19,614</b>	<b>2.9%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	(31,298)	30,000	34,000	4,000	13.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>(31,298)</b>	<b>30,000</b>	<b>34,000</b>	<b>4,000</b>	<b>13.3%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>9,912</b>	<b>7,750</b>	<b>11,750</b>	<b>4,000</b>	<b>51.6%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>626,584</b>	<b>718,048</b>	<b>745,662</b>	<b>27,614</b>	<b>3.8%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(626,584)</b>	<b>(718,048)</b>	<b>(745,662)</b>	<b>27,614</b>	<b>3.8%</b>
<b>OVERHEAD ALLOCATION</b>	<b>691,750</b>	<b>718,048</b>	<b>745,662</b>	<b>27,614</b>	<b>3.8%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>65,166</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>65,166</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PURCHASING BUDGET  
FISCAL YEAR 2021  
SECTION 5.17**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	908,496	920,000	943,766	23,766	2.6%
FRINGE EXPENSES	138,931	145,000	148,697	3,697	2.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>1,047,427</b>	<b>1,065,000</b>	<b>1,092,463</b>	<b>27,463</b>	<b>2.6%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	18,496	30,000	31,500	1,500	5.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>18,496</b>	<b>30,000</b>	<b>31,500</b>	<b>1,500</b>	<b>5.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	102	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>102</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	3,806	(0)	-	0	-100.0%
<b>TOTAL ENERGY</b>	<b>3,806</b>	<b>(0)</b>	<b>-</b>	<b>0</b>	<b>-100.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>19,240</b>	<b>24,700</b>	<b>24,700</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,089,070</b>	<b>1,119,700</b>	<b>1,148,663</b>	<b>28,963</b>	<b>2.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,089,070)</b>	<b>(1,119,700)</b>	<b>(1,148,663)</b>	<b>28,963</b>	<b>2.6%</b>
OVERHEAD ALLOCATION	1,097,701	1,119,700	1,148,663	28,963	2.6%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>8,630</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>8,630</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
REVENUE BUDGET  
FISCAL YEAR 2021  
SECTION 5.18**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	13,928,411	12,330,941	11,066,547	(1,264,394)	-10.3%
<b>TOTAL OPERATING REVENUES</b>	<b>13,928,411</b>	<b>12,330,941</b>	<b>11,066,547</b>	<b>(1,264,394)</b>	<b>-10.3%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	1,976,267	2,000,000	-	(2,000,000)	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	500,000	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	500,000	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>2,476,267</b>	<b>2,000,000</b>	<b>-</b>	<b>(2,000,000)</b>	<b>-100.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>16,404,678</b>	<b>14,330,941</b>	<b>11,066,547</b>	<b>(3,264,394)</b>	<b>-22.8%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NET OPERATING SUBSIDY</b>	<b>13,928,411</b>	<b>12,330,941</b>	<b>11,066,547</b>	<b>1,264,394</b>	<b>-10.3%</b>
OVERHEAD ALLOCATION	(13,974,928)	(14,330,941)	(11,066,547)	3,264,394	-22.8%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(46,517)</b>	<b>(2,000,000)</b>	<b>-</b>	<b>(2,000,000)</b>	<b>-100.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>2,429,750</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
RISK BUDGET  
FISCAL YEAR 2021  
SECTION 5.19**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	278,808	295,000	297,010	2,010	0.7%
FRINGE EXPENSES	52,459	53,500	54,956	1,456	2.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>331,267</b>	<b>348,500</b>	<b>351,966</b>	<b>3,466</b>	<b>1.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	26,492	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>26,492</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,621	1,500	1,500	-	0.0%
<b>TOTAL ENERGY</b>	<b>1,621</b>	<b>1,500</b>	<b>1,500</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>423,879</b>	<b>718,026</b>	<b>649,582</b>	<b>(68,444)</b>	<b>-9.5%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>5,219</b>	<b>4,300</b>	<b>6,800</b>	<b>2,500</b>	<b>58.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>788,478</b>	<b>1,072,326</b>	<b>1,009,848</b>	<b>(62,478)</b>	<b>-5.8%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(788,478)</b>	<b>(1,072,326)</b>	<b>(1,009,848)</b>	<b>(62,478)</b>	<b>-5.8%</b>
<b>OVERHEAD ALLOCATION</b>	<b>674,669</b>	<b>1,072,326</b>	<b>1,009,848</b>	<b>(62,478)</b>	<b>-5.8%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(113,808)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(113,808)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SECURITY BUDGET  
FISCAL YEAR 2021  
SECTION 5.20**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	150,533	151,500	151,500	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>150,533</b>	<b>151,500</b>	<b>151,500</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>150,533</b>	<b>151,500</b>	<b>151,500</b>	<b>-</b>	<b>0.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	3,396,302	3,506,239	3,606,254	100,015	2.9%
FRINGE EXPENSES	395,079	444,988	484,912	39,924	9.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>3,791,381</b>	<b>3,951,227</b>	<b>4,091,166</b>	<b>139,939</b>	<b>3.5%</b>
SECURITY EXPENSES	6,420,717	7,733,000	7,914,000	181,000	2.3%
REPAIR/MAINTENANCE SERVICES	1,997	0	-	(0)	-100.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	102,229	102,500	102,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>6,524,942</b>	<b>7,835,500</b>	<b>8,016,500</b>	<b>181,000</b>	<b>2.3%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	2,872	1,200	1,200	-	0.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>2,872</b>	<b>1,200</b>	<b>1,200</b>	<b>-</b>	<b>0.0%</b>
GAS/DIESEL/PROPANE	127,977	130,000	130,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	22,217	23,000	23,000	-	0.0%
<b>TOTAL ENERGY</b>	<b>150,194</b>	<b>153,000</b>	<b>153,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>30,083</b>	<b>31,000</b>	<b>31,000</b>	<b>-</b>	<b>0.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>36,270</b>	<b>20,600</b>	<b>51,100</b>	<b>30,500</b>	<b>148.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>10,535,742</b>	<b>11,992,527</b>	<b>12,343,966</b>	<b>351,439</b>	<b>2.9%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(10,535,742)</b>	<b>(11,992,527)</b>	<b>(12,343,966)</b>	<b>351,439</b>	<b>2.9%</b>
OVERHEAD ALLOCATION	10,475,931	11,841,027	12,192,466	351,439	3.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(59,811)</b>	<b>(151,500)</b>	<b>(151,500)</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>90,722</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STORES BUDGET  
FISCAL YEAR 2021  
SECTION 5.21**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	1,011,215	1,080,594	1,104,994	24,400	2.3%
FRINGE EXPENSES	221,321	183,100	183,758	658	0.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>1,232,535</b>	<b>1,263,694</b>	<b>1,288,752</b>	<b>25,058</b>	<b>2.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	867	(0)	-	0	-100.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	172,657	200,000	200,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>173,524</b>	<b>200,000</b>	<b>200,000</b>	<b>-</b>	<b>0.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,138	12,200	16,400	4,200	34.4%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>5,138</b>	<b>12,200</b>	<b>16,400</b>	<b>4,200</b>	<b>34.4%</b>
GAS/DIESEL/PROPANE	508	500	750	250	50.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,178	2,200	1,000	(1,200)	-54.5%
<b>TOTAL ENERGY</b>	<b>2,686</b>	<b>2,700</b>	<b>1,750</b>	<b>(950)</b>	<b>-35.2%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>11,124</b>	<b>5,500</b>	<b>7,500</b>	<b>2,000</b>	<b>36.4%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,425,008</b>	<b>1,484,094</b>	<b>1,514,402</b>	<b>30,308</b>	<b>2.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,425,008)</b>	<b>(1,484,094)</b>	<b>(1,514,402)</b>	<b>30,308</b>	<b>2.0%</b>
OVERHEAD ALLOCATION	1,429,510	1,484,094	1,514,402	30,308	2.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>4,502</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>4,502</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TELEPHONE INFORMATION SERVICES BUDGET  
FISCAL YEAR 2021  
SECTION 5.22**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	623,115	669,500	682,549	13,049	1.9%
FRINGE EXPENSES	85,336	82,974	88,463	5,489	6.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>708,451</b>	<b>752,474</b>	<b>771,012</b>	<b>18,538</b>	<b>2.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	50	-	(50)	-100.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>50</b>	<b>-</b>	<b>(50)</b>	<b>-100.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>-</b>	<b>500</b>	<b>500</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>708,451</b>	<b>753,024</b>	<b>771,512</b>	<b>18,488</b>	<b>2.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(708,451)</b>	<b>(753,024)</b>	<b>(771,512)</b>	<b>18,488</b>	<b>2.5%</b>
<b>OVERHEAD ALLOCATION</b>	<b>725,456</b>	<b>753,024</b>	<b>771,512</b>	<b>18,488</b>	<b>2.5%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>17,005</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>17,005</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TRANSIT STORE BUDGET  
FISCAL YEAR 2021  
SECTION 5.23**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	3,144	0	-	(0)	-100.0%
<b>TOTAL OPERATING REVENUES</b>	<b>3,144</b>	<b>0</b>	<b>-</b>	<b>(0)</b>	<b>-100.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>3,144</b>	<b>0</b>	<b>-</b>	<b>(0)</b>	<b>-100.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	311,992	323,000	336,852	13,852	4.3%
FRINGE EXPENSES	46,352	46,450	50,165	3,715	8.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>358,344</b>	<b>369,450</b>	<b>387,017</b>	<b>17,567</b>	<b>4.8%</b>
SECURITY EXPENSES	-	-	2,060	2,060	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,987	2,709	2,410	(299)	-11.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>1,987</b>	<b>2,709</b>	<b>4,470</b>	<b>1,761</b>	<b>65.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	(0)	-	0	-100.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>0</b>	<b>-100.0%</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	311	260	260	-	0.0%
<b>TOTAL ENERGY</b>	<b>311</b>	<b>260</b>	<b>260</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>8,599</b>	<b>6,000</b>	<b>6,000</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>369,241</b>	<b>378,419</b>	<b>397,747</b>	<b>19,328</b>	<b>5.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(366,097)</b>	<b>(378,419)</b>	<b>(397,747)</b>	<b>19,328</b>	<b>5.1%</b>
<b>OVERHEAD ALLOCATION</b>	<b>368,302</b>	<b>378,419</b>	<b>397,747</b>	<b>19,328</b>	<b>5.1%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>2,205</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>2,205</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER ACTIVITIES BUDGET SUMMARY  
FISCAL YEAR 2021  
SECTION 6.01**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,128,036	1,141,800	1,102,730	(39,070)	-3.4%
<b>TOTAL OPERATING REVENUES</b>	<b>1,128,036</b>	<b>1,141,800</b>	<b>1,102,730</b>	<b>(39,070)</b>	<b>-3.4%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	117,669	35,138	291,386	256,248	729.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	117,669	35,138	291,386	256,248	729.3%
<b>TOTAL NON OPERATING REVENUE</b>	<b>117,669</b>	<b>35,138</b>	<b>291,386</b>	<b>256,248</b>	<b>729.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>1,245,705</b>	<b>1,176,938</b>	<b>1,394,116</b>	<b>217,178</b>	<b>18.5%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	562,957	496,185	494,573	(1,612)	-0.3%
FRINGE EXPENSES	265,430	191,569	264,709	73,140	38.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>828,388</b>	<b>687,754</b>	<b>759,282</b>	<b>71,528</b>	<b>10.4%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	5,104	5,000	5,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	120,054	183,300	243,300	60,000	32.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>125,158</b>	<b>188,300</b>	<b>248,300</b>	<b>60,000</b>	<b>31.9%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	347	500	1,000	500	100.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>347</b>	<b>500</b>	<b>1,000</b>	<b>500</b>	<b>100.0%</b>
GAS/DIESEL/PROPANE	5,557	6,000	6,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	13,080	11,500	11,000	(500)	-4.3%
<b>TOTAL ENERGY</b>	<b>18,637</b>	<b>17,500</b>	<b>17,000</b>	<b>(500)</b>	<b>-2.9%</b>
<b>RISK MANAGEMENT</b>	<b>65,610</b>	<b>77,801</b>	<b>132,236</b>	<b>54,435</b>	<b>70.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>128,156</b>	<b>133,520</b>	<b>134,187</b>	<b>667</b>	<b>0.5%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>23,135</b>	<b>26,000</b>	<b>25,750</b>	<b>(250)</b>	<b>-1.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,189,429</b>	<b>1,131,375</b>	<b>1,317,755</b>	<b>186,380</b>	<b>16.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(61,393)</b>	<b>10,425</b>	<b>(215,025)</b>	<b>225,450</b>	<b>-2162.6%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(56,276)</b>	<b>(45,564)</b>	<b>(76,361)</b>	<b>(30,798)</b>	<b>67.6%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(117,669)</b>	<b>(35,139)</b>	<b>(291,386)</b>	<b>256,248</b>	<b>729.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TAXICAB BUDGET  
FISCAL YEAR 2021  
SECTION 6.02**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	988,860	981,800	942,730	(39,070)	-4.0%
<b>TOTAL OPERATING REVENUES</b>	<b>988,860</b>	<b>981,800</b>	<b>942,730</b>	<b>(39,070)</b>	<b>-4.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	88,474	(60,863)	92,979	153,842	-252.8%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	88,474	(60,863)	92,979	153,842	-252.8%
<b>TOTAL NON OPERATING REVENUE</b>	<b>88,474</b>	<b>(60,863)</b>	<b>92,979</b>	<b>153,842</b>	<b>-252.8%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>1,077,334</b>	<b>920,937</b>	<b>1,035,709</b>	<b>114,772</b>	<b>12.5%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	544,677	470,185	467,573	(2,612)	-0.6%
FRINGE EXPENSES	247,421	170,069	245,905	75,836	44.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>792,098</b>	<b>640,254</b>	<b>713,478</b>	<b>73,224</b>	<b>11.4%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	5,104	5,000	5,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	71,568	73,200	83,200	10,000	13.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>76,671</b>	<b>78,200</b>	<b>88,200</b>	<b>10,000</b>	<b>12.8%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	347	500	1,000	500	100.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>347</b>	<b>500</b>	<b>1,000</b>	<b>500</b>	<b>100.0%</b>
GAS/DIESEL/PROPANE	5,557	6,000	6,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	13,080	11,500	11,000	(500)	-4.3%
<b>TOTAL ENERGY</b>	<b>18,637</b>	<b>17,500</b>	<b>17,000</b>	<b>(500)</b>	<b>-2.9%</b>
<b>RISK MANAGEMENT</b>	<b>7,910</b>	<b>8,500</b>	<b>9,500</b>	<b>1,000</b>	<b>11.8%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>102,260</b>	<b>104,420</b>	<b>104,420</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>23,135</b>	<b>26,000</b>	<b>25,750</b>	<b>(250)</b>	<b>-1.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,021,058</b>	<b>875,374</b>	<b>959,348</b>	<b>83,974</b>	<b>9.6%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(32,198)</b>	<b>106,426</b>	<b>(16,618)</b>	<b>123,044</b>	<b>-115.6%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(56,276)</b>	<b>(45,564)</b>	<b>(76,361)</b>	<b>(30,798)</b>	<b>67.6%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(88,474)</b>	<b>60,862</b>	<b>(92,979)</b>	<b>153,842</b>	<b>-252.8%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(0)</b>	<b>(0)</b>	<b>-</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SAN DIEGO AND ARIZONA EASTERN RAILROAD BUDGET  
FISCAL YEAR 2021  
SECTION 6.03**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	139,176	160,000	160,000	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>139,176</b>	<b>160,000</b>	<b>160,000</b>	<b>-</b>	<b>0.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	29,195	96,001	198,407	102,406	106.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	29,195	96,001	198,407	102,406	106.7%
<b>TOTAL NON OPERATING REVENUE</b>	<b>29,195</b>	<b>96,001</b>	<b>198,407</b>	<b>102,406</b>	<b>106.7%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>168,371</b>	<b>256,001</b>	<b>358,407</b>	<b>102,406</b>	<b>40.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	18,280	26,000	27,000	1,000	3.8%
FRINGE EXPENSES	18,009	21,500	18,804	(2,696)	-12.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>36,289</b>	<b>47,500</b>	<b>45,804</b>	<b>(1,696)</b>	<b>-3.6%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	48,486	110,100	160,100	50,000	45.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>48,486</b>	<b>110,100</b>	<b>160,100</b>	<b>50,000</b>	<b>45.4%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>57,700</b>	<b>69,301</b>	<b>122,736</b>	<b>53,435</b>	<b>77.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>25,896</b>	<b>29,100</b>	<b>29,767</b>	<b>667</b>	<b>2.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>168,371</b>	<b>256,001</b>	<b>358,407</b>	<b>102,406</b>	<b>40.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(29,195)</b>	<b>(96,001)</b>	<b>(198,407)</b>	<b>102,406</b>	<b>106.7%</b>
OVERHEAD ALLOCATION	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(29,195)</b>	<b>(96,001)</b>	<b>(198,407)</b>	<b>102,406</b>	<b>106.7%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0.0%</b>

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Summary of Debt-Service Activities  
Proposed Budget Fiscal Year 2021  
Section 7.01

Overview

This section reviews the debt service activities of MTS's operating budget. There are two different MTS financing programs: the MTS Tower and the 2004 pension obligation bonds.

MTS Tower

The County of San Diego (County) has a master lease agreement with the MTS Joint Powers Agency for the lease of the MTS Tower building. MTS entered into a sublease agreement with the County for a portion (27.61 percent) of the MTS Tower building. MTS's share of the building includes the two ground floor tenants and the top two floors of the building which are occupied by MTS. MTS pays 27.61 percent of the debt service costs as its share (essentially a lease payment).

MTS made its final debt service payment for the MTS Tower in FY20 and there are no further debt payments scheduled in FY21 or beyond.

Pension Obligation Bonds (POBs)

In October 2004, MTDB issued \$77,490,000 of POBs to fund 85 percent of San Diego Transit Corporation's (SDTC's) unfunded pension liability in addition to its FY05 normal cost reimbursement. This debt was comprised of two parts - the first part encompassed Series A fixed-rate bonds (\$38,690,000) composed of serial bonds and term bonds. Principal maturities are from 2005 to 2024 with interest rates from 2.58 percent to 5.15 percent payable semiannually.

Debt service for the fixed rate bonds for FY21 is \$3,154,000. This amount is budgeted in MTS bus operations with \$464,000 (interest component) budgeted in debt service and \$2,690,000 (principal portion) budgeted as a fringe benefit (pension) cost. While there is no directly tied funding source, funding comes from a variety of sources including TDA funds.

The second part encompassed Series B variable rate bonds (\$38,800,000). MTS refinanced these bonds in 2009, paying down the balance by \$8,800,000 and obtaining a five year variable loan from Dexia for \$30,000,000. MTS retired this loan in FY13.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
DEBT SERVICE SCHEDULE  
FISCAL YEARS 2021 - 2025  
SECTION 7.02**

<b>Fiscal Year</b>	<b>MTS Tower (Operations)</b>	<b>2004 Fixed Pension Obligation (Operations)</b>	<b>Grand Total MTS Debt Service</b>
2021	-	3,154,015	3,154,015
2022	-	3,156,746	3,156,746
2023	-	3,156,881	3,156,881
2024	-	1,892,509	1,892,509
2025	-	-	-
<b>Total</b>	<b>\$ 372,148</b>	<b>\$ 14,514,225</b>	<b>\$ 14,886,373</b>



SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Summary of Significant Capital Activities  
Proposed Budget Fiscal Year 2021  
Section 8.01

Development of the MTS Fiscal Year 2021 CIP

The Capital Improvement Program (CIP) process began in September 2019 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 FY21 ensuring that operationally critical projects were funded. The Chief Executive Officer (CEO) approved the prioritization of those capital requests. The FY21 MTS CIP was approved by the MTS Board of Directors on April 16, 2020.

The CIP assumes \$58.0 million for preventive maintenance. The remaining projects compete for the balance of available funding after the preventive maintenance has been taken into consideration.

The capital project list in Section 8.03 represents the five-year, unconstrained need for the MTS operators. After the most critical projects for FY21 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 FY21 funding level represent 67.5 percent of the total project needs after funding preventative maintenance.

Of the \$100.2 million available after Preventative Maintenance, ADA eligible operating expenses and SANDAG Planning Studies, \$58.9 million (or 59 percent) has been dedicated to revenue vehicle fleet replacement, \$24.3 million (or 24 percent) has been dedicated to facility and equipment related projects and \$16.9 million (or 17 percent) has been dedicated to Rail Infrastructure projects.

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. These projects are funded with \$36.2 million in federal funds. The remaining amount for capital projects is funded with various non-federal funds totaling \$64.0 million.

**Federal Funding**

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Federal fiscal year 2020. FAST establishes the legal authority to commence and continue FTA programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53.

FAST provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventative maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs
- 5337 State of Good Repair Funding for capital improvements and preventative maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements

The FY21 MTS CIP 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. The funding levels for each section are estimates.

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.

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 maximum of 10 percent maximum of the allocation to support operations of ADA complementary paratransit service.

For federal fiscal year 2020, the estimated allocation for the MTS Section 5307 program is \$46.2 million, which would be matched with local funds of \$11.5 million. This program would provide an estimated \$57.7 million to fund MTS's fiscal year 2021 CIP.

Section 5337 is a new formula-based State of Good Repair 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 required to maintain public transportation systems in a state of good repair.

Section 5337 SGR funds are allocated on a formula basis to rail systems that have been in operation for at least seven years. For federal fiscal year 2020, the Section 5337 funds MTS allocation estimate is \$27.9 million and will be matched with local funds of \$7.0 million. The program will provide an estimated \$34.9 million to fund MTS's fiscal year 2021 CIP.

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 2020, the Section 5339 funds MTS allocation estimate is \$4.7 million and will be matched with local funds of \$1.2 million. The program will provide an estimated \$5.9 million to fund MTS's fiscal year 2021 CIP.

In September of 2019, SANDAG's board has approved a total of \$72 million in federal Regional Surface Transportation Program (RSTP) funding from FY20 to FY25 for the replacement of MTS's SD100 LRV fleet to support additional/more frequent trolley service. In MTS's FY21 CIP \$20 million is budgeted, and the remaining balance will be budgeted in the future fiscal years.

The FTA funding is structured on a reimbursement basis (after expenses are incurred). Local funding (Transportation Development Act (TDA)/ State Transit Assistance (STA) /TransNet) is scheduled at the beginning of each fiscal year and received on a monthly basis. In many situations, local funds are received before expenses are incurred.

Local Match

The local match for CIP projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be TDA funds, final decisions on the matching source would be made during the fiscal year 2021 CIP implementation process in order to maximize the availability and flexibility of funding.

State Transit Assistance

MTS receives State Transit Assistance (STA) funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. The estimated STA funding for fiscal year 2020-21 is \$30.2 million, of which \$18.9 million is planned in CIP with the remaining \$11.3 million planned for the operating budget.

For fiscal year 2019-20, the State of Good Repair (SGR) program of Senate Bill 1 (SB1), funded from a portion of a new transportation improvement fee on vehicle registration, will provide an additional \$4.8 million to MTS's FY21 CIP.

Other 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.

The Low Carbon Transit Operations Program (LCTOP) has \$147 million in total funding that will be distributed by the same formula as STA funding. MTS will receive \$225,000 in fiscal year 2021. This funding will be used in conjunction with previously received Cap-and-Trade funding from the Transit and Intercity Rail Capital Program to fund the Zero Emission Bus Pilot project.

The Transit and Intercity Rail Capital Program (TIRCP) awarded MTS a total of \$40.1M in fiscal year 2019 for Blue Line Rail Corridor Transit Enhancements projects, in which \$10.8M is budgeted in MTS's FY21 CIP, the remaining balance will be budgeted in future fiscal years.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - REVENUES (in 000's)**  
**FISCAL YEAR 2021**  
**SECTION 8.02**

<b>Funding Description</b>	<b>Total</b>
Federal FFY18 - 5307 Funding Estimate	46,173
Federal FFY18 - 5337 Funding Estimate	27,944
Federal FFY18 - 5339 Funding Estimate	4,726
Federal RSTP	20,000
California Transportation Development Act (TDA)	26,474
California State Transit Assistance (STA/SB1)	18,892
California State of Good Repair (SGR)	4,764
California Cap and Trade (LCTOP)	225
California Cap and Trade (TIRCP)	10,784
SD&AE Desert Line	1,000
Other - Local Funds	2,063
<b>Total Available Funding</b>	<b>\$ 163,046</b>
Preventive Maintenance - Federal 5307	\$ (30,056)
Preventive Maintenance - Federal 5337	(27,944)
ADA Operation - Federal 5307	(4,617)
SANDAG Planning Study - FFY19 Local Match	(214)
<b>Total Preventative Maintenance/SANDAG Planning</b>	<b>\$ (62,831)</b>
<b>Available Funding for Capital Program</b>	<b>\$ 100,214</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - PROJECTS (in 000's)**  
**FISCAL YEAR 2021**  
**SECTION 8.03**

**PROJECT SUBMITTALS:**

Division	Project Manager	Project Name	Funded thru FY20	FY21 Request	FY21 Funded	FY22	FY23	FY24	FY25	BUDGET FY21 - FY25	TOTAL BUDGET
MTS Admin	TBD	Admin - America Plaza Pedestrian Enhancements	400,000	1,000,000	1,000,000	3,294,000	-	-	-	4,294,000	4,694,000
MTS Admin	TBD	Admin - Fare System Upgrades	21,950,000	4,000,000	4,000,000	6,000,000	-	-	-	10,000,000	31,950,000
MTS Admin	TBD	Admin - Fire Sprinkler Upgrade	-	500,000	500,000	-	-	-	-	500,000	500,000
MTS Admin	TBD	Admin - Miscellaneous Capital - FY21	-	1,335,424	1,335,424	-	-	-	-	1,335,424	1,335,424
MTS Admin	TBD	Admin - Southbay Feeder Bus Service (Iris Rapid)	2,500,000	5,000,000	5,000,000	15,366,000	-	-	-	20,366,000	22,866,000
MTS Admin	TBD	IT - Bus Yard Wireless Network Replacement	-	200,000	200,000	200,000	200,000	200,000	200,000	1,000,000	1,000,000
MTS Admin	TBD	IT - Data Storage Refresh FY21	-	200,000	200,000	100,000	100,000	100,000	781,000	1,281,000	1,281,000
MTS Admin	TBD	IT - Internet & Intranet Refresh	-	164,857	164,857	150,000	-	-	-	314,857	314,857
MTS Admin	TBD	IT - Network Equipment Refresh FY21	-	294,000	294,000	600,000	300,000	300,000	300,000	1,794,000	1,794,000
MTS Admin	TBD	IT - Server Refresh FY21	-	287,000	287,000	421,000	359,000	260,000	310,000	1,637,000	1,637,000
MTS Admin	TBD	IT - SMS Service Replacement	-	331,000	331,000	-	-	-	-	331,000	331,000
MTS Admin	TBD	IT - Trolley Operations PA Enhancements	-	458,168	458,168	-	-	-	-	458,168	458,168
SDTC	TBD	SDTC 40' Bus Procurement - FY21	20,829,000	6,026,000	4,026,000	21,875,000	23,140,000	28,786,000	27,712,000	105,539,000	126,368,000
SDTC	TBD	SDTC 60' Bus Procurement - FY21	-	29,055,574	27,009,430	-	-	-	-	27,009,430	27,009,430
SDTC	TBD	SDTC ADA Bus Replacement - FY21	3,316,000	1,508,236	1,508,236	3,691,230	3,655,737	3,916,026	5,429,720	18,200,949	21,516,949
SDTC	TBD	SDTC CPD Mobile Column Lift Replacement	-	65,000	65,000	70,000	-	75,000	-	210,000	210,000
SDTC	TBD	SDTC IAD & KMD Fleetwatch	-	107,000	107,000	-	-	-	-	107,000	107,000
SDTC	TBD	SDTC IAD RAM LED Shop Lights	-	67,500	67,500	-	-	-	-	67,500	67,500
SDTC	TBD	SDTC KMD Bay Rollup Door Replacement	-	185,000	185,000	-	-	-	-	185,000	185,000
SDTC	TBD	SDTC KMD Shop Hoists- Phase 1 Construction	-	1,850,000	1,850,000	1,850,000	-	-	-	3,700,000	3,700,000
SDTC	TBD	SDTC KMD UST Closure	-	141,000	141,000	-	-	-	-	141,000	141,000
SDTC	TBD	SDTC Mini Bus Replacement (UCSD Shuttle)	-	410,221	410,221	1,056,322	-	-	7,156,481	8,623,024	8,623,024
SDTC	TBD	SDTC Old Town Transit Center	5,028,000	1,500,000	1,500,000	-	-	-	-	1,500,000	6,528,000
SDTC	TBD	SDTC RTMS Hardware Upgrade and Radio Site Refresh	10,316,000	630,600	630,600	-	-	-	-	630,600	10,946,600
SDTC	TBD	SDTC ZEB Pilot Program	8,996,000	3,462,915	3,462,915	-	-	-	-	3,462,915	12,458,915
SDTI	TBD	FAC - Fencing Improvement - Blue Line	-	400,000	400,000	350,000	200,000	-	200,000	1,150,000	1,150,000
SDTI	TBD	FAC - New Elevator at Fashion Valley Station	-	470,000	470,000	-	-	-	-	470,000	470,000
SDTI	TBD	FAC - Trolley Yard & Building C Expansion - Design	-	278,000	278,000	5,000,000	5,000,000	-	-	10,278,000	10,278,000
SDTI	TBD	LRV - C Building Fall Protection - C-1 East	-	261,250	261,250	-	-	-	-	261,250	261,250
SDTI	TBD	LRV - Fall Protection Building A	-	374,000	374,000	-	-	-	-	374,000	374,000
SDTI	TBD	LRV - Fall Protection Building C West	-	253,000	253,000	-	-	-	-	253,000	253,000
SDTI	TBD	LRV - SD100 Replacement - FY21	83,039,000	25,970,501	25,970,501	29,000,000	31,000,000	40,000,000	7,963,017	133,933,518	216,972,518
SDTI	TBD	MOW - AC Switch Gear Replacement	-	300,000	300,000	1,500,000	900,000	-	-	2,700,000	2,700,000
SDTI	TBD	MOW - Beech Street Double Crossover	450,000	4,615,000	4,615,000	-	-	-	-	4,615,000	5,065,000
SDTI	TBD	MOW - Green Line Category Project	1,323,000	1,323,000	1,323,000	1,323,000	-	-	-	2,646,000	3,969,000
SDTI	TBD	MOW - Green Line IMT Double Tracking	794,000	4,000,000	4,000,000	5,170,000	-	-	-	9,170,000	9,964,000
SDTI	TBD	MOW - Substation Building Repairs	-	200,000	200,000	110,000	110,000	110,000	110,000	640,000	640,000
SDTI	TBD	MOW - Turnouts #9 and #11 Signal Improvements	-	450,000	450,000	-	-	-	-	450,000	450,000
SDTI	TBD	Track - On-Track Equipment Replacement	-	410,000	410,000	1,350,000	471,000	870,000	200,000	3,301,000	3,301,000
SDTI	TBD	Track - SDIV Trackway Paving Removal	-	425,000	425,000	1,175,000	-	-	-	1,600,000	1,600,000
SDTI	TBD	Track - Drainage Improvement - Beyer Blvd Track and Slope	3,042,000	2,000,000	2,000,000	760,000	-	-	500,000	3,260,000	6,302,000
SDTI	TBD	Track - Grade Crossing Replacement	-	1,150,000	1,150,000	3,350,000	6,721,000	3,086,000	2,003,000	16,310,000	16,310,000
SDTI	TBD	Track - Las Chollas Creek Bridge Repair	-	150,000	150,000	1,500,000	-	-	-	1,650,000	1,650,000
SDTI	TBD	Track - Rail Replacement - America Plaza & Kettner	-	260,000	260,000	800,000	250,000	800,000	300,000	2,410,000	2,410,000
SDTI	TBD	Track - Trackwork Replacement - 25th & Commercial	-	2,100,000	2,100,000	-	-	-	-	2,100,000	2,100,000
SDTI	TBD	Transp - Radio Infrastructure FY21	73,000	91,100	91,100	127,550	-	-	-	218,650	291,650
MTS Admin	TBD	Admin - Imperial Ave Transit Center Expansion	1,000,000	1,000,000	-	9,000,000	-	-	-	9,000,000	10,000,000

Att A, Al 25, 5/14/2020

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - PROJECTS (in 000's)**  
**FISCAL YEAR 2021**  
**SECTION 8.03**

**PROJECT SUBMITTALS:**

Division	Project Manager	Project Name	Funded thru FY20	FY21 Request	FY21 Funded	FY22	FY23	FY24	FY25	BUDGET FY21 - FY25	TOTAL BUDGET
MTS Admin	TBD	Admin - Security Lockers and Restrooms Upgrade	-	300,000	-	-	-	-	-	-	-
MTS Admin	TBD	Admin - Systemwide CCTV Maintenance FY21	-	815,000	-	856,000	898,000	943,000	1,191,000	3,888,000	3,888,000
MTS Admin	TBD	IT - Lidar Imagery refresh	-	130,050	-	-	-	-	130,050	130,050	130,050
SDTC	TBD	SDTC ZEB Infrastructures	-	13,500,000	-	19,000,000	13,750,000	14,000,000	14,500,000	61,250,000	61,250,000
SDTC	TBD	SDTC CPD Rehab	-	83,000	-	-	-	-	-	-	-
SDTC	TBD	SDTC HASTUS Upgrade	-	580,000	-	1,420,000	-	-	-	1,420,000	1,420,000
SDTC	TBD	SDTC IAD RAM HVAC Replacement	-	350,000	-	-	-	-	-	-	-
SDTC	TBD	SDTC IAD Restroom Rehabilitations	-	116,000	-	-	-	-	-	-	-
SDTC	TBD	SDTC IAD Space Reconfiguration - Design	-	99,000	-	250,000	-	-	-	250,000	250,000
SDTC	TBD	SDTC KMD Service Lane & Brake Pit Roof Replacements	-	285,000	-	-	-	-	-	-	-
SDTC	TBD	SDTC New Transit Facility	30,368,000	14,950,000	-	14,950,000	14,950,000	14,950,000	14,950,000	59,800,000	90,168,000
SDTC	TBD	SDTC SBMF CNG Dryer Replacement	-	306,000	-	-	-	-	-	-	-
SDTI	TBD	FAC - Replacement Elevator at Fashion Valley	-	-	-	3,060,000	-	-	750,000	3,810,000	3,810,000
SDTI	TBD	FAC - Rio Vista Station Wall & Platform Repairs	640,000	1,761,400	-	-	-	-	-	-	640,000
SDTI	TBD	FAC - Station & Parking Lot Lighting - Fashion Valley	-	250,000	-	300,000	365,000	325,000	350,000	1,340,000	1,340,000
SDTI	TBD	FAC - Station Cleaning Equipment - FY21	-	106,000	-	70,000	75,000	48,000	48,000	241,000	241,000
SDTI	TBD	FAC - Station Furniture - OL Bench and Trash Receptacle	-	250,000	-	100,000	-	200,000	100,000	400,000	400,000
SDTI	TBD	FAC - Station Parking Lot Resurface - Amaya	-	250,000	-	480,000	150,000	-	-	630,000	630,000
SDTI	TBD	FAC - Trolley Station Structures Painting - Grantville	-	320,000	-	250,000	200,000	75,000	-	525,000	525,000
SDTI	TBD	LRV - Building A & C Catenary Disconnect Switch	-	540,000	-	-	-	-	-	-	-
SDTI	TBD	LRV - SD7 APS Overhaul	-	450,000	-	-	-	-	-	-	-
SDTI	TBD	MOW - ABS Signaling Between Francis and 32nd St	-	1,000,000	-	-	-	-	-	-	-
SDTI	TBD	MOW - CPC Substation Replacement	-	300,000	-	300,000	4,150,000	4,150,000	2,000,000	10,600,000	10,600,000
SDTI	TBD	MOW - Downtown Traffic Signal Priority - Design	-	150,000	-	-	-	-	-	-	-
SDTI	TBD	MOW - Grade Crossing Warning System	-	200,000	-	1,100,000	1,100,000	1,100,000	1,100,000	4,400,000	4,400,000
SDTI	TBD	MOW - OL Grade Crossing Approach & Signal	-	992,855	-	-	-	-	-	-	-
SDTI	TBD	MOW - Power Switch Machine Replace - E8 & E10	-	90,000	-	90,000	90,000	90,000	90,000	360,000	360,000
SDTI	TBD	MOW - Wayside Signal Replacement - Design	-	300,000	-	4,050,000	1,100,000	2,100,000	1,100,000	8,350,000	8,350,000
SDTI	TBD	Track - Blue Line to Green Line Third Track - Design	-	300,000	-	5,000,000	5,000,000	-	-	10,000,000	10,000,000
SDTI	TBD	Track - Cross Tie Replacement - OL	-	3,175,000	-	2,000,000	2,000,000	-	-	4,000,000	4,000,000
SDTI	TBD	Track - Drainage Improvements	-	100,000	-	1,600,000	2,900,000	1,500,000	1,500,000	7,500,000	7,500,000
SDTI	TBD	Track - El Cajon Transit Center Third Track - Design	-	300,000	-	450,000	5,000,000	-	-	5,450,000	5,450,000
SDTI	TBD	Track - Trackwork Replacement - A Yard & Newton Design	-	300,000	-	2,200,000	-	-	-	2,200,000	2,200,000
SDTI	TBD	Track - Trackwork Replacement - Broadway Wye Grade Cros	-	300,000	-	1,300,000	2,000,000	-	-	3,300,000	3,300,000
MTS Admin	TBD	Admin - Southwestern Rapid	-	-	-	-	1,000,000	11,000,000	-	12,000,000	12,000,000
MTS Admin	TBD	IT - Board Room Audio/Video Refresh	-	-	-	170,000	-	-	-	170,000	170,000
MTS Admin	TBD	IT - Communication Cabinets UPS & Batteries	-	-	-	-	-	-	300,000	300,000	300,000
MTS Admin	TBD	IT - Cybersecurity Assessment & Roadmap	-	-	-	360,000	-	-	-	360,000	360,000
MTS Admin	TBD	IT - Trapeze IVR Replacement/Upgrade	-	-	-	77,000	-	-	-	77,000	77,000
MTS Admin	TBD	IT - Trolley Station Network Communication Equipment	-	-	-	-	-	-	2,000,000	2,000,000	2,000,000
SDTC	TBD	SDTC CPD Asphalt Depression Repair	-	55,000	-	-	-	-	-	-	-
SDTC	TBD	SDTC CPD Gasoline AST Removal	-	-	-	65,000	-	-	-	65,000	65,000
SDTC	TBD	SDTC ECD Diesel AST Removal	-	-	-	85,000	-	-	-	85,000	85,000
SDTC	TBD	SDTC IAD RAM Driver Training Interior Improvement	-	-	-	75,000	-	-	-	75,000	75,000
SDTC	TBD	SDTC IAD RAM Roof Replacement	-	-	-	510,000	-	-	-	510,000	510,000
SDTC	TBD	SDTC KMD Bus Wash	-	-	-	850,000	-	-	-	850,000	850,000
SDTC	TBD	SDTC KMD Chassis Wash Hoist	-	-	-	-	-	160,000	-	160,000	160,000

Att A, Al 25, 5/14/2020

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - PROJECTS (in 000's)**  
**FISCAL YEAR 2021**  
**SECTION 8.03**

**PROJECT SUBMITTALS:**

Division	Project Manager	Project Name	Funded thru FY20	FY21 Request	FY21 Funded	FY22	FY23	FY24	FY25	BUDGET FY21 - FY25	TOTAL BUDGET
SDTC	TBD	SDTC KMD CNG Dispenser Replacement	-	-	-	-	-	-	400,000	400,000	400,000
SDTC	TBD	SDTC KMD Concrete Lot Repairs	-	-	-	-	500,000	-	-	500,000	500,000
SDTC	TBD	SDTC KMD Gemini CNG Compressor Replacement	-	-	-	-	-	1,300,000	-	1,300,000	1,300,000
SDTC	TBD	SDTC KMD Lot LED Lighting	-	96,000	-	-	-	-	-	-	-
SDTC	TBD	SDTC KMD Maintenance Building Restroom Rehabilitation	-	-	-	-	95,000	-	-	95,000	95,000
SDTC	TBD	SDTC KMD Misc. Shop Equipment Replacement	-	-	-	-	100,000	-	-	100,000	100,000
SDTC	TBD	SDTC KMD Parking Garage Repairs	-	-	-	-	-	-	500,000	500,000	500,000
SDTC	TBD	SDTC KMD Service Lane Restroom Rehabilitation	-	-	-	-	-	95,000	-	95,000	95,000
SDTC	TBD	SDTC RTMS Hardware Refresh	-	-	-	-	-	-	250,000	250,000	250,000
SDTC	TBD	SDTC RTMS Server Backup	-	-	-	750,000	-	-	-	750,000	750,000
SDTC	TBD	SDTC SBMF Concrete Repairs	-	-	-	600,000	-	-	-	600,000	600,000
SDTC	TBD	SDTC SBMF Mobile Column Lift Replacement	-	-	-	-	450,000	-	-	450,000	450,000
SDTC	TBD	SDTC Service Trucks	-	-	-	100,000	-	345,000	-	445,000	445,000
SDTI	TBD	FAC - Building A B C Workspace Improvements	-	25,000	-	165,000	150,000	-	-	315,000	315,000
SDTI	TBD	FAC - Green Line Station Shelter Replacement	-	-	-	1,180,000	-	-	-	1,180,000	1,180,000
SDTI	TBD	FAC - Misc. Lighting Upgrades	-	-	-	92,000	150,000	250,000	500,000	992,000	992,000
SDTI	TBD	FAC - Trolley Yard Facilities Rehabilitation	-	-	-	425,000	925,000	825,000	-	2,175,000	2,175,000
SDTI	TBD	LRV - Building A Wheel Truing Machine	-	-	-	-	2,000,000	-	-	2,000,000	2,000,000
SDTI	TBD	LRV - SD7 Coupler Replacement	-	-	-	1,500,000	-	-	-	1,500,000	1,500,000
SDTI	TBD	LRV - SD8 Wheelset Overhaul	-	-	-	3,333,000	3,333,000	3,333,000	3,333,000	13,332,000	13,332,000
SDTI	TBD	MOW - "C" Yard Expansion	-	-	-	-	1,000,000	5,000,000	-	6,000,000	6,000,000
SDTI	TBD	MOW - City College Substation Replacement	-	-	-	-	100,000	400,000	-	500,000	500,000
SDTI	TBD	MOW - Double Crossovers at Francis/Horton	-	-	-	600,000	-	4,000,000	-	4,600,000	4,600,000
SDTI	TBD	MOW - Downtown Parallel Feeder Cable	-	-	-	3,500,000	-	-	-	3,500,000	3,500,000
SDTI	TBD	MOW - E8 & E10 Interlocking Upgrades	-	-	-	-	200,000	2,500,000	-	2,700,000	2,700,000
SDTI	TBD	MOW - SDSU UPS/Battery Upgrades	-	-	-	-	200,000	-	-	200,000	200,000
SDTI	TBD	MOW - TPSS Ohio Brass Rectifier Upgrades	-	-	-	400,000	1,600,000	-	400,000	2,400,000	2,400,000
SDTI	TBD	Track - Bridge Repair	-	-	-	200,000	-	-	-	200,000	200,000
SDTI	TBD	Track - C Street Pavement Track Replacement	-	-	-	-	-	885,000	823,000	1,708,000	1,708,000
SDTI	TBD	Track - Commercial Street Track Replacement	-	-	-	-	1,218,000	1,418,000	1,475,000	4,111,000	4,111,000
SDTI	TBD	Track - Station Track Replacement	-	-	-	3,263,000	622,000	-	550,000	4,435,000	4,435,000
SDTI	TBD	Track - Trackwork Replacement - Balt. Jct. Diamonds	-	-	-	-	-	150,000	1,200,000	1,350,000	1,350,000
SDTI	TBD	Track - Trackwork Replacement - Switch E343	-	-	-	-	600,000	340,000	-	940,000	940,000
SDTI	TBD	Track - Trackwork Replacement - Switch E356A/B	-	-	-	-	-	800,000	-	800,000	800,000
			194,064,000	148,385,651	100,214,202	192,315,102	140,377,737	150,785,026	102,705,268	686,397,335	880,461,335

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - CUMULATIVE THROUGH FISCAL YEAR 2021 (in 000's)**  
**FISCAL YEAR 2021**  
**SECTION 8.04**

FUNDING SOURCES												
Project Name	Funded thru FY20	FY21 Funded	5307	5337	5339	Federal RSTP	TDA	STA/SB1 SGR	LCTOP	TIRCP	SD&AE Desert Line	Other
SDTC 60' Bus Procurement - FY21	\$ -	\$ 27,009	\$ 7,498	\$ -	\$ 4,726	\$ -	\$ 750	\$ 13,786	\$ -	\$ -	\$ -	\$ 250
LRV - SD100 Replacement - FY21	83,039	25,971	\$ -	\$ 2,944	\$ -	\$ 20,000	\$ -	\$ 3,026	\$ -	\$ -	\$ -	\$ -
SDTC 40' Bus Procurement - FY21	20,829	4,026	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,494	\$ -	\$ -	\$ -	\$ 532
Admin - Southbay Feeder Bus Service (Iris Rapid)	2,500	5,000	\$ -	\$ -	\$ -	\$ -	\$ 1,908	\$ -	\$ -	\$ 3,092	\$ -	\$ -
MOW - Beech Street Double Crossover	450	4,615	\$ -	\$ -	\$ -	\$ -	\$ 141	\$ 782	\$ -	\$ 3,692	\$ -	\$ -
Admin - Fare System Upgrades	21,950	4,000	\$ -	\$ -	\$ -	\$ -	\$ 1,433	\$ 2,567	\$ -	\$ -	\$ -	\$ -
MOW - Green Line IMT Double Tracking	794	4,000	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ -	\$ 3,200	\$ -	\$ -
SDTC ZEB Pilot Program	8,996	3,463	\$ -	\$ -	\$ -	\$ -	\$ 3,238	\$ -	\$ 225	\$ -	\$ -	\$ -
Track - Trackwork Replacement - 25th & Commercial	-	2,100	\$ -	\$ -	\$ -	\$ -	\$ 1,100	\$ -	\$ -	\$ -	\$ 1,000	\$ -
Track - Drainage Improvement - Beyer Blvd Track and Slope	3,042	2,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -
SDTC KMD Shop Hoists- Phase 1 Construction	-	1,850	\$ -	\$ -	\$ -	\$ -	\$ 1,850	\$ -	\$ -	\$ -	\$ -	\$ -
SDTC ADA Bus Replacement - FY21	3,316	1,508	\$ -	\$ -	\$ -	\$ -	\$ 1,508	\$ -	\$ -	\$ -	\$ -	\$ -
SDTC Old Town Transit Center	5,028	1,500	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -
Admin - Miscellaneous Capital - FY21	-	1,335	\$ -	\$ -	\$ -	\$ -	\$ 54	\$ -	\$ -	\$ -	\$ -	\$ 1,282
Track - Grade Crossing Replacement	-	1,150	\$ -	\$ -	\$ -	\$ -	\$ 1,150	\$ -	\$ -	\$ -	\$ -	\$ -
Admin - America Plaza Pedestrian Enhancements	400	1,000	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ 800	\$ -	\$ -
SDTC RTMS Hardware Upgrade and Radio Site Refresh	10,316	631	\$ -	\$ -	\$ -	\$ -	\$ 631	\$ -	\$ -	\$ -	\$ -	\$ -
Admin - Fire Sprinkler Upgrade	-	500	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -
FAC - New Elevator at Fashion Valley Station	-	470	\$ -	\$ -	\$ -	\$ -	\$ 470	\$ -	\$ -	\$ -	\$ -	\$ -
IT - Trolley Operations PA Enhancements	-	458	\$ -	\$ -	\$ -	\$ -	\$ 458	\$ -	\$ -	\$ -	\$ -	\$ -
MOW - Turnouts #9 and #11 Signal Improvements	-	450	\$ -	\$ -	\$ -	\$ -	\$ 450	\$ -	\$ -	\$ -	\$ -	\$ -
Track - SDIV Trackway Paving Removal	-	425	\$ -	\$ -	\$ -	\$ -	\$ 425	\$ -	\$ -	\$ -	\$ -	\$ -
SDTC Mini Bus Replacement (UCSD Shuttle)	-	410	\$ -	\$ -	\$ -	\$ -	\$ 410	\$ -	\$ -	\$ -	\$ -	\$ -
Track - On-Track Equipment Replacement	-	410	\$ -	\$ -	\$ -	\$ -	\$ 410	\$ -	\$ -	\$ -	\$ -	\$ -
FAC - Fencing Improvement - Blue Line	-	400	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -
LRV - Fall Protection Building A	-	374	\$ -	\$ -	\$ -	\$ -	\$ 374	\$ -	\$ -	\$ -	\$ -	\$ -
IT - SMS Service Replacement	-	331	\$ -	\$ -	\$ -	\$ -	\$ 331	\$ -	\$ -	\$ -	\$ -	\$ -
MOW - AC Switch Gear Replacement	-	300	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ -
IT - Network Equipment Refresh FY21	-	294	\$ -	\$ -	\$ -	\$ -	\$ 294	\$ -	\$ -	\$ -	\$ -	\$ -
IT - Server Refresh FY21	-	287	\$ -	\$ -	\$ -	\$ -	\$ 287	\$ -	\$ -	\$ -	\$ -	\$ -
FAC - Trolley Yard & Building C Expansion - Design	-	278	\$ -	\$ -	\$ -	\$ -	\$ 278	\$ -	\$ -	\$ -	\$ -	\$ -
LRV - C Building Fall Protection - C-1 East	-	261	\$ -	\$ -	\$ -	\$ -	\$ 261	\$ -	\$ -	\$ -	\$ -	\$ -
Track - Rail Replacement - America Plaza & Kettner	-	260	\$ -	\$ -	\$ -	\$ -	\$ 260	\$ -	\$ -	\$ -	\$ -	\$ -
LRV - Fall Protection Building C West	-	253	\$ -	\$ -	\$ -	\$ -	\$ 253	\$ -	\$ -	\$ -	\$ -	\$ -
IT - Bus Yard Wireless Network Replacement	-	200	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -
IT - Data Storage Refresh FY21	-	200	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -
MOW - Substation Building Repairs	-	200	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -
SDTC KMD Bay Rollup Door Replacement	-	185	\$ -	\$ -	\$ -	\$ -	\$ 185	\$ -	\$ -	\$ -	\$ -	\$ -
IT - Internet & Intranet Refresh	-	165	\$ -	\$ -	\$ -	\$ -	\$ 165	\$ -	\$ -	\$ -	\$ -	\$ -
Track - Las Chollas Creek Bridge Repair	-	150	\$ -	\$ -	\$ -	\$ -	\$ 150	\$ -	\$ -	\$ -	\$ -	\$ -
SDTC KMD UST Closure	-	141	\$ -	\$ -	\$ -	\$ -	\$ 141	\$ -	\$ -	\$ -	\$ -	\$ -
SDTC IAD & KMD Fleetwatch	-	107	\$ -	\$ -	\$ -	\$ -	\$ 107	\$ -	\$ -	\$ -	\$ -	\$ -
Transp - Radio Infrastructure FY21	73	91	\$ -	\$ -	\$ -	\$ -	\$ 91	\$ -	\$ -	\$ -	\$ -	\$ -



SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
APPROVED CAPITAL BUDGET - CUMMULATIVE THROUGH FISCAL YEAR 2021 (in 000's)  
FISCAL YEAR 2021  
SECTION 8.04

Project Name	Funded thru FY20	FY21 Funded	FUNDING SOURCES								TIRCP	LCTOP	SD&AE Desert Line	Other
			5307	5337	5339	Federal RSTP	TDA	STA/SB1 SGR						
SDTC IAD RAM LED Shop Lights	-	68	\$ -	\$ -	\$ -	\$ -	\$ 68	\$ -			\$ -	\$ -	\$ -	\$ -
SDTC CPD Mobile Column Lift Replacement	-	65	\$ -	\$ -	\$ -	\$ -	\$ 65	\$ -			\$ -	\$ -	\$ -	\$ -
MOW - Green Line Catenary Project	1,323	1,323	\$ 1,058	\$ -	\$ -	\$ -	\$ 265	\$ -			\$ -	\$ -	\$ -	\$ -
	\$ 162,056	\$ 100,214	\$ 8,556	\$ 2,944	\$ 4,726	\$ 20,000	\$ 26,260	\$ 23,656			\$ 225	\$ 10,784	\$ 1,000	\$ 2,063

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2021 (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	FY21		
		Budget	Federal	State/Local Other
1107	<u>Admin - America Plaza Pedestrian Enhancements</u>	1,000	-	1,000 -
815	<u>Conceptual Plan for Pedestrian Improvements between America and Santa Fe Depot</u>	4,000	-	4,000 -
903	<u>Admin - Fare System Upgrades</u>	500	-	500 -
1106	<u>Next Generation Fare System.</u>	1,335	-	54 1,282
1104	<u>Admin - Fire Sprinkler Upgrade</u>	5,000	-	5,000 -
913	<u>Upgrade Fire Sprinkler system for various locations.</u>	200	-	200 -
894	<u>Admin - Miscellaneous Capital - FY21</u>	200	-	200 -
1095	<u>MTS Miscellanies capital projects.</u>	165	-	165 -
912	<u>Admin - Southbay Feeder Bus Service (Iris Rapid)</u>	294	-	294 -
890	<u>Design of a new feeder bus service at Southbay.</u>	287	-	287 -
898	<u>IT - Bus Yard Wireless Network Replacement</u>	331	-	331 -
895	<u>Replacement of wireless network at various bus yards.</u>	458	-	458 -
915	<u>IT - Data Storage Refresh FY21</u>	4,026	-	3,494 532
857	<u>Replacement of data storage server.</u>	27,009	13,223	13,786 -
896	<u>IT - Internet &amp; Intranet Refresh</u>	1,508	-	1,508 -
859	<u>Refresh and update MTS internet and intranet website</u>	65	-	65 -
868	<u>IT - Network Equipment Refresh FY21</u>	107	-	107 -
871	<u>Replacement of IT network equipment.</u>	68	-	68 -
856	<u>IT - Server Refresh FY21</u>	185	-	185 -
928	<u>Replacement of IT server equipment.</u>	1,850	-	1,850 -
937	<u>IT - SMS Service Replacement</u>	141	-	141 -
936	<u>Replacement of current short message service.</u>	410	-	410 -
	<u>IT - Trolley Operations PA Enhancements</u>	1,500	-	1,500 -
	<u>Enhancements to the Trolley Public Announcement system.</u>	631	-	631 -
	<u>SDTC 40' Bus Procurement - FY21</u>			
	<u>Procurement of 40' buses</u>			
	<u>SDTC 60' Bus Procurement - FY21</u>			
	<u>Procurement of 60' buses</u>			
	<u>SDTC ADA Bus Replacement - FY21</u>			
	<u>Procurement of ADA buses</u>			
	<u>SDTC CPD Mobile Column Lift Replacement</u>			
	<u>Replacement of mobile column lift at Copley Park Division</u>			
	<u>SDTC IAD &amp; KMD Fleetwatch</u>			
	<u>Upgrade of obsolete modules of the Fleetwatch system</u>			
	<u>SDTC IAD RAM LED Shop Lights</u>			
	<u>Upgrade Imperial Ave. Bus Division shop lights to LED.</u>			
	<u>SDTC KMD Bay Rollup Door Replacement</u>			
	<u>Replace Kearny Mesa Bus Division rollup doors.</u>			
	<u>SDTC KMD Shop Hoists- Phase 1 Construction</u>			
	<u>Replacement of shop hoists at Kearny Mesa Bus Division.</u>			
	<u>SDTC KMD UST Closure</u>			
	<u>Closure of underground diesel storage tank at Kearny Mesa Bus Division.</u>			
	<u>SDTC Mini Bus Replacement (UCSD Shuttle)</u>			
	<u>Replacement of two mini buses.</u>			
	<u>SDTC Old Town Transit Center</u>			
	<u>Improvements to Old Town Transit Center West.</u>			
	<u>SDTC RTMS Hardware Upgrade and Radio Site Refresh</u>			
	<u>Hardware upgrade to the Regional Transit Management System.</u>			

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2021 (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	FY21			
		Budget	Federal	State/Local	Other
858	<u>SDTC ZEB Pilot Program</u>	3,463	-	3,463	-
850	Purchase of zero Emission Bus and installation of charging infrastructure.				
	<u>FAC - Fencing Improvement - Blue Line</u>	400	-	400	-
1099	Fencing replacement along Blue Line.				
	<u>FAC - New Elevator at Fashion Valley Station</u>	470	-	470	-
884	Construction of new elevator at Fashion Valley Trolley Station.				
	<u>FAC - Trolley Yard &amp; Building C Expansion - Design</u>	278	-	278	-
867	Expansion of Trolley Yard and Building C.				
	<u>LRV - C Building Fall Protection - C-1 East</u>	261	-	261	-
872	Install fall protection mezzanine access on C1 East track in Building C.				
	<u>LRV - Fall Protection Building A</u>	374	-	374	-
877	Install fall protection mezzanine access for Building A.				
	<u>LRV - Fall Protection Building C West</u>	253	-	253	-
1108	Install fall protection mezzanine access for Building C.				
	<u>LRV - SD100 Replacement - FY21</u>	25,971	22,944	3,026	-
835	Replacement of SD100 Light Rail Vehicles.				
	<u>MOW - AC Switch Gear Replacement</u>	300	-	300	-
837	Replacement of AC switch gear.				
	<u>MOW - Beech Street Double Crossover</u>	4,615	-	4,615	-
838	Signal and track modifications for Beech Street Double Crossover.				
	<u>MOW - Green Line Catenary Project</u>	1,323	-	1,323	-
839	Upgrade to the Green Line Catenary system.				
	<u>MOW - Green Line IMT Double Tracking</u>	4,000	-	4,000	-
836	Design for the double tracking of Imperial Avenue Transit Center.				
	<u>MOW - Substation Building Repairs</u>	200	-	200	-
882	Repair to the roof of substations.				
	<u>MOW - Turnouts #9 and #11 Signal Improvements</u>	450	-	450	-
825	Furnish and install 301RC signal case for Turnouts #9 and #1				
	<u>Track - On-Track Equipment Replacement</u>	410	-	410	-
824	Replacement of the outdated Ballast Regulator.				
	<u>Track - SDIV Trackway Paving Removal</u>	425	-	425	-
817	Removal of existing siding tracks and switch on Commercial St and Washington Wye.				
	<u>Track - Drainage Improvement - Beyer Blvd Track and Slope</u>	2,000	-	2,000	-
818	Drainage improvement at Beyer Blvd.				
	<u>Track - Grade Crossing Replacement</u>	1,150	-	1,150	-
945	Grade crossing replacement at various locations.				
	<u>Track - Las Chollas Creek Bridge Repair</u>	150	-	150	-
822	Repair to Las Chollas Creek bridge.				
	<u>Track - Rail Replacement - America Plaza &amp; Kettner</u>	260	-	260	-
820	Rail replacement at American Plaza & Kettner.				
	<u>Track - Trackwork Replacement - 25th &amp; Commercial</u>	2,100	-	1,100	1,000
914	Track replacement at 25th & Commercial street.				
	<u>Transp - Radio Infrastructure FY21</u>	91	-	91	-
	Replacement of radio infrastructure for Trolley operation.				
<b>Totals</b>		<b>\$100,214</b>	<b>\$ 36,168</b>	<b>\$ 61,233</b>	<b>\$ 2,813</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - FIVE YEAR PROJECTION (in 000's)**  
**FISCAL YEARS 2021-2025**  
**SECTION 8.06**

	Proposed FY21	Projected FY22	Projected FY23	Projected FY24	Projected FY25	Total FY21 to FY25
<b>Total Revenues</b>						
Recurring Dedicated CIP Revenues	\$ 129,198	\$ 140,945	\$ 135,720	\$ 136,470	\$ 135,220	\$ 677,554
Other Non Recurring Revenues	33,847	28,404	12,000	25,000	5,000	104,252
Total Capital Revenues	163,046	169,349	147,720	161,470	140,220	781,805
<b>Less: "Off the Top" Expenses</b>						
SANDAG Planning Studies	\$ (214)	(220)	(220)	(220)	(220)	\$ (1,094)
ADA Operation	(4,617)	(4,616)	(4,616)	(4,616)	(4,616)	(23,080)
Preventative Maintenance	(58,000)	(58,000)	(59,000)	(60,000)	(61,000)	(296,000)
Total "Off The Top" Expenses	(62,831)	(62,836)	(63,836)	(64,836)	(65,836)	(320,174)
<b>Adjusted Available CIP Revenues</b>						
Total Project Needs	\$ 100,214	\$ 106,514	\$ 83,885	\$ 96,635	\$ 74,385	\$ 461,632
Total Deficit	148,386	192,315	140,378	150,785	102,705	734,569
	\$ (48,171)	\$ (85,801)	\$ (56,493)	\$ (54,150)	\$ (28,321)	\$ (272,937)
<b>% of Funding / Needs</b>						
Accumulated Deficit	67.5%	55.4%	59.8%	64.1%	72.4%	62.8%
	\$ (48,171)	\$ (133,973)	\$ (190,466)	\$ (244,617)	\$ (272,937)	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**NON OPERATING FUNDING SOURCES BY ACTIVITY**  
**FISCAL YEAR 2021**  
**SECTION 9.01**

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	70,415,364	6,818,197	1,300,000	-	29,262,337	8,418,000	-	-	116,213,898
SDTI	60,029,646	12,679,919	-	-	-	-	-	-	72,709,565
MCS 801 - South Central	21,860,409	17,808,319	-	-	-	-	-	-	39,668,728
MCS 802 - South Bay BRT	218,967	329,739	-	-	4,628,052	-	-	-	5,176,759
MCS 820 - East County	1,967,313	9,309,992	-	-	-	-	-	-	11,277,305
MCS 825 - Rural	510,729	293,427	-	-	-	-	-	-	804,156
MCS 830 - Commuter Express	477,114	847,750	-	-	-	1,000,000	-	-	2,324,864
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	540,324	5,432,171	-	-	-	-	-	-	5,972,495
MCS 840 - Regional Transit Center Maintenance	-	343,472	-	-	-	-	-	-	343,472
MCS 845 - BRT Superloop	-	-	-	-	341,037	-	-	-	341,037
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,154,270	-	-	-	1,154,270
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	248,695	-	-	-	248,695
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,105,498	-	-	-	1,105,498
MCS 850 - ADA Access	9,599,488	5,899,101	-	300,000	933,990	167,817	-	-	16,900,396
MCS 856 - ADA Certification	-	615,678	-	-	-	-	-	-	615,678
MCS 875 - Coaster Connection	37,394	342,213	-	-	-	110,000	-	-	489,607
Coronado Ferry	-	208,880	-	-	-	-	-	-	208,880
Administrative Pass Thru	-	379,385	-	-	-	-	-	-	379,385
Subtotal Operations	165,656,748	61,308,244	1,300,000	300,000	37,673,879	9,695,817	-	-	275,934,688
Taxicab	-	-	-	-	-	-	-	92,979	92,979
SD&AE	-	-	-	-	-	-	-	198,407	198,407
Subtotal Other Activities	-	-	-	-	-	-	-	291,386	291,386
Administrative	151,500	-	-	-	-	-	-	-	151,500
Grand Total	165,808,248	61,308,244	1,300,000	300,000	37,673,879	9,695,817	0	291,386	276,377,574

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2021  
SECTION 9.02**

	FTA 5307 Planning	FTA 5307 Preventative Maintenance	FTA 5307 CARES Act	Federal Other	FTA 5311/ 5311(f) Rural	TDA Article 4.0
SDTC	-	21,500,000	48,915,364	-	-	6,818,197
SDTI	-	26,500,000	33,529,646	-	-	12,679,919
MCS 801 - South Central	-	11,000,000	10,860,409	-	-	17,808,319
MCS 802 - South Bay BRT	-	-	218,967	-	-	329,739
MCS 820 - East County	-	-	1,967,313	-	-	9,309,992
MCS 825 - Rural	-	-	95,729	-	415,000	293,427
MCS 830 - Commuter Express	-	-	477,114	-	-	468,365
MCS 835 - Central Routes 961-965	-	-	540,324	-	-	5,432,171
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	343,472
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	-	4,615,634	4,983,854	-	-	2,108,809
MCS 856 - ADA Certification	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	37,394	-	-	342,213
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	379,385
Subtotal Operations	-	63,615,634	101,626,114	-	415,000	56,314,008
Taxicab	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	-	-	151,500	-	-
Grand Total	0	63,615,634	101,626,114	151,500	415,000	56,314,008

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2021  
SECTION 9.02**

	TDA Article 4.5 ADA	TDA Article 8.0	STA Formula	Medical	TransNet Operating 40%	TransNet Access ADA	TransNet Other
SDTC	-	-	1,300,000	-	23,711,000	-	5,551,337
SDTI	-	-	-	-	-	-	-
MCS 801 - South Central	-	-	-	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	-	4,628,052
MCS 820 - East County	-	-	-	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	-	379,385	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-	-
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-	341,037
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-	1,154,270
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-	248,695
MCS 850 - ADA Access	3,790,292	-	-	300,000	-	933,990	1,105,498
MCS 856 - ADA Certification	615,678	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	208,880	-	-	-	-	-
Coronado Ferry	-	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	4,405,970	588,265	1,300,000	300,000	23,711,000	933,990	13,028,889
Taxicab	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-
Administrative	-	-	-	-	-	-	-
Grand Total	4,405,970	588,265	1,300,000	300,000	23,711,000	933,990	13,028,889

Att. A, AI 25, 5/14/2020

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2021  
SECTION 9.02**

Att. A, AI 25, 5/14/2020

	City of San Diego	SANDAG Inland Breeze	Other 4S Ranch	Other Local	CNG Credits	Other Non Operating	Reserves/ Carryovers
SDTC	278,000	7,500,000	-	640,000	-	-	-
SDTI	-	-	-	-	-	-	-
MCS 801 - South Central	-	-	-	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	-	-
MCS 820 - East County	-	-	-	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	-	1,000,000	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-	-
MCS 840 - Regional 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	167,817	-	-	-	-	-	-
MCS 856 - ADA Certification	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	110,000	-	-	-
Coronado Ferry	-	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	445,817	8,500,000	-	750,000	-	-	-
Taxicab SD&AE	-	-	-	-	-	-	92,979 198,407
Subtotal Other Activities	-	-	-	-	-	-	291,386
Administrative	-	-	-	-	-	-	-
Grand Total	445,817	8,500,000	0	750,000	0	0	291,386



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2021  
SECTION 9.02**

	<b>Total</b>
SDTC	116,213,898
SDTI	72,709,565
MCS 801 - South Central	39,668,728
MCS 802 - South Bay BRT	5,176,759
MCS 820 - East County	11,277,305
MCS 825 - Rural	804,156
MCS 830 - Commuter Express	2,324,864
MCS 835 - Central Routes 961-965	5,972,495
MCS 840 - Regional Transit Center Maintenance	343,472
MCS 845 - BRT Superloop	341,037
MCS 846 - I15 Transit Center Maintenance	1,154,270
MCS 847 - Mid City Transit Center Maintenance	248,695
MCS 848 - South Bay BRT Transit Center Maintenance	1,105,498
MCS 850 - ADA Access	16,900,396
MCS 856 - ADA Certification	615,678
MCS 875 - Coaster Connection	489,607
Coronado Ferry	208,880
Administrative Pass Thru	379,385
Subtotal Operations	275,934,688
Taxicab	92,979
SD&AE	198,407
Subtotal Other Activities	291,386
Administrative	151,500
Grand Total	276,377,574

**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
<b>MTS Consolidated</b>		
<b>Operating Revenue</b>		
Passenger Revenue	53,638,855	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	15,553,386	409150-429900
<b>Total Operating Revenue</b>	<b>69,192,241</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	63,615,634	451250
FTA 5307 - CARES Act	101,626,114	459900
FTA - Other	151,500	451800
FTA 5311 - Rural	140,000	451900
FTA 5311(f) - Rural	275,000	451950
<b>Total Federal Revenue</b>	<b>165,808,248</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	56,314,008	461100
TDA - Article 4.5 (ADA)	4,405,970	461200
TDA - Article 8.0	588,265	461300
<b>Total TDA Revenue</b>	<b>61,308,244</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	23,711,000	471100
TransNet - Access ADA	933,990	471300
TransNet - SuperLoop, Other	13,028,889	471400
<b>Total TransNet Revenue</b>	<b>37,673,879</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	1,300,000	462200
<b>Total STA Revenue</b>	<b>1,300,000</b>	
<b>Other State Revenue</b>		
MediCal	300,000	463400
<b>Total Other State Revenue</b>	<b>300,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	8,500,000	481100
Other - 4S Ranch	-	
City of San Diego	445,817	481200
Other Local	750,000	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>9,695,817</b>	
<b>Total Subsidy Revenue</b>	<b>276,086,188</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	291,386	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>291,386</b>	
<b>Total Non Operating Revenue</b>	<b>276,377,574</b>	
<b>Total Revenue</b>	<b>345,569,815</b>	
<b>Total Expenses</b>	<b>345,569,815</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Administrative</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue		401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	14,170,225	409150-429900
<b>Total Operating Revenue</b>	<b>14,170,225</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other	151,500	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>151,500</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local	-	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>151,500</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves		491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>151,500</b>	
<b>Total Revenue</b>	<b>14,321,725</b>	
<b>Total Expenses</b>	<b>14,321,725</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**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
<b><u>Operations Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	53,638,855	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	280,431	409150-429900
<b>Total Operating Revenue</b>	<b>53,919,286</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	63,615,634	451250
FTA 5307 - CARES Act	101,626,114	459900
FTA - Other	-	451800
FTA 5311 - Rural	140,000	451900
FTA 5311(f) - Rural	275,000	451950
<b>Total Federal Revenue</b>	<b>165,656,748</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	56,314,008	461100
TDA - Article 4.5 (ADA)	4,405,970	461200
TDA - Article 8.0	588,265	461300
<b>Total TDA Revenue</b>	<b>61,308,244</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	23,711,000	471100
TransNet - Access ADA	933,990	471300
TransNet - SuperLoop, Other	13,028,889	471400
<b>Total TransNet Revenue</b>	<b>37,673,879</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	1,300,000	462200
<b>Total STA Revenue</b>	<b>1,300,000</b>	
<b>Other State Revenue</b>		
MediCal	300,000	463400
<b>Total Other State Revenue</b>	<b>300,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	8,500,000	481100
Other - 4S Ranch	-	
City of San Diego	445,817	481200
Other Local	750,000	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>9,695,817</b>	
<b>Total Subsidy Revenue</b>	<b>275,934,688</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>275,934,688</b>	
<b>Total Revenue</b>	<b>329,853,974</b>	
<b>Total Expenses</b>	<b>329,853,974</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Bus Operations (San Diego Transit Corp)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	12,645,833	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	7,450	409150-429900
<b>Total Operating Revenue</b>	<b>12,653,283</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	21,500,000	451250
FTA 5307 - CARES Act	48,915,364	459900
FTA - Other	-	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>70,415,364</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	6,818,197	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>6,818,197</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	23,711,000	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	5,551,337	471400
<b>Total TransNet Revenue</b>	<b>29,262,337</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	1,300,000	462200
<b>Total STA Revenue</b>	<b>1,300,000</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	7,500,000	481100
Other - 4S Ranch		
City of San Diego	278,000	481200
Other Local	640,000	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>8,418,000</b>	
<b>Total Subsidy Revenue</b>	<b>116,213,898</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>116,213,898</b>	
<b>Total Revenue</b>	<b>128,867,181</b>	
<b>Total Expenses</b>	<b>128,867,181</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**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
<b><u>Rail Operations (San Diego Trolley)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	24,709,851	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	272,981	409150-429900
<b>Total Operating Revenue</b>	<b>24,982,832</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	26,500,000	451250
FTA 5307 - CARES Act	33,529,646	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>60,029,646</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	12,679,919	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>12,679,919</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>72,709,565</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>72,709,565</b>	
<b>Total Revenue</b>	<b>97,692,397</b>	
<b>Total Expenses</b>	<b>97,692,397</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

**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
<b><u>Contracted Bus Operations Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	16,283,171	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>16,283,171</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	15,615,634	451250
FTA 5307 - CARES Act	19,181,104	459900
FTA - Other	-	451800
FTA 5311 - Rural	140,000	451900
FTA 5311(f) - Rural	275,000	451950
<b>Total Federal Revenue</b>	<b>35,211,738</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	36,436,508	461100
TDA - Article 4.5 (ADA)	4,405,970	461200
TDA - Article 8.0	379,385	461300
<b>Total TDA Revenue</b>	<b>41,221,863</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA	933,990	471300
TransNet - SuperLoop, Other	7,477,552	471400
<b>Total TransNet Revenue</b>	<b>8,411,542</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	300,000	463400
<b>Total Other State Revenue</b>	<b>300,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,000,000	481100
Other - 4S Ranch	-	
City of San Diego	167,817	481200
Other Local	110,000	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>1,277,817</b>	
<b>Total Subsidy Revenue</b>	<b>86,422,960</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>86,422,960</b>	
<b>Total Revenue</b>	<b>102,706,131</b>	
<b>Total Expenses</b>	<b>102,706,131</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**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
<b><u>Contracted Bus Operations - Fixed Route Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	14,750,582	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>14,750,582</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	11,000,000	451250
FTA 5307 - CARES Act	14,197,250	459900
FTA - Other	-	451800
FTA 5311 - Rural	140,000	451900
FTA 5311(f) - Rural	275,000	451950
<b>Total Federal Revenue</b>	<b>25,612,250</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	34,327,698	461100
TDA - Article 4.5 (ADA)	-	461200
TDA - Article 8.0	379,385	461300
<b>Total TDA Revenue</b>	<b>34,707,084</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA	-	471300
TransNet - SuperLoop, Other	7,477,552	471400
<b>Total TransNet Revenue</b>	<b>7,477,552</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	-	463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,000,000	481100
Other - 4S Ranch	-	
City of San Diego	-	481200
Other Local	110,000	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>1,110,000</b>	
<b>Total Subsidy Revenue</b>	<b>68,906,886</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>68,906,886</b>	
<b>Total Revenue</b>	<b>83,657,468</b>	
<b>Total Expenses</b>	<b>83,657,468</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	



**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
<b><u>Contracted Bus Operations (801 - South Central)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	10,694,159	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>10,694,159</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	11,000,000	451250
FTA 5307 - CARES Act	10,860,409	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>21,860,409</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	17,808,319	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>17,808,319</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>39,668,728</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>39,668,728</b>	
<b>Total Revenue</b>	<b>50,362,887</b>	
<b>Total Expenses</b>	<b>50,362,887</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY  
OPERATIONS**

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations (802 - South Bay BRT)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	479,258	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>479,258</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act	218,967	459900
FTA - Other	-	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>218,967</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	329,739	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>329,739</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	4,628,052	471400
<b>Total TransNet Revenue</b>	<b>4,628,052</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>5,176,759</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>5,176,759</b>	
<b>Total Revenue</b>	<b>5,656,016</b>	
<b>Total Expenses</b>	<b>5,656,016</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**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
<b><u>Contracted Bus Operations (820 - East County)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	2,363,937	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>2,363,937</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act	1,967,313	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>1,967,313</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	9,309,992	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>9,309,992</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>11,277,305</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>11,277,305</b>	
<b>Total Revenue</b>	<b>13,641,242</b>	
<b>Total Expenses</b>	<b>13,641,242</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
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SECTION 9.03 - FUNDING SOURCES BY ACTIVITY  
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Contracted Bus Operations (825 - Rural)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	113,870	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>113,870</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act	95,729	459900
FTA - Other		451800
FTA 5311 - Rural	140,000	451900
FTA 5311(f) - Rural	275,000	451950
<b>Total Federal Revenue</b>	<b>510,729</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	293,427	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>293,427</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>804,156</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>804,156</b>	
<b>Total Revenue</b>	918,026	
<b>Total Expenses</b>	918,026	
<b>Net of Revenues over Expense</b>	0	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY  
OPERATIONS**

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations (830 - Commuter Express)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	410,049	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>410,049</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act	477,114	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>477,114</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	468,365	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	379,385	461300
<b>Total TDA Revenue</b>	<b>847,750</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,000,000	481100
Other - 4S Ranch	-	
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>1,000,000</b>	
<b>Total Subsidy Revenue</b>	<b>2,324,864</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>2,324,864</b>	
<b>Total Revenue</b>	<b>2,734,913</b>	
<b>Total Expenses</b>	<b>2,734,913</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**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
<b><u>Contracted Bus Operations (835 - Central)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	637,320	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>637,320</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act	540,324	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>540,324</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	5,432,171	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>5,432,171</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>5,972,495</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>5,972,495</b>	
<b>Total Revenue</b>	<b>6,609,815</b>	
<b>Total Expenses</b>	<b>6,609,815</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
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SECTION 9.03 - FUNDING SOURCES BY ACTIVITY  
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FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Contracted Bus Operations (875 - Coaster Connection (SVCC))</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	51,989	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>51,989</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act	37,394	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>37,394</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	342,213	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>342,213</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local	110,000	481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>110,000</b>	
<b>Total Subsidy Revenue</b>	<b>489,607</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>489,607</b>	
<b>Total Revenue</b>	<b>541,596</b>	
<b>Total Expenses</b>	<b>541,596</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**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
<b><u>Contracted Bus Operations (840 - Transit Center Maintenance)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	343,472	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>343,472</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	-	471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>343,472</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>343,472</b>	
<b>Total Revenue</b>	<b>343,472</b>	
<b>Total Expenses</b>	<b>343,472</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
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SECTION 9.03 - FUNDING SOURCES BY ACTIVITY  
OPERATIONS**

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Contracted Bus Operations (845 - BRT Superloop)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	341,037	471400
<b>Total TransNet Revenue</b>	<b>341,037</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>341,037</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>341,037</b>	
<b>Total Revenue</b>	<b>341,037</b>	
<b>Total Expenses</b>	<b>341,037</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
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SECTION 9.03 - FUNDING SOURCES BY ACTIVITY  
OPERATIONS**

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations (846 - I15 Transit Center Maintenance)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	1,154,270	471400
<b>Total TransNet Revenue</b>	<b>1,154,270</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>1,154,270</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>1,154,270</b>	
<b>Total Revenue</b>	<b>1,154,270</b>	
<b>Total Expenses</b>	<b>1,154,270</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Contracted Bus Operations (847 - Mid City Transit Center Maintenance)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	248,695	471400
<b>Total TransNet Revenue</b>	<b>248,695</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>248,695</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>248,695</b>	
<b>Total Revenue</b>	<b>248,695</b>	
<b>Total Expenses</b>	<b>248,695</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Contracted Bus Operations (848 - South Bay BRT Transit Center Maintenance)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	1,105,498	471400
<b>Total TransNet Revenue</b>	<b>1,105,498</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>1,105,498</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>1,105,498</b>	
<b>Total Revenue</b>	<b>1,105,498</b>	
<b>Total Expenses</b>	<b>1,105,498</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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SECTION 9.03 - FUNDING SOURCES BY ACTIVITY  
OPERATIONS**

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations - Paratransit Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	1,532,589	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>1,532,589</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	4,615,634	451250
FTA 5307 - CARES Act	4,983,854	459900
FTA - Other	-	451800
FTA 5311 - Rural	-	451900
FTA 5311(f) - Rural	-	451950
<b>Total Federal Revenue</b>	<b>9,599,488</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	2,108,809	461100
TDA - Article 4.5 (ADA)	4,405,970	461200
TDA - Article 8.0	-	461300
<b>Total TDA Revenue</b>	<b>6,514,779</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA	933,990	471300
TransNet - SuperLoop, Other	-	471400
<b>Total TransNet Revenue</b>	<b>933,990</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	300,000	463400
<b>Total Other State Revenue</b>	<b>300,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	-	481100
Other - 4S Ranch	-	
City of San Diego	167,817	481200
Other Local	-	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>167,817</b>	
<b>Total Subsidy Revenue</b>	<b>17,516,074</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>17,516,074</b>	
<b>Total Revenue</b>	<b>19,048,663</b>	
<b>Total Expenses</b>	<b>19,048,663</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY  
OPERATIONS**

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations (850 - ADA Access)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	1,532,589	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>1,532,589</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	4,615,634	451250
FTA 5307 - CARES Act	4,983,854	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>9,599,488</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	2,108,809	461100
TDA - Article 4.5 (ADA)	3,790,292	461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>5,899,101</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA	933,990	471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	<b>933,990</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	300,000	463400
<b>Total Other State Revenue</b>	<b>300,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego	167,817	481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>167,817</b>	
<b>Total Subsidy Revenue</b>	<b>16,900,396</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>16,900,396</b>	
<b>Total Revenue</b>	<b>18,432,985</b>	
<b>Total Expenses</b>	<b>18,432,985</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

**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
<b><u>Contracted Bus Operations (856 - ADA Certification)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)	615,678	461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>615,678</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>615,678</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>615,678</b>	
<b>Total Revenue</b>	<b>615,678</b>	
<b>Total Expenses</b>	<b>615,678</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**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
<b><u>Coronado Ferry</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	208,880	461300
<b>Total TDA Revenue</b>	<b>208,880</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>208,880</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>208,880</b>	
<b>Total Revenue</b>	208,880	
<b>Total Expenses</b>	208,880	
<b>Net of Revenues over Expense</b>	(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
<b><u>Administrative Pass Thru</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	379,385	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>379,385</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>379,385</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>379,385</b>	
<b>Total Revenue</b>	<b>379,385</b>	
<b>Total Expenses</b>	<b>379,385</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**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
<b><u>Other Activities - Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	1,102,730	409150-429900
<b>Total Operating Revenue</b>	<b>1,102,730</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	-	451250
FTA 5307 - CARES Act	-	459900
FTA - Other	-	451800
FTA 5311 - Rural	-	451900
FTA 5311(f) - Rural	-	451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)	-	461200
TDA - Article 8.0	-	461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA	-	471300
TransNet - SuperLoop, Other	-	471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal	-	463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	-	481100
Other - 4S Ranch	-	
City of San Diego	-	481200
Other Local	-	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	-	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	291,386	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>291,386</b>	
<b>Total Non Operating Revenue</b>	<b>291,386</b>	
<b>Total Revenue</b>	<b>1,394,116</b>	
<b>Total Expenses</b>	<b>1,394,116</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**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
<b><u>Taxicab Administration</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue		401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	942,730	409150-429900
<b>Total Operating Revenue</b>	<b>942,730</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	-	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves	92,979	491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>92,979</b>	
<b>Total Non Operating Revenue</b>	<b>92,979</b>	
<b>Total Revenue</b>	<b>1,035,709</b>	
<b>Total Expenses</b>	<b>1,035,709</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY  
OTHER ACTIVITIES**

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>San Diego and Arizona Eastern Railroad</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue		401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	160,000	409150-429900
<b>Total Operating Revenue</b>	<b>160,000</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>-</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>-</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>-</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves	198,407	491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>198,407</b>	
<b>Total Non Operating Revenue</b>	<b>198,407</b>	
<b>Total Revenue</b>	<b>358,407</b>	
<b>Total Expenses</b>	<b>358,407</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FIVE YEAR FINANCIAL PROJECTIONS (\$000s)  
FISCAL YEAR 2021  
SECTION 10.01**

	ACTUAL FY19	AMENDED BUDGET FY20	PROPOSED BUDGET FY21	PROJECTED FY22	PROJECTED FY23	PROJECTED FY24	PROJECTED FY25
TOTAL OPERATING REVENUES	\$ 113,320	\$ 95,029	\$ 69,192	\$ 104,000	\$ 115,000	\$ 127,000	\$ 130,000
RECURRING SUBSIDY FUNDING	179,575	181,628	174,486	197,486	208,486	219,486	230,486
<b>TOTAL RECURRING REVENUES</b>	<b>\$ 292,895</b>	<b>\$ 276,657</b>	<b>\$ 243,678</b>	<b>\$ 301,486</b>	<b>\$ 323,486</b>	<b>\$ 346,486</b>	<b>\$ 360,486</b>
PERSONNEL EXPENSES	\$ 134,832	\$ 144,214	\$ 166,733	\$ 167,893	\$ 173,769	\$ 176,905	\$ 182,602
OUTSIDE SERVICES	102,862	108,630	116,146	122,859	126,526	130,543	134,718
MATERIALS AND SUPPLIES	12,811	13,904	13,520	15,101	15,784	16,206	16,641
ENERGY	29,898	30,001	34,577	38,196	39,873	41,002	42,171
RISK MANAGEMENT	3,239	4,800	5,767	6,270	6,507	6,667	6,832
OTHER	7,031	8,820	8,827	8,613	8,810	9,014	9,693
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 290,672</b>	<b>\$ 310,368</b>	<b>\$ 345,570</b>	<b>\$ 358,931</b>	<b>\$ 371,268</b>	<b>\$ 380,336</b>	<b>\$ 392,657</b>
<b>RECURRING OPERATING INCOME (DEFICIT)</b>	<b>\$ 2,223</b>	<b>\$ (33,711)</b>	<b>\$ (101,891)</b>	<b>\$ (57,445)</b>	<b>\$ (47,782)</b>	<b>\$ (33,850)</b>	<b>\$ (32,171)</b>
FEDERAL CARES ACT REVENUES	-	33,500	101,600	57,000	27,000	-	-
NON RECURRING REVENUES	1,218	211	291	150	150	150	150
<b>TOTAL OPERATING INCOME (DEFICIT)</b>	<b>\$ 3,440</b>	<b>\$ (0)</b>	<b>\$ 0</b>	<b>\$ (295)</b>	<b>\$ (20,632)</b>	<b>\$ (33,700)</b>	<b>\$ (32,021)</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2021  
SECTION 10.02**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>PASSENGER REVENUE</b>					
BUS OPERATIONS	22,041,356	18,033,691	12,645,833	(5,387,858)	-29.9%
RAIL OPERATIONS	42,005,528	35,611,092	24,709,851	(10,901,241)	-30.6%
CONTRACTED SERVICES - FIXED ROUTE	25,264,361	20,645,663	14,750,582	(5,895,081)	-28.6%
CONTRACTED SERVICES - PARATRANSIT	2,913,927	2,005,840	1,532,589	(473,251)	-23.6%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL PASSENGER REVENUES</b>	<b>92,225,171</b>	<b>76,296,286</b>	<b>53,638,855</b>	<b>(22,657,431)</b>	<b>-29.7%</b>
<b>PASSENGERS</b>					
BUS OPERATIONS	22,396,771	18,173,962	12,631,000	(5,542,962)	-30.5%
RAIL OPERATIONS	37,274,030	31,044,583	21,321,366	(9,723,217)	-31.3%
CONTRACTED SERVICES - FIXED ROUTE	25,090,304	20,097,373	14,000,364	(6,097,008)	-30.3%
CONTRACTED SERVICES - PARATRANSIT	576,663	413,533	270,485	(143,047)	-34.6%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL PASSENGERS</b>	<b>85,337,768</b>	<b>69,729,450</b>	<b>48,223,216</b>	<b>(21,506,235)</b>	<b>-30.8%</b>
<b>AVERAGE FARE</b>					
BUS OPERATIONS	0.984	0.992	1.001	0.010	1.0%
RAIL OPERATIONS	1.127	1.147	1.159	0.010	0.9%
CONTRACTED SERVICES - FIXED ROUTE	1.007	1.027	1.054	0.030	2.9%
CONTRACTED SERVICES - PARATRANSIT	5.053	4.850	5.666	0.820	16.9%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL AVERAGE FARE</b>	<b>1.081</b>	<b>1.094</b>	<b>1.112</b>	<b>0.020</b>	<b>1.7%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**STATISTICAL SUMMARY**  
**FISCAL YEAR 2021**  
**SECTION 10.02**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>REVENUE MILES</b>					
BUS OPERATIONS	9,738,607	9,328,126	10,138,232	810,107	8.7%
RAIL OPERATIONS	8,814,995	9,133,412	9,901,787	768,375	8.4%
CONTRACTED SERVICES - FIXED ROUTE	11,074,110	11,283,626	12,056,309	772,684	6.8%
CONTRACTED SERVICES - PARATRANSIT	4,592,322	3,661,100	4,535,766	874,666	23.9%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL REVENUE MILES</b>	<b>34,220,034</b>	<b>33,406,263</b>	<b>36,632,095</b>	<b>3,225,832</b>	<b>9.7%</b>
<b>TOTAL MILES</b>					
BUS OPERATIONS	11,069,835	10,569,442	11,553,703	984,261	9.3%
RAIL OPERATIONS	8,931,249	9,360,478	10,152,010	791,532	8.5%
CONTRACTED SERVICES - FIXED ROUTE	13,303,276	13,462,698	14,443,505	980,806	7.3%
CONTRACTED SERVICES - PARATRANSIT	6,510,691	4,405,127	5,332,008	926,881	21.0%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL MILES</b>	<b>39,815,050</b>	<b>37,797,745</b>	<b>41,481,226</b>	<b>3,683,481</b>	<b>9.7%</b>
<b>REVENUE HOURS</b>					
BUS OPERATIONS	822,638	790,368	852,310	61,943	7.8%
RAIL OPERATIONS	486,220	503,131	545,083	41,952	8.3%
CONTRACTED SERVICES - FIXED ROUTE	1,069,132	1,076,361	1,146,717	70,356	6.5%
CONTRACTED SERVICES - PARATRANSIT	236,208	183,253	226,221	42,968	23.4%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL REVENUE HOURS</b>	<b>2,614,199</b>	<b>2,553,113</b>	<b>2,770,331</b>	<b>217,218</b>	<b>8.5%</b>
<b>TOTAL HOURS</b>					
BUS OPERATIONS	883,401	835,683	904,239	68,556	8.2%
RAIL OPERATIONS	498,765	524,110	568,168	44,059	8.4%
CONTRACTED SERVICES - FIXED ROUTE	1,171,032	1,150,818	1,228,612	77,794	6.8%
CONTRACTED SERVICES - PARATRANSIT	335,316	245,396	301,935	56,539	23.0%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL HOURS</b>	<b>2,888,515</b>	<b>2,756,007</b>	<b>3,002,954</b>	<b>246,947</b>	<b>9.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**STATISTICAL SUMMARY**  
**FISCAL YEAR 2021**  
**SECTION 10.02**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>TOTAL OPERATING COSTS *</b>					
BUS OPERATIONS	97,639,056	104,221,417	128,867,181	24,645,764	23.6%
RAIL OPERATIONS	81,399,846	90,187,859	97,692,397	7,504,538	8.3%
CONTRACTED SERVICES - FIXED ROUTE	71,300,421	76,444,740	83,657,468	7,212,728	9.4%
CONTRACTED SERVICES - PARATRANSIT	19,641,967	16,001,824	19,048,663	3,046,839	19.0%
CHULA VISTA TRANSIT	-	-	-	-	-
CORONADO FERRY	216,663	223,163	208,880	(14,283)	-6.4%
ADMINISTRATIVE PASS THROUGH	281,518	379,892	379,385	(507)	-0.1%
<b>TOTAL OPERATING COSTS</b>	<b>270,479,471</b>	<b>287,458,895</b>	<b>329,853,974</b>	<b>42,395,079</b>	<b>14.7%</b>
<b>TOTAL PASSENGERS / REVENUE HOUR</b>					
BUS OPERATIONS	27.2	23.0	14.8	(8.2)	-35.6%
RAIL OPERATIONS	76.7	61.7	39.1	(22.6)	-36.6%
CONTRACTED SERVICES - FIXED ROUTE	23.5	18.7	12.2	(6.5)	-34.6%
CONTRACTED SERVICES - PARATRANSIT	2.4	2.3	1.2	(1.1)	-47.0%
CHULA VISTA TRANSIT	-	-	-	-	0.0%
<b>TOTAL PASSENGERS / REVENUE HOUR</b>	<b>32.6</b>	<b>27.3</b>	<b>17.4</b>	<b>(9.9)</b>	<b>-36.3%</b>
<b>TOTAL FAREBOX RECOVERY</b>					
BUS OPERATIONS	22.6%	17.3%	9.8%	-7.5%	-43.3%
RAIL OPERATIONS	51.6%	39.5%	25.3%	-14.2%	-35.9%
CONTRACTED SERVICES - FIXED ROUTE	35.4%	27.0%	17.6%	-9.4%	-34.7%
CONTRACTED SERVICES - PARATRANSIT	14.8%	12.5%	8.0%	-4.5%	-35.8%
CHULA VISTA TRANSIT	-	-	-	0.0%	0.0%
<b>TOTAL FAREBOX RECOVERY</b>	<b>34.1%</b>	<b>26.5%</b>	<b>16.3%</b>	<b>-10.3%</b>	<b>-38.7%</b>

\* Includes the administrative overhead allocation of expenses.

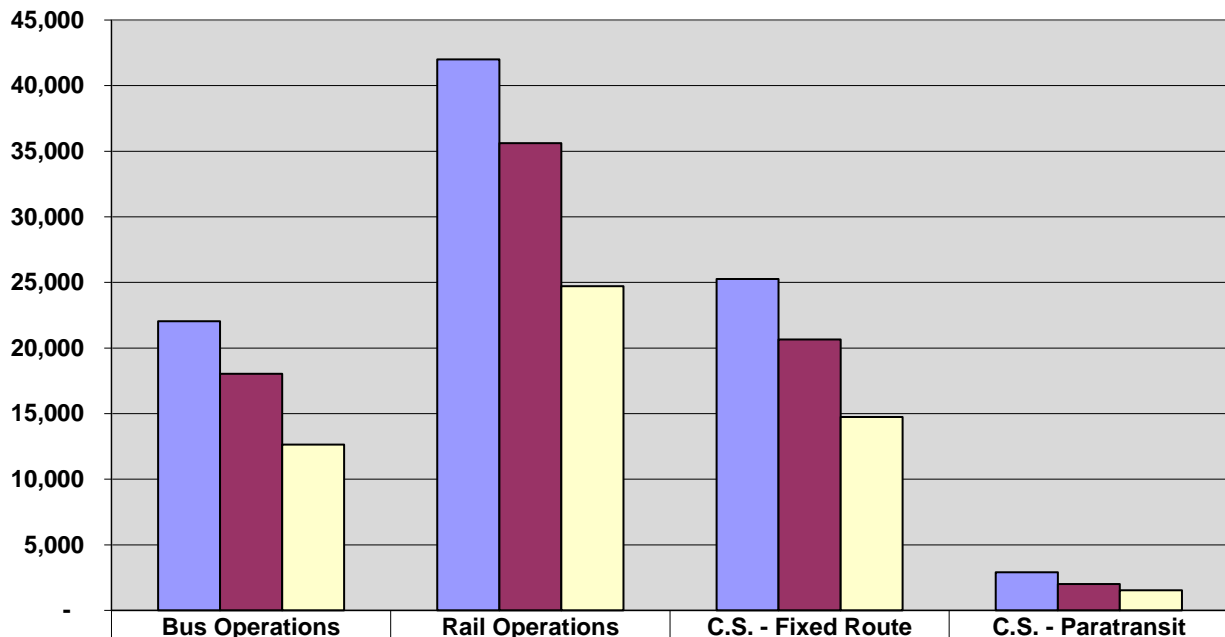


**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2021  
SECTION 10.02**

	<b>ACTUAL FY19</b>	<b>AMENDED BUDGET FY20</b>	<b>PROPOSED BUDGET FY21</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>TOTAL OPERATING SUBSIDY</b>					
BUS OPERATIONS	75,588,718	86,181,925	116,213,898	30,031,973	34.8%
RAIL OPERATIONS	38,598,116	53,796,366	72,709,565	18,913,199	35.2%
CONTRACTED SERVICES - FIXED ROUTE	46,034,699	55,799,077	68,906,886	13,107,809	23.5%
CONTRACTED SERVICES - PARATRANSIT	16,728,042	13,995,984	17,516,074	3,520,090	25.2%
CHULA VISTA TRANSIT	-	-	-	-	-
CORONADO FERRY	216,663	223,163	208,880	(14,283)	-6.4%
ADMINISTRATIVE PASS THROUGH	281,518	379,892	379,385	(507)	-0.1%
<b>TOTAL OPERATING SUBSIDY</b>	<b>177,447,756</b>	<b>210,376,407</b>	<b>275,934,688</b>	<b>65,558,281</b>	<b>31.2%</b>
<b>TOTAL SUBSIDY / PASSENGER</b>					
BUS OPERATIONS	3.37	4.74	9.20	4.46	94.0%
RAIL OPERATIONS	1.04	1.73	3.41	1.68	96.8%
CONTRACTED SERVICES - FIXED ROUTE	1.83	2.78	4.92	2.15	77.3%
CONTRACTED SERVICES - PARATRANSIT	29.01	33.84	64.76	30.91	91.3%
CHULA VISTA TRANSIT	-	-	-	-	0.0%
<b>TOTAL SUBSIDY / PASSENGER</b>	<b>2.08</b>	<b>3.02</b>	<b>5.72</b>	<b>2.70</b>	<b>89.7%</b>

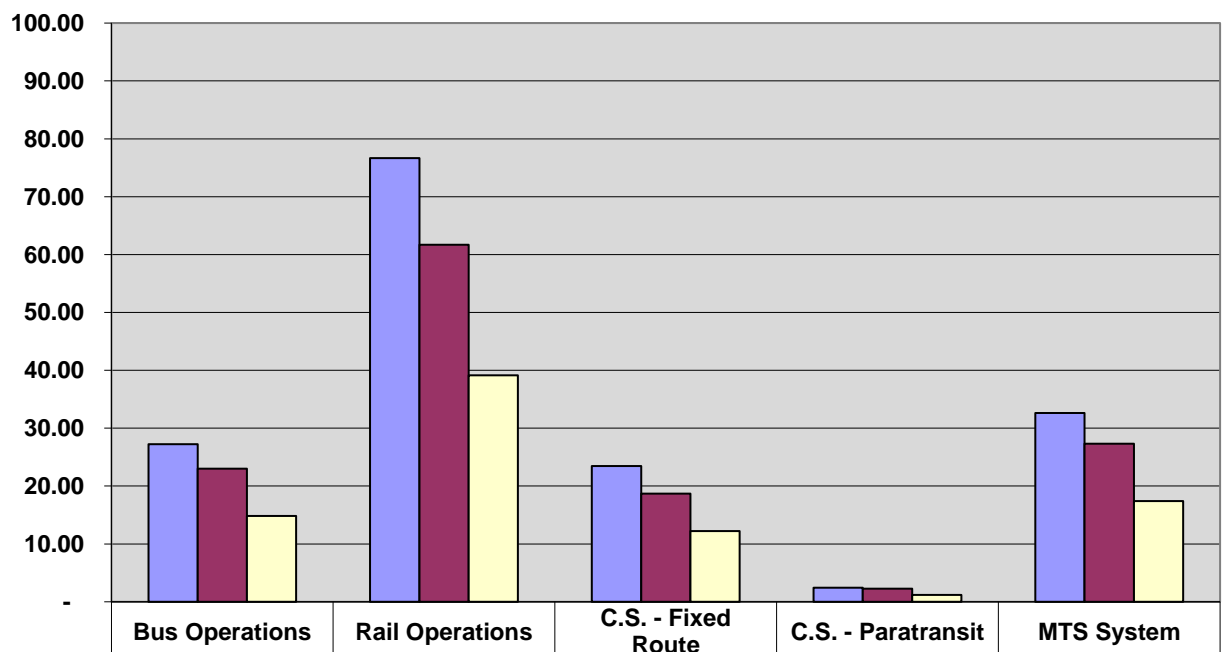
**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2021  
FISCAL YEAR 2021**

**Passenger Revenue (in 000's)**



Actual FY19	22,041	42,006	25,264	2,914
Amended FY20	18,034	35,611	20,646	2,006
Budget FY21	12,646	24,710	14,751	1,533

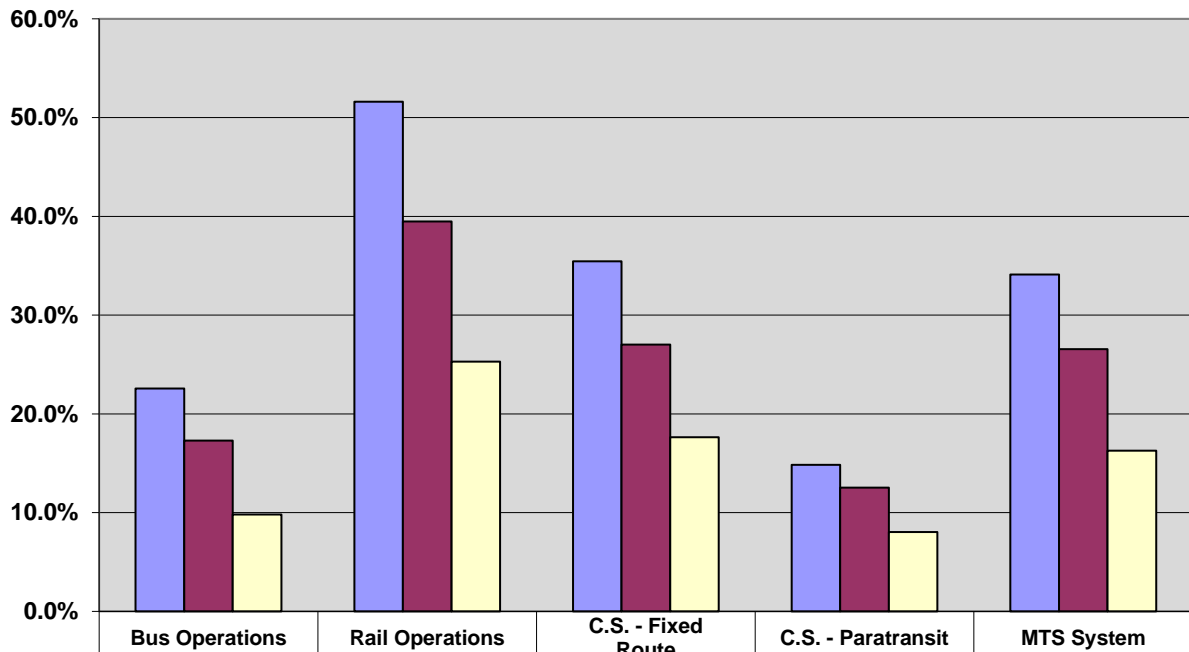
**Passengers Per Revenue Hour**



Actual FY19	27.23	76.66	23.47	2.44	32.64
Amended FY20	22.99	61.70	18.67	2.26	27.31
Budget FY21	14.82	39.12	12.21	1.20	17.41

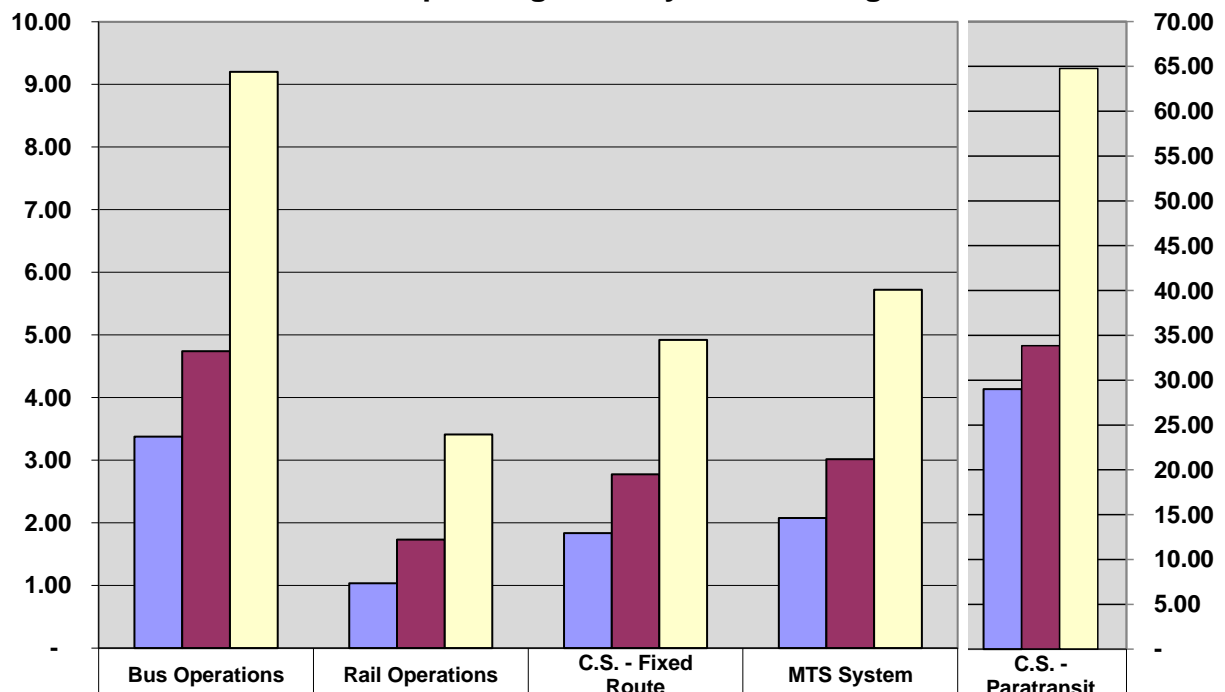
**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2021  
FISCAL YEAR 2021**

**Farebox Recovery Ratio**



Actual FY19	22.6%	51.6%	35.4%	14.8%	34.1%
Amended FY20	17.3%	39.5%	27.0%	12.5%	26.5%
Budget FY21	9.8%	25.3%	17.6%	8.0%	16.3%

**Operating Subsidy Per Passenger**



Actual FY19	3.37	1.04	1.83	2.08	29.01
Amended FY20	4.74	1.73	2.78	3.02	33.84
Budget FY21	9.20	3.41	4.92	5.72	64.76

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (SUMMARY FORMAT)**  
**FISCAL YEAR 2021 AMENDED BUDGET**  
**SECTION 10.03**

	Net Positons				
	Amended Budget	Position	Requiring	Proposed	Frozen
	FY 2020	Shifts	Funding Adj's	FY 2021	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<b><u>MTS Administration</u></b>					
BOD ADMINISTRATION	3.0	-1.0	0.0	2.0	0.0
CAPITAL PROJECTS	6.5	1.0	0.0	7.5	0.0
COMPASS CARD	11.5	0.0	0.0	11.5	0.0
EXECUTIVE	3.0	0.0	0.0	3.0	0.0
FINANCE	22.0	0.0	0.0	22.0	0.0
HUMAN RESOURCES	17.0	0.0	0.0	17.0	0.0
INFORMATION TECHNOLOGY	29.0	0.0	0.0	29.0	0.0
LEGAL	2.0	0.0	0.0	2.0	0.0
MARKETING	10.0	0.0	0.0	10.0	0.0
PLANNING	8.5	0.0	0.0	8.5	0.0
PROCUREMENT	13.0	0.0	0.0	13.0	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	74.0	0.0	0.0	74.0	0.0
STORES (ADMIN)	3.0	0.0	0.0	3.0	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
<b>Subtotal MTS Administration</b>	<b>253.5</b>	<b>0.0</b>	<b>0.0</b>	<b>253.5</b>	<b>0.0</b>
<b><u>Bus Operations</u></b>					
CONTRACT SERVICES	8.5	0.0	1.0	9.5	0.0
EXECUTIVE (BUS)	3.0	0.0	0.0	3.0	0.0
MAINTENANCE	184.0	0.0	0.0	184.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	7.0	0.0	0.0	7.0	0.0
REVENUE (BUS)	12.0	0.0	0.0	12.0	0.0
SAFETY	1.0	0.0	0.0	1.0	0.0
TRAINING	8.0	0.0	0.0	8.0	0.0
TRANSPORTATION (BUS)	594.5	0.0	15.0	609.5	0.0
<b>Subtotal Bus Operations</b>	<b>823.0</b>	<b>0.0</b>	<b>16.0</b>	<b>839.0</b>	<b>0.0</b>
<b><u>Rail Operations</u></b>					
EXECUTIVE (RAIL)	4.0	0.0	0.0	4.0	0.0
FACILITIES	68.0	0.0	0.0	68.0	-1.0
LIGHT RAIL VEHICLES	86.0	0.0	0.0	86.0	0.0
MAINTENANCE OF WAYSIDE	38.0	0.0	0.0	38.0	0.0
MID-COAST POSITIONS	32.0	0.0	31.7	63.7	0.0
REVENUE (RAIL)	38.7	0.0	0.0	38.7	0.0
TRACK	18.0	0.0	0.0	18.0	-1.0
TRANSPORTATION (RAIL)	218.0	0.0	0.2	218.2	0.0
<b>Subtotal Rail Operations</b>	<b>502.7</b>	<b>0.0</b>	<b>31.8</b>	<b>534.5</b>	<b>-2.0</b>
<b><u>Other MTS Operations</u></b>					
TAXICAB	9.0	0.0	0.0	9.0	0.0
<b>Subtotal Other MTS</b>	<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>	<b>0.0</b>
<b>Grand Total</b>	<b>1,588.2</b>	<b>0.0</b>	<b>47.8</b>	<b>1,636.0</b>	<b>-2.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
FISCAL YEAR 2021 PROPOSED BUDGET**

Att. A, AI 25, 5/14/2020

**SECTION 10.04**

		Amended Budget	Position	Net Positions		
	Salary	FY 2020	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
				(FTE's)	(FTE's)	(FTE's)
<b><u>MTS Administration</u></b>						
<b><u>BOD ADMINISTRATION</u></b>						
Administrative Assistant	03	1.0	-1.0	0.0	0.0	0.0
Exec Asst GC/Asst Board Clrk	07	1.0	0.0	0.0	1.0	0.0
Internal Auditor	10	1.0	0.0	0.0	1.0	0.0
<b>BOD ADMINISTRATION TOTAL</b>		<b>3.0</b>	<b>-1.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>CAPITAL PROJECTS</u></b>						
Administrative Assistant	03	0.0	1.0	0.0	1.0	0.0
Director of Capital Projects	13	1.0	0.0	0.0	1.0	0.0
Engineering Intern	01	0.5	0.0	0.0	0.5	0.0
Mgr of Capital Projects (Bus)	12	1.0	0.0	0.0	1.0	0.0
Project Engineer (Rail)	10	2.0	0.0	0.0	2.0	0.0
Project Mgr-Capital Projects	10	1.0	0.0	0.0	1.0	0.0
Systems Engineer (Rail)	11	1.0	0.0	0.0	1.0	0.0
<b>CAPITAL PROJECTS TOTAL</b>		<b>6.5</b>	<b>1.0</b>	<b>0.0</b>	<b>7.5</b>	<b>0.0</b>
<b><u>COMPASS CARD</u></b>						
Asst Sup Compass Services	04	1.0	0.0	0.0	1.0	0.0
Call/Service Center Rep (FT)	02	2.0	0.0	0.0	2.0	0.0
Call/Service Center Rep (PT)	02	1.5	0.0	0.0	1.5	0.0
Compass Services Supervisor	07	1.0	0.0	0.0	1.0	0.0
Fare System Support Analyst	06	1.0	0.0	0.0	1.0	0.0
Fare Systems Administrator	10	1.0	0.0	0.0	1.0	0.0
Regional Revenue Administrator	05	1.0	0.0	0.0	1.0	0.0
Service Center Specialist (FT)	03	3.0	0.0	0.0	3.0	0.0
<b>COMPASS CARD TOTAL</b>		<b>11.5</b>	<b>0.0</b>	<b>0.0</b>	<b>11.5</b>	<b>0.0</b>
<b><u>EXECUTIVE</u></b>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Deputy Chief Executive Officer	15	1.0	0.0	0.0	1.0	0.0
Exec Asst CEO / Board Clerk	08	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE TOTAL</b>		<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>
<b><u>FINANCE</u></b>						
Chief Financial Officer	15	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	04	3.0	0.0	0.0	3.0	0.0
Accounting Manager	10	1.0	0.0	0.0	1.0	0.0
Controller	12	1.0	0.0	0.0	1.0	0.0
Dir Fin Planning & Analysis	12	1.0	0.0	0.0	1.0	0.0
Finance Assistant	05	1.0	0.0	0.0	1.0	0.0
Financial Analyst	07	1.0	0.0	0.0	1.0	0.0
Junior Financial Analyst	05	1.0	0.0	0.0	1.0	0.0
Operating Budget Supervisor	08	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	05	5.0	0.0	0.0	5.0	0.0
Payroll Manager	09	1.0	0.0	0.0	1.0	0.0
Senior Accountant	09	1.0	0.0	0.0	1.0	0.0
Staff Accountant	06	3.0	0.0	0.0	3.0	0.0
Transit Asset Mgmt Program Mgr	08	1.0	0.0	0.0	1.0	0.0
<b>FINANCE TOTAL</b>		<b>22.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
FISCAL YEAR 2021 PROPOSED BUDGET**

Att. A, AI 25, 5/14/2020

**SECTION 10.04**

		Amended Budget	Position	Net Positons		
	Salary	FY 2020	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
				(FTE's)	(FTE's)	(FTE's)
<b><u>HUMAN RESOURCES</u></b>						
Admin Assistant (Copy Center)	03	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	06	2.0	0.0	0.0	2.0	0.0
Chief Human Resources Officer	15	1.0	0.0	0.0	1.0	0.0
Director of Human Resources	12	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant	03	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant II	05	2.0	0.0	0.0	2.0	0.0
Manager of Benefits & Comp	09	1.0	0.0	0.0	1.0	0.0
Manager of Talent Acquisition	09	1.0	0.0	0.0	1.0	0.0
Mgr of Organizational Dev.	09	1.0	0.0	0.0	1.0	0.0
Receptionist- MTS	02	1.0	0.0	0.0	1.0	0.0
Senior Human Resources Analyst	07	1.0	0.0	0.0	1.0	0.0
Talent Acquisition Specialist	07	3.0	0.0	0.0	3.0	0.0
Trust Fund Administrator	07	1.0	0.0	0.0	1.0	0.0
<b>HUMAN RESOURCES TOTAL</b>		<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.0</b>	<b>0.0</b>
<b><u>INFORMATION TECHNOLOGY</u></b>						
Application Dev & Support Mgr	11	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst (ERP)	10	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst (IT)	10	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst (SAP)	10	2.0	0.0	0.0	2.0	0.0
Chief Information Officer	14	1.0	0.0	0.0	1.0	0.0
Computer Support Specialist	05	4.0	0.0	0.0	4.0	0.0
Database Administrator	10	1.0	0.0	0.0	1.0	0.0
Datacenter Operations Manager	11	1.0	0.0	0.0	1.0	0.0
Enterprise Bus Solutions Mgr	12	1.0	0.0	0.0	1.0	0.0
Network Administrator	09	3.0	0.0	0.0	3.0	0.0
Network Operations Manager	11	1.0	0.0	0.0	1.0	0.0
Report Development Analyst	09	1.0	0.0	0.0	1.0	0.0
SAP System Admin (Basis)	10	1.0	0.0	0.0	1.0	0.0
Security Manager	11	1.0	0.0	0.0	1.0	0.0
Software Developer	09	1.0	0.0	0.0	1.0	0.0
Support Analyst	09	1.0	0.0	0.0	1.0	0.0
Systems Administrator	08	7.0	0.0	0.0	7.0	0.0
<b>INFORMATION TECHNOLOGY TOTAL</b>		<b>29.0</b>	<b>0.0</b>	<b>0.0</b>	<b>29.0</b>	<b>0.0</b>
<b><u>LEGAL</u></b>						
General Counsel	15	1.0	0.0	0.0	1.0	0.0
Staff Attorney-Reg Compliance	08	1.0	0.0	0.0	1.0	0.0
<b>LEGAL TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>MARKETING</u></b>						
Dir Marketing & Communications	13	1.0	0.0	0.0	1.0	0.0
Creative Design Manager	08	1.0	0.0	0.0	1.0	0.0
Digital Design & Content Spec.	07	1.0	0.0	0.0	1.0	0.0
Graphic Designer III	07	1.0	0.0	0.0	1.0	0.0
Manager of Public Relations	08	1.0	0.0	0.0	1.0	0.0
Marketing Intern	01	1.0	0.0	0.0	1.0	0.0
Marketing Specialist	06	3.0	0.0	0.0	3.0	0.0
Mgr of Advertising & Contracts	08	1.0	0.0	0.0	1.0	0.0
<b>MARKETING TOTAL</b>		<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
FISCAL YEAR 2021 PROPOSED BUDGET  
SECTION 10.04**

Att. A, AI 25, 5/14/2020

		Amended Budget	Position	Net Positons		
	Salary	FY 2020	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
				(FTE's)	(FTE's)	(FTE's)
<b><u>PLANNING</u></b>						
Director of Planning	12	1.0	0.0	0.0	1.0	0.0
Assoc Transportation Planner	06	1.0	0.0	0.0	1.0	0.0
Manager of Scheduling	10	1.0	0.0	0.0	1.0	0.0
Planning Intern	01	0.5	0.0	0.0	0.5	0.0
Senior Scheduler	07	2.0	0.0	0.0	2.0	0.0
Senior Transportation Planner	09	2.0	0.0	0.0	2.0	0.0
Transit Services Data Analyst	07	1.0	0.0	0.0	1.0	0.0
<b>PLANNING TOTAL</b>		<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>0.0</b>
<b><u>PROCUREMENT</u></b>						
Manager of Procurement	11	1.0	0.0	0.0	1.0	0.0
Buyer	07	1.0	0.0	0.0	1.0	0.0
Contract Specialist	06	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	08	1.0	0.0	0.0	1.0	0.0
Director of Supply Chain & Ops	12	1.0	0.0	0.0	1.0	0.0
Procurement Assistant	05	1.0	0.0	0.0	1.0	0.0
Procurement Specialist	08	6.0	0.0	0.0	6.0	0.0
Senior Procurement Specialist	09	1.0	0.0	0.0	1.0	0.0
<b>PROCUREMENT TOTAL</b>		<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>0.0</b>
<b><u>RIGHT OF WAY</u></b>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Right of Way Engineer-Permits	10	1.0	0.0	0.0	1.0	0.0
<b>RIGHT OF WAY TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>RISK</u></b>						
Liability Claims Supervisor	08	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	10	1.0	0.0	0.0	1.0	0.0
Risk Management Specialist	05	1.0	0.0	0.0	1.0	0.0
Senior Workers' Comp Analyst	08	1.0	0.0	0.0	1.0	0.0
<b>RISK TOTAL</b>		<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>
<b><u>SECURITY</u></b>						
Clerk Typist/Data Entry TSS	BU	4.0	0.0	0.0	4.0	0.0
Code Compl Insp-Canine Handler	BU	3.0	0.0	0.0	3.0	0.0
Code Compliance Inspector	BU	50.0	0.0	0.0	50.0	0.0
Code Compliance Supervisor	06	11.0	0.0	0.0	11.0	0.0
Deputy Dir of Transit Enf	10	1.0	0.0	0.0	1.0	0.0
Director of Transit Sys Sec	12	1.0	0.0	0.0	1.0	0.0
Dispatch Sup - Transit Enf	06	1.0	0.0	0.0	1.0	0.0
Mgr of Operations-Transit Enf	09	1.0	0.0	0.0	1.0	0.0
Records Manager	08	1.0	0.0	0.0	1.0	0.0
Security Systems Administrator	06	1.0	0.0	0.0	1.0	0.0
<b>SECURITY TOTAL</b>		<b>74.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74.0</b>	<b>0.0</b>
<b><u>STORES (ADMIN)</u></b>						
Business Perf & Dev Analyst	06	1.0	0.0	0.0	1.0	0.0
Inventory Planning and Forecas	08	1.0	0.0	0.0	1.0	0.0
Manager of Inventory Ops	10	1.0	0.0	0.0	1.0	0.0
<b>STORES (ADMIN) TOTAL</b>		<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
FISCAL YEAR 2021 PROPOSED BUDGET  
SECTION 10.04**

Att. A, AI 25, 5/14/2020

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary Grade	FY 2020 (FTE's)	Shifts (FTE's)	Funding Adjs (FTE's)	FY 2021 (FTE's)	Positions (FTE's)
<b><u>STORES (BUS)</u></b>						
Asst Manager of Stores (Rail)	08	1.0	0.0	0.0	1.0	0.0
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	07	1.0	0.0	0.0	1.0	0.0
<b>STORES (BUS) TOTAL</b>		<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>0.0</b>
<b><u>STORES (RAIL)</u></b>						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	1.0	0.0	0.0	1.0	0.0
<b>STORES (RAIL) TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>TELEPHONE INFORMATION SERVICES</u></b>						
Asst Supvr of Info & Trip Plan	06	1.0	0.0	0.0	1.0	0.0
Info & Trip Planning Supvr	07	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
<b>TELEPHONE INFORMATION SERVICES TO</b>		<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.0</b>	<b>0.0</b>
<b><u>TRANSIT STORES</u></b>						
Transit Store Supervisor	07	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	06	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
<b>TRANSIT STORES TOTAL</b>		<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>
<b>Subtotal MTS Administration</b>		<b>253.5</b>	<b>0.0</b>	<b>0.0</b>	<b>253.5</b>	<b>0.0</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
FISCAL YEAR 2021 PROPOSED BUDGET  
SECTION 10.04**

Att. A, AI 25, 5/14/2020

		Amended Budget	Position	Net Positons		
	Salary	FY 2020	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
				(FTE's)	(FTE's)	(FTE's)
<b><u>Bus Operations</u></b>						
<b><u>CONTRACT SERVICES</u></b>						
Associate Trans Ops Specialist	06	1.0	0.0	0.0	1.0	0.0
Intern - Transit Services	01	0.5	0.0	0.0	0.5	0.0
Mgr of Contract Ops & Pass Fac	11	1.0	0.0	0.0	1.0	0.0
Mgr of Paratransit & Mini Bus	10	1.0	0.0	0.0	1.0	0.0
Passenger Facilities Coord.	04	1.0	0.0	1.0	2.0	0.0
Supervisor of Para-Transit	07	1.0	0.0	0.0	1.0	0.0
Supvr of Passenger Facilities	07	1.0	0.0	0.0	1.0	0.0
Transit Operations Specialist	06	2.0	0.0	0.0	2.0	0.0
<b>CONTRACT SERVICES TOTAL</b>		<b>8.5</b>	<b>0.0</b>	<b>1.0</b>	<b>9.5</b>	<b>0.0</b>
<b><u>EXECUTIVE (BUS)</u></b>						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
Enviro Health & Safety Spec II	09	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	06	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE (BUS) TOTAL</b>		<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>
<b><u>MAINTENANCE</u></b>						
Admin Asst II - Maintenance	05	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice II - KMD	BU	1.0	0.0	0.0	1.0	0.0
Bus Maintenance Trainer	08	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	13	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - IAD	10	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - KMD	10	1.0	0.0	0.0	1.0	0.0
Foreman - IAD	08	8.0	0.0	0.0	8.0	0.0
Foreman - KMD	08	8.0	0.0	0.0	8.0	0.0
Maintenance Analyst	06	1.0	0.0	0.0	1.0	0.0
Maintenance Clerk - KMD	02	1.0	0.0	0.0	1.0	0.0
Mechanic A - IAD	BU	24.0	0.0	0.0	24.0	0.0
Mechanic A - KMD	BU	28.0	0.0	0.0	28.0	0.0
Mechanic Apprentice I - IAD	BU	7.0	0.0	0.0	7.0	0.0
Mechanic Apprentice I - KMD	BU	9.0	0.0	0.0	9.0	0.0
Mechanic Apprentice II - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice II - KMD	BU	1.0	0.0	0.0	1.0	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	07	1.0	0.0	0.0	1.0	0.0
Quality Assurance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Serviceman A - IAD	BU	31.0	0.0	0.0	31.0	0.0
Serviceman A - KMD	BU	24.0	0.0	0.0	24.0	0.0
Sign Truck Operator	BU	1.0	0.0	0.0	1.0	0.0
Sup of Maintenance Training	08	1.0	0.0	0.0	1.0	0.0
Zero Emission Bus Project Spec	06	1.0	0.0	0.0	1.0	0.0
<b>MAINTENANCE TOTAL</b>		<b>184.0</b>	<b>0.0</b>	<b>0.0</b>	<b>184.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
FISCAL YEAR 2021 PROPOSED BUDGET**

Att. A, AI 25, 5/14/2020

**SECTION 10.04**

		Amended Budget	Position	Net Positons		
	Salary	FY 2020	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
				(FTE's)	(FTE's)	(FTE's)
<b><u>MAINTENANCE-FACILITY</u></b>						
Bldng Maint Apprentice - IAD	BU	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor - Bus	06	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - KMD	BU	2.0	0.0	0.0	2.0	0.0
<b>MAINTENANCE-FACILITY TOTAL</b>		<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>
<b><u>PASSENGER SERVICES</u></b>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
Manager of Support Services	10	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	01	1.0	0.0	0.0	1.0	0.0
Receptionist	02	1.0	0.0	0.0	1.0	0.0
Support Services Analyst	04	1.0	0.0	0.0	1.0	0.0
Support Services Coordinator	04	1.0	0.0	0.0	1.0	0.0
<b>PASSENGER SERVICES TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>REVENUE (BUS)</u></b>						
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 & Compass Services Mgr	08	1.0	0.0	0.0	1.0	0.0
Revenue Processors - IAD	BU	3.0	0.0	0.0	3.0	0.0
Revenue Processors - KMD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - IAD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - KMD	BU	2.0	0.0	0.0	2.0	0.0
<b>REVENUE (BUS) TOTAL</b>		<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>0.0</b>
<b><u>SAFETY</u></b>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
<b>SAFETY TOTAL</b>		<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>
<b><u>TRAINING</u></b>						
Asst Manager of Training	06	1.0	0.0	0.0	1.0	0.0
Bus Op Training Admin Asst	03	1.0	0.0	0.0	1.0	0.0
Bus Op Training Instructor	06	5.0	0.0	0.0	5.0	0.0
Manager of Training (Transp)	09	1.0	0.0	0.0	1.0	0.0
<b>TRAINING TOTAL</b>		<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>
<b><u>TRANSPORTATION (BUS)</u></b>						
Director of Transportation	13	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	05	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	550.0	0.0	15.0	565.0	0.0
Bus Operators - P/T	BU	0.5	0.0	0.0	0.5	0.0
Comm/Ops Supv-Dispatch IAD	08	8.0	0.0	0.0	8.0	0.0
Comm/Ops Supv-Radio	08	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	10	1.0	0.0	0.0	1.0	0.0
Manager of Transp Comm & Tech	10	1.0	0.0	0.0	1.0	0.0
Service Operations Supervisor	08	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	10	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	10	1.0	0.0	0.0	1.0	0.0
Transp Comm & Technology Supvr	10	1.0	0.0	0.0	1.0	0.0
Transp Service Quality Spec	06	1.0	0.0	0.0	1.0	0.0
<b>TRANSPORTATION (BUS) TOTAL</b>		<b>594.5</b>	<b>0.0</b>	<b>15.0</b>	<b>609.5</b>	<b>0.0</b>
<b>Subtotal Bus Operations</b>		<b>823.0</b>	<b>0.0</b>	<b>16.0</b>	<b>839.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2021 PROPOSED BUDGET**  
**SECTION 10.04**

Att. A, AI 25, 5/14/2020

		Amended Budget	Position	Net Positons		
	Salary	FY 2020	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
				(FTE's)	(FTE's)	(FTE's)
<b><u>Rail Operations</u></b>						
<b><u>EXECUTIVE (RAIL)</u></b>						
Chief Operating Officer (Rail)	15	1.0	0.0	0.0	1.0	0.0
Mgr of Service Quality - Rail	10	1.0	0.0	0.0	1.0	0.0
Special Events Coordinator	09	1.0	0.0	0.0	1.0	0.0
System Safety Manager (Rail)	09	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE (RAIL) TOTAL</b>		<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>
<b><u>FACILITIES</u></b>						
Admin Asst II - Facilities	05	1.0	0.0	0.0	1.0	0.0
Asst Manager of Facilities	07	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	5.0	0.0	0.0	5.0	0.0
Serviceperson	BU	60.0	0.0	0.0	60.0	-1.0
Superintendent of Facilities	12	1.0	0.0	0.0	1.0	0.0
<b>FACILITIES TOTAL</b>		<b>68.0</b>	<b>0.0</b>	<b>0.0</b>	<b>68.0</b>	<b>-1.0</b>
<b><u>LIGHT RAIL VEHICLES</u></b>						
Superintendent of LRV Maint	12	1.0	0.0	0.0	1.0	0.0
Asst Superintendent LRV	10	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
LRV Asst Lineman	BU	18.0	0.0	0.0	18.0	0.0
LRV Electromechanic	BU	47.0	0.0	0.0	47.0	0.0
LRV Lineman	BU	8.0	0.0	0.0	8.0	0.0
LRV Maint Supervisor	09	6.0	0.0	0.0	6.0	0.0
LRV Project Coordinator/Analyst	09	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (LRV)	05	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	09	1.0	0.0	0.0	1.0	0.0
<b>LIGHT RAIL VEHICLES TOTAL</b>		<b>86.0</b>	<b>0.0</b>	<b>0.0</b>	<b>86.0</b>	<b>0.0</b>
<b><u>MAINTENANCE OF WAYSIDE</u></b>						
Asst Superintendent Wayside	10	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (Rail)	05	1.0	0.0	0.0	1.0	0.0
Superintendent Wayside Maint	12	1.0	0.0	0.0	1.0	0.0
Training Supervisor - MOW	08	1.0	0.0	0.0	1.0	0.0
Wayside Assistant Lineman	BU	12.0	0.0	0.0	12.0	0.0
Wayside Electromechanic	BU	15.0	0.0	0.0	15.0	0.0
Wayside Lineman	BU	3.0	0.0	0.0	3.0	0.0
Wayside Maintenance Supervisor	09	4.0	0.0	0.0	4.0	0.0
<b>MAINTENANCE OF WAYSIDE TOTAL</b>		<b>38.0</b>	<b>0.0</b>	<b>0.0</b>	<b>38.0</b>	<b>0.0</b>
<b><u>MID-COAST POSITIONS</u></b>						
Assist Training Sup - LRV (MC)	09	1.0	0.0	0.0	1.0	0.0
Assist Training Sup - MOW (MC)	09	1.0	0.0	0.0	1.0	0.0
LRV Asst Lineman (MC)	BU	16.0	0.0	0.0	16.0	0.0
LRV Maint Supervisor (MC)	09	3.0	0.0	0.0	3.0	0.0
Revenue Maintainer I (MC)	BU	4.0	0.0	0.0	4.0	0.0
Track Supervisor (MC)	09	0.0	0.0	1.0	1.0	0.0
Trackperson (MC)	BU	0.0	0.0	3.0	3.0	0.0
Train Operator - PT (MC)	BU	0.0	0.0	7.7	7.7	0.0
Train Operator (MC)	BU	0.0	0.0	19.0	19.0	0.0
Training Supervisor - Trans (MC)	08	0.0	0.0	1.0	1.0	0.0
Wayside Assistant Lineman (MC)	BU	6.0	0.0	0.0	6.0	0.0
Wayside Maintenance Sup (MC)	09	1.0	0.0	0.0	1.0	0.0
<b>MID-COAST POSITIONS TOTAL</b>		<b>32.0</b>	<b>0.0</b>	<b>31.7</b>	<b>63.7</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2021 PROPOSED BUDGET**  
**SECTION 10.04**

Att. A, AI 25, 5/14/2020

		Amended Budget	Position	Net Positons		
	Salary	FY 2020	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
				(FTE's)	(FTE's)	(FTE's)
<b><u>REVENUE (RAIL)</u></b>						
Clerk Typist/Data Entry REV	BU	1.0	0.0	0.0	1.0	0.0
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Revenue Maint Supervisor	09	1.0	0.0	0.0	1.0	0.0
Lead Special Events Assistant	01	0.2	0.0	0.0	0.2	0.0
Revenue Analyst (Rail)	05	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer I	BU	2.0	0.0	0.0	2.0	0.0
Revenue Maintainer III	BU	12.0	0.0	0.0	12.0	0.0
Revenue Maintenance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Revenue Supervisor	07	1.0	0.0	0.0	1.0	0.0
Ridership Surveyor	BU	3.0	0.0	0.0	3.0	0.0
Special Events Assistant	01	7.5	0.0	0.0	7.5	0.0
Supervisor Revenue Operations	08	1.0	0.0	0.0	1.0	0.0
<b>REVENUE (RAIL) TOTAL</b>		<b>38.7</b>	<b>0.0</b>	<b>0.0</b>	<b>38.7</b>	<b>0.0</b>
<b><u>TRACK</u></b>						
Manager of Track and Structure	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor	09	1.0	0.0	0.0	1.0	0.0
Trackperson	BU	13.0	0.0	0.0	13.0	-1.0
Trackperson Equip Op	BU	3.0	0.0	0.0	3.0	0.0
<b>TRACK TOTAL</b>		<b>18.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18.0</b>	<b>-1.0</b>
<b><u>TRANSPORTATION (RAIL)</u></b>						
Asst Superintendent Trans	10	1.0	0.0	0.0	1.0	0.0
Assignments Supervisor	07	5.0	0.0	0.0	5.0	0.0
Central Control Info Rep	05	1.0	0.0	0.0	1.0	0.0
Central Control Supervisor	09	2.0	0.0	0.0	2.0	0.0
Flagpersons	BU	30.0	0.0	0.0	30.0	0.0
Superintendent Transportation	12	1.0	0.0	0.0	1.0	0.0
Train Operator	BU	99.0	0.0	1.0	100.0	0.0
Train Operator - PT	BU	51.0	0.0	-0.9	50.2	0.0
Training Supervisor - Trans	08	2.0	0.0	0.0	2.0	0.0
Transportation Controller	08	13.0	0.0	0.0	13.0	0.0
Transportation Supervisor	08	13.0	0.0	0.0	13.0	0.0
<b>TRANSPORTATION (RAIL) TOTAL</b>		<b>218.0</b>	<b>0.0</b>	<b>0.2</b>	<b>218.2</b>	<b>0.0</b>
<b>Subtotal Rail Operations</b>		<b>502.7</b>	<b>0.0</b>	<b>31.8</b>	<b>534.5</b>	<b>-2.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
FISCAL YEAR 2021 PROPOSED BUDGET**

Att. A, AI 25, 5/14/2020

**SECTION 10.04**

		Amended Budget	Position	Net Positons		
	Salary	FY 2020	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
				(FTE's)	(FTE's)	(FTE's)
<b><u>Other MTS Operations</u></b>						
<b><u>TAXICAB</u></b>						
Taxicab Administration Manager	10	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Taxi	05	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	06	3.0	0.0	0.0	3.0	0.0
Regulatory Inspector	05	4.0	0.0	0.0	4.0	0.0
TAXICAB TOTAL		9.0	0.0	0.0	9.0	0.0
<b>Subtotal Other MTS Operations</b>		<b>9.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9.0</b>	<b>0.0</b>
<b><u>Grand Total</u></b>		<b><u>1,588.2</u></b>	<b><u>0.0</u></b>	<b><u>47.8</u></b>	<b><u>1,636.0</u></b>	<b><u>-2.0</u></b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SALARY GRADE RANGES  
PROPOSED FISCAL YEAR 2021 BUDGET  
SECTION 10.05**

Range	FTE Count	Minimum	Midpoint	Maximum
BU	1,281.3	Bargaining Unit Position, Not Applicable		
01	11.2	\$ 27,040	\$ 32,558	\$ 38,076
02	6.5	\$ 27,040	\$ 35,414	\$ 43,787
03	7.0	\$ 28,832	\$ 39,594	\$ 50,355
04	8.0	\$ 33,157	\$ 45,532	\$ 57,907
05	28.0	\$ 38,130	\$ 52,362	\$ 66,594
06	51.0	\$ 44,003	\$ 60,427	\$ 76,850
07	28.0	\$ 50,383	\$ 69,189	\$ 87,995
08	106.0	\$ 56,557	\$ 79,314	\$ 102,070
09	46.0	\$ 64,759	\$ 90,814	\$ 116,869
10	31.0	\$ 74,148	\$ 103,981	\$ 133,814
11	7.0	\$ 84,899	\$ 119,059	\$ 153,219
12	13.0	\$ 97,209	\$ 136,324	\$ 175,438
13	4.0	\$ 109,164	\$ 156,265	\$ 203,366
14	1.0	\$ 120,081	\$ 171,892	\$ 223,702
15	6.0	\$ 143,304	\$ 205,136	\$ 266,967
16	1.0	\$ 390,125	\$ 390,125	\$ 390,125

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
RESERVE BALANCES  
AS OF JUNE 30, 2019  
SECTION 10.06**

<b>Title</b>	<b>Amount</b>	<b>Explanation</b>
Contingency	\$ 37,785,619	For ongoing operations, future matching of grants; target is 12.5% of operating budget per Policy 36
Taxicab Contingency	229,298	For ongoing operations and future capital improvement needs
Insurance	2,000,000	Established for potential future liability claims, minimum \$2 million per Policy 46
Billboard San Diego	307,295	Per agreement with city, used for improvements to right of way
Billboard Chula Vista	1,860,065	Per agreement with city, used for improvements to right of way
SD&AE	372,897	Established from 1984 state payments for storm damage, restriced for repair/improvement of line
<b>Total</b>	<b>\$ 42,555,174</b>	

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**San Diego Metropolitan Transit System  
Authorizing Resolution  
Budget Fiscal Year 2021**

**Resolution Number 20-8**

**Resolution Approving the Fiscal Year 2021 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) 2021, 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 FY21 Budget is not exceeded by more than \$500,000, the total amount authorized to be spent by the FY21 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 \$100,000; 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 FY21 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 FY21 budget Section 10 are approved.

PASSED AND ADOPTED, by the Board this 14th day of May 2020, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAINING:

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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Office of the General Counsel  
San Diego Metropolitan Transit System

# Metropolitan Transit System FY21 Operating Budget

MTS Board of Directors  
May 14, 2020

# Fiscal Year 2021 Operating Budget Process Highlights

- Drafted balanced budgets for FY20 amended and FY21
  - Zero-based budgeting process
  - Presented revenue and expense assumptions as expected pre-pandemic
  - Included the expected service increases to Bus service / Blue Line
- COVID-19 Impacts
  - Projecting substantial revenue losses
    - Passenger Revenue - Recovery improves each month but not back to 100% of baseline in FY21
    - Sales Tax Revenue - Based on moderate recession scenario
    - Other revenue reductions to STA and other operating revenues
  - Keeping full service levels in FY21 budget
  - Coronavirus Aid, Relief, and Economic Security (CARES) Act
    - \$220M apportioned to MTS
    - Use this funding to cover the resulting deficits

# Fiscal Year 2021 Operating Budget Revenue Summary (\$000s)

	FY 2020 Amended	FY 2021 Proposed	Var.	Var. %
Passenger Revenue	\$ 76,296	\$ 53,639	\$ (22,657)	-29.7%
Other Operating Revenue	18,733	15,553	(3,180)	-17.0%
<b>Total Operating Revenue</b>	<b>\$ 95,029</b>	<b>\$ 69,192</b>	<b>\$ (25,837)</b>	<b>-27.2%</b>
Federal	63,251	64,182	931	1.5%
TDA	58,805	61,308	2,503	4.3%
TransNet Formula	27,495	24,645	(2,850)	-10.4%
TransNet Operating	12,192	13,029	836	6.9%
STA	9,300	1,300	(8,000)	-86.0%
Other	10,585	9,996	(589)	-5.6%
<b>Total Subsidy</b>	<b>\$ 181,628</b>	<b>\$ 174,460</b>	<b>\$ (7,168)</b>	<b>-3.9%</b>
Reserves	211	291	81	-
<b>Total Revenue</b>	<b>\$ 276,868</b>	<b>\$ 243,944</b>	<b>\$ (32,924)</b>	<b>-11.9%</b>

# Fiscal Year 2021 Operating Budget Expenses Summary (\$000s)

	FY 2020 Amended	FY 2021 Proposed	Var.	Var. %
Personnel Expenses	\$ 144,214	\$ 166,733	\$ 22,519	15.6%
Purchased Transportation	77,286	85,200	7,914	10.2%
Outside Services	31,344	30,946	(397)	-1.3%
Materials and Supplies	13,904	13,520	(384)	-2.8%
Energy	30,001	34,577	4,576	15.3%
Risk Management	4,800	5,767	967	20.1%
Other	8,820	8,827	7	0.1%
<b>Total Expenses</b>	<b>\$ 310,368</b>	<b>\$ 345,570</b>	<b>\$ 35,202</b>	<b>11.3%</b>

# Fiscal Year 2021 Operating Budget

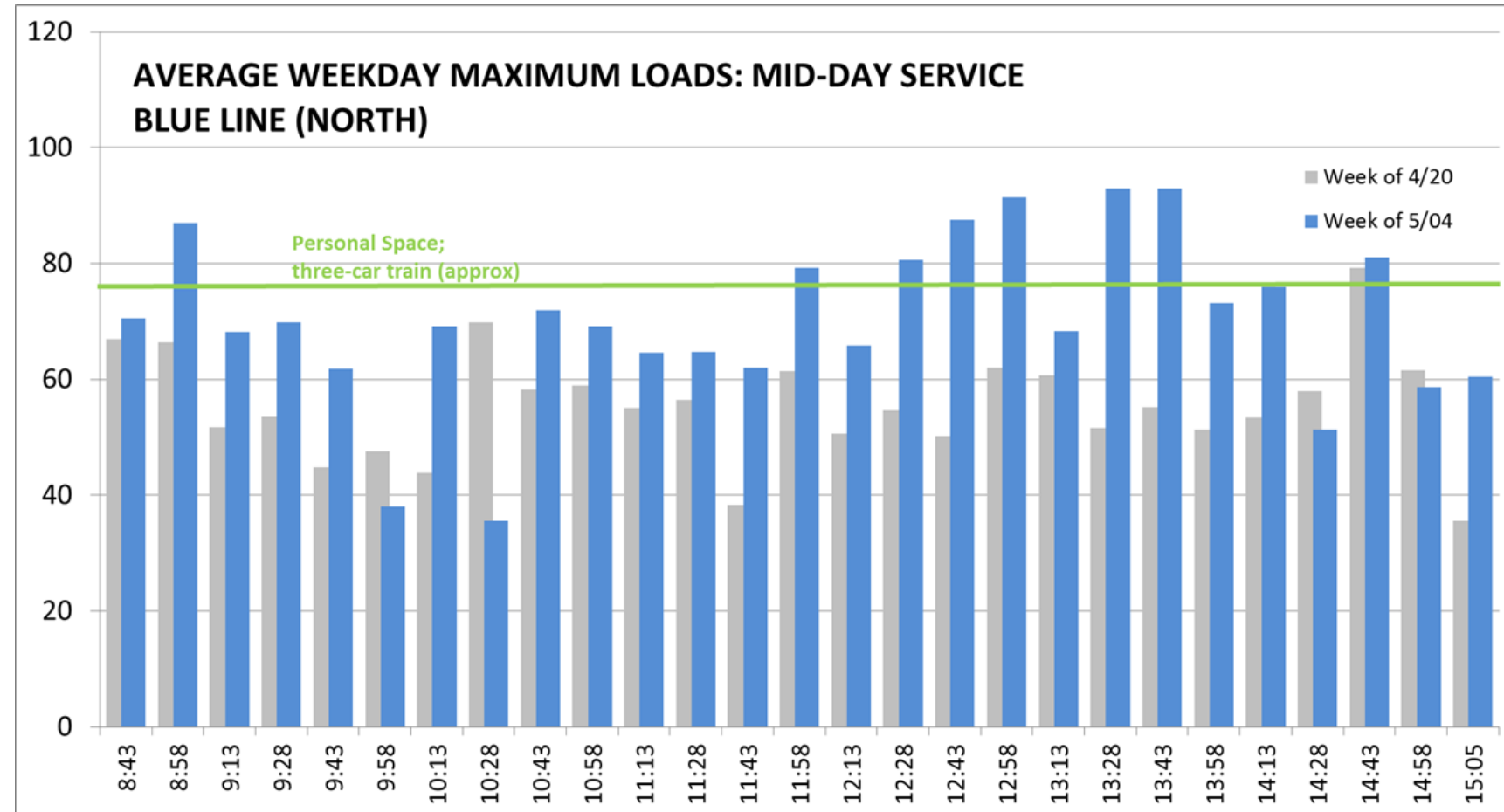
## Consolidated Revenues less Expenses (\$000s)

	FY 2020 Amended	FY 2021 Proposed	Var.	Var. %
Operating Revenues	\$ 95,029	\$ 69,192	\$ (25,837)	-27.2%
Subsidy Revenues	181,628	174,460	(7,168)	-3.9%
<b>Total Revenues</b>	<b>\$ 276,657</b>	<b>\$ 243,652</b>	<b>\$ (33,005)</b>	<b>-11.9%</b>
<b>Total Expenses</b>	<b>310,368</b>	<b>345,570</b>	<b>35,202</b>	<b>11.3%</b>
Net Operating Deficit	\$ (33,711)	\$ (101,918)	\$ (68,207)	-202.3%
Reserve Revenues	211	291	81	38.4%
<b>Revenues Less Expenses</b>	<b>\$ (33,500)</b>	<b>\$ (101,626)</b>		
<b>Federal CARES Act</b>	<b>\$ 33,500</b>	<b>\$ 101,626</b>		

- CARES Act: \$135M of \$220M total apportioned to MTS (61%)

# Fiscal Year 2021 Operating Budget Ridership/Service Update

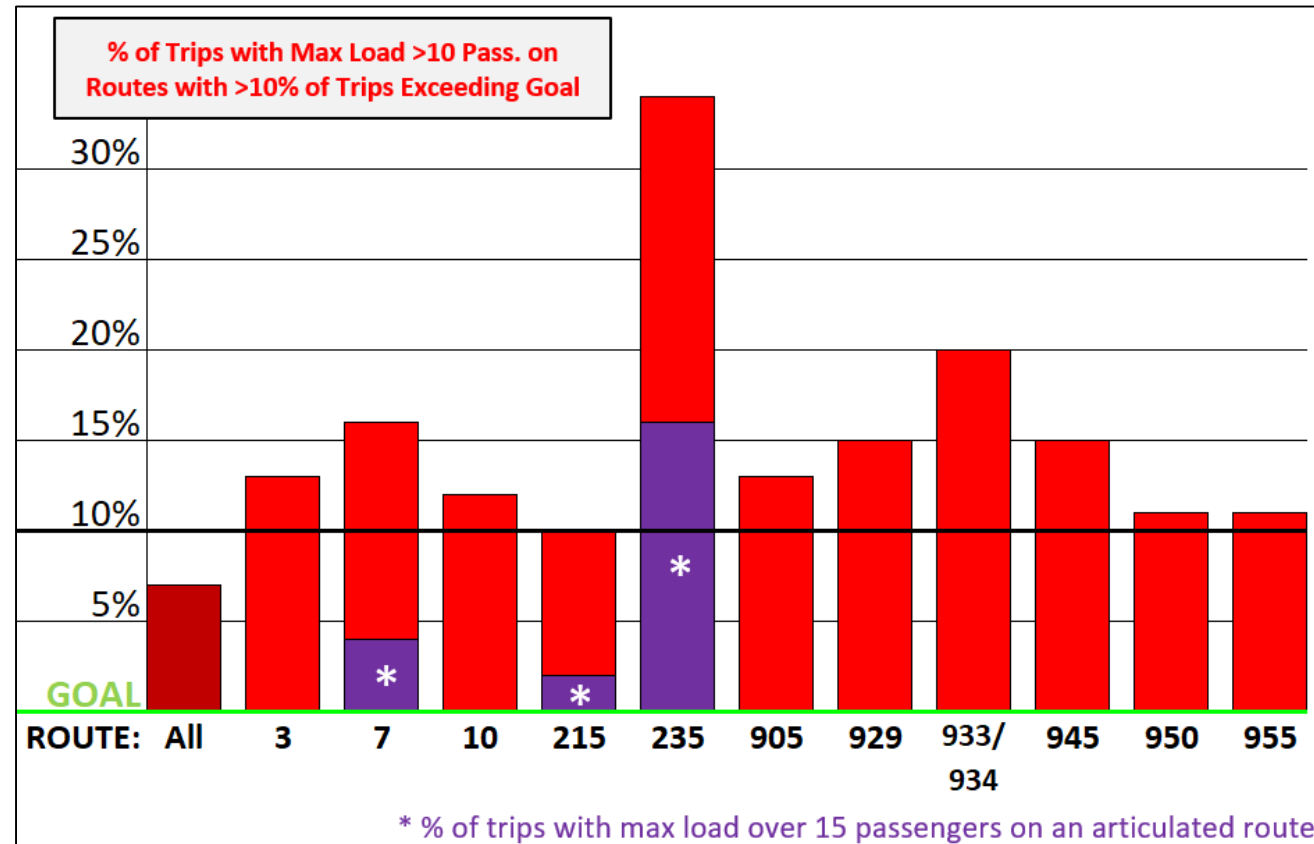
- Ridership status
  - Overall down 70% from Fall 2019; *week of April 6 was low point.*
  - Increasing every week since 4/6: up 22% on bus and 12% on Trolley
- Max load goals ensure space for **distancing on board**:
  - Target is ~25% of capacity
  - ~78 riders per Trolley train
  - 10/15 per Bus (std./artic.)
  - Front of buses blocked for disabled use only, to protect drivers





# Fiscal Year 2021 Operating Budget Ridership/Service Update

- Returning to near full service levels in early summer:
  - *To maintain distancing goals amid increasing ridership levels*
  - Jan. 2020 Trolley service increases were suspended in April, will resume by June 14
  - Bus routes will start most regular summer service by late June
    - Some service levels to closed facilities would remain suspended (colleges, SeaWorld, etc.)
    - I-15 commuter routes would increase to approx. 50% of regular schedule
- Regular service levels already planned in the budget; no added cost for resuming regular service



# Fiscal Year 2021 Operating Budget

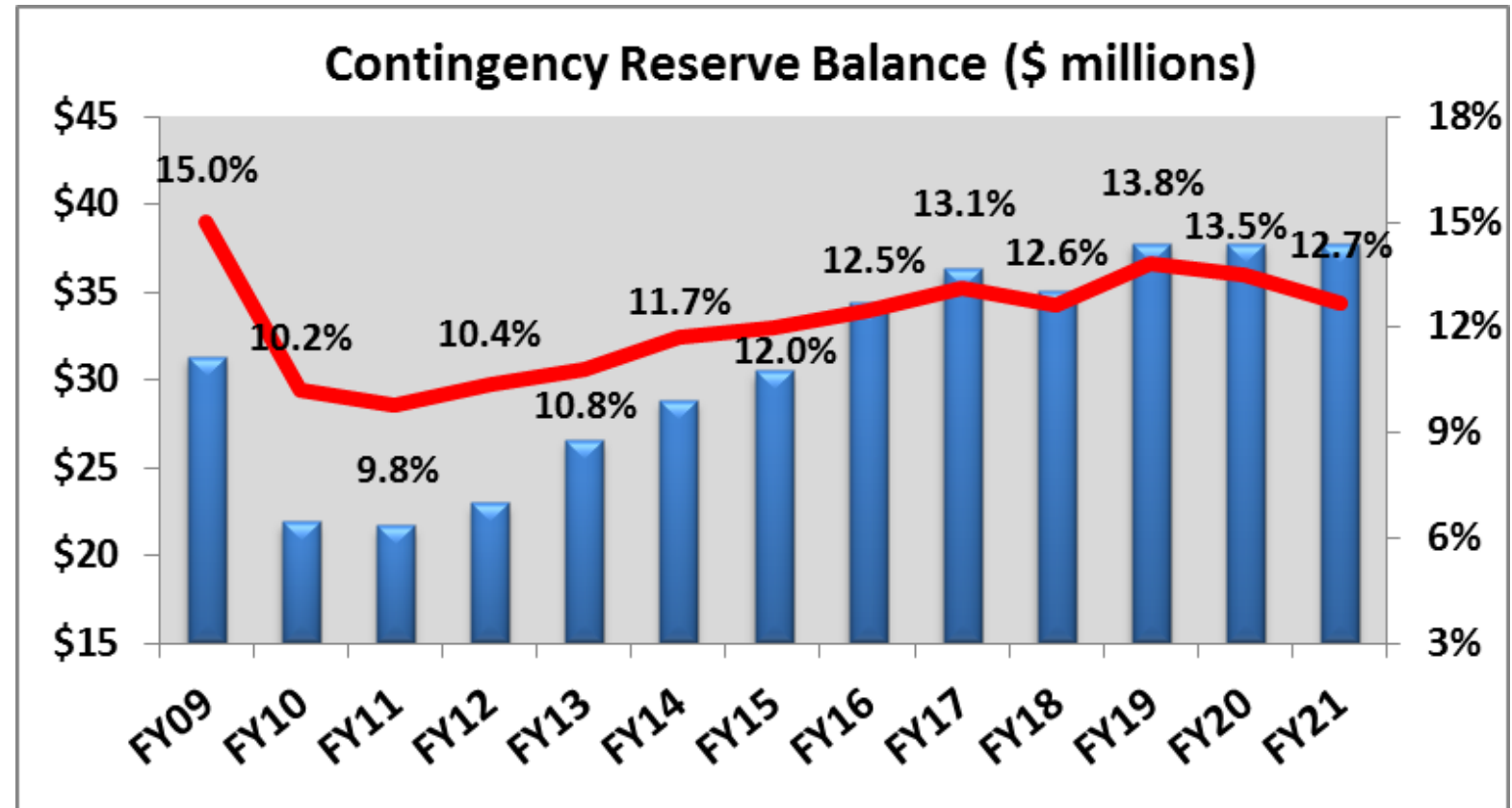
## Employee Appreciation Bonus

- Bonus as a thank you for their service during this pandemic
- For all MTS employees including contracted services
- Bonus - One time \$1,000 payment in July/August
- Estimated impact of \$3.0M

# Fiscal Year 2021 Operating Budget

## Reserve Balance

- In FY13, Board policy set the target for the contingency reserve balance at 12.5% of the Operating Expense Budget
  - FY21 Target of \$37.2M
- Reserve Balance
  - Audited balance at June 30, 2019: \$37.8M
  - At this point, not expecting to utilize this reserve in FY20 or FY21



# Fiscal Year 2021 Operating Budget 5 Year Projection

- Major Themes

- COVID-19 Recession
  - Recovery from recession continues throughout the 5 year projection
  - CARES Act revenues last into FY23
- Service levels
  - Mid-Coast Trolley - funded by TransNet
    - SANDAG Plan of Finance projected service levels and passengers
    - Partial year in FY22 and full year beginning in FY23
  - No other changes to service levels included in this projection

## Revenue Assumptions

- FY21 is the low point
- Recovery in FY22 for:
  - Passenger revenues
  - Sales tax revenues (TDA, TransNet, STA)
  - Other Operating revenues

## Expense Assumptions

- 2.5% for CPI
- 3.0% for wage/benefit inflation
- Purchased Transportation rates grow by 3.9%
- Energy rates projected using DOE data
- All debt service paid in full in mid-FY24

# Fiscal Year 2021 Operating Budget 5 Year Projection (\$000s)

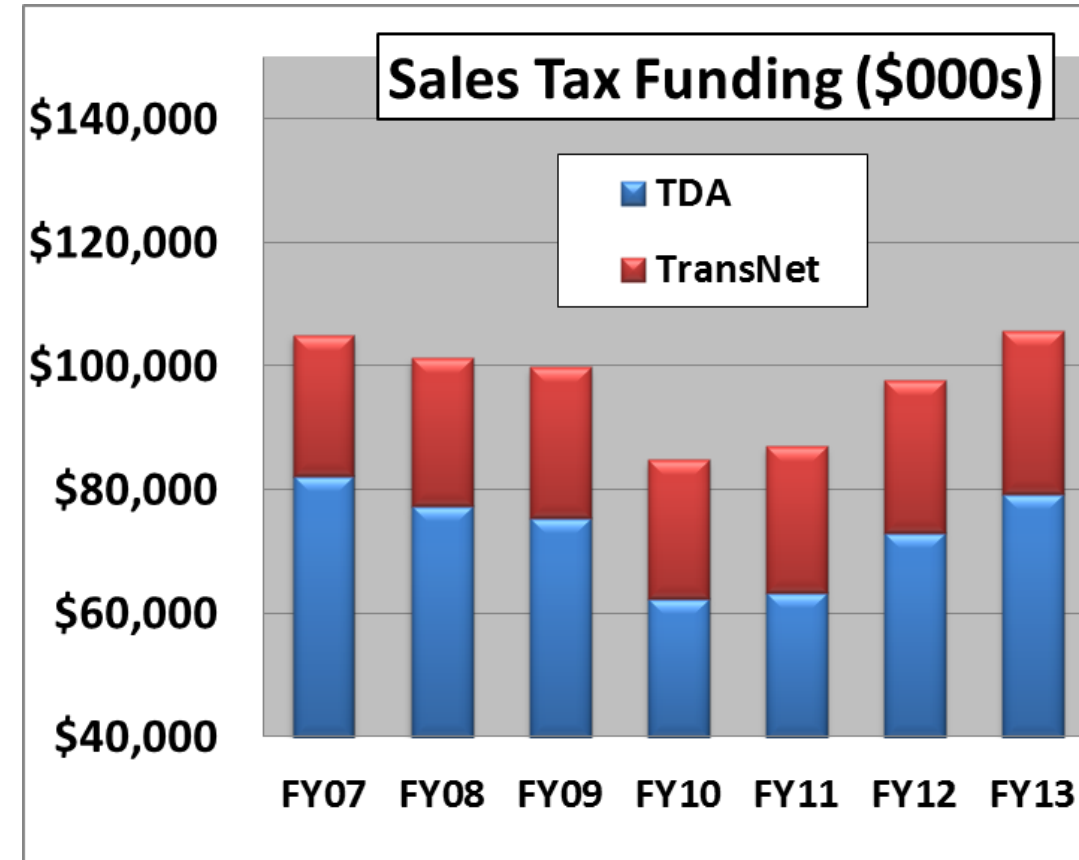
	FY 2021 Proposed	FY 2022 Projected	FY 2023 Projected	FY 2024 Projected	FY 2025 Projected
Operating Revenues	\$ 69,192	\$ 104,000	\$ 115,000	\$ 127,000	\$ 130,000
Subsidy Revenues	174,460	197,486	208,486	219,486	230,486
<b>Total Recurring Revenues</b>	<b>\$ 243,652</b>	<b>\$ 301,486</b>	<b>\$ 323,486</b>	<b>\$ 346,486</b>	<b>\$ 360,486</b>
<b>Total Operating Expenses</b>	<b>345,570</b>	<b>358,931</b>	<b>371,268</b>	<b>380,336</b>	<b>392,657</b>
Net Operating Deficit	\$ (101,918)	\$ (57,445)	\$ (47,782)	\$ (33,850)	\$ (32,171)
Reserve Revenues	291	150	150	150	150
<b>Total Revenues Less Expenses</b>	<b>(101,626)</b>	<b>(57,295)</b>	<b>(47,632)</b>	<b>(33,700)</b>	<b>(32,021)</b>
<b>Federal CARES Act</b>	<b>101,626</b>	<b>57,000</b>	<b>27,000</b>	<b>-</b>	<b>-</b>
<b>Total Operating Income (Deficit)</b>	<b>\$ -</b>	<b>\$ (295)</b>	<b>\$ (20,632)</b>	<b>\$ (33,700)</b>	<b>\$ (32,021)</b>

## Results:

- With slow revenue recovery, large deficits loom once CARES Act revenue is exhausted
- Revenue recovery could happen sooner than projected above
- Expense growth averages 3.4% per year

# Fiscal Year 2021 On-Going Concerns

- COVID-19
  - Recurrence in the fall?
  - Liability issues?
- Recession recovery timeline unknown
  - Passengers returning to the system
  - Sales tax revenue recovery (TDA, TransNet, STA)
- Increasing minimum wage (over 7% per year)
  - \$14 on 1/1/2021
  - \$15 on 1/1/2022
- Fixed route contract procurement
  - Expires 6/30/2021, impacting FY22 Operations
- Security services contract procurement
  - Expires 6/30/2021, impacting FY22 Operations
- Zero emission bus mandate impact on Operations



# Fiscal Year 2021 Operating Budget Staff Recommendation

That the Board of Directors:

1. Hold a public hearing, receive testimony, and review and comment on the fiscal year (FY) 2021 budget information (Attachment A) presented in this report; and
2. Include \$3.0M in Employee Appreciation Bonus to be funded with CARES Act funds; and
3. Enact Resolution No. 20-8 (Attachment B) adopting the FY2021 operating budget for San Diego Metropolitan Transit System (MTS) and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services and the Coronado Ferry.

PUBLIC COMMENT – Agenda Item # 25

Helen Bourne (Public Comment via phone message): Ms. Bourne asked for the Board to include funding for youth opportunity passes in the budget for riders 25 years of age and under. Ms. Bourne also urged the Board to invest in Zero Emission Buses (ZEBs) and the infrastructure to support ZEBs, in order to help electrify MTS emissions. Lastly, Ms. Bourne asked for the Board to approve funding for permanent hand washing stations and restrooms at all transit stations.



**Julia Tuer**

---

**From:** Walter McClellan <mcclellan6@cox.net>  
**Sent:** Tuesday, May 12, 2020 9:45 AM  
**To:** Julia Tuer  
**Subject:** Fwd: El Cajon, CA: Public Comment from Web Page

Sent from my iPhone

Begin forwarded message:

**From:** webmaster@cityofelcajon.us  
**Date:** May 11, 2020 at 3:08:49 PM PDT  
**To:** mcclellan6@cox.net  
**Subject:** El Cajon, CA: Public Comment from Web Page

A new entry to a form/survey has been submitted.

**Form Name:** Contact Us - Bob McClellan  
**Date & Time:** 05/11/2020 3:05 PM  
**Response #:** 128  
**Submitter ID:** 31294  
**IP address:** 76.167.120.157  
**Time to complete:** 1 min. , 14 sec.

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**Survey Details**

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**Page 1**

Please feel free to contact us with any comments or questions.

**Bob McClellan**  
200 Civic Center Way  
El Cajon, CA 92020  
619-441-1788

Alternatively, you may fill out the form below and someone will contact you.

<b>First Name</b>	Anjleena
<b>Last Name</b>	Sahni
<b>Email Address</b>	asahni@cpisandiego.org
<b>Phone Number</b>	n/a
<b>Address</b>	3727 Camino del Rio S, #100
<b>Address 2</b>	Not answered

**City** San Diego  
**State** California  
**ZIP Code** 92108  
**Comments**  
 Hello,

My name is Anjeleena Kour Sahni, I am a researcher/policy analyst at the Center on Policy Initiatives. I am writing to request that the following items be added to the MTS Board Meeting Agenda for this Thursday, May 14: (1) Zero Emission Buses, (2) Need for restrooms and handwashing stations, and (3) Youth Opportunity Passes (YOP).

The MTS Board should thoroughly examine these 3 items in the context of the MTS FY21 Proposed Budget:

(1) The MTS FY21 Proposed Budget includes significant allocations for the purchasing of CNG vehicles, even though the CARB Innovative Clean Transit Rule requires MTS to implement a Zero Emission fleet by 2040. Continued investment in CNG vehicles is an irresponsible use of taxpayer funds, and should be reconsidered by the MTS Board.

(2) The lack of investment in health/safety protections for transit riders is a glaring omission in the Proposed Budget, especially given the current public health crisis. Riders deserve access to a dignified and safe transit ride, where they are able to perform basic bodily functions and keep themselves protected by following official public health recommendations to regularly wash hands. The provision of sufficient funding for public restrooms and hand washing stations should be included in the FY21 Budget.

(3) The critical importance of transit affordability has also been underscored by this crisis, which has disproportionately impacted low-income households. After the stay-at-home order is lifted, families will be facing the pressures of replacing lost income and being able to stay in their homes. The ability for their children to travel, access education and career opportunities, should not be an added burden for families who will already be struggling to find ways to recover from this economic crisis. Youth Opportunity Passes (YOP) should be funded immediately to support working families.

Please ensure these 3 items are added to the MTS Board Meeting Agenda for this Thursday, May 14.

Best,  
 Anjeleena Kour Sahni

#### **File Upload**

#### **Would you like to be contacted regarding your comments?**

☐ Yes

#### **How do you prefer we contact you?**

☒ Email

Thank you,  
 El Cajon, CA

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**This is an automated message generated by the Vision Content Management System™. Please do not reply directly to this email.**

For MTS Board Meeting of May 14, 2020

Operations Budget FY 21 - Item 25

From: Jack Shu  
8040 Wetherly St., La Mesa, CA 91941

The Board has received a letter from the San Diego Green New Deal Alliance asking that the YOP program for those 24 years old and under be implemented immediately. 22 organizations signed on to this letter and I'm sure many others in the community support it as well. It is a simple ask for something that is not new nor unique.

Let me make some points regarding YOP:

- During this crisis with 30-36% unemployment, our communities, especially those in the age class with the least amount of resources need help.
- Revenue may be important, but ridership and public relations I would argue is more important. With a 60% or more drop in users, the public may think we do not need to support transit. We know the opposite is true and we need to do what we can to bring riders back.
- Revenue from fares will not provide the kind of funding MTS needs to survive in the future and surly ticket sales will not give us what we need to build a world class transit system. We need to think differently.
- I'm sure you will hear many more reasons for implementing YOP from others today.

For the action before you today, if you can within this agenda item, start the YOP as soon as possible.

An action you can make is; increase the estimated revenue loss by another \$20 million. This would mean the FY 21 Passenger Revenue would be \$33,638,855 (page A-1). Elsewhere in the budget, reductions in expenditures will need to occur and I recommend that they are not in staffing nor in COVID 19 responses to hygiene and opening of rest rooms. Perhaps some reduction to contracted security services is warranted given we have fewer users and with YOP less need to check for fares. The passenger revenues for this coming year is a pretty wild estimate given the conditions COVID 19 have caused and will continue to cause. So estimating a higher loss would not be a bad idea and will allow to implement the YOP right away. Making this adjustment to the proposed budget would be a more prudent and wise approach to our future. This is something everyone has been asking from MTS for years.

I'm confident that if you give this policy direction to staff, they will find the best way to adjust the budget and implement what the community has requested.

Thank you.

Note: I would like to read this comment during the Board Meeting.

**Julia Tuer**

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**From:** Amanda Ruetten <amandaruetten@gmail.com>  
**Sent:** Wednesday, May 13, 2020 3:41 PM  
**To:** Julia Tuer  
**Subject:** Public Comment for 5/14 MTS Board Meeting

Hello,

My name is Amanda Ruetten and I am a San Diego resident. In light of COVID-19, I urge MTS to implement and maintain restrooms and handwashing stations at transit hubs and trolley stations. MTS should be doing everything in their capacity to protect their employees and passengers during this pandemic and to prepare for future pandemics. Restrooms and handwashing stations are vital to keeping our community safe and healthy.

Thank you,  
Amanda Ruetten

**Julia Tuer**

---

**From:** Noah Harris <noah@climateactioncampaign.org>  
**Sent:** Wednesday, May 13, 2020 3:51 PM  
**To:** Julia Tuer  
**Subject:** MTS Board Meeting Public Comment, Item 25  
**Attachments:** 2020-05-14 MTS Public Comment.pdf

Hi Julia,

Included below and attached is my public comment on Item 25 for the MTS Board Meeting tomorrow, 5/14/20. Thank you.

---

Good morning, Board Members. My name is Noah Harris, Transportation Policy Advocate with Climate Action Campaign. Today, we send our condolences to the MTS community in light of Mr. Paul Jablonski's passing, and thank him for his years of dedication and leadership.

Last week, we joined the San Diego Green New Deal Alliance in sending a letter to MTS urging the Board to make no-cost transit passes, also known as Youth Opportunity Passes (YOP), central to the agency's recovery plans for Fiscal Year 2021.

Working class families--MTS's number one customer--are suffering disproportionately from the health and economic impacts of the COVID-19 crisis. We urge MTS to take unprecedented action that prioritizes our most vulnerable community members. Through YOP, MTS has the potential to rebuild trust with the public and recover from staggering ridership losses, both essential to the agency's coronavirus response in the coming months.

Local organizations have been advocating for this initiative for almost a decade, and youth transit riders need MTS's support now more than ever. YOP can ensure all young people have access to the economic opportunity and resources they need to stay safe, during and after the crisis. Thank you.

--

**Noah Harris** (he/him)  
Transportation Policy Advocate  
*Climate Action Campaign*  
[3900 Cleveland Ave, Suite 208](#)  
[San Diego, CA 92103](#)  
(619) 419-1222 ext. # 702

[www.climateactioncampaign.org](http://www.climateactioncampaign.org)  
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Instagram: [@sdclimateaction](#)  
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*Our Mission is Simple: Stop the Climate Crisis*

**From:** Larry Emerson <[lkms@sbcglobal.net](mailto:lkms@sbcglobal.net)>

**Date:** May 13, 2020 at 3:35:29 PM PDT

**To:** [julia.tuer@sdmts.com](mailto:julia.tuer@sdmts.com)

**Subject:** Public Comment for MTS Board Mtg (May 14) - Lawrence (Larry) Emerson, National City

1) Deepest Regards to the immediate family and MTS Staff on the sudden passing of CEO Paul Jablonski.

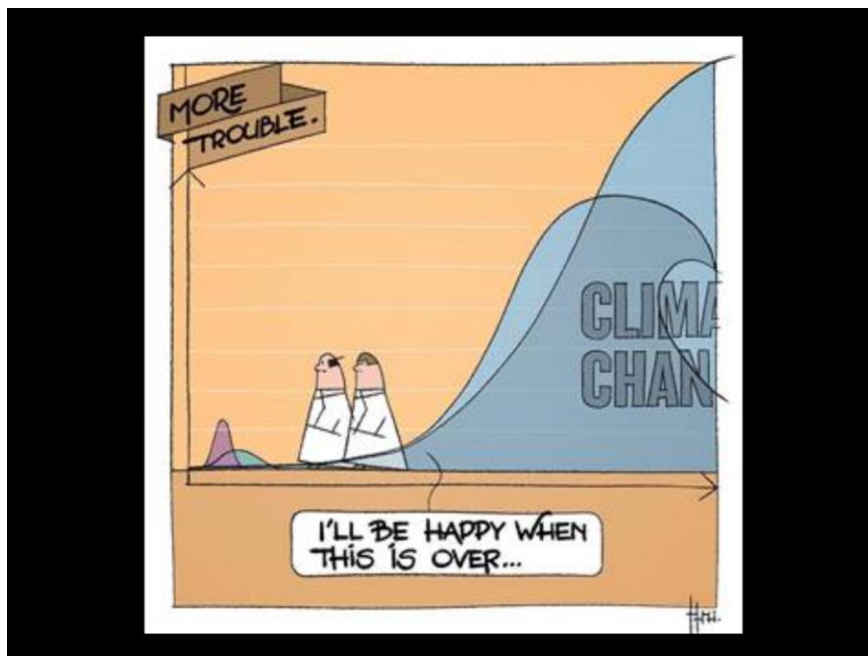
2) Request that Youth Opportunity Passes (YOP) be up to 24 years of age.

I understand that MTS will receive \$200 million from the CARES Act. Ridership is down some 60 percent. Charging youth for passes is not going to bring in that much revenue, but we need to encourage them to use transit to get around town and get to work, instead of trying to buy some old polluting gas car to get around.

3) I understand that the proposed current MTS budget plans for more Natural Gas Busses, but **MTS should be accelerating the transition to Electric Busses to Meet California's reduction in Green House Gas emissions.**

Natural Gas when leaked into the atmosphere is known to initially have 20 to 80 times the impact on trapping heat in the atmosphere as Carbon Dioxide. There should be a serious push to expedite and implement the use of Electric Busses, and move away from Natural Gas Busses.

4) While dealing with the challenges of the New Coronavirus, we must not forget the actions and decisions we must make to mitigate the coming Climate Crisis as illustrated so well by this attached Cartoon.



Sincerely,  
Lawrence (Larry) Emerson  
1344 Manchester St  
National City, CA 91950

Sent from my iPad

PUBLIC COMMENT – ITEM 25

IN-MEETING PUBLIC COMMENT

Rosa Olascoaga, with Mid-City CAN, provided a live public comment for agenda item #25. Ms. Olascoaga's statement will be reflected in the minutes.

PUBLIC COMMENT – ITEM 25

IN-MEETING PUBLIC COMMENT

Linda Phu provided a live public comment for agenda item #25. Ms. Phu's statement will be reflected in the minutes.



PUBLIC COMMENT – ITEM 25

IN-MEETING PUBLIC COMMENT

Gretchen Newsom, representing IBEW 569, provided a live public comment for agenda item #25. Ms. Newsom's statement will be reflected in the minutes.

PUBLIC COMMENT – ITEM 25

IN-MEETING PUBLIC COMMENT

Kelvin Barrios provided a live public comment for agenda item #25. Mr. Barrios' statement will be reflected in the minutes.



1255 Imperial Avenue, Suite 1000  
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## Agenda Item No. 45

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

May 14, 2020

#### SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR MARCH 2020 (GORDON MEYER)

#### INFORMATIONAL ONLY

##### Budget Impact

None at this time.

#### DISCUSSION:

This report summarizes the year-to-date operating results for March 2020 compared to the fiscal year (FY) 2020 amended budget for the San Diego Metropolitan Transit System (MTS). The FY20 amended budget includes the projected impacts from the COVID-19 pandemic; therefore, variances are between actuals and the FY20 amended budget, inclusive of projected impacts from the pandemic. Attachment A-1 combines the operations', administrations' and other activities' results for March 2020. Attachment A-2 details the March 2020 combined operations' results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and Attachment A-9 provides March 2020 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

#### MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending March 2020, MTS's net-operating income unfavorable variance totaled \$2,038,000 (-1.4%). Operations produced a \$669,000 (0.5%) favorable variance and the administrative/other activities areas were unfavorable by \$2,707,000.

#### MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through March 2020 were \$86,217,000 compared to the year-to-date budget of \$86,097,000, representing a \$121,000 (0.1%) favorable variance. Year-to-date passenger revenue is at budget



through March, with the March budget including a \$1,975,000 reduction versus baseline due to the pandemic. Most of the projected COVID-19 impact on passenger revenue will impact April 2020 through June 2020. Other operating revenue was favorable by \$120,000 (10.5%), primarily due to favorable digital kiosk advertising revenue.

Operating Expenses. Year-to-date combined expenses through March 2020 were \$231,603,000 compared to the budget of \$229,445,000, resulting in a \$2,159,000 (-0.9%) unfavorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$106,283,000, compared to a budgetary figure of \$106,489,000, producing a favorable variance of \$206,000 (0.2%).

Outside Services and Purchased Transportation. Total outside services through nine months of the fiscal year totaled \$80,579,000, compared to a budget of \$81,084,000, resulting in a favorable variance of \$505,000 (0.6%). This is primarily due to favorable costs within Administration, favorable engines and transmissions costs for all bus divisions, and favorable purchased transportation costs for contracted fixed route service. Paratransit purchased transportation costs were unfavorable to budget, primarily because the projected decrease in expenses due to COVID-19 was higher than the actual reduction through March.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$10,445,000, compared to a budgetary figure of \$10,310,000, resulting in an unfavorable variance of \$135,000 (-1.3%). This is primarily due to higher than expected costs for revenue vehicle parts for Rail Operations.

Energy. Total year-to-date energy costs were \$23,263,000, compared to the budget of \$23,529,000, resulting in a favorable variance of \$266,000 (1.1%). This is primarily due to favorable CNG expenses. The FY20 amended budget includes reductions in fuel expenses beginning in April as a result of decreased service levels in response to the pandemic.

Risk Management. Total year-to-date expenses for risk management were \$6,276,000 compared to the budget of \$3,164,000, resulting in an unfavorable variance totaling \$3,112,000 (-98.4%). This is due to a one-time settlement payment that was paid in March 2020.

General and Administrative. The year-to-date general and administrative costs were \$3,858,000 through March 2020, compared to a budget of \$3,949,000, resulting in a favorable variance of \$91,000 (2.3%). This is primarily due to favorable fare materials and credit card fees within Administration. The FY20 amended budget includes additional budget for COVID-19 related expenses, primarily in April through June, specifically for Information Technology costs related to remote working.

Vehicle and Facility Leases. The year-to-date vehicle and facilities leases costs were \$899,000 compared to the budget of \$919,000, resulting in a \$20,000 (2.2%) favorable variance. This is primarily due to favorable non-revenue vehicle lease expenses.

## YEAR-TO-DATE SUMMARY

The March 2020, year-to-date net-operating income totaled an unfavorable variance of \$2,038,000 (-1.4%). These factors include favorable variances in other operating revenue, personnel, outside services, energy, general and administrative, and vehicle/facility leases; offset by unfavorable variances in materials and supplies, and risk management.

/s/ Sharon Cooney  
Sharon Cooney  
Interim Chief Executive Officer

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

Attachment: A. Comparison to Budget

**MTS  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020**

**MARCH 31, 2020**

**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 69,908	\$ 69,908	\$ 0	0.0%
Other Revenue	16,309	16,189	120	0.7%
<b>Total Operating Revenue</b>	<b>\$ 86,217</b>	<b>\$ 86,097</b>	<b>\$ 121</b>	<b>0.1%</b>
Personnel costs	\$ 106,283	\$ 106,489	\$ 206	0.2%
Outside services	80,579	81,084	505	0.6%
Materials and supplies	10,445	10,310	(135)	-1.3%
Energy	23,263	23,529	266	1.1%
Risk management	6,276	3,164	(3,112)	-98.4%
General & administrative	3,858	3,949	91	2.3%
Vehicle/facility leases	899	919	20	2.2%
Administrative Allocation	0	0	0	0.0%
<b>Total Operating Expenses</b>	<b>\$ 231,603</b>	<b>\$ 229,445</b>	<b>\$ (2,159)</b>	<b>-0.9%</b>
<b>Operating Income (Loss)</b>	<b>\$ (145,386)</b>	<b>\$ (143,348)</b>	<b>\$ (2,038)</b>	<b>-1.4%</b>
<b>Total Non-Operating Activities</b>	<b>(622)</b>	<b>(447)</b>	<b>(174)</b>	<b>39.0%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (146,008)</b>	<b>\$ (143,795)</b>	<b>\$ (2,212)</b>	<b>1.5%</b>

**OPERATIONS  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020**

**MARCH 31, 2020**

**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 69,908	\$ 69,908	\$ 0	0.0%
Other Revenue	472	477	(4)	-0.9%
<b>Total Operating Revenue</b>	<b>\$ 70,381</b>	<b>\$ 70,385</b>	<b>\$ (4)</b>	<b>0.0%</b>
Personnel costs	\$ 88,846	\$ 89,102	\$ 256	0.3%
Outside services	66,900	67,121	221	0.3%
Materials and supplies	10,438	10,305	(133)	-1.3%
Energy	22,581	22,846	265	1.2%
Risk management	2,495	2,546	52	2.0%
General & administrative	646	645	(1)	-0.1%
Vehicle/facility leases	753	767	14	1.8%
Administrative Allocation	20,196	20,196	(0)	0.0%
<b>Total Operating Expenses</b>	<b>\$ 212,855</b>	<b>\$ 213,528</b>	<b>\$ 673</b>	<b>0.3%</b>
<b>Operating Income (Loss)</b>	<b>\$ (142,474)</b>	<b>\$ (143,144)</b>	<b>\$ 669</b>	<b>0.5%</b>
<b>Total Non-Operating Activities</b>	<b>(282)</b>	<b>(125)</b>	<b>(157)</b>	<b>126.1%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (142,756)</b>	<b>\$ (143,268)</b>	<b>\$ 512</b>	<b>-0.4%</b>

## OPERATIONS

## BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)

## COMPARISON TO BUDGET - FISCAL YEAR 2020

MARCH 31, 2020

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 16,883	\$ 16,470	\$ 413	2.5%
Other Revenue	3	4	(1)	-20.0%
<b>Total Operating Revenue</b>	<b>\$ 16,886</b>	<b>\$ 16,474</b>	<b>\$ 412</b>	<b>2.5%</b>
Personnel costs	\$ 58,585	\$ 58,759	\$ 174	0.3%
Outside services	1,155	1,239	85	6.8%
Materials and supplies	4,939	4,984	45	0.9%
Energy	4,545	4,670	125	2.7%
Risk management	1,181	1,214	33	2.7%
General & administrative	280	281	1	0.3%
Vehicle/facility leases	250	264	13	5.1%
Administrative Allocation	5,898	5,898	(0)	0.0%
<b>Total Operating Expenses</b>	<b>\$ 76,832</b>	<b>\$ 77,309</b>	<b>\$ 477</b>	<b>0.6%</b>
<b>Operating Income (Loss)</b>	<b>\$ (59,946)</b>	<b>\$ (60,835)</b>	<b>\$ 889</b>	<b>1.5%</b>
<b>Total Non-Operating Activities</b>	<b>(452)</b>	<b>(295)</b>	<b>(157)</b>	<b>53.4%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (60,398)</b>	<b>\$ (61,130)</b>	<b>\$ 732</b>	<b>-1.2%</b>



**OPERATIONS**  
**RAIL (SAN DIEGO TROLLEY INC.)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2020**  
**MARCH 31, 2020**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 31,999	\$ 32,587	\$ (588)	-1.8%
Other Revenue	469	473	(4)	-0.8%
<b>Total Operating Revenue</b>	<b>\$ 32,468</b>	<b>\$ 33,060</b>	<b>\$ (592)</b>	<b>-1.8%</b>
Personnel costs	\$ 29,721	\$ 29,811	\$ 90	0.3%
Outside services	3,941	3,985	44	1.1%
Materials and supplies	5,441	5,269	(173)	-3.3%
Energy	11,877	11,896	20	0.2%
Risk management	1,302	1,320	18	1.4%
General & administrative	340	341	2	0.5%
Vehicle/facility leases	256	256	0	0.1%
Administrative Allocation	12,343	12,343	(0)	0.0%
<b>Total Operating Expenses</b>	<b>\$ 65,221</b>	<b>\$ 65,222</b>	<b>\$ 1</b>	<b>0.0%</b>
<b>Operating Income (Loss)</b>	<b>\$ (32,753)</b>	<b>\$ (32,163)</b>	<b>\$ (590)</b>	<b>-1.8%</b>
<b>Total Non-Operating Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (32,753)</b>	<b>\$ (32,163)</b>	<b>\$ (590)</b>	<b>1.8%</b>

**OPERATIONS**  
**BUS - CONTRACTED SERVICES (FIXED ROUTE)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2020**  
**MARCH 31, 2020**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 19,146	\$ 19,034	\$ 111	0.6%
Other Revenue	0	0	0	34.1%
<b>Total Operating Revenue</b>	<b>\$ 19,146</b>	<b>\$ 19,034</b>	<b>\$ 111</b>	<b>0.6%</b>
Personnel costs	\$ 424	\$ 418	\$ (7)	-1.6%
Outside services	49,695	49,939	245	0.5%
Materials and supplies	58	52	(6)	-10.7%
Energy	5,086	5,175	90	1.7%
Risk management	-	-	-	-
General & administrative	1	1	1	63.6%
Vehicle/facility leases	35	36	1	3.3%
Administrative Allocation	1,575	1,575	(0)	0.0%
<b>Total Operating Expenses</b>	<b>\$ 56,873</b>	<b>\$ 57,197</b>	<b>\$ 324</b>	<b>0.6%</b>
<b>Operating Income (Loss)</b>	<b>\$ (37,727)</b>	<b>\$ (38,162)</b>	<b>\$ 436</b>	<b>1.1%</b>
<b>Total Non-Operating Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (37,727)</b>	<b>\$ (38,162)</b>	<b>\$ 436</b>	<b>-1.1%</b>

**OPERATIONS**  
**BUS - CONTRACTED SERVICES (PARATRANSIT)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2020**  
**MARCH 31, 2020**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 1,881	\$ 1,816	\$ 64	3.5%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 1,881</b>	<b>\$ 1,816</b>	<b>\$ 64</b>	<b>3.5%</b>
Personnel costs	\$ 116	\$ 115	\$ (2)	-1.5%
Outside services	11,942	11,790	(152)	-1.3%
Materials and supplies	-	-	-	-
Energy	1,074	1,104	31	2.8%
Risk management	11	11	-	0.0%
General & administrative	26	21	(5)	-21.3%
Vehicle/facility leases	212	211	(1)	-0.5%
Administrative Allocation	380	380	0	0.0%
<b>Total Operating Expenses</b>	<b>\$ 13,762</b>	<b>\$ 13,633</b>	<b>\$ (129)</b>	<b>-0.9%</b>
<b>Operating Income (Loss)</b>	<b>\$ (11,881)</b>	<b>\$ (11,816)</b>	<b>\$ (65)</b>	<b>-0.5%</b>
<b>Total Non-Operating Activities</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (11,881)</b>	<b>\$ (11,816)</b>	<b>\$ (65)</b>	<b>0.5%</b>

**OPERATIONS  
CORONADO FERRY**

**COMPARISON TO BUDGET - FISCAL YEAR 2020**

**MARCH 31, 2020**

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	167	167	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 167</b>	<b>\$ 167</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Operating Income (Loss)</b>	<b>\$ (167)</b>	<b>\$ (167)</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total Non-Operating Activities</b>	<b>170</b>	<b>170</b>	<b>-</b>	<b>0.0%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ 3</b>	<b>\$ 3</b>	<b>\$ -</b>	<b>0.0%</b>

**ADMINISTRATION  
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020**

**MARCH 31, 2020**

**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	14,746	14,612	133	0.9%
<b>Total Operating Revenue</b>	<b>\$ 14,746</b>	<b>\$ 14,612</b>	<b>\$ 133</b>	<b>0.9%</b>
Personnel costs	\$ 16,867	\$ 16,833	\$ (35)	-0.2%
Outside services	13,651	13,915	263	1.9%
Materials and supplies	7	5	(2)	-34.7%
Energy	672	672	0	0.0%
Risk management	3,757	588	(3,169)	-538.7%
General & administrative	3,116	3,206	89	2.8%
Vehicle/facility leases	129	135	5	4.0%
Administrative Allocation	(20,244)	(20,244)	-	0.0%
<b>Total Operating Expenses</b>	<b>\$ 17,956</b>	<b>\$ 15,108</b>	<b>\$ (2,847)</b>	<b>-18.8%</b>
<b>Operating Income (Loss)</b>	<b>\$ (3,210)</b>	<b>\$ (496)</b>	<b>\$ (2,714)</b>	<b>-546.9%</b>
<b>Total Non-Operating Activities</b>	<b>(340)</b>	<b>(310)</b>	<b>(30)</b>	<b>9.6%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (3,550)</b>	<b>\$ (806)</b>	<b>\$ (2,744)</b>	<b>340.3%</b>

OTHER ACTIVITIES  
CONSOLIDATED

## COMPARISON TO BUDGET - FISCAL YEAR 2020

MARCH 31, 2020

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	1,091	1,100	(9)	-0.8%
<b>Total Operating Revenue</b>	<b>\$ 1,091</b>	<b>\$ 1,100</b>	<b>\$ (9)</b>	<b>-0.8%</b>
Personnel costs	\$ 569	\$ 554	\$ (15)	-2.8%
Outside services	28	49	21	42.8%
Materials and supplies	1	1	(0)	-1.8%
Energy	10	11	1	8.9%
Risk management	24	29	6	19.1%
General & administrative	96	98	2	2.4%
Vehicle/facility leases	17	18	1	4.0%
Administrative Allocation	48	48	0	0.0%
<b>Total Operating Expenses</b>	<b>\$ 793</b>	<b>\$ 808</b>	<b>\$ 15</b>	<b>1.9%</b>
<b>Operating Income (Loss)</b>	<b>\$ 299</b>	<b>\$ 292</b>	<b>\$ 6</b>	<b>-2.2%</b>
<b>Total Non-Operating Activities</b>	<b>-</b>	<b>(13)</b>	<b>13</b>	<b>-</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ 299</b>	<b>\$ 279</b>	<b>\$ 19</b>	<b>6.8%</b>

# **Metropolitan Transit System FY 2020 - March 2020 Financial Review**

**MTS Board of Directors Meeting  
May 14, 2020**

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – MARCH 31, 2020 - FY 2020

TOTAL OPERATING REVENUES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Fare Revenue	\$ 69,908	\$ 69,908	\$ 0	0.0%
Other Operating Revenue	<u>16,309</u>	<u>16,189</u>	<u>120</u>	<u>0.7%</u>
<b>Operating Revenue</b>	<b>\$86,217</b>	<b>\$ 86,097</b>	<b>\$121</b>	<b>0.1%</b>

- Fare Revenue
  - Revenue favorable to the prior year by \$1.65M (2.4%)
  - Ridership unfavorable to the prior year by 240K passengers
  - COVID impact mostly in April, May, and June
- Other Operating Revenue – Favorable digital kiosk advertising



# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – MARCH 31, 2020 - FY 2020

TOTAL OPERATING EXPENSES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Personnel Costs	\$ 106,283	\$ 106,489	\$ 206	0.2%
Purchased Transportation	59,127	59,164	37	0.1%
Other Outside Services	21,453	21,921	468	2.1%
Energy	23,263	23,529	266	1.1%
Other Expenses	<u>21,478</u>	<u>18,342</u>	<u>(3,136)</u>	<u>-17.1%</u>
<b>Operating Expenses</b>	<b>\$ 231,603</b>	<b>\$ 229,445</b>	<b>\$ (2,159)</b>	<b>-0.9%</b>

- Other Outside Services – Favorable within Administration, engines and transmissions
- Energy – Primarily favorable CNG expenses
- Other Expenses – One-time settlement payment within Administration

# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – MARCH 31, 2020 - FY 2020

TOTAL OPERATING VARIANCE (\$000's)

Combined Net Operating Variance

MTS Operating Revenue	\$ 121
-----------------------	--------

MTS Operating Expenses	<u>(2,159)</u>
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<b>Total Combined Net Operating Variance</b>	<b>\$ (2,038)</b>
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Variance Percentage	-1.4%
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# CONSOLIDATED MTS OPERATIONS

## COMPARISON TO BUDGET – MARCH 31, 2020 - FY 2020 ON GOING CONCERNS

	Budget	YTD Actual	Projection
<b>Regional Sales Tax Receipts</b>	\$450.3M	\$332.3M	\$450.3M
<b>STA</b>	\$26.9M	\$13.1M	\$26.9M
<b>Passenger Levels</b>	69.7M	63.4M	69.7M
<b>Energy Prices</b>			
CNG	\$ 0.94	\$ 0.93	\$ 0.92
Propane	\$ 1.47	\$ 1.39	\$ 1.38
Diesel	\$ 2.70	\$ 2.67	\$ 2.45
Gas	\$ 3.05	\$ 3.06	\$ 2.79
Electricity	\$ 0.245	\$ 0.243	\$ 0.240

**Favorable**

**On Target**

**Unfavorable**



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## Agenda Item No. 61

### Chief Executive Officer's Report

May 14, 2020

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period April 8, 2020 through May 4, 2020.

\*Please note additional reporting of purchase orders that is now possible with the new SAP Enterprise Resource Planning system.

#### CEO Travel Report (since last Board meeting)

N/A

#### Board Member Travel Report (since last Board meeting)

N/A



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G1951.0-17AE-29.01	MOTT MCDONALD	NO COST TIME EXTENSION	\$0.00	4/8/2020
L1193.4-14	CARLOS GUZMAN	ADDS FUNDS FOR FINAL SVCS	\$85,000.00	4/9/2020
PWG251.2-18	ROOFING SERVICES INTERNATIONAL	EXERCISING OPTION YEAR	\$18,543.75	4/14/2020
B0614.2-14	TRANSDEV SERVICES	ADD ONE FTE BUS STOP MAINTENANCE	\$0.00	4/17/2020
L0914.17-10	SIEMENS MOBILITY	CHANGE ORDERS 2, 12, 15, 17, 18 & 19	\$13,646.47	4/21/2020
G1931.13-16	NMS MANAGEMENT	COVID19 SDTC ADDITIONAL CLEANING	\$43,200.00	4/21/2020
G1949.3-17	JACOBS ENGINEERING	ADDS REVISED NEGOTIATED INDIRECT RATES	\$0.00	4/21/2020
G1947.0-17AE-45.01	HDR INC	PROVIDE ADDITIONAL DESIGN SERVICES TO WORK ORDER	\$30,483.23	4/21/2020
PWG275.0-19-11	ABC CONSTRUCTION	H STREET ISLAND CROSSING BOLLARDS REPLACEMENTS	\$15,992.61	4/24/2020
G1854.2-16	SPHERA SOLUTIONS	NAME CHANGE	\$0.00	4/27/2020
G1947.0-17AE-16.02	HDR INC	INCREASES HOURLY RATES 2.3%	\$0.00	5/1/2020

REVENUE CONTRACTS & MOUs				
Doc #	Organization	Subject	Amount	Day
S200-20-738	LEVEL 10 CONSTRUCTION LP	ROE - 14TH STREET SAN DIEGO	\$984.94	4/21/2020
L6791.0-20	CA DEPT OF TRANSPORTATION	JROE - ROSE CANYON	\$0.00	4/21/2020
G2383.0-20	ALBUS-KEEFE & ASSOCIATES	ROE - PALM AVE STATION	\$980.16	4/23/2020
L1542.0-20	DICK MILLER	ROE - DOWNTOWN	\$905.16	5/1/2020

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400000960	4/8/2020	Office Depot		G200-OFFICE SUPPLIES	58.23	-	-
4400000961	4/9/2020	Office Depot		G200-OFFICE SUPPLIES	108.04	-	-
4400000962	4/9/2020	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	34.26	-	-
4400000963	4/9/2020	W.W. Grainger Inc		G130-SHOP TOOLS	108.40	-	-
4400000964	4/10/2020	W.W. Grainger Inc		M180-STATION ELECTRICAL	273.22	-	-
4400000965	4/13/2020	Mcmaster-Carr Supply Co		G150-FASTENERS	36.67	-	-
4400000966	4/13/2020	Office Depot		G200-OFFICE SUPPLIES	91.01	-	-
4400000967	4/14/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	257.28	-	-
4400000968	4/14/2020	Office Depot		G200-OFFICE SUPPLIES	116.37	-	-
4400000969	4/15/2020	Office Depot		G200-OFFICE SUPPLIES	69.00	-	-
4400000970	4/15/2020	Office Depot		G200-OFFICE SUPPLIES	362.03	-	-
4400000971	4/16/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	128.50	-	-
4400000972	4/16/2020	W.W. Grainger Inc		G130-SHOP TOOLS	812.68	-	-
4400000973	4/16/2020	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	2,700.22	-	-
4400000974	4/17/2020	W.W. Grainger Inc		G200-OFFICE SUPPLIES	155.76	-	-
4400000975	4/20/2020	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	81.58	-	-
4400000976	4/20/2020	Office Depot		G200-OFFICE SUPPLIES	127.13	-	-
4400000977	4/20/2020	Office Depot		G200-OFFICE SUPPLIES	118.70	-	-
4400000978	4/20/2020	Office Depot		G200-OFFICE SUPPLIES	60.90	-	-
4400000979	4/20/2020	W.W. Grainger Inc		T110-TRACK, RAIL	84.28	-	-
4400000980	4/21/2020	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	418.73	-	-
4400000981	4/21/2020	Office Depot		G200-OFFICE SUPPLIES	587.91	-	-
4400000982	4/22/2020	Office Depot		G200-OFFICE SUPPLIES	321.33	-	-
4400000983	4/22/2020	Office Depot		G200-OFFICE SUPPLIES	129.29	-	-
4400000984	4/22/2020	Office Depot		G200-OFFICE SUPPLIES	78.66	-	-
4400000985	4/23/2020	Office Depot		G200-OFFICE SUPPLIES	24.13	-	-
4400000986	4/23/2020	Office Depot		G200-OFFICE SUPPLIES	488.67	-	-
4400000987	4/23/2020	Office Depot		G200-OFFICE SUPPLIES	70.99	-	-
4400000988	4/23/2020	Office Depot		G200-OFFICE SUPPLIES	292.57	-	-
4400000989	4/27/2020	Office Depot		G200-OFFICE SUPPLIES	376.42	-	-
4400000990	4/27/2020	Office Depot		G200-OFFICE SUPPLIES	16.21	-	-
4400000991	4/28/2020	Office Depot		G200-OFFICE SUPPLIES	349.84	-	-
4400000992	4/30/2020	Office Depot		G200-OFFICE SUPPLIES	389.78	-	-
4400000993	4/30/2020	Office Depot		G200-OFFICE SUPPLIES	67.21	-	-
4400000994	4/30/2020	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	92.90	-	-
4400000995	4/30/2020	Office Depot		G200-OFFICE SUPPLIES	180.73	-	-
4400000996	4/30/2020	W.W. Grainger Inc		G130-SHOP TOOLS	45.06	-	-
4500030500	4/8/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	3,615.52	-	-
4500030501	4/8/2020	Graybar Electric Co Inc		G130-SHOP TOOLS	295.96	-	-
4500030502	4/8/2020	Citywide Auto Glass Inc		P210-NON-REV VEH REPAIRS	367.49	-	-
4500030503	4/8/2020	Chromate Industrial Corporation		G150-FASTENERS	212.69	-	-
4500030504	4/8/2020	Kurt Morgan		G140-SHOP SUPPLIES	396.57	-	-
4500030505	4/8/2020	Kaman Industrial Technologies		G140-SHOP SUPPLIES	34.37	-	-
4500030506	4/8/2020	Graybar Electric Co Inc		M110-SUB STATION	7,972.65	-	-
4500030507	4/8/2020	Controlled Motion Solutions Inc		R220-RAIL/LRV TRUCKS	155.16	-	-
4500030508	4/8/2020	Newark Corporation		G290-FARE REVENUE EQUIP	224.21	-	-
4500030509	4/8/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	2,200.26	-	-
4500030510	4/8/2020	Jankovich Company		G170-LUBRICANTS	5,013.61	-	-
4500030511	4/8/2020	Transit Holdings Inc		B140-BUS CHASSIS	2,260.77	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500030512	4/8/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	235.53	-	-
4500030513	4/8/2020	Downstream Services, Inc.	Small Business	P280-GENERAL SVC AGRMNTS	2,810.00	-	-
4500030514	4/8/2020	TK Services Inc		B110-BUS HVAC SYSTEMS	313.35	-	-
4500030515	4/8/2020	Gillig LLC		B250-BUS REPAIR PARTS	144.17	-	-
4500030516	4/8/2020	Allied Refrigeration Inc		G130-SHOP TOOLS	35.04	-	-
4500030517	4/8/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	46.39	-	-
4500030518	4/8/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	127.32	-	-
4500030519	4/8/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	44.27	-	-
4500030520	4/8/2020	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	67.11	-	-
4500030521	4/8/2020	Newegg Business, Inc.		G290-FARE REVENUE EQUIP	700.27	-	-
4500030522	4/8/2020	Lisa Ynez Beetson	Minority Owned Business	G200-OFFICE SUPPLIES	29.10	-	-
4500030523	4/8/2020	General Signals Inc		M130-CROSSING MECHANISM	7,137.36	-	-
4500030524	4/8/2020	Muncie Transit Supply		B110-BUS HVAC SYSTEMS	80.90	-	-
4500030525	4/8/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	575.66	-	-
4500030526	4/8/2020	Sid Tool Co		G160-PAINTS & CHEMICALS	43.10	-	-
4500030527	4/8/2020	Jeyco Products Inc		G130-SHOP TOOLS	87.51	-	-
4500030528	4/8/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	37.24	-	-
4500030529	4/8/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	433.35	-	-
4500030530	4/8/2020	Roofing Services International Inc	Small Business	C110-GENERAL CONTRACTORS	775.00	-	-
4500030531	4/8/2020	HDR Engineering Inc		C130-CONSTRUCTION SVCS	38,812.17	-	22,266.54
4500030532	4/8/2020	Ray Allen Manufacturing LLC		G120-SECURITY	58.96	-	-
4500030533	4/8/2020	Gillig LLC		B140-BUS CHASSIS	75.96	-	-
4500030534	4/8/2020	Ace Uniforms & Accessories	Small Business	G190-SAFETY/MED SUPPLIES	12,510.86	-	-
4500030535	4/8/2020	First American Title Co		P550-REAL ESTATE	1,500.00	-	-
4500030536	4/8/2020	MCAS Miramar Vet		G120-SECURITY	35.00	-	-
4500030537	4/8/2020	Steven Timme		G230-PRINTED MATERIALS	828.13	-	-
4500030538	4/8/2020	SC Commercial, LLC		B180-BUS DIESEL	4,639.28	-	-
4500030539	4/9/2020	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	2,117.03	-	-
4500030540	4/9/2020	Synco Chemical Corporation		G170-LUBRICANTS	9,283.74	-	-
4500030541	4/9/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	184.79	-	-
4500030542	4/9/2020	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	563.48	-	-
4500030543	4/9/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	3,304.68	-	-
4500030544	4/9/2020	Airgas Inc		G190-SAFETY/MED SUPPLIES	410.10	-	-
4500030545	4/9/2020	Jeyco Products Inc		G200-OFFICE SUPPLIES	43.07	-	-
4500030546	4/9/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	664.80	-	-
4500030547	4/9/2020	Cummins Pacific LLC		B160-BUS ELECTRICAL	2,863.87	-	-
4500030548	4/9/2020	Kurt Morgan		G200-OFFICE SUPPLIES	594.32	-	-
4500030549	4/9/2020	Genuine Parts Co		A140-AUTO/TRUCK REPAIR	67.29	-	-
4500030550	4/9/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	9.27	-	-
4500030551	4/9/2020	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	54.48	-	-
4500030552	4/9/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	126.11	-	-
4500030553	4/9/2020	Muncie Transit Supply		B130-BUS BODY	57.50	-	-
4500030554	4/9/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	574.96	-	-
4500030555	4/9/2020	Transit Holdings Inc		B130-BUS BODY	1,096.68	-	-
4500030556	4/9/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	767.05	-	-
4500030557	4/9/2020	Eran Hason		P120-BLDG/FACILITY REPRS	167.37	-	-
4500030558	4/9/2020	Annex Automotive and		G190-SAFETY/MED SUPPLIES	2,068.80	-	-
4500030559	4/9/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	46.42	-	-
4500030560	4/9/2020	Gillig LLC		B250-BUS REPAIR PARTS	1,448.85	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500030561	4/9/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	3,721.96	-	-
4500030562	4/9/2020	Prudential Overall Supply		G180-JANITORIAL SUPPLIES	8,485.32	-	-
4500030563	4/9/2020	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	4,426.84	-	-
4500030564	4/10/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	1,917.70	-	-
4500030565	4/10/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	3,419.04	-	-
4500030566	4/10/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	427.60	-	-
4500030567	4/10/2020	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	837.80	-	-
4500030568	4/10/2020	CDW LLC		G200-OFFICE SUPPLIES	1,550.90	-	-
4500030569	4/10/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	2,842.71	-	-
4500030570	4/10/2020	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	410.53	-	-
4500030571	4/10/2020	Meritor, Inc.		B140-BUS CHASSIS	1,146.12	-	-
4500030572	4/10/2020	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	247.62	-	-
4500030573	4/10/2020	Sid Tool Co		G130-SHOP TOOLS	2,781.72	-	-
4500030574	4/10/2020	Home Depot USA Inc		R230-RAIL/LRV MECHANICAL	45.16	-	-
4500030576	4/10/2020	Vallen Distribution Inc.		G190-SAFETY/MED SUPPLIES	2,489.04	-	-
4500030577	4/10/2020	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	83.90	-	-
4500030578	4/10/2020	Gillig LLC		B200-BUS PWR TRAIN EQUIP	114.78	-	-
4500030580	4/10/2020	CASEI		F180-BUILDING MATERIALS	1,521.44	-	-
4500030581	4/13/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	142.77	-	-
4500030582	4/13/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	173.42	-	-
4500030583	4/13/2020	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	802.74	-	-
4500030584	4/13/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	1,559.48	-	-
4500030585	4/13/2020	R.S. Hughes Co Inc		B130-BUS BODY	27.50	-	-
4500030586	4/13/2020	Muncie Transit Supply		B130-BUS BODY	85.94	-	-
4500030587	4/13/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	627.82	-	-
4500030588	4/13/2020	Tribologik Corporation		G140-SHOP SUPPLIES	443.83	-	-
4500030589	4/13/2020	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	5,240.25	-	-
4500030590	4/13/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	1,559.75	-	-
4500030591	4/13/2020	Ace Uniforms & Accessories	Small Business	G190-SAFETY/MED SUPPLIES	42,669.00	-	-
4500030592	4/13/2020	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	320.42	-	-
4500030593	4/13/2020	Bonsall Petroleum Construction Inc		F120-BLDG/FACILITY REPRS	2,850.00	-	-
4500030594	4/13/2020	Global Equipment Company	Small Business	F110-SHOP/BLDG MACHINERY	283.13	-	-
4500030595	4/13/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	207.12	-	-
4500030597	4/14/2020	MS Electrical Distribution Inc		M180-STATION ELECTRICAL	1,453.27	-	-
4500030598	4/14/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	4,296.90	-	-
4500030599	4/14/2020	West-Lite Supply Co Inc	Small Business	G120-SECURITY	541.04	-	-
4500030600	4/14/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	3,859.54	-	-
4500030601	4/14/2020	San Diego Seal Inc	Small Business	R220-RAIL/LRV TRUCKS	488.57	-	-
4500030602	4/14/2020	Recaro North America Inc		R200-RAIL/LRV SEATING	2,231.72	-	-
4500030603	4/14/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	1,628.11	-	-
4500030604	4/14/2020	Home Depot USA Inc		G140-SHOP SUPPLIES	242.65	-	-
4500030605	4/14/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	4,059.91	-	-
4500030606	4/14/2020	Team One Repair Inc		G290-FARE REVENUE EQUIP	831.32	-	-
4500030607	4/14/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	1,079.38	-	-
4500030608	4/14/2020	Communications Supply Corporation		M140-WAYSIDE SIGNALS	728.39	-	-
4500030609	4/14/2020	Culligan of San Diego		G140-SHOP SUPPLIES	2,040.00	-	-
4500030610	4/14/2020	Applied Industrial Technologies-CA		G140-SHOP SUPPLIES	70.77	-	-
4500030611	4/14/2020	Mouser Electronics Inc		R120-RAIL/LRV CAR BODY	62.07	-	-
4500030612	4/14/2020	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	18,332.08	-	-



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500030613	4/14/2020	Cummins Pacific LLC		B140-BUS CHASSIS	4,919.08	-	-
4500030614	4/14/2020	Neopart Transit LLC		B200-BUS PWR TRAIN EQUIP	3,185.63	-	-
4500030615	4/14/2020	Transit Holdings Inc		B140-BUS CHASSIS	3,181.17	-	-
4500030616	4/14/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	63.96	-	-
4500030617	4/14/2020	Sunbelt Rentals, Inc		F180-BUILDING MATERIALS	766.10	-	-
4500030618	4/14/2020	Specialty Manufacturing Inc		B130-BUS BODY	265.06	-	-
4500030619	4/14/2020	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	945.83	-	-
4500030620	4/14/2020	Gillig LLC		B160-BUS ELECTRICAL	750.30	-	-
4500030622	4/14/2020	San Diego Compressed Air Power LLC		F180-BUILDING MATERIALS	263.07	-	-
4500030623	4/14/2020	Harbor Diesel & Equipment		G170-LUBRICANTS	2,477.18	-	-
4500030624	4/14/2020	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	802.74	-	-
4500030625	4/14/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	2,150.49	-	-
4500030626	4/14/2020	Jeyco Products Inc		G130-SHOP TOOLS	22.83	-	-
4500030627	4/14/2020	Pressnet Express Inc		G230-PRINTED MATERIALS	2,938.36	-	-
4500030629	4/15/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	37,362.50	-	-
4500030630	4/15/2020	Chromate Industrial Corporation		G150-FASTENERS	169.78	-	-
4500030631	4/15/2020	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	527.98	-	-
4500030632	4/15/2020	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	1,047.76	-	-
4500030633	4/15/2020	Hitachi Rail STS USA, Inc.		M150-PWR SWITCHES/LOCKS	365.92	-	-
4500030634	4/15/2020	Communications Supply Corporation		M140-WAYSIDE SIGNALS	728.39	-	-
4500030635	4/15/2020	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	3,619.33	-	-
4500030636	4/15/2020	Airgas Inc		G190-SAFETY/MED SUPPLIES	690.88	-	-
4500030637	4/15/2020	General Signals Inc		M130-CROSSING MECHANISM	13,363.17	-	-
4500030638	4/15/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	1,161.19	-	-
4500030639	4/15/2020	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	3,766.88	-	-
4500030640	4/15/2020	Transit Holdings Inc		B140-BUS CHASSIS	1,234.91	-	-
4500030641	4/15/2020	W.W. Grainger Inc		R210-RAIL/LRV TIRES	244.05	-	-
4500030642	4/15/2020	Golden State Supply LLC		G140-SHOP SUPPLIES	12.90	-	-
4500030643	4/15/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	110.99	-	-
4500030644	4/15/2020	TK Services Inc		B110-BUS HVAC SYSTEMS	98.69	-	-
4500030645	4/15/2020	Vern Rose Inc		G140-SHOP SUPPLIES	89.40	-	-
4500030646	4/15/2020	Veritech, Inc.	Small Business	B250-BUS REPAIR PARTS	484.88	-	-
4500030647	4/15/2020	Jeyco Products Inc		G170-LUBRICANTS	86.67	-	-
4500030648	4/15/2020	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	276.88	-	-
4500030649	4/15/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	1,565.91	-	-
4500030650	4/15/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	698.98	-	-
4500030651	4/15/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	690.15	-	-
4500030652	4/15/2020	Neopart Transit LLC		G190-SAFETY/MED SUPPLIES	61,029.60	-	-
4500030653	4/15/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	175.40	-	-
4500030654	4/15/2020	Cubic Transportation Systems		B190-BUS FARE EQUIP	12,930.00	-	-
4500030655	4/16/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	19,776.69	-	-
4500030656	4/16/2020	Eran Hason		P210-NON-REV VEH REPAIRS	240.00	-	-
4500030657	4/16/2020	Cubic Transportation Systems		G290-FARE REVENUE EQUIP	2,427.87	-	-
4500030658	4/16/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	958.62	-	-
4500030659	4/16/2020	OneSource Distributors, LLC		M140-WAYSIDE SIGNALS	2,821.98	-	-
4500030660	4/16/2020	Grah Safe & Lock Inc	Small Business	F110-SHOP/BLDG MACHINERY	135.78	-	-
4500030661	4/16/2020	Recaro North America Inc		R200-RAIL/LRV SEATING	1,054.76	-	-
4500030662	4/16/2020	Safety Kleen Systems		P120-BLDG/FACILITY REPRS	38,409.15	-	-
4500030663	4/16/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	1,758.61	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500030664	4/16/2020	Kaman Industrial Technologies		G190-SAFETY/MED SUPPLIES	513.80	-	-
4500030665	4/16/2020	Freeby Signs		B130-BUS BODY	22.90	-	-
4500030666	4/16/2020	Transit Holdings Inc		B140-BUS CHASSIS	2,962.97	-	-
4500030667	4/16/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	237.78	-	-
4500030668	4/16/2020	Total Filtration Services Inc		R230-RAIL/LRV MECHANICAL	1,298.44	-	-
4500030669	4/16/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	2,155.00	-	-
4500030670	4/16/2020	R.S. Hughes Co Inc		B130-BUS BODY	244.93	-	-
4500030672	4/16/2020	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	5,530.38	-	-
4500030673	4/16/2020	Wholesale Dealers Painting Products		F120-BUS/LRV PAINT BOOTHS	4,782.15	-	-
4500030674	4/16/2020	Airgas Inc		G190-SAFETY/MED SUPPLIES	192.40	-	-
4500030675	4/16/2020	Tribologik Corporation		G140-SHOP SUPPLIES	370.56	-	-
4500030676	4/16/2020	W.W. Grainger Inc		M180-STATION ELECTRICAL	293.77	-	-
4500030677	4/16/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500030678	4/16/2020	Gillig LLC		B130-BUS BODY	59.17	-	-
4500030679	4/16/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	42.16	-	-
4500030680	4/16/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,979.07	-	-
4500030681	4/16/2020	Smart Car Care Products Inc		R240-RAIL/LRV REPR PARTS	588.16	-	-
4500030682	4/16/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	5,700.65	-	-
4500030683	4/16/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	48.66	-	-
4500030684	4/16/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	890.85	-	-
4500030685	4/16/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	20.82	-	-
4500030687	4/16/2020	Muncie Transit Supply		B110-BUS HVAC SYSTEMS	75.64	-	-
4500030688	4/16/2020	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	495.50	-	-
4500030689	4/17/2020	Anixter Inc		I110-INFORMATION TECH	92.26	-	-
4500030690	4/17/2020	Home Depot USA Inc		G130-SHOP TOOLS	256.45	-	-
4500030691	4/17/2020	El Dorado Coatings Inc	Small Business	R140-RAIL/LRV DOORS/RAMP	271.53	-	-
4500030692	4/17/2020	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	2,110.34	-	-
4500030693	4/17/2020	Professional Contractors Supplies		G140-SHOP SUPPLIES	245.42	-	-
4500030694	4/17/2020	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	21,246.15	-	-
4500030695	4/17/2020	Airgas Inc		G140-SHOP SUPPLIES	38.13	-	-
4500030696	4/17/2020	TK Services Inc		B110-BUS HVAC SYSTEMS	3,694.86	-	-
4500030697	4/17/2020	Transit Holdings Inc		B130-BUS BODY	2,872.19	-	-
4500030698	4/17/2020	Digital Map Products, Inc.		C130-CONSTRUCTION SVCS	4,681.80	-	-
4500030699	4/17/2020	Transit Holdings Inc		B210-BUS TIRES & TUBES	2,148.20	-	-
4500030700	4/17/2020	HD Supply Facilities Maintenance		R160-RAIL/LRV ELECTRICAL	113.03	-	-
4500030701	4/17/2020	CDW LLC		I110-INFORMATION TECH	1,208.47	-	-
4500030702	4/17/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	1,028.46	-	-
4500030703	4/17/2020	Transit Holdings Inc		G130-SHOP TOOLS	983.86	-	-
4500030704	4/17/2020	Uline		G220-OFFICE EQUIPMENT	258.60	-	-
4500030705	4/17/2020	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	288.65	-	-
4500030706	4/17/2020	Ahlee Backflow Service	Small Business	P120-BLDG/FACILITY REPRS	476.00	-	-
4500030707	4/17/2020	Urea-Z, Inc.		G180-JANITORIAL SUPPLIES	1,372.74	-	-
4500030708	4/17/2020	Jeyco Products Inc		G140-SHOP SUPPLIES	17.42	-	-
4500030709	4/17/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	151.19	-	-
4500030710	4/17/2020	Cubic Transportation Systems		B190-BUS FARE EQUIP	4,848.75	-	-
4500030711	4/17/2020	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	2,546.89	-	-
4500030713	4/17/2020	Fire Service Corp.		P280-GENERAL SVC AGRMNTS	28,758.55	-	-
4500030714	4/17/2020	Fire Service Corp.		C130-CONSTRUCTION SVCS	3,300.19	-	-
4500030715	4/17/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	513.92	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500030716	4/17/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	37.70	-	-
4500030717	4/20/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	1,267.73	-	-
4500030718	4/20/2020	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	91.36	-	-
4500030719	4/20/2020	Kaman Industrial Technologies		G140-SHOP SUPPLIES	124.32	-	-
4500030720	4/20/2020	Genuine Parts Co		A140-AUTO/TRUCK REPAIR	67.29	-	-
4500030721	4/20/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	40.62	-	-
4500030722	4/20/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	3,058.96	-	-
4500030723	4/20/2020	Transit Holdings Inc		B140-BUS CHASSIS	3,124.41	-	-
4500030724	4/20/2020	Siemens Mobility, Inc.		R210-RAIL/LRV TIRES	55,340.40	-	-
4500030725	4/20/2020	Neopart Transit LLC		B160-BUS ELECTRICAL	439.66	-	-
4500030726	4/20/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	57.75	-	-
4500030727	4/20/2020	Freeby Signs		B250-BUS REPAIR PARTS	30.71	-	-
4500030728	4/20/2020	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	990.00	-	-
4500030729	4/20/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	54.21	-	-
4500030730	4/20/2020	TK Services Inc		B110-BUS HVAC SYSTEMS	354.36	-	-
4500030731	4/20/2020	Airgas Inc		G190-SAFETY/MED SUPPLIES	355.13	-	-
4500030732	4/20/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	165.89	-	-
4500030733	4/20/2020	IDSC Holdings LLC		P540-MAINTENANCE TRAINING	398.39	-	-
4500030734	4/20/2020	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	13.37	-	-
4500030735	4/20/2020	Team One Repair Inc		G290-FARE REVENUE EQUIP	242.44	-	-
4500030736	4/20/2020	Home Depot USA Inc		G130-SHOP TOOLS	51.62	-	-
4500030737	4/20/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	501.46	-	-
4500030738	4/20/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	549.68	-	-
4500030739	4/20/2020	JKL Cleaning Systems		P150-MAINT. CLEANING	5,676.28	-	-
4500030740	4/20/2020	Kaman Industrial Technologies		B200-BUS PWR TRAIN EQUIP	138.23	-	-
4500030741	4/20/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	1,074.62	-	-
4500030742	4/20/2020	B & S Graphics Inc		B130-BUS BODY	34.48	-	-
4500030743	4/20/2020	Vern Rose Inc		G160-PAINTS & CHEMICALS	33.16	-	-
4500030744	4/20/2020	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	6,072.55	-	-
4500030745	4/20/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	1,652.22	-	-
4500030746	4/20/2020	Gillig LLC		B110-BUS HVAC SYSTEMS	476.48	-	-
4500030747	4/20/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	2,867.80	-	-
4500030748	4/20/2020	Chromate Industrial Corporation		G150-FASTENERS	146.00	-	-
4500030749	4/20/2020	Applied Industrial Technologies-CA		G160-PAINTS & CHEMICALS	189.04	-	-
4500030750	4/20/2020	Mohawk Mfg & Supply Co		B130-BUS BODY	121.29	-	-
4500030751	4/20/2020	B Hepworth & Company Limited		R160-RAIL/LRV ELECTRICAL	36.46	-	-
4500030752	4/20/2020	TK Services Inc		B110-BUS HVAC SYSTEMS	354.36	-	-
4500030753	4/21/2020	Glass & Screens Etc		P120-BLDG/FACILITY REPRS	1,426.15	-	-
4500030754	4/21/2020	W.W. Grainger Inc		R220-RAIL/LRV TRUCKS	82.52	-	-
4500030755	4/21/2020	Transit Holdings Inc		B130-BUS BODY	473.69	-	-
4500030756	4/21/2020	Transit Holdings Inc		B140-BUS CHASSIS	1,046.51	-	-
4500030757	4/21/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	2,609.00	-	-
4500030758	4/21/2020	Citywide Auto Glass Inc		B250-BUS REPAIR PARTS	157.72	-	-
4500030759	4/21/2020	Home Depot USA Inc		F170-MATL HANDLING EQUIP	60.88	-	-
4500030760	4/21/2020	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	1,095.33	-	-
4500030761	4/21/2020	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	4,137.09	-	-
4500030762	4/21/2020	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	14,342.10	-	-
4500030763	4/21/2020	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	418.87	-	-
4500030764	4/21/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	242.10	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500030765	4/21/2020	TK Services Inc		B250-BUS REPAIR PARTS	2,023.14	-	-
4500030766	4/21/2020	Professional Contractors Supplies		G140-SHOP SUPPLIES	346.73	-	-
4500030767	4/21/2020	West-Lite Supply Co Inc	Small Business	R160-RAIL/LRV ELECTRICAL	370.12	-	-
4500030768	4/21/2020	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	2,451.35	-	-
4500030769	4/21/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	438.06	-	-
4500030770	4/21/2020	Adios Pest Control	Small Business	P280-GENERAL SVC AGRMNTS	150.00	-	-
4500030771	4/21/2020	Luminator Mass Transit, LLC		G110-BUS/TROLLEY SIGNAGE	154.09	-	-
4500030772	4/21/2020	Jeyco Products Inc		G200-OFFICE SUPPLIES	45.25	-	-
4500030773	4/21/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	2,240.50	-	-
4500030774	4/21/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	155.26	-	-
4500030775	4/21/2020	Cummins Pacific LLC		B250-BUS REPAIR PARTS	1,551.60	-	-
4500030776	4/21/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	22.78	-	-
4500030777	4/21/2020	Genuine Parts Co		B250-BUS REPAIR PARTS	41.99	-	-
4500030778	4/21/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	183.84	-	-
4500030779	4/21/2020	Gillig LLC		B140-BUS CHASSIS	21.70	-	-
4500030780	4/21/2020	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	260.80	-	-
4500030781	4/22/2020	Total Filtration Services Inc		R230-RAIL/LRV MECHANICAL	319.00	-	-
4500030782	4/22/2020	Chromate Industrial Corporation		G130-SHOP TOOLS	103.18	-	-
4500030783	4/22/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	1,655.70	-	-
4500030784	4/22/2020	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	233.14	-	-
4500030785	4/22/2020	Transit Holdings Inc		B130-BUS BODY	1,350.11	-	-
4500030786	4/22/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	3,839.13	-	-
4500030787	4/22/2020	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	116.24	-	-
4500030788	4/22/2020	Transit Holdings Inc		B130-BUS BODY	95.13	-	-
4500030789	4/22/2020	Muncie Transit Supply		B160-BUS ELECTRICAL	550.04	-	-
4500030790	4/22/2020	Vern Rose Inc		G140-SHOP SUPPLIES	224.01	-	-
4500030792	4/22/2020	Kaman Industrial Technologies		G140-SHOP SUPPLIES	11.61	-	-
4500030793	4/22/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	34.48	-	-
4500030794	4/22/2020	Jeyco Products Inc		G130-SHOP TOOLS	11.76	-	-
4500030795	4/22/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	55.30	-	-
4500030796	4/22/2020	W.W. Grainger Inc		B250-BUS REPAIR PARTS	157.64	-	-
4500030797	4/22/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	209.95	-	-
4500030798	4/22/2020	Lisa Ynez Beetson	Minority Owned Business	G200-OFFICE SUPPLIES	29.10	-	-
4500030799	4/22/2020	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	22.15	-	-
4500030800	4/22/2020	Freeby Signs		B250-BUS REPAIR PARTS	234.47	-	-
4500030801	4/22/2020	Gillig LLC		B160-BUS ELECTRICAL	65.82	-	-
4500030802	4/22/2020	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	465.00	-	-
4500030803	4/22/2020	Praxair Distribution Inc.		G130-SHOP TOOLS	58.38	-	-
4500030804	4/22/2020	Western Sierras Inc		G130-SHOP TOOLS	1,948.77	-	-
4500030805	4/22/2020	Shilpark Paint Corp.		G190-SAFETY/MED SUPPLIES	433.92	-	-
4500030806	4/22/2020	Wholesale Dealers Painting Products		F120-BUS/LRV PAINT BOOTHS	3,222.39	-	-
4500030807	4/22/2020	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	604.49	-	-
4500030808	4/22/2020	P & R Paper Supply Company Inc		G140-SHOP SUPPLIES	302.08	-	-
4500030809	4/22/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	201.69	-	-
4500030810	4/22/2020	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	12,872.52	-	-
4500030811	4/22/2020	Smart Car Care Products Inc		R240-RAIL/LRV REPR PARTS	40.83	-	-
4500030812	4/22/2020	SC Commercial, LLC		B180-BUS DIESEL	3,678.24	-	-
4500030813	4/22/2020	OneSource Distributors, LLC		P280-GENERAL SVC AGRMNTS	2,478.00	-	-
4500030814	4/22/2020	Aymar Industries, LLC.		R140-RAIL/LRV DOORS/RAMP	323.25	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500030815	4/22/2020	Home Depot USA Inc		R230-RAIL/LRV MECHANICAL	211.40	-	-
4500030816	4/22/2020	Fire Service Corp.		P260-TESTING & ANALYSIS	30,404.71	-	-
4500030817	4/22/2020	Golden State Supply LLC		G140-SHOP SUPPLIES	15.06	-	-
4500030818	4/22/2020	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	63.46	-	-
4500030819	4/23/2020	Wholesale Dealers Painting Products		G190-SAFETY/MED SUPPLIES	10,775.00	-	-
4500030820	4/23/2020	B.C. Inspections Inc.		P210-NON-REV VEH REPAIRS	3,040.00	-	-
4500030821	4/23/2020	CalACT		G190-SAFETY/MED SUPPLIES	23,931.28	-	-
4500030822	4/23/2020	Uline		G140-SHOP SUPPLIES	82.98	-	-
4500030823	4/23/2020	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	2,422.61	-	-
4500030824	4/23/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	5,072.88	-	-
4500030825	4/23/2020	Home Depot USA Inc		G130-SHOP TOOLS	917.03	-	-
4500030826	4/23/2020	BC Custom Design Services LLC		R120-RAIL/LRV CAR BODY	1,454.63	-	-
4500030827	4/23/2020	Transit Holdings Inc		B140-BUS CHASSIS	1,034.62	-	-
4500030828	4/23/2020	Custom Logos, Inc.		G230-PRINTED MATERIALS	11,583.13	-	-
4500030829	4/23/2020	Transit Holdings Inc		B140-BUS CHASSIS	39.82	-	-
4500030830	4/23/2020	Culligan of San Diego		G140-SHOP SUPPLIES	1,958.40	-	-
4500030831	4/23/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500030832	4/23/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	889.20	-	-
4500030833	4/23/2020	Studio C Creative Sound Recorders		I120-INFO TECH, SVCS	85.00	-	-
4500030834	4/23/2020	Theobald Software Inc.		I110-INFORMATION TECH	1,500.00	-	-
4500030835	4/23/2020	Freeby Signs		B130-BUS BODY	35.02	-	-
4500030836	4/23/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	234.47	-	-
4500030837	4/23/2020	Battery Systems Inc		B160-BUS ELECTRICAL	947.82	-	-
4500030838	4/23/2020	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	13.37	-	-
4500030839	4/23/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	93.31	-	-
4500030840	4/23/2020	California Air Compressor Company		F180-BUILDING MATERIALS	410.17	-	-
4500030841	4/23/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	1,304.93	-	-
4500030842	4/23/2020	Gillig LLC		B130-BUS BODY	480.52	-	-
4500030843	4/23/2020	Transit Holdings Inc		B140-BUS CHASSIS	44.48	-	-
4500030844	4/23/2020	Jeyco Products Inc		G140-SHOP SUPPLIES	89.57	-	-
4500030845	4/23/2020	Kaman Industrial Technologies		B200-BUS PWR TRAIN EQUIP	240.95	-	-
4500030846	4/23/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	2,141.57	-	-
4500030849	4/23/2020	Vern Rose Inc		G140-SHOP SUPPLIES	237.24	-	-
4500030850	4/24/2020	Home Depot USA Inc		G130-SHOP TOOLS	740.20	-	-
4500030851	4/24/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	37,362.56	-	-
4500030852	4/24/2020	W.W. Grainger Inc		G170-LUBRICANTS	1,362.44	-	-
4500030853	4/24/2020	OneSource Distributors, LLC		M130-CROSSING MECHANISM	99.07	-	-
4500030854	4/24/2020	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	10,994.29	-	-
4500030855	4/24/2020	Airgas Inc		G140-SHOP SUPPLIES	26.91	-	-
4500030856	4/24/2020	Home Depot USA Inc		F190-LANDSCAPING MAT'LS	460.37	-	-
4500030857	4/24/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,465.71	-	-
4500030858	4/24/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	2,920.58	-	-
4500030859	4/24/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	4,890.20	-	-
4500030860	4/24/2020	Gillig LLC		B140-BUS CHASSIS	763.58	-	-
4500030861	4/24/2020	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	2,428.58	-	-
4500030862	4/24/2020	San Diego Trading Company Inc		G190-SAFETY/MED SUPPLIES	25,860.00	-	-
4500030863	4/24/2020	Chromate Industrial Corporation		G140-SHOP SUPPLIES	344.91	-	-
4500030864	4/24/2020	HI-TEC Enterprises	Small Business	G170-LUBRICANTS	11,583.13	-	-
4500030865	4/24/2020	Muncie Transit Supply		B130-BUS BODY	180.47	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500030866	4/24/2020	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	555.82	-	-
4500030867	4/24/2020	Digital Printing Systems Inc		G280-FARE MATERIALS	7,488.63	-	-
4500030868	4/24/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	134.39	-	-
4500030869	4/24/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	691.74	-	-
4500030870	4/24/2020	Transit Holdings Inc		B130-BUS BODY	70.26	-	-
4500030871	4/24/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	35.32	-	-
4500030872	4/24/2020	Carlos Guzman Inc		R120-RAIL/LRV CAR BODY	1,800.00	-	-
4500030873	4/24/2020	Tribologik Corporation		G140-SHOP SUPPLIES	398.04	-	-
4500030874	4/24/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	542.15	-	-
4500030875	4/24/2020	Grah Safe & Lock Inc	Small Business	G120-SECURITY	1,310.00	-	-
4500030876	4/26/2020	General Information Systems Ltd		G120-SECURITY	1,104.00	-	-
4500030877	4/26/2020	Modis, Inc.		I120-INFO TECH, SVCS	20,640.00	-	-
4500030878	4/26/2020	Davey Auto Body Inc		G120-SECURITY	2,655.98	-	-
4500030880	4/27/2020	Home Depot USA Inc		G170-LUBRICANTS	366.24	-	-
4500030881	4/27/2020	Annex Automotive and		G190-SAFETY/MED SUPPLIES	905.10	-	-
4500030882	4/27/2020	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	20,045.48	-	-
4500030883	4/27/2020	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	178.02	-	-
4500030884	4/27/2020	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	543.08	-	-
4500030885	4/27/2020	Adios Pest Control	Small Business	P280-GENERAL SVC AGRMNTS	3,400.00	-	-
4500030886	4/27/2020	Ridout Plastics Co Inc		F110-SHOP/BLDG MACHINERY	235.02	-	-
4500030887	4/27/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	3,987.77	-	-
4500030888	4/27/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	5.14	-	-
4500030889	4/27/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	427.77	-	-
4500030890	4/27/2020	Transit Holdings Inc		B140-BUS CHASSIS	6,408.41	-	-
4500030891	4/27/2020	Home Depot USA Inc		G140-SHOP SUPPLIES	182.63	-	-
4500030892	4/27/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	181.02	-	-
4500030893	4/27/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	24.37	-	-
4500030894	4/27/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	155.21	-	-
4500030895	4/27/2020	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	35.03	-	-
4500030896	4/27/2020	Airgas Inc		G140-SHOP SUPPLIES	165.33	-	-
4500030897	4/27/2020	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	6,380.80	-	-
4500030898	4/27/2020	Kurt Morgan		G200-OFFICE SUPPLIES	203.04	-	-
4500030899	4/27/2020	Vern Rose Inc		G160-PAINTS & CHEMICALS	33.16	-	-
4500030900	4/27/2020	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	3,608.55	-	-
4500030901	4/27/2020	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	92.40	-	-
4500030902	4/27/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	1,652.22	-	-
4500030903	4/27/2020	Battery Power Inc.		B160-BUS ELECTRICAL	9,425.42	-	-
4500030904	4/27/2020	Wesco Distribution Inc		G270-ELECTRICAL/LIGHTING	109.07	-	-
4500030905	4/27/2020	Battery Systems Inc		B160-BUS ELECTRICAL	947.82	-	-
4500030906	4/27/2020	Genuine Parts Co		B250-BUS REPAIR PARTS	163.66	-	-
4500030907	4/27/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	303.83	-	-
4500030909	4/27/2020	Freeby Signs		B130-BUS BODY	24.24	-	-
4500030910	4/27/2020	Global Signals Group, Inc.	Small Business	P520-A & E/DESIGN	30,332.10	-	25,369.77
4500030911	4/27/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	247.38	-	-
4500030912	4/27/2020	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	161.07	-	-
4500030913	4/27/2020	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	426.69	-	-
4500030914	4/27/2020	Jeyco Products Inc		G170-LUBRICANTS	250.74	-	-
4500030915	4/27/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	25.00	-	-
4500030916	4/27/2020	Kaman Industrial Technologies		B160-BUS ELECTRICAL	285.45	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500030917	4/27/2020	Anixter Inc		I110-INFORMATION TECH	12.59	-	-
4500030918	4/27/2020	ZOLL Medical Corporation		G200-OFFICE SUPPLIES	64.65	-	-
4500030919	4/27/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,528.81	-	-
4500030920	4/27/2020	Communications Usa Inc	Small Business	R150-RAIL/LRV COMM EQUIP	40,309.13	-	-
4500030921	4/27/2020	SHI International Corp	Woman Owned Business	I110-INFORMATION TECH	1,394.13	-	-
4500030922	4/27/2020	Nth Generation Computing Inc	Woman Owned Business	I110-INFORMATION TECH	6,200.00	-	-
4500030923	4/27/2020	General Information Systems Ltd		G120-SECURITY	2,415.00	-	-
4500030924	4/27/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	42.36	-	-
4500030925	4/27/2020	Gillig LLC		B140-BUS CHASSIS	160.11	-	-
4500030926	4/27/2020	Taradigm, Inc.		I110-INFORMATION TECH	8,487.35	-	-
4500030927	4/27/2020	Transit Holdings Inc		B130-BUS BODY	54.61	-	-
4500030928	4/27/2020	Winshuttle, LLC		I120-INFO TECH, SVCS	32,623.02	-	-
4500030929	4/27/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	990.98	-	-
4500030930	4/28/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	38,057.61	-	-
4500030931	4/28/2020	Norman Industrial Materials		G140-SHOP SUPPLIES	53.38	-	-
4500030932	4/28/2020	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	40.24	-	-
4500030933	4/28/2020	Harbor Diesel & Equipment		G170-LUBRICANTS	2,477.18	-	-
4500030934	4/28/2020	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	100.70	-	-
4500030935	4/28/2020	Acuity Specialty Products Inc		G180-JANITORIAL SUPPLIES	220.02	-	-
4500030936	4/28/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	1,679.72	-	-
4500030937	4/28/2020	Fastenal Company		R160-RAIL/LRV ELECTRICAL	1,212.19	-	-
4500030938	4/28/2020	Teknoware Inc.		R160-RAIL/LRV ELECTRICAL	2,827.75	-	-
4500030939	4/28/2020	Home Depot USA Inc		G140-SHOP SUPPLIES	323.25	-	-
4500030940	4/28/2020	MS Electrical Distribution Inc		M180-STATION ELECTRICAL	1,680.52	-	-
4500030941	4/28/2020	Communications Usa Inc	Small Business	R150-RAIL/LRV COMM EQUIP	1,334.10	-	-
4500030942	4/28/2020	Gillig LLC		B250-BUS REPAIR PARTS	966.51	-	-
4500030943	4/28/2020	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	601.62	-	-
4500030944	4/28/2020	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	21.91	-	-
4500030946	4/28/2020	Freeby Signs		B130-BUS BODY	407.30	-	-
4500030947	4/28/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	742.40	-	-
4500030948	4/28/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	475.96	-	-
4500030949	4/28/2020	W.W. Grainger Inc		B250-BUS REPAIR PARTS	76.58	-	-
4500030951	4/29/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	2,367.25	-	-
4500030952	4/29/2020	Meritor, Inc.		B140-BUS CHASSIS	548.34	-	-
4500030953	4/29/2020	Total Filtration Services Inc		R230-RAIL/LRV MECHANICAL	1,450.47	-	-
4500030954	4/29/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	133.35	-	-
4500030955	4/29/2020	Chromate Industrial Corporation		R160-RAIL/LRV ELECTRICAL	453.06	-	-
4500030956	4/29/2020	Airgas Inc		G140-SHOP SUPPLIES	147.49	-	-
4500030957	4/29/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	2,553.68	-	-
4500030958	4/29/2020	Sid Tool Co		G180-JANITORIAL SUPPLIES	664.52	-	-
4500030959	4/29/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	103.95	-	-
4500030960	4/29/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	11.15	-	-
4500030961	4/29/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	156.86	-	-
4500030962	4/29/2020	Team One Repair Inc		G290-FARE REVENUE EQUIP	591.12	-	-
4500030963	4/29/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	427.85	-	-
4500030964	4/29/2020	Gillig LLC		B250-BUS REPAIR PARTS	1,499.67	-	-
4500030965	4/29/2020	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	178.35	-	-
4500030966	4/29/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,759.45	-	-
4500030967	4/29/2020	Sunbelt Rentals, Inc		P160-EQUIPMENT RENTALS	1,445.58	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500030968	4/30/2020	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	486.48	-	-
4500030969	4/30/2020	Ridout Plastics Co Inc		F110-SHOP/BLDG MACHINERY	341.74	-	-
4500030970	4/30/2020	NS Corporation		F110-SHOP/BLDG MACHINERY	122.80	-	-
4500030971	4/30/2020	Eran Hason		P120-BLDG/FACILITY REPRS	100.00	-	-
4500030972	4/30/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	427.77	-	-
4500030973	4/30/2020	Transit Holdings Inc		B140-BUS CHASSIS	684.19	-	-
4500030974	4/30/2020	Transit Holdings Inc		B160-BUS ELECTRICAL	1,584.74	-	-
4500030975	4/30/2020	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	1,193.76	-	-
4500030976	4/30/2020	Adios Pest Control	Small Business	P280-GENERAL SVC AGRMNTS	250.00	-	-
4500030977	4/30/2020	Reid and Clark Screen Arts Co		F110-SHOP/BLDG MACHINERY	46.90	-	-
4500030978	4/30/2020	HD Supply Construction Supply, LTD.		G130-SHOP TOOLS	291.53	-	-
4500030979	4/30/2020	Muncie Transit Supply		B160-BUS ELECTRICAL	96.90	-	-
4500030980	4/30/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	2,042.94	-	-
4500030981	4/30/2020	Transit Holdings Inc		B140-BUS CHASSIS	2,777.01	-	-
4500030982	4/30/2020	Transit Holdings Inc		B140-BUS CHASSIS	227.78	-	-
4500030983	4/30/2020	Gillig LLC		B140-BUS CHASSIS	794.75	-	-
4500030984	4/30/2020	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	2,595.70	-	-
4500030985	4/30/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	125.53	-	-
4500030986	4/30/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	61.14	-	-
4500030987	4/30/2020	W.W. Grainger Inc		G130-SHOP TOOLS	1,123.75	-	-
4500030988	4/30/2020	Ridout Plastics Co Inc		G290-FARE REVENUE EQUIP	428.31	-	-
4500030989	4/30/2020	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	29.80	-	-
4500030990	4/30/2020	Kurt Morgan		G200-OFFICE SUPPLIES	111.04	-	-
4500030991	4/30/2020	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	160.55	-	-
4500030992	4/30/2020	Golden State Supply LLC		B200-BUS PWR TRAIN EQUIP	21.01	-	-
4500030993	4/30/2020	Harbor Diesel & Equipment		G170-LUBRICANTS	2,477.18	-	-
4500030994	4/30/2020	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	6,598.35	-	-
4500030995	4/30/2020	Steven Timme		G230-PRINTED MATERIALS	137.46	-	-
4500030996	4/30/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,226.85	-	-
4500030997	4/30/2020	NeonjungleSD.com, Inc.		P280-GENERAL SVC AGRMNTS	660.00	-	-
4500030998	4/30/2020	Intellichoice Inc		I120-INFO TECH, SVCS	78,848.88	-	-
4500030999	4/30/2020	Graybar Electric Co Inc		I110-INFORMATION TECH	1,006.39	-	-
4500031000	4/30/2020	San Diego Taxpayers		P280-GENERAL SVC AGRMNTS	1,666.67	-	-
4500031001	4/30/2020	USSC Acquisition Corp		G190-SAFETY/MED SUPPLIES	2,963.13	-	-
4500031002	4/30/2020	Cubic Transportation Systems		B190-BUS FARE EQUIP	8,081.25	-	-
4500031003	5/1/2020	California Sheet Metal Works		P190-REV VEHICLE REPAIRS	25,560.00	-	-
4500031004	5/1/2020	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	3,232.50	-	-
4500031005	5/1/2020	W.W. Grainger Inc		G130-SHOP TOOLS	65.20	-	-
4500031006	5/1/2020	Chromate Industrial Corporation		G150-FASTENERS	125.71	-	-
4500031007	5/1/2020	Willy's Electronic Supply Co	Small Business	G270-ELECTRICAL/LIGHTING	136.85	-	-
4500031008	5/1/2020	OneSource Distributors, LLC		G180-JANITORIAL SUPPLIES	472.59	-	-
4500031009	5/1/2020	Aztec Technology Corporation	Small Business	F170-MATL HANDLING EQUIP	4,392.97	-	-
4500031010	5/1/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	40.62	-	-
4500031011	5/1/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	3,762.33	-	-
4500031012	5/1/2020	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	364.20	-	-
4500031013	5/1/2020	Robcar Corporation	Woman Owned Business	G110-BUS/TROLLEY SIGNAGE	75.43	-	-
4500031014	5/1/2020	Jeyco Products Inc		G200-OFFICE SUPPLIES	50.53	-	-
4500031015	5/1/2020	Gillig LLC		B140-BUS CHASSIS	224.00	-	-
4500031017	5/4/2020	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	944.65	-	-



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500031018	5/4/2020	Applied Industrial Technologies-CA		G140-SHOP SUPPLIES	424.62	-	-
4500031019	5/4/2020	Vallen Distribution Inc.		G120-SECURITY	674.94	-	-
4500031020	5/4/2020	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	1,910.41	-	-
4500031021	5/4/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	1,865.43	-	-
4500031022	5/4/2020	S L Fusco Inc		R210-RAIL/LRV TIRES	1,501.39	-	-
4500031023	5/4/2020	West-Lite Supply Co Inc	Small Business	R160-RAIL/LRV ELECTRICAL	222.37	-	-
4500031024	5/4/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	377.75	-	-
4500031025	5/4/2020	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	263.10	-	-
4500031026	5/4/2020	Home Depot USA Inc		G130-SHOP TOOLS	107.43	-	-
4500031027	5/4/2020	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500031028	5/4/2020	Sid Tool Co		G180-JANITORIAL SUPPLIES	399.43	-	-
4500031029	5/4/2020	Jeyco Products Inc		G200-OFFICE SUPPLIES	54.31	-	-
4500031030	5/4/2020	CDW LLC		P280-GENERAL SVC AGRMNTS	542.42	-	-
4500031031	5/4/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,011.64	-	-
4500031032	5/4/2020	Transit Holdings Inc		G140-SHOP SUPPLIES	175.09	-	-
4500031033	5/4/2020	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	42.69	-	-
4500031034	5/4/2020	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	525.96	-	-
4500031035	5/4/2020	Charter Industrial Supply Inc	Small Business	G150-FASTENERS	44.50	-	-
4500031036	5/4/2020	Transit Holdings Inc		B250-BUS REPAIR PARTS	206.79	-	-
4500031037	5/4/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	76.37	-	-
4500031038	5/4/2020	W.W. Grainger Inc		B250-BUS REPAIR PARTS	57.01	-	-
4500031039	5/4/2020	Transit Holdings Inc		B130-BUS BODY	3,066.44	-	-
4500031040	5/4/2020	Citywide Auto Glass Inc		R120-RAIL/LRV CAR BODY	2,311.24	-	-
4500031041	5/4/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	6.85	-	-
4500031042	5/4/2020	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	1,095.82	-	-
4500031043	5/4/2020	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	5,291.56	-	-
4500031044	5/4/2020	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	467.84	-	-
4500031045	5/4/2020	Cummins Pacific LLC		B140-BUS CHASSIS	3,266.42	-	-
4500031046	5/4/2020	W.W. Grainger Inc		G140-SHOP SUPPLIES	243.37	-	-
4500031047	5/4/2020	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	339.21	-	-
4500031048	5/4/2020	Kurt Morgan		G200-OFFICE SUPPLIES	799.48	-	-
4500031049	5/4/2020	Gillig LLC		G140-SHOP SUPPLIES	35.47	-	-
4500031050	5/4/2020	Jeyco Products Inc		G170-LUBRICANTS	59.14	-	-
4500031051	5/4/2020	Vern Rose Inc		G160-PAINTS & CHEMICALS	86.37	-	-
4500031052	5/4/2020	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	1,043.61	-	-
4500031053	5/4/2020	Transit Holdings Inc		B140-BUS CHASSIS	124.04	-	-
4500031054	5/4/2020	Muncie Transit Supply		B120-BUS MECHANICAL PARTS	24.72	-	-
4500031055	5/4/2020	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	54.15	-	-
4500031056	5/4/2020	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	200.68	-	-
4500031057	5/4/2020	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	16,025.66	-	-
4500031058	5/4/2020	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	807.85	-	-
4500031059	5/4/2020	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	8.62	-	-
4500031060	5/4/2020	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	76.37	-	-
4500031061	5/4/2020	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	6,689.05	-	-
4500031062	5/4/2020	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	1,652.22	-	-
4500031063	5/4/2020	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	11.19	-	-
4500031064	5/4/2020	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	57,163.14	-	-
4500031065	5/4/2020	Praxair Distribution Inc.		G130-SHOP TOOLS	328.49	-	-
4500031066	5/4/2020	Chromate Industrial Corporation		G270-ELECTRICAL/LIGHTING	119.44	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500031067	5/4/2020	P & R Paper Supply Company Inc		G180-JANITORIAL SUPPLIES	326.21	-	-
4500031068	5/4/2020	JKL Cleaning Systems		P130-EQUIP MAINT REPR SVC	560.34	-	-
4500031069	5/4/2020	Romaine Electric Corporation	Small Business	M130-CROSSING MECHANISM	1,846.72	-	-