



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

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

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 under 'Additional Materials' at the following link:
<https://www.sdmts.com/about-mts-meetings-and-agendas/board-meetings>

ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - March 11, 2021 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



CONSENT ITEMS

6. [Trolley Extension Major Service Changes](#) Approve
Action would 1) Receive the Mid-Coast Trolley major service changes Title VI service equity analysis; and 2) Approve the major service change recommendations as outlined below, for implementation upon completion of the Mid-Coast Trolley extension project (projected in November 2021).
7. [San Diego and Arizona Eastern \(SD&AE\) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meeting on February 25, 2021](#) Receive
Action would receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports for information
8. [Federal Transit Administration \(FTA\) Section 5310 Grant Application](#) Approve
Action would adopt Resolution No. 21-3 certifying that there are no private, nonprofit organizations readily available to provide the same complementary paratransit service in MTS's service area, a prerequisite to receiving FTA Section 5310 funding.
9. [Fiscal Year \(FY\) 2019-2020 & 2020-2021 Low Carbon Transit Operations Program \(LCTOP\) Funding](#) Approve
Action would adopt Resolution No. 21-4 in order to: 1) Agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects; and 2) Authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation; and 3) Authorize the allocation of \$6,003,201 in FY 2019-2020 LCTOP funding and \$3,446,991 in FY 2020-2021 LCTOP for a Battery Electric Bus (BEB) Procurement project (a total of \$5,126,370 is funded in the FY 2022 Capital Improvement Program (CIP)), which will reduce greenhouse gas emissions and improve mobility with a priority on serving Disadvantaged Communities (DAC); and 4) Certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit DAC identified in Section 39711 of the Health and Safety Code.
10. [Supply Power Truck Ground Contact for Light Rail Vehicles \(LRV\) – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1563.0-21, with Siemens Mobility, Inc. to provide Power Truck Ground Contacts (PTGC) for Light Rail Vehicles (LRV) for five (5) years effective May 1, 2021 at a cost of \$1,004,661.00.
11. [Furnish and Deliver a Ballast Regulator – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1568.0-21, with Knox Kershaw, Inc. to furnish and deliver a Ballast Regulator at a cost of \$399,597.47.
12. [Uniforms and Shop Material Rentals – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2419.0-21 with Prudential Overall Supply, for uniforms, shop towels and mat rentals, totaling \$783,884.36 for five (5) years effective July 1, 2021.

13. [Number Not Used](#)
14. [Kearny Mesa Division \(KMD\) Tire Storage Shelter Construction – Contract Award](#) Approve
Action authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB328.0-21, with GEM Industrial Electric, Inc., a Small Business (SB), for procuring and installing a KMD Tire Storage shelter in the amount of \$195,360.00.
15. [Arinc / Rockwell Collins \(ARINC\) Integration of Middletown And Beech Street Double Crossover Projects](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 100 to the Memorandum of Understanding (MOU) between the San Diego Association of Governments (SANDAG) and MTS for the ARINC Integration of the Middletown and Beech Street Double Crossover projects in the amount of \$370,000.00.
16. [Copley Park Division \(CDP\) Asphalt Depression Repairs – Work Order Agreement](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-20 under Job Order Contract (JOC) to MTS Doc No. PWG275.0-19 (in substantially the same format as Attachment A) with ABC Construction Co., Inc. (ABC), in the amount of \$149,992.73 for repairs to depressed and cracked asphalt at the Copley Park Division (CPD).
17. [Mecatran, Sarl \(MECATRAN\) Urbiplan - Alert Software License Maintenance & Professional Service Support - Purchase Order](#) Approve
Action would 1) Ratify previous Sole Source Purchase Order (PO) 4500025385 award of \$96,750.00 with Mecatran, previously issued under Chief Executive Officer (CEO) authority; and 2) Authorize the CEO to execute an amendment to the PO with Mecatran to add General Transit Feed Specifications (GTFS) Urbiplan Feed Manager licenses for two (2) years in the amount of \$4,590.00 for a revised total PO value of \$101,340.00.
18. [Grantville Trolley Station – Amendment to Grantville Trolley Family Housing, L.P., Disposition And Development Agreement \(DDA\)](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute an amendment to the DDA with Grantville Trolley Family Housing, LP to substitute a new Exhibit I (Material Terms of Ground Lease) in substantially the same format as Attachment A.

CLOSED SESSION

24. None.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS/ FINANCE WORKSHOP ITEMS

- | | | |
|-----|--|---------|
| 30. | <u>Fiscal Year (FY) 2021 Operating Budget Midyear Amendment (Mike Thompson)</u>
Action would enact Resolution No. 21-1 amending the FY 2021 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry. | Approve |
| 31. | <u>Fiscal Year (FY) 2022 Operating Budget (Mike Thompson)</u>
Action would receive a report regarding FY 2022 operating budget development and provide guidance on budgetary issues. | Receive |
| 32. | <u>Fiscal Year (FY) 2022 Capital Improvement Program (Mike Thompson)</u>
Action would 1) Approve the FY 2022 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 2022 CIP; and 3) Recommend that the SANDAG Board of Directors approve amendment number 1 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2022 CIP recommendations. | Approve |

REPORT ITEMS

- | | | |
|-----|--|---------------|
| 45. | <u>Zero Emission Bus (ZEB) Pilot Performance and Transition Plan Update (Mike Wygant & Kyle Whatley)</u> | Informational |
| 46. | <u>Fiscal Year (FY) 2021 Mid-Year Performance Monitoring Report (Denis Desmond)</u> | Informational |

OTHER ITEMS

- | | | |
|-----|---|---------------|
| 60. | <u>Chair Report</u> | Informational |
| 61. | <u>Chief Executive Officer's Report</u> | Informational |
| 62. | <u>Board Member Communications</u> | Informational |
| 63. | <u>Additional Public Comments Not on the Agenda</u>
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | |
| 64. | <u>Next Meeting Date:</u> May 13, 2021. | |
| 65. | <u>Adjournment</u> | |

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

DRAFT MINUTES

March 11, 2021

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

1. Roll Call

Chair Fletcher called the Board meeting to order at 9:00 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 February 11, 2021, MTS Board of Directors meeting. Board Member Salas seconded the motion, and the vote was 12 to 0 in favor with Board Member Aguirre, Board Member Moreno, and Board Member Sandke absent.

3. Public Comment

There were no Public Comments.

CONSENT ITEMS

6. El Cajon Third Track Special Trackwork Materials – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1569.0-21, with Voestalpine Railway Systems Nortrak, Inc., ("Voestalpine"), for the one-time supply of special trackwork materials, in the amount of \$503,871.33, effective April 1, 2021.

7. Blue Line Right Of Way Fence Improvements – Construction Change Orders (CCO)

Action would authorize the Chief Executive Officer (CEO) to execute CCO MTSJOC275-13.01 under Job Order Contract (JOC) Work Order MTS Doc. No. PWG275.0-19 with ABC Construction Co., Inc. (ABC), in the amount of \$166,984.80 for the replacement of additional chain link fencing along the Blue Line right-of-way.

8. Superloop Paver Replacement – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-18 under Job Order Contract (JOC) MTS Doc. No. PWG275.0-19 with ABC Construction Co., Inc. (ABC), in the amount of \$168,500.75 for the replacement of damaged pavers with concrete along the SuperLoop route.

9. Rail Welding Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL323.0-21, with Railworks Track Services, Inc., for rail welding services, for five (5) years effective May 1, 2021, in the amount of \$277,171.27.

10. Fare Collection Change Orders – Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 6 to MTS Doc. No. G2091.0-18, with Innovations in Transportation, Inc. (INIT), for a total contract increase of \$765,271.76.

11. Building C Security Restroom & Locker Room Rehabilitation –Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-01 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABC Construction Co., Inc. (ABC), in the amount of \$349,714.14, for rehabilitating the MTS Security restrooms and locker rooms in Building C.
12. Engine Transmission Overhaul & Cummins Parts – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. Nos. B0719.0-21 to Harbor Diesel and Equipment (Group I), B0727.0-21 to Cummins, Inc. (Group II), and B0728.0-21 to Cummins, Inc., B0729.0-21 to Aftermarket Parts, and B0730.0-21 to Muncie Transit Supply (Group III) for Engine Transmission Overhaul and Cummins Parts for five (5) years for a total amount of \$12,458,722.24.
13. Crosstie and Grade Crossing Improvements – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL325.0-21, with Veterans Engineering Services, Inc., a Disabled Veteran Business Enterprise (DVBE), for Crosstie and Grade Crossing Improvements in the amount of \$2,358,317.36 plus 20% contingency.
14. Transit Vehicle Wrap Production and Installation Services – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2437.0-21, with Turbo Images, for the provision of Transit Vehicle Wrap Production and Installation Services for a three (3)-year period in the amount of \$200,627.83.
15. Application for Volkswagen (VW) Environmental Mitigation Trust (Trust) Fund Bus Replacement Program
Action approve Resolution No. 20-2, authorizing the application for rebates of up to \$720,000 in VW Trust funds for the current and future purchase of battery electric buses.
16. Property Insurance Renewal
Action would authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the Public Risk Innovation, Solutions, and Management (PRISM) [formerly known as the California State Association of Counties – Excess Insurance Authority (CSAC-EIA)] Property Insurance Program, effective March 31, 2021, through March 31, 2022, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, bridges and tunnels).
17. Declaration of Surplus Property Site
Action would declare the property located at 5801 and 5805 Fairmount Avenue, San Diego, California as “surplus land” for purposes of Government Code sections 54220, et seq.

Action on Recommended Consent Items

Board Member Gastil moved to approve Consent Agenda Item Nos. 6 to 17. Board Member Galvez seconded the motion, and the vote was 13 to 0 in favor with Board Member Aguirre and Board Member Sandke absent.

NOTICED PUBLIC HEARING

25. Trolley Extension Major Service Changes Public Hearing (Denis Desmond)

Denis Desmond, MTS Director of Planning, presented on the trolley extension major service changes. He discussed the differences including: the trolley extension stations, planning, public engagement takeaways, objectives to meet expectations, specific conditions to consider, new network proposals, proposed routes 8, 9, 27, 30, new routes 43, 44, 105, new route 140, Rapid 201/202, new route 985, proposal discontinued 50 and 150 routes, bus network changes, frequencies, Title VI, and next steps.

PUBLIC COMMENTS

Miguel Aguirre – Representing Grand Central West made a verbal statement to the Board during the meeting. Aguirre supported border policy for the binational region.

BOARD MEMBER COMMENTS

Board Member Gastil asked what the connectivity between North County Transit District (NCTD) and the Blue Line will be for riders. Mr. Desmond explained the two major connections, noting one of them as the UTC mall, which connects to the Coaster using route 179. The second route is NCTD bus route 101. MTS projects this route to continue normal service with NCTD.

Vice Chair Sotelo-Solis asked if the Mid-Coast trolley would be a seamless substitute for the 150 bus route elimination. Mr. Desmond confirmed the travel times of route 150 are more unreliable due to varying traffic patterns. He noted the trolley would offer more accurate time dependency.

Vice Chair Sotelo-Solis asked staff about funding sources to replenish the \$1 million deficit that would fund nighttime service along the Blue Line. Sharon Cooney, MTS Chief Executive Officer, clarified the staff recommendation includes a funding allocation from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan (ARP). Vice Chair Sotelo-Solis replied that financial budgetary commitments to services show a commitment to the community south of the downtown region. She emphasized leveraging resources in the long-term.

Board Member Sandke highlighted bus routes 8, 9 and 140 support both work and tourist destinations. He acknowledged the lack of infrastructure at the border Blue Line station. He asked about route 44 reconfiguration and whether there are alternate routes that could support the connection between Clairemont Square and Clairemont Mesa Blvd. Mr. Desmond clarified route 43 would substitute route 44 service with no change to frequency.

PUBLIC COMMENTS

Dan Allen – Representing La Jolla Community Planning Association provided a verbal statement to the Board during the meeting. Allen expressed hope to have a shuttle bus connection between La Jolla Village and the nearest trolley station.

Nicole Burgess – Representing Bike Walk SD made a verbal statement to the Board during the meeting. Burgess asked how MTS defines nighttime services. Burgess highlighted the importance of the Blue Line service.

BOARD MEMBER COMMENTS

Chair Fletcher asked about the frequency of the Mid-Coast extension. Mr. Desmond responded north of downtown would offer 15-minute frequency 7 days per week with a 30-minute frequency beginning at 9pm. In the southern portion of downtown and beyond, the line will operate every 7.5 minutes on weekdays and 15 minutes on weekends.

Chair Fletcher asked if the bus service would be aligned with the trolley service. Mr. Desmond responded the 15-minute trolley service would coincide with 15-minute bus intervals.

Action Taken

Chair Fletcher noted that there would be no action taken. This item will be presented and voted on by the Board at the April 8th, 2021 meeting.

DISCUSSION ITEMS

30. Recommended Changes to the Regional Comprehensive Fare Ordinance (Rob Schupp)

Chair Fletcher commented that during the Executive Committee meeting, the proposed recommendation was reviewed and approved by the Committee. He listed the changes which included free transfers, reductions to youth fares, PRONTO engagement strategies, along with fare functionality with a fare increase. He noted the Committee did not want to approve a fare increase until 2025 in order to allow the system to self-stabilize and use a portion of the federal relief to bridge financial instability. Chair Fletcher recommended to the Board to remove the option to increase the adult one-way fare and revisit this option once the system stabilizes in the future.

Rob Schupp, MTS Director of Marketing and Communications, presented on the recommended changes to the regional comprehensive fare ordinance including: operations, rider benefits, background, transfer history, peer agency analysis, free transfers with one-way ticket analysis, free transfer revenue analysis/impacts, one-way ridership, and the proposed recommendation.

Chair Fletcher noted that he would propose removing the final recommendation in the staff presentation, which would seek approval of increasing adult one-way fares in 2025.

PUBLIC COMMENTS

David Grubb – Representing Sierra Club San Diego made a verbal statement to the Board during the meeting. Grubb stated their support for the staff recommendation with Chair Fletcher's recommendation incorporated.

Jesse O'Sullivan – Representing Circulate San Diego made a verbal statement to the Board during the meeting. O'Sullivan expressed their support for the agenda recommendation. O'Sullivan noted particular support for no cost transfers on the system.

Shelah Ott – Representing Hammond Climate Solutions made a verbal statement to the Board during the meeting. Ott opposed the fare increase and expressed support for staff's recommendation. Ott noted particular support to reduce youth fares and add no cost transfers to the system.

Cris Sotomayor – Representing Mid-City CAN made a verbal statement to the Board during the meeting. Sotomayor expressed their support for reduced youth fares and no cost transfers.

Carolina Martinez – Representing Environmental Health Coalition made a verbal statement to the Board during the meeting. Martinez noted particular support for reduced youth fares, no cost transfers, a transition to the PRONTO system and the suspension of fare increases.

Stephanie Hernandez – Representing City Heights Community Development Corporation on behalf of the San Diego Transportation Equity Working Group made a verbal statement to the Board during the meeting. Hernandez noted support for a transition to the PRONTO system, reduced youth fares, fare capping, no cost transfers, and the suspension of fare increases. Hernandez urged the Board to support the SANDAG Regional Transportation Plan (RTP) no cost fare scenarios for youth 24 years and younger.

Bertha Rodriguez – Representing San Diego Green New Deal Alliance made a verbal statement to the Board during the meeting. Rodriguez expressed support for staff's recommendation and voiced support for no cost fares for youth and free transfers. Rodriguez also opposed fare increases.

Judy Thomas – Representing The Boulevard made a verbal statement to the Board during the meeting. Thomas expressed support for reduced youth fares.

Keara Piña – Representing Center on Policy Initiatives made a verbal statement to the Board during the meeting. Piña opposed the potential fare increases and supported fare capping, reduced youth fares and no cost transfers. Piña urged the Board to support the SANDAG RTP, no cost fare scenarios for youth 24 years and younger.

Colin Parent – Representing Circulate San Diego made a verbal statement to the Board during the meeting. Parent expressed support for reduced youth fares and free transfers. Parent thanked staff for the fare capping initiatives.

Maria Cortez – Representing City Heights Development Corporation and Mid-City CAN made a verbal statement to the Board during the meeting. Cortez expressed support for reduced youth fares, the PRONTO system, and the suspension of fare increases.

Lori Kearns – Made a verbal statement to the Board during the meeting. Kearns supported the free transfers recommendation. Kearns expressed concerns about reduced senior fares not being available on the PRONTO system. Kearns expressed difficulty with the trolley to route 33 transfer.

Noah Harris – Representing Climate Action Campaign made a verbal statement to the Board during the meeting. Harris noted particular support for reduced youth fares, no cost transfers, fare capping and the suspension of fare increases. Harris urged the Board to support the SANDAG RTP, no cost fare scenarios for youth 24 years and younger.

Michael Horgan – Made a verbal statement to the Board during the meeting. Horgan expressed support for staff's recommendation. Horgan urged the Board to only increase fares as a last resort.

Yasmeen Obeid – Representing Mid-City CAN made a verbal statement to the Board during the meeting. Obeid expressed support for the suspension of fare increases, free transfers and reduced youth fares. Obeid urged the Board to support the SANDAG RTP, no cost fare scenarios for youth 24 years and younger.

Nicole Burgess – Made a verbal statement to the Board during the meeting. Burgess expressed support for the staff recommendation including the suspension of fare increases.

Alejandra Fen – Representing Environmental Health Coalition made a verbal statement to the Board on behalf of Maritza Garcia during the meeting. Fen expressed support for reduced youth fares and no cost transfers.

Michelle Krug – Made a verbal statement to the Board during the meeting. Krug was concerned about seniors being able to access the PRONTO card, especially with a 30-day transition period. Krug urged the Board to extend the transition period to 90 days as there are digital equity obstacles in the senior community. Krug also asked to keep route 30 in service and asked for the Blue Line service hours to be extended.

BOARD MEMBER COMMENTS

Board Member Sandke supported the motion with the removal of language to increase adult one-way fares in 2025. He acknowledged and thanked the public speakers for their comments.

Board Member Goble asked if there was a financial incentive for riders to purchase a monthly pass. Ms. Cooney responded that the monthly pass is an option for frequent riders and institutions who buy them for their constituents.

Board Member Goble asked about the pre-COVID rider estimate after PRONTO is launched. He asked if the funding shortfalls would be used from the CARES Act funding. Ms. Cooney clarified the CARES funding would be used to subsidize revenue shortfalls.

Board Member Goble asked if the CARES Act funds had an expiration. Ms. Cooney clarified that the CARES Act funds have no expiration date; however, the new American Rescue Plan (ARP) funds do have an expiration date. Board Member Goble was in support of using federal relief to fund no-cost transfers, along with the suspension of fare increases at this time.

Board Member Whitburn asked about the PRONTO card and the functionality with free transfers. He was concerned fare capping on the PRONTO system was only available through the application and was concerned about digital equity obstacles for the senior, disabled and unsheltered community. He asked for solutions to this potential complication. Mr. Schupp replied that a physical card would be easily obtainable through the retail network, which has approximately 400 partners. The retail partners will both distribute and reload the cards. MTS will also be partnering with social service agencies to assist with accessibility efforts.

Chair Fletcher noted the Executive Committee proposed that MTS increase partnerships with Community Based Organizations (CBOs) for formalized and funded outreach.

Board Member Moreno was concerned the staff report emphasized the revenue impact more than an impact to ridership. She clarified her support for this item would be to promote the increases to ridership. She urged the Board to consider ridership over revenue and advised to push ridership to pre-pandemic levels utilizing CARES and ARP funding.

Board Member Montgomery Steppe supported the motion and agreed with Board Member Moreno's comments.

Board Member Elo-Rivera highlighted the impacts fare changes would have on the community and noted any deviations would have social equity and environmental justice impacts. He urged

the Board to consider community remarks for direction on this issue. He supported youth fare decreases and no-cost transfers. He urged the Board to think of reduced youth fares beyond an immediate revenue marker and rather an investment on future riders.

Board Member Gastil noted the Board may have to increase fares if there are not alternative funding sources available. He proposed a long-term strategy to eliminate charging fares on the system should be considered.

Vice Chair Sotelo-Solis reinforced previous comments made by the Board and the staff recommendation. She also supported formalized support from CBOs to conduct outreach.

Action Taken

Chair Fletcher moved to forward a recommendation to SANDAG to make the following changes to the Regional Comprehensive Fare Ordinance: 1) Adopt “best fare” functionality; 2) Reduce Youth one-way fares from \$2.50 to \$1.25; 3) Allow free transfers for one-way fares within two hours of the first boarding; 4) Request a PRONTO account to access free transfers with one-way fares; and 5) Fund revenue shortfalls through FY 2024 with CARES Act and ARP funds through 2024. Board Member Elo-Rivera seconded the motion, and the vote was 15 to 0 in favor.

REPORT ITEMS

45. Zero Emission Bus (ZEB) Pilot Performance and Transition Plan Update (Mike Wygant and Kyle Whatley)

The Board deferred the staff report for this item.

OTHER ITEMS

60. Chair Report

There was no Chair's Report.

61. Chief Executive Officer's Report

There was no Chief Executive Officer's Report.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is April 8, 2021.

CLOSED SESSION (ITEMS TAKEN OUT OF ORDER)

24. Closed Session Items

The Board convened to Closed Session at 11:00 a.m.

- a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to California Government Code Section 54956.9(d)(2) (Government Tort Claim
from Claudia Isabel Hernandez for herself and as successor in interest to the Estate of
Angel Zapata Hernandez)

The Board reconvened to Open Session at 12:33 p.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board received a report and gave instructions to legal counsel.

65. Adjournment

The meeting was adjourned at 12:37 p.m.

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE):	March 11, 2021	CALL TO ORDER (TIME):	9:00 am
RECESS:		RECONVENE:	
CLOSED SESSION:	11:00 am	RECONVENE:	12:33 pm
PUBLIC HEARING:	09:03 am	RECONVENE:	09:53 pm
ORDINANCES ADOPTED:		ADJOURN:	12:37 pm

BOARD MEMBER		(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
FLETCHER	<input checked="" type="checkbox"/>	(Vargas) <input type="checkbox"/>	9:00 am	12:33 pm
SOTELO-SOLIS	<input checked="" type="checkbox"/>	(Bush) <input type="checkbox"/>	9:00 am	12:33 pm
AGUIRRE	<input checked="" type="checkbox"/>	(Leyba-Gonzalez) <input type="checkbox"/>	9:06 am	12:33 pm
ELO-RIVERA	<input checked="" type="checkbox"/>	(LaCava) <input type="checkbox"/>	9:00 am	12:33 pm
FRANK	<input checked="" type="checkbox"/>	(Mullin) <input type="checkbox"/>	9:00 am	12:33 pm
GALVEZ	<input checked="" type="checkbox"/>	(Cardenas) <input type="checkbox"/>	9:01 am	12:33 pm
GASTIL	<input checked="" type="checkbox"/>	(Mendoza) <input type="checkbox"/>	9:00 am	12:33 pm
GLORIA	<input type="checkbox"/>	(Whitburn) <input checked="" type="checkbox"/>	9:00 am	12:33 pm
GOBLE	<input checked="" type="checkbox"/>	(Ortiz) <input type="checkbox"/>	9:00 am	12:33 pm
HALL	<input checked="" type="checkbox"/>	(McNelis) <input type="checkbox"/>	9:00 am	12:33 pm
MONTGOMERY STEPPE	<input checked="" type="checkbox"/>	(Von Wilpert) <input type="checkbox"/>	9:00 am	12:33 pm
MORENO	<input checked="" type="checkbox"/>	(Campillo) <input type="checkbox"/>	9:02 am	12:33 pm
SALAS	<input checked="" type="checkbox"/>	(Cardenas) <input type="checkbox"/>	9:00 am	12:33 pm
SANDKE	<input checked="" type="checkbox"/>	(Bailey) <input type="checkbox"/>	9:04 am	12:33 pm
WEBER	<input checked="" type="checkbox"/>	(Arapostathis) <input type="checkbox"/>	9:00 am	12:00 pm

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

CONFIRMED BY THE GENERAL COUNSEL: /S/ Karen Landers



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Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

TROLLEY EXTENSION MAJOR SERVICE CHANGES

RECOMMENDATION:

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

- 1) Receive the Mid-Coast Trolley major service changes Title VI service equity analysis (Attachment A); and
- 2) Approve the major service change recommendations as outlined below, for implementation upon completion of the Mid-Coast Trolley extension project (projected in November 2021).

Budget Impact

The proposed extension of the UC San Diego Blue Line has an estimated annual operating cost of \$15.4 million. The subsidy is to be reimbursed by the San Diego Association of Governments (SANDAG) with TransNet funds, so there is no net impact to the MTS budget. The additional Blue Line night service between Downtown and San Ysidro has an estimated annual cost of \$1.2 million, to be funded from Transportation Development Act (TDA) funds from MTS's capital budget. The proposed bus service changes have been designed to be budget neutral, with all proposed new and increased service funded by resources saved from other services.

DISCUSSION:

SANDAG and Mid-Coast Transit Constructors (MCTC) are completing their work on the \$2.1 billion, 11-mile, 9 station extension of the San Diego Trolley between Old Town and University City. It is anticipated that MTS will begin testing on the new corridor in early



summer 2021, with revenue service on-schedule to begin in November 2021. MTS is proposing major service changes to bus and rail services to incorporate the new alignment into the existing transit system.

Per MTS Board Policy 42, the MTS Board of Directors held a public hearing on March 11, 2021, to receive public testimony on the proposed major service changes. Comments received at and leading up to the public hearing were largely supportive of the proposed changes, including the extension of the UC San Diego Blue Line. The Board was also supportive of doubling the night frequency on the southern segment of the UC San Diego Blue Line (between Downtown and San Ysidro), so that is included in the final proposals. Comments and questions received from the public during the hearing process did reveal that a robust communications campaign will be needed to assist customers with the implementation of the changes, especially related to possible transit itineraries and transfers.

The changes presented for approval today are listed below, and include any adjustments made since the public hearing as a result of public testimony or Board feedback:

UC San Diego Blue Line: The UC San Diego Blue Line would be extended from America Plaza to UTC via Old Town, then serving new Trolley Stations at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, UC San Diego campus (2 stations), Executive Drive, and the UTC Transit Center. Service frequency north of America Plaza would be every 15 minutes, seven days/week, with a span of service similar to current.

Frequency south of America Plaza would remain at every 7.5 minutes on weekdays and 15 minutes on weekends. However, night frequency on the southern segment (between Downtown and San Ysidro) would be increased from 30 minutes to every 15 minutes, seven days/week.

Route 8: Route 8 would be extended from Pacific Beach east to the new Balboa Avenue Transit Center, via Grand Avenue. Frequency would be increased to every 15 minutes on weekdays and 20 minutes on weekends.

Route 9: Route 9 would be shortened in Pacific Beach on weekdays and Saturdays to end at Ingraham St. and Garnet Ave. Service along Garnet Ave. between Ingraham St. and Mission Blvd. would remain available on Route 27. Service frequency would be every 20 minutes on weekdays and 30 minutes on Saturdays. Sunday service would remain the same as current.

Route 27: Route 27 would be increased to operate every 30 minutes seven days/week (with new Sunday service). It would connect to the Trolley at the Balboa Avenue Transit Center and would be changed to operate between Balboa Avenue and Clairemont Mesa Blvd. on Kearny Villa Rd. instead of Convoy Street.

Route 30: Route 30 would be shortened to operate north of Old Town Transit Center (OTTC) only. (Service between OTTC and Downtown would be offered by both the UC San Diego Blue and Sycuan Green Lines, with 8 trips per hour in each direction.) Route 30 would also be adjusted in University City to operate between UC San Diego and UTC Transit Center along Nobel Drive instead of La Jolla Village Drive. Route 30 would

continue to operate every 15 minutes on weekdays; weekend frequency would be every 30 minutes on the entire route.

Route 43: New Route 43 would provide service between the Kearny Mesa Transit Center and Balboa Avenue Transit Center, via Clairemont Mesa Blvd., Clairemont Dr., and Balboa Avenue. It would replace Route 44 along Clairemont Mesa Blvd. between Convoy St. and Clairemont Drive. Service would operate every 15 minutes on weekdays and 30 minutes on weekends.

Route 44: Route 44 would be shifted on the north end to terminate at the Kearny Mesa Transit Center instead of Clairemont Square. The route would serve Clairemont Mesa Blvd. east of Convoy St. instead of west of Convoy Street. Service on Clairemont Mesa Blvd. west of Convoy St. would be replaced by new Route 43, which would operate on Clairemont Dr. on the west side of Clairemont Square. Service along Clairemont Mesa Blvd. between Kleefeld Ave. and Clairemont Dr. would be discontinued except for night and weekend Route 105A trips.

Route 50: Route 50 would be discontinued. Service would continue to be available on all Route 50 street segments via Route 41 (Genesee Ave.), Route 105 (Clairemont Dr.), and a re-routed Route 105 (Regents Rd./Governor Dr.). Service between Downtown and Clairemont would be available via the UC San Diego Blue Line and a transfer to Route 105 at Clairemont Dr. Station or new Route 43 at Balboa Avenue Transit Center.

Route 105: Weekday Route 105 service would be changed to operate along Regents Rd. and Governor Dr. between Clairemont Dr. and Genesee Ave., replacing Route 50 on this segment. No changes proposed to weekend Route 105 service.

Route 140: New Express Route 140 would operate between the Balboa Avenue Transit Center and downtown La Jolla, via Interstate 5 and La Jolla Parkway. Service would operate every 30 minutes, seven days/week, with extra 15-minute frequency during weekday peaks.

Route 150: Route 150 would be discontinued, with service between Downtown, Old Town, UC San Diego, and UTC replaced by the UC San Diego Blue Line.

Rapid 201/202: The SuperLoop (Rapid 201/202) routing would be changed on the north side to operate on La Jolla Village Dr. between UC San Diego and the UTC Transit Center, instead of via Voigt Dr., Regents Rd., and Executive Drive. Transit service to northern University City would be replaced by the UC San Diego Blue Line, at the UC San Diego Health La Jolla and Executive Drive stations.

Route 985: New Route 985 would connect the UC San Diego Blue Line at the UC San Diego Central Campus station with the business parks off of North Torrey Pines Road, operating weekday peak hours only with a frequency of every 15-20 minutes.

MTS Board Policy 42 requires that *new routes* operate as a pilot for 12 months prior to Board consideration of making the routes permanent. For proposed new Routes 43, 140, and 985, staff will bring a report back to the Board following a year of operation, with a recommendation to make them permanent, implement adjustments, or discontinue, depending on performance.

Title VI

A service equity analysis is required for compliance with the Federal Transit Administration's (FTA) Title VI guidance. FTA Circular 4702.1B Chapter IV, Section 7.c. (Service and Fare Equity Analysis for New Starts and Other New Fixed Guideway Systems) requires that transit providers that will implement a new fixed guideway capital project conduct a service and fare equity analysis six months prior to the beginning of revenue operations. The FTA Title VI service equity analysis is attached to this agenda item. (No fare changes are proposed as part of this project.) The results of the analysis were that the changes as proposed above do not have a disparate impact on minority communities, or represent a disproportionate burden to low-income populations more than non-low-income populations. (Impacts considered to be disproportionate or disparate are defined by FTA guidance and MTS Board policy.) Therefore, no additional action is needed to satisfy FTA Circular 4702.1B if the changes are approved by the MTS Board of Directors.

National Environmental Policy Act and California Environmental Quality Act

The extension of the Trolley itself, officially titled the Mid-Coast Corridor Transit Project, was cleared environmentally for both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SANDAG posted all of the environmental documents on the project page of their website here:

<https://sandag.org/index.asp?classid=13&subclassid=9&projectid=250&fuseaction=projects.detail>

The requirements of CEQA specifically exempt transit services on existing roads and highways (Public Resource Code § 21080 (6)(10)). The major bus service change proposals included here are all changes to or additions of transit service along existing highway and road rights-of-way, thereby exempting the elements of the proposals from further examination under CEQA.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachment: A. Title VI Service Equity Analysis



MEMORANDUM

DATE: March 25, 2021

TO: Samantha Leslie, Staff Attorney - Regulatory Compliance

FROM: Denis Desmond, Director of Planning and Scheduling

SUBJECT: Title VI Equity Analysis of Mid-Coast Trolley and Feeder Bus Major Service Changes

Please find below the results of the Federal Transit Administration (FTA)-required Title VI equity analysis on the proposed major service changes related to the opening of the Mid-Coast Blue Line Trolley extension and associated feeder bus network service adjustments.

The new Trolley extension is currently anticipated to enter service in November 2021, at which time changes to the bus network in the vicinity of the new Trolley extension intended to supplement and support this new core service would take effect. With the exception of the increased rail service levels, the proposed service restructuring has been developed to be revenue-neutral, with bus service levels in the Mid-Coast feeder service area remaining similar.

The latest FTA guidance on fixed guideway transit projects is as follows, and will form the basis of this analysis:

Service and Fare Equity Analysis for New Starts and Other New Fixed Guideway Systems: *Transit providers that have implemented or will implement a New Start, Small Start, or other new fixed guideway capital project shall conduct a service and fare equity analysis. The service and fare equity analysis will be conducted six months prior to the beginning of revenue operations, whether or not the proposed changes to existing service rise to the level of “major service change” as defined by the transit provider. All proposed changes to parallel or connecting service will be examined. If the entity that builds the project is different from the transit provider that will operate the project, the transit provider operating the project shall conduct the analysis. The service equity analysis shall include a comparative analysis of service levels pre- and post- the New Starts/Small Starts/new fixed guideway capital project. The analysis shall be depicted in tabular format and shall determine whether the service changes proposed (including both reductions and increases) due to the capital project will result in a disparate impact on minority populations. The transit provider shall also conduct a fare equity analysis for any and all fares that will change as a result of the capital project.*

Summary of Changes

- **UC San Diego Blue Line – Mid-Coast Extension:** The UC San Diego Blue Line (“Blue Line”) will be extended from its current terminal at the America Plaza Trolley Station in downtown San Diego north to the UTC Transit Center in the University City community of San Diego. This extension will operate with a base frequency of 15 minutes, seven days per week. Effective base service



frequencies between America Plaza and the Old Town Transit Center will increase to approximately 7.5 minutes, with the addition of Blue Line service to the existing MTS Green Line, with only Blue Line service north of Old Town. **In addition to the expanded footprint of Blue Line service, MTS plans to complement the current 7.5-minute frequency peak weekday service on the existing Blue Line segment between San Ysidro and America Plaza with increased late night service operating at a 15-minute frequency until approximately midnight, seven days per week.**

- **Route 8:** Route 8 currently operates between the Old Town Transit Center and the intersection of Mission Boulevard and Garnet Avenue in Pacific Beach, operating via Mission Bay Drive and Mission Boulevard. Route 8 is proposed to be extended from the area of its terminal in Pacific Beach east to the future Balboa Avenue Transit Center, operating along Grand Avenue and Garnet Avenue. Route 8 would operate as an Urban Frequent category line, with 15-minute all-day weekday frequency and 20-minute weekend frequency.
- **Route 9:** Route 9 currently operates between the Old Town Transit Center and the intersection of Mission Boulevard and Garnet Avenue in Pacific Beach via Mission Bay Drive, Ingraham Street, and Garnet Avenue, with additional service to SeaWorld. Route 9 is proposed to be truncated, with its new northern terminal at the intersection of Ingraham Avenue and Garnet Avenue. This truncation would allow MTS to dedicate more resources to continuous east-west service between the Pacific Beach coastal area and the Balboa Avenue Transit Center on Grand Avenue and Garnet Avenue while maintaining substantially similar service coverage. Route 9 would operate as an Urban Standard category line, with 20-minute weekday frequency and 30-minute weekend frequency.
- **Route 27:** Route 27 currently operates between the intersection of Mission Boulevard and Garnet Avenue in Pacific Beach and the Kearny Mesa Transit Center via Garnet Avenue, Balboa Avenue, and Convoy Street. Route 27 is proposed to operate along a substantially similar alignment, but traveling north to the Kearny Mesa Transit Center along Kearny Villa Road instead of Convoy Street, the latter of which would continue to receive service from Route 44. Route 27 would remain an Urban Standard category line with 30-minute all day weekday frequency but adding 30-minute weekend frequency.
- **Route 30:** Route 30 currently operates between downtown San Diego and the UTC Transit Center via Interstate 5, the Old Town Transit Center, Grand Avenue, Mission Boulevard, La Jolla Boulevard, La Jolla Shores Drive, the University of California San Diego La Jolla Campus, and La Jolla Village Drive. Route 30 is proposed to be truncated with a southern terminal at the Old Town Transit Center, reducing north-south duplication with the extended Blue Line and continued Green Line, and enabling more bus operating resources to be dedicated to Trolley feeder service north of Old Town. Route 30 is also proposed to serve a different crosstown alignment within University City using Nobel Drive instead of La Jolla Village Drive, which would instead receive service from Routes 201 and 202. Route 30 would operate as an Urban Frequent line, with 15-minute all day weekday base frequency and 30-minute weekend frequency.
- **Route 43:** Route 43 is a new service proposed that would connect the Balboa Avenue Transit Center with the Kearny Mesa Transit Center via Balboa Avenue, Clairemont Drive, and Clairemont Mesa Boulevard, replacing portions of the current Route 44. Route 43 would operate as an Urban Frequent category line, with 15-minute weekday frequency and 30-minute weekend frequency.
- **Route 44:** Route 44 currently operates between the Old Town Transit Center and the Clairemont Square shopping center via Linda Vista Road, Mesa College, Convoy Street, and Clairemont Mesa Boulevard. Route 44 is proposed to have its northern terminal changed to the Kearny Mesa Transit Center to increase the number of network connections available, with the portion of Clairemont Mesa Boulevard currently served by Route 44 west of Convoy Street instead served by the new Route 43. Route 44 would remain an Urban Frequent category line with 15-minute weekday service frequency and 30-minute weekend frequency.
- **Route 50:** Route 50, which currently operates peak period, peak direction service only between the UTC Transit Center and Downtown San Diego via Genesee Avenue, Governor Drive, Regents

Road, Clairemont Mesa Boulevard, Clairemont Drive, and Interstate 5, is proposed to be discontinued.

- **Route 105:** Route 105 currently operates between the UTC Transit Center and the Old Town Transit Center via Genesee Avenue, Clairemont Mesa Boulevard, Clairemont Drive, and Morena Boulevard. Route 105 is proposed to operate between the same terminals, but returning to a previous alignment between University City and Clairemont Square using Governor Drive, Regents Road, and Clairemont Mesa Boulevard. Route 150 would operate as an Urban Standard route with 30-minute weekday frequency and 60-minute weekend frequency.
- **Route 140:** Route 140 is a new express route proposed to operate between the Balboa Avenue Transit Center and downtown La Jolla via Interstate 5, La Jolla Parkway, and Torrey Pines Road. Route 140 would operate with 15-minute peak frequency and 30-minute base frequency on weekdays, with 30-minute frequency on weekends.
- **Route 150:** Route 150, which currently operates express service between the UTC Transit Center and downtown San Diego via La Jolla Village Drive, the University of California San Diego La Jolla Campus, Gilman Drive, and Interstate 5 with a stop at the Old Town Transit Center, would be discontinued, as its alignment is substantially similar to that of the new Mid-Coast Trolley extension.
- **Routes 201/202 (*SuperLoop*):** Routes 201 and 202, operating as *Rapid*-tier *SuperLoop* service, currently operate together as a high-frequency circulator loop serving University City. Routes 201 and 202 are proposed to see the northern part of the loop shifted south, serving La Jolla Village Drive instead of Voigt Drive to reduce redundancy with the new Mid-Coast Trolley line and offer enhanced service frequency to other areas of University City. Routes 201 and 202 would continue to provide *Rapid* category service with up to five-minute weekday peak period, peak direction frequency with a 10-minute weekday base, and 15-minute weekend frequency.
- **Route 985:** Route 985 is a new service proposed to connect the new UC San Diego Central Campus Trolley Station with commercial areas along North Torrey Pines Road, similar to (and in addition to) the route currently followed by the Route 978 *Sorrento Valley COASTER Connection* route but without additional service to the Sorrento Valley *COASTER* Station. Route 985 would operate 15-minute service in the peaks only, meeting arriving and departing Blue Line trains.

Comparative Analysis of Service Levels

Below is a table showing current and proposed service frequencies for all impacted lines within the study area.

Route	Weekday Frequency		Saturday Frequency		Sunday Frequency	
	Current	Proposed	Current	Proposed	Current	Proposed
Blue Line	7.5/15	7.5/15	15	15	15	15
8	20	15	20	20	30	20
9	20	20	20	30	30	30
27	30	30	60	30	-	30
30	15	15	15/30	30	15/30	30
43	(New)	15	(New)	30	(New)	30
44	15	15	30	30	30	30
50	30/-	<i>Discontinue</i>	-	<i>Discontinue</i>	-	<i>Discontinue</i>
105	30	30	60	60	60	60
140	(New)	15/30	(New)	-	(New)	-
150	15/30	<i>Discontinue</i>	30	<i>Discontinue</i>	-	<i>Discontinue</i>
201/202	5/10	5/10	15	15	15	15
985	(New)	15/-	(New)	-	(New)	-

Equity Analysis

In October 2012, the FTA issued Circular 4702.1B, which prescribed Title VI compliance requirements for transit agencies receiving federal funding. This guidance requires major service changes to undergo a statistical equity analysis to determine if there are disparate impacts to minority populations or any disproportionate burdens for low-income populations. Major service changes and the thresholds for impacts and burdens are defined locally; MTS did this with an update to Board Policy 42, following public input, after the FTA guidance was issued.

The FTA circular provides the definitions for minority populations, minority areas, and low-income populations:

Predominantly minority area means a geographic area, such as a neighborhood, Census tract, block or block group, or traffic analysis zone, where the proportion of minority persons residing in that area exceeds the average proportion of minority persons in the recipient's service area.

Minority persons include the following:

- American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
- Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.
- Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
- Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.

- Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Low-income person means a person whose median household income is at or below a locally defined threshold of the U.S. Department of Health and Human Services (HHS) poverty guidelines. MTS uses 200% of the federal standard, due to the high cost-of-living in the region.

Circular 4702.1B defines a disparate impact as a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin. It defines a disproportionate burden as a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations.

MTS Board Policy 42 incorporates the guidance from FTA Circular 4702.1B with the following language:

- A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority (by percentage of total MTS service area population) than the total MTS service area average. If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change.
- A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" (by percentage of total MTS service area population) than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average. If MTS chooses to implement a proposed change despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations.

No fare changes are proposed that are specifically tied to the Mid-Coast Trolley Extension. MTS, in partnership with the North County Transit District and the San Diego Association of Governments, will be upgrading its fare payment system and making associated updates to its fare policy in 2021 ahead of the Mid-Coast Trolley Extension as part of a regional fare study, and a separate fare equity analysis will be conducted through that process.

Summary of Findings

Overall, the portions of the MTS service area impacted by major service changes, defined as residents of a block group within ¼ mile of any impacted route or line, are not considered to be more heavily populated by racial and ethnic minority groups (defined as all racial and ethnic identifications other than non-Hispanic/Latino white) compared to the MTS service area as a whole, and are not more heavily populated by lower-income individuals (SANDAG and MTS use 200 percent of the federal poverty line and below) compared to the MTS service area as a whole.

The below analysis categories are defined as follows:

- **MTS Service Area:** The entirety of the geographic territory MTS serves as defined under state law.
- **Current Blue Line Service Area:** Census Block Groups within ½ mile of an existing Blue Line station.
- **Current MTS Rail Service Area with New Blue Line Service:** Census Block Groups within ½ mile of an existing MTS Trolley station that does not currently receive Blue Line service, but will begin receiving Blue Line service upon completion of the Mid-Coast Trolley project.
- **Future Complete Blue Line Service Area:** Census Block Groups within ½ mile of a current or future Blue Line station following the completion of the Mid-Coast Trolley project.
- **Mid-Coast Impacted Area:** Census Block Groups within ½ mile of a current or future Blue Line station following the completion of the Mid-Coast Trolley project, as well as Census Block Groups within ¼ mile of current bus routes receiving service modifications and proposed new bus routes.
- **New Mid-Coast Rail Service Area:** Census Block Groups within ½ mile of a new Mid-Coast Trolley station only.
- **New Rail and Bus Service Area:** Census Block Groups within ½ mile of a new Mid-Coast Trolley Station, and Census Block Groups within ¼ mile of a proposed new bus service segment.
- **Area Receiving New or Increased Service:** Census Block Groups within ½ mile of a current or future Blue Line station following the completion of the Mid-Coast Trolley project, as well as Census Block Groups within ¼ mile of either a proposed new bus service segment or a bus service segment proposed for service increases.
- **Area Receiving Decreased or Discontinued Service:** Census Block Groups within ¼ mile of an existing bus service segment proposed for either a reduction or discontinuation in service without a corresponding increased or substantially maintained service segment present.
- **Area Receiving Service Discontinuations:** Census Block Groups within ¼ mile of an existing bus service segment proposed for a discontinuation in service without a corresponding increased or substantially maintained service segment present.

These categories are represented in the columns in Table 1. For each category, American Community Survey (ACS) data is used for the overall population, minority population, and low-income population. The percentages are compared against the service area average to determine if minority or low-income communities are disproportionately burdened by the proposals, or if non-minority or non-low-income communities disproportionately benefit from the proposals.

Table 1: FTA Title VI Statistical Analysis

	MTS Service Area	Current Blue Line Service Area	Current MTS Rail Service Area with New Blue Line Service	New Mid-Coast Rail Service Area	Future Complete Blue Line Service Area	Mid-Coast Impacted Area	Area Receiving New or Increased Service	Area Receiving Decreased or Discontinued Service		New Rail and Bus Service Area	Area Receiving Service Discontinuation
Includes areas/segments (approximate):		S. Ysidro – America Plaza	Santa Fe Depot – Old Town	Tecolote – UTC	San Ysidro – UTC	S. Ysidro – UTC + Affected Bus Routes	S. Ysidro – UTC + New/Increased Bus Segments	Reduced/Discontinued Bus Segments		All new Bus/Rail segments without previous service	Discontinued Bus Segments
Total Population (Race/Ethnicity Surveys)	2,356,657	179,759	17,906	65,876	263,541	472,267	375,876	39,011		3,004	674
Racial/Ethnic Minority Population	1,350,366	142,312	6,039	30,518	178,869	267,408	218,497	12,228		503	139
Percent Racial/Ethnic Minority	57.3%	79.2%	33.7%	46.3%	67.9%	56.6%	58.1%	31.3%		16.7%	20.6%
MTS Minority Block Groups	465 / 1321	68 / 91	0 / 15	4 / 39	72 / 145	93 / 291	74 / 224	0 / 30		0 / 3	0 / 1
Total Population (Income Surveys)	2,298,741	165,326	14,048	62,692	242,066	448,005	353,999	38,835		3,004	674
Low-Income Population	657,817	74,363	3,055	20,017	97,435	150,917	123,335	8,508		545	101
Percent Low-Income	28.6%	45.0%	21.7%	31.9%	40.3%	33.7%	34.8%	21.9%		18.1%	15.0%
MTS Low-Income Block Groups	358 / 1321	58 / 91	3 / 15	10 / 39	71 / 145	91 / 291	79 / 224	1 / 30		0 / 3	0 / 1

NOTES:

Block Group data is sourced from the US Census Bureau's 2019 American Community Survey 5-year estimates.

Measured block group populations vary between low-income and minority surveys due to ACS survey methodology.

Population **benefitting** from proposed changes is above 'service area average' for both minority and low-income.

Population **burdened** by proposed changes is below 'service area averages' for both minority and low-income.

Discussion of Findings

While the current UC San Diego Blue Line serves a diverse community through the South Bay region between downtown San Diego and the border with Mexico at San Ysidro, the new extension is being constructed in an area with different demographics, with fewer residents identifying as a racial or ethnic minority and with fewer residents considered to be low-income according to the American Community Survey. In order to ensure that this new Trolley extension does not disproportionately benefit a community that identifies less as a racial or ethnic minority or non-low-income households, MTS will also be increasing service frequency on the current Blue Line alignment to ensure that this package of service improvements benefits a broader constituency.

In addition, nearly all of the existing footprint of the MTS network is maintained. A single census block group located off of Gilman Drive was identified as losing MTS network coverage as a result of the proposed changes, while three Census block groups in northern Pacific Beach were identified as gaining new MTS network coverage as a result of a revised bus turnaround loop that is currently not planned to add any new stops. The most significant changes resulting from these proposed network changes are in the form of increased access to service, with over two-thirds of the Mid-Coast Impact Area receiving increased service levels, and with the ratio of residents proposed to receive increases to service to those proposed to see decreases in service at approximately five to one.

Limitations of Methodology

A significant limitation of the American Community Survey for this analysis is the lack of any population information for the main residential area of the UC San Diego Central Campus. This is a limitation of the American Community Survey program, as it excludes residents of certain non-institutional group quarters such as college dormitories and on-base military housing from the demographic tables MTS relies upon for this analysis¹. UCSD has been noted for its diverse student body, and based on UCSD Institutional Research statistics, it is likely that the on-campus population would be a greater percentage racial/ethnic minority and a greater percentage low-income than other Census block groups within the new Mid-Coast rail service area². However, because this population has been measured differently than those measured by the American Community Survey, and because there is no geographical allocation of this population to different campus areas (e.g. on-campus and off-campus housing) it is not possible to fairly account for this population within the context of this regional demographic analysis.

MTS Policy 42, *Transit Service Evaluation and Adjustment*, defines the service area of a rail line as a linear ½ mile buffer around a line's individual stations, and defines the service area of a bus route as a linear ¼ mile buffer around the bus route's path of travel. This has the effect of highlighting non-stop freeway segments of express bus routes, which are not categorized differently from other bus services, as providing coverage to areas that are functionally not receiving service from the express bus route.

¹ <https://www.census.gov/topics/income-poverty/poverty/guidance/group-quarters.html>

² https://ir.ucsd.edu/undergrad/publications/19_20_StudentProfile.pdf

Conclusion

The statistical analysis prescribed by the FTA was completed by MTS staff in advance of the public hearing on these changes, scheduled for March 2021. The analysis determined that, as defined by FTA Circular 4702.1B, the major service changes here are not considered to have a disparate impact on minority communities, or to be a disproportionate burden to low-income populations more than non-low-income populations. Therefore, no additional action is needed to satisfy FTA Circular 4702.1B, and the changes can be implemented if approved by the MTS Board of Directors, as prescribed in Policy 42.

Attachments:

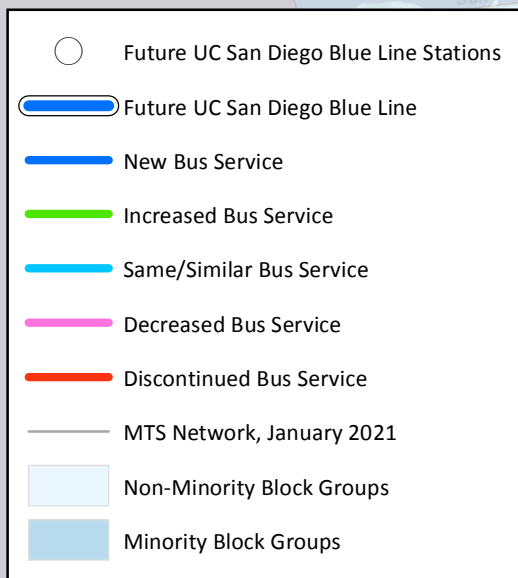
Map of Mid-Coast Major Changes, Impacted Routes and Demographics (Minority Populations)

Map of Mid-Coast Major Changes, Impacted Routes and Demographics (Low-Income Populations)










Cc: Sharon Cooney, Chief Executive Officer
Karen Landers, General Counsel

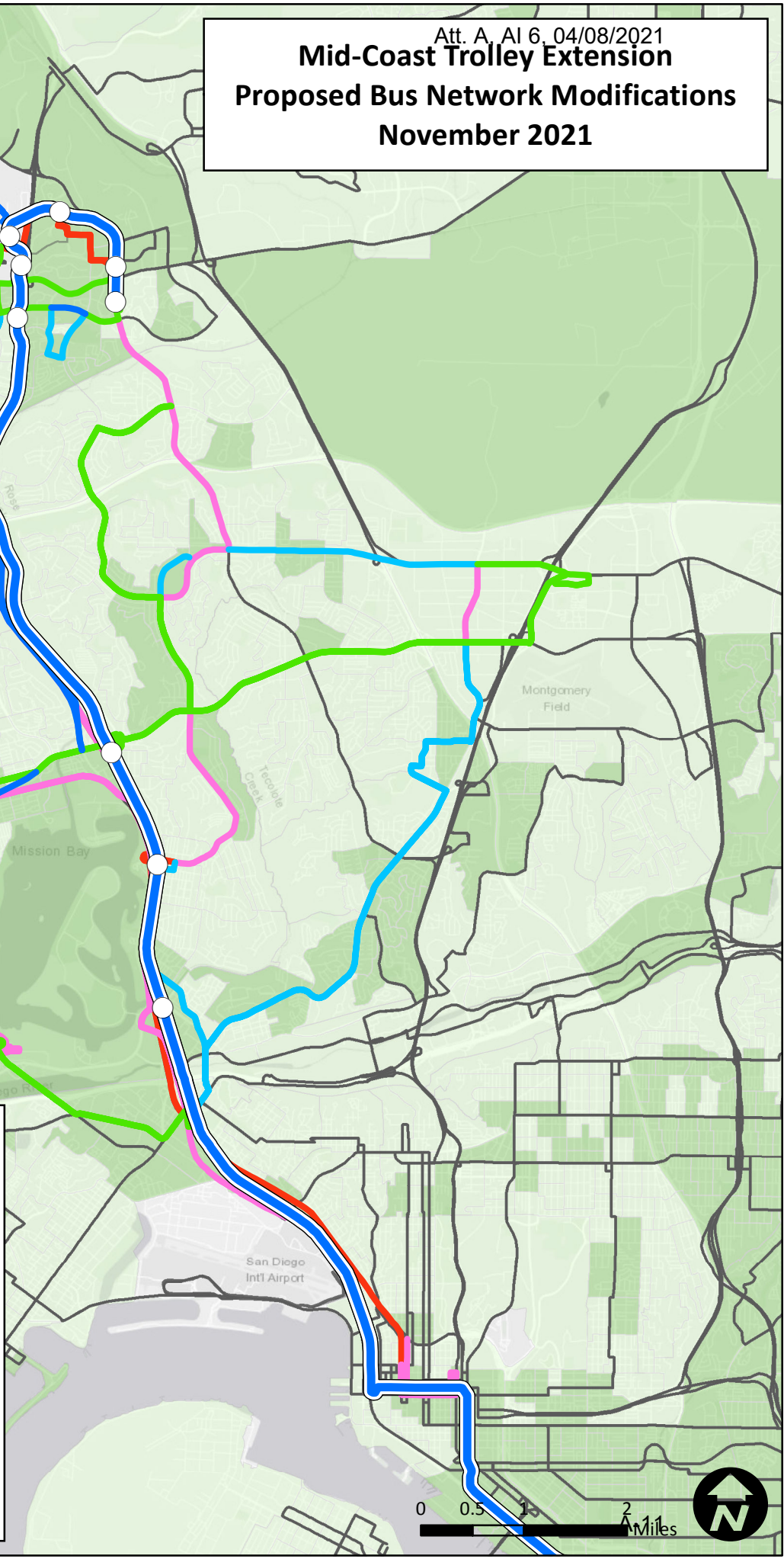
M-MID-COAST FEEDER BUS TITLE VI ANALYSIS_MAR 2021

Mid-Coast Trolley Extension Proposed Bus Network Modifications November 2021



Mid-Coast Trolley Extension Proposed Bus Network Modifications November 2021

- Future UC San Diego Blue Line Stations
-  Future UC San Diego Blue Line
-  New Bus Service
-  Increased Bus Service
-  Same/Similar Bus Service
-  Decreased Bus Service
-  Discontinued Bus Service
-  MTS Network, January 2021
-  Non-Low-Income Block Groups
-  Low-Income Block Groups





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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

SAN DIEGO AND ARIZONA EASTERN (SD&AE) RAILWAY COMPANY QUARTERLY
REPORTS AND RATIFICATION OF ACTIONS TAKEN BY THE SD&AE BOARD OF
DIRECTORS AT ITS MEETING ON FEBRUARY 25, 2021

RECOMMENDATION:

That the Board of Directors receive the San Diego and Imperial Valley Railroad (SD&IV),
Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly
reports (Attachment A) for information.

Budget Impact

None.

DISCUSSION:

Pursuant to the Agreement for Operation of Freight Rail Services, SD&IV and Museum,
have provided operations quarterly reports (Attachment A).

/s/ Sharon Cooney _____
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Copy of Final Meeting Materials from 2/25/2021 SD&AE Meeting





SAN DIEGO & ARIZONA
EASTERN RAILWAY
COMPANY

A Nevada Nonprofit
Corporation

1255 Imperial Avenue
Suite 1000
San Diego, CA
92101-7490
619.231.1466

BOARD OF DIRECTORS
Paul Jablonski, Chairperson
Matt Domen
Jared Gooch

OFFICERS
Paul Jablonski, President
Matt Domen, Secretary
Erin Dunn, Treasurer

LEGAL COUNSEL
Karen Landers

AGENDA

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

Thursday, February 25, 2021
Virtual WebEx Meeting

9:00 a.m.

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please call the Clerk of the Board at least five working days prior to the meeting to ensure availability. Assistive Listening Devices (ALDs) are available from the Clerk of the Board prior to the meeting and are to be returned at the end of the meeting. Meeting Webex/teleconference instructions can be accessed at the following link: <https://www.sdmts.com/about-mts-meetings-and-agendas/sdae>

	ACTION RECOMMENDED
1. Approval of the Minutes of July 28, 2020 Action would approve the SD&AE Railway Company Minutes of July 28, 2020.	Approve
2. Statement of Railway Finances (Erin Dunn) Action would receive a report for information.	Informational
3. Report on San Diego and Imperial Valley (SD&IV) Railroad Operations (Matt Domen) Action would receive a report for information.	Informational
4. Report on Pacific Southwest Railway Museum (Diana Hyatt) Action would receive a report for information.	Informational
5. Report on the Desert Line (Jorge Izquierdo) Action would receive a report for information.	Informational
6. Real Property Matters (Tim Allison)	
7. Board Member Communications	
8. Public Comments	
9. Next Meeting Date : Tuesday, April 6, 2021	

MINUTES

BOARD OF DIRECTORS MEETING OF THE SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY

July 28, 2020

(Virtual WebEx Meeting)

A meeting of the Board of Directors of the San Diego & Arizona Eastern (SD&AE) Railway Company, a Nevada corporation, was held virtually via WebEx on July 28, 2020, at 9:00 a.m.

The following persons, constituting the Board of Directors, were present: Wayne Terry, Jared Gooch, and Matt Domen.

Others in attendance included:

San Diego Metropolitan Transit System (MTS):	Tim Allison, Erin Dunn, Karen Landers
Baja California Railroad (BJRR):	Manuel Hernandez
Pacific Southwest Railway Museum (PSRM):	Diana Hyatt
Other:	R. Mitchel Beauchamp, Christina Jones

1. Approval of Minutes

Mr. Domen moved to approve the Minutes of the January 14, 2020, SD&AE Railway Board of Directors meeting. Mr. Gooch seconded the motion, and it was unanimously approved. (The April 7 meeting was cancelled.)

2. Statement of Railway Finances

Ms. Dunn reviewed the Statement of Railway Finances for the period ending June 30, 2020 (attached to the agenda item). Ms. Dunn stated there was a significant income of almost \$2 million from the sale of property. Ms. Landers added that upon the sale of the property, one of the MTS Board members designated that they wanted the money to be used for projects in the San Ysidro area. She clarified that although those earmarked funds are housed in the SD&AE reserve, a specific project for its use has not yet been identified.

Action Taken

Informational item only. No action taken.

3. Report on San Diego & Imperial Valley Railroad (SD&IV) Operations

Mr. Domen reviewed the SD&IV Periodic Report for activities for the first and second quarters of 2020 (attached to the agenda item).

Mr. Terry stated that now that the absolute block is in effect on the Blue Line between San Ysidro Yard and Palomar Siding, he has instructed trolley operations personnel to conduct testing once a month to confirm that all systems are functional.

SD&AE Railway Company Board Meeting Minutes

July 28, 2020

Action Taken

Informational item only. No action taken.

4. Report on Pacific Southwest Railway Museum Operations

Diana Hyatt reviewed the report attached to the agenda item.

Action Taken

Informational item only. No action taken.

5. Report on the Desert Line

Manuel Hernandez reported that in the month of July, BJRR did some work on Tunnel No. 8, which included clearing rocks so there is access (Mr. Hernandez will forward pictures to staff that were taken at the time). FRA Safety Office personnel made a visit regarding processes—especially in Ocotillo and near the Museum. The FRA made some recommendations that BJRR will attend to, and Mr. Hernandez will give staff an update on the status via e-mail.

Mr. Hernandez stated that BJRR received a quote in relation to the cost of installation for equipment at Tunnel No. 4. He added that the cost for improvements on the Mexican side of the border would be around \$10 million (civil work, construction of roads, etc.). The cost on the US side of the border is estimated at approximately \$2 million. Mr. Hernandez will forward a copy of the quote to Ms. Landers.

Mr. Hernandez stated that there was no other activity to report.

Action Taken

Informational item only. No action taken.

6. Real Property Mattersa. Summary of SD&AE Documents Issued Since January 14, 2020

Mr. Allison reported that the following documents were processed since the January 14, 2020, SD&AE Board of Directors meeting.

- S200-20-728: Right of Entry Permit to Swinerton Builders to construct an at-grade crossing on the Coronado Branch at E Street in the City of Chula Vista.
- S200-20-729: Right of Entry Permit to Hal Hays Construction, Inc. to construct a water pipeline at Elm Street in the City of San Diego.
- S200-20-732: Right of Entry Permit to New Way Tree Service to perform landscape maintenance along the Orange Line in the City of La Mesa.
- S200-20-733: Right of Entry Permit to HP Communications, Inc. to construct an underground fiber-optic line at Moss Street in the City of Chula Vista.

- S200-20-741: Right of Entry Permit to SDG&E to construct an underground electric crossing at E Street and an aerial electric crossing south of E Street on the Coronado Branch in the City of Chula Vista.

Action Taken

Informational item only. No action taken.

7. Board Member Communications

There were no Board member communications.

8. Public Comments

Mitch Beauchamp provided public comments (see attachment).

9. Next Meeting Date

The next meeting of the SD&AE Railway Company Board of Directors is on Tuesday, October 6, 2020.

10. Adjournment

The open meeting was adjourned at 9:20 a.m.

CLOSED SESSION (TAKEN OUT OF ORDER)

The Board convened to Closed Session at 9:23 a.m. (via Cisco Meet Me conference call)

- 6b. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8
Property: Railroad Easement Over Portions of Assessor's Parcel Numbers (APNs) 618-010-26-01, 31-00, and 32-00; 676 Moss Street, Chula Vista, California
Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets
Negotiating Parties: SFL – Moss Street, LLC
Under Negotiation: Price and Terms of Payment

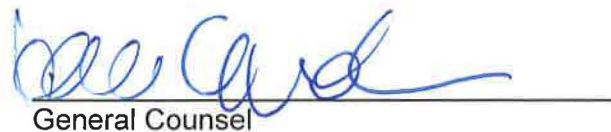
Closed Session was adjourned at 9:32 a.m.

Oral Report of Final Action Taken in Closed Session

Karen Landers, General Counsel, reported that the Board received a report and gave direction to negotiators.



President



General Counsel

Attachment: Mitch Beauchamp's Public Comments

Thank you for this opportunity to discuss the Desert Line contract. As you know, a group with which I am associated opened the rail line in 2006 and we were able to export from Mexico iron-bar, as well as massive exportation of sand to the Campo facility. Unfortunately, the effort was taken over by a cabal from Las Vegas which not only destroyed the corporate organization but also did similar damage on the Mexican portion of the rail line.

One of the major problems with the operation of the line is the interference by government agencies. The 20-year mess by the PAN administration on the Mexican portion of the line is due to the corruption of Mexican officials to exact tribute to support a bloated, parasitic and redundant organization that was established to manage the assignment of the line from the central government. The recent mis-accounting of the \$20 million grant to upgrade the line is the latest of these fiascos.

The Desert line has been the red-headed stepchild of the MTDB/MTS system. When my group had control of the situation, under a reasonable contract with a minimum fee and percentage, the line was opened and operating. But the imposition of a \$1 million minimum fee was a stupid attempt by the past MTS CEO to show some return for this constant burr in his saddle. Through the reams of litigation and bankruptcies, the present Desert Line contractor is stuck with the reality of now catching up with a \$1 million payment, which it obviously does not have. Extensions of the 1 January due date for the first half-million; and now 1 July for the second half-million, are met with pleadings for extensions and what are obdurately disingenuous justifications. Clearly the contractor has no ability to pay this minimum fee, much less following through with the other pie-in-the-sky demands of the contract, based upon MTS's normal cost estimating under Davis-Bacon criteria. But seeing the potential to lose a million bucks seems like malfeasance by not running out the payment deadline in desperation.

But this fiasco must stop and this contract ended. It is unfortunate that the prior payments by the contractor have no recourse. But there seems to have been no plan in the first place, just great aspirations.

I ask the present MTS organization to terminate this contract and be prepared to sell the Desert line to a private party, so that the rail line can be opened, and real, 24-hour commerce returned to the region.

The acquisition of the line system from Southern Pacific had the obligation as a common carrier to keep the eastern freight railroad open. MTS has not done this. Having a single Class I carrier serving San Diego is not in the best interests of competition and movement of goods. The vulnerability of the coast rail line has been already seen at Del Mar and San Clemente.

Moreover, this line is a unique, international railroad and involved two nations, it is not some parochial, historic remnant.

R. Mitchel Beauchamp

28 July 2020

Agenda Item No. 2

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

February 25, 2021

SUBJECT:

STATEMENT OF RAILWAY FINANCES

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors receive a financial report for the period ending December 31, 2020.

Budget Impact

None.

DISCUSSION:

Attached are SD&AE's financial results for the period ending December 31, 2020.

As of December 31, 2020, fiscal year-to-date revenues are in line with the budget, with only a slight favorable variance of \$500.

Expenses are \$54,000 favorable to budget primarily due to a positive variance in both Outside Services and Personnel Costs.

The year-to-date Net Income as of December 31, 2020, was \$18,000.

Attachment: SD&AE Operating Statement for period ending December 31, 2020

SD&AE Operating Statement FY2021

	FY 2021					FY 2020	
	Q1 Actual	Q2 Actual	YTD Actual	YTD Budget	Variance	Q1 - Q2 Actual	Variance
Revenues							
Right of Entry Permits	8,554	\$ 17,846	\$ 26,400	\$ 17,502	\$ 8,898	\$ 20,025	\$ 6,375
Lease Income	16,876	19,193	36,069	42,498	(6,429)	39,516	(3,447)
Desert Line Lease Revenue	-	-	-	-	-	500,000	(500,000)
Operator Income - SD&IV 1% Freight Fee	9,000	9,000	18,000	19,998	(1,998)	20,000	(2,000)
Total Revenues	\$ 34,430	\$ 46,040	\$ 80,470	\$ 79,998	\$ 472	\$ 579,541	\$ (499,071)
Expenses							
Personnel Costs	\$ 1,841	\$ 9,434	\$ 11,275	\$ 23,088	\$ 11,813	\$ 24,125	\$ 12,850
Outside Services	8,984	8,500	17,484	57,764	40,280	-	(17,484)
Risk Management	9,300	5,026	14,326	20,702	6,376	9,248	(5,078)
Misc. Operating Expenses	2,966	16,649	19,614	14,934	(4,680)	21,289	1,675
Total Expenses	\$ 23,090	\$ 39,610	\$ 62,699	\$ 116,488	\$ 53,789	\$ 54,662	\$ (8,037)
Net Income/(Loss)	\$ 11,340	\$ 6,430	\$ 17,770	\$ (36,490)	\$ 54,260	\$ 524,879	\$ (507,109)

Reserve Balance July 1, 2020	\$ 448,711
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Allocated Interest Earnings - Estimated	6,500
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Operating Profit/(Loss) - YTD	17,770
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Estimated Reserve Balance as of December 31, 2020	\$ 472,981
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Agenda Item No. 3

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

February 25, 2021

SUBJECT:

REPORT ON SAN DIEGO AND IMPERIAL VALLEY (SD&IV) RAILROAD OPERATIONS

RECOMMENDATION:

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

An oral report will be given during the meeting.

Attachment: Periodic Report for the 4th Quarter of 2020



SD&AE Board
C/O MTS
1255 Imperial Avenue, Suite 1000
San Diego, California 92101

February 16, 2021

Periodic Report

In accordance with Section 20 of the Agreement for Operational Freight Service and Control through Management of the San Diego and Arizona Eastern Railway Company activities of interest for the 4th Quarter of 2020 are listed as follows:

1. Labor

At the end of December 31, 2020, the San Diego & Imperial Railroad had 8 employees:

- 1 General Manager
- 1 Manager - Marketing & Sales
- 1 Office Manager
- 1 Mechanical Manager
- 1 Maintenance of Way Employee
- 3 Train Service Employees

2. Marketing

Volume in the 4th Quarter had a 6% increase as compared to the same quarter in 2019. Ethanol volumes to the San Ysidro transload remain below last year levels due to the decreased demand for gasoline resulting from the Covid pandemic. Carloads into Mexico increased during the quarter driven primarily from higher volumes of LPG and malt for the Tecate brewery.

3. Reportable Injuries/Environmental

Days through year to date, December 31, 2020, there were no FRA Reportable injuries or Environmental incidents on the SDIV Railroad.

Days FRA Reportable Injury Free: **8501**

4. Summary of Freight

	2020	2019	2018
Total rail carloads that moved by SDIY Rail Service in the quarter.	829	782	870
Total railroad carloads Terminating/Originating Mexico in the quarter.	472	371	535
Total railroad carloads Terminating/Originating El Cajon, San Diego, National City, San Ysidro, California in the quarter.	357	411	335
Total customers directly served by SDIY in the quarter	10	12	10
Regional Truck trips that SDIY Railroad Service replaced in the quarter	2487	2346	2610

Respectfully,

Matt Domen

General Manager

Agenda Item No. 4

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

February 25, 2021

SUBJECT:

REPORT ON PACIFIC SOUTHWEST RAILWAY MUSEUM

RECOMMENDATION:

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

An oral report will be given during the meeting.

Attachment: PSRM Third and Fourth Quarter Report



Pacific Southwest Railway Museum

La Mesa Depot 4695 Nebo Drive La Mesa, CA 91941 619-465-7776

February 16, 2021

SD&AE Board
c/o Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Re: Third & Fourth quarter, 2020

Dear SD&AE Board:

During the third and fourth quarters of 2020 the Pacific Southwest Railway Museum operated 56 Valley Flyers, 43 Pumpkin Express, 21 Golden States and 20 Santa Express trains carrying a total of 2,503 passengers. The museum was open for 26 days or about three months during this period of time. There were no FRA reportable accidents or injuries during the third or fourth quarter, 2020. Earned revenue from SD&AE property was \$22,841; our check for \$456.82 is enclosed.

Passenger ridership during the third and fourth quarters as compared to the past ten years:

<u>YEAR</u>	<u>3rd Quarter</u>	<u>4th Quarter</u>
2020	250	2,253
2019	1,073	7,559
2018	1,021	7,698
2017	822	7,153
2016	773	6,736
2015	658	7,110
2014	1,031	6,765
2013	1,254	6,535
2012	1,012	6,889
2011	1,294	6,109

PSRM continues to perform FRA mandated signal, track and bridge maintenance. PSRM signal maintainers perform the monthly, quarterly and annual inspections and electric bills for both

signalized crossings are kept current. Our Maintenance of Way department resumed tie renewal and weeding efforts along the mainline around June, 2020 when it became clear that the rains and lack of train operations were allowing nature to get the upper hand. Unfortunately, the Cal Fire convict camp in McCain Valley was permanently closed at the end of 2020 and we will no longer enjoy the assistance of their work crews going forward.

After remaining closed since March 15, 2020, PSRM re-opened the Campo facility to the public on Saturday, September 5, 2020 with all mandated protocols in effect around the facility. As a result of social distancing, our regular train ride can only accommodate a maximum of 60 passengers per train. PSRM was able to continue train operations through the first weekend of December before closing to another governor-mandated lockdown.

As always, it is a pleasure to be allowed the opportunity to interpret southern California railroading in a living history atmosphere. We take our responsibility seriously as caretakers of the Campo Depot and Desert Line and look forward to a prosperous 2021. I would be delighted to arrange a visit for individuals or groups from this board, MTS staff and MTS board members to visit Campo and examine our progress.

Sincerely,



Diana Hyatt
President

Enc.

Agenda Item No. 5

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

February 25, 2021

SUBJECT:

REPORT ON THE DESERT LINE

RECOMMENDATION:

That the SD&AE Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

A report will be presented during the meeting.

Attachment: Quarterly report not submitted in time for the mail-out

Agenda Item No. 6

San Diego and Arizona Eastern (SD&AE)
Railway Company
Board of Directors Meeting

February 25, 2021

SUBJECT:

SUMMARY OF SD&AE DOCUMENTS ISSUED SINCE JULY 28, 2020

RECOMMENDATION:

That the SD&AE Railway Company Board of Directors receive a report for information.

Budget Impact

None.

DISCUSSION:

Since the July 28, 2020, SD&AE Railway Company Board of Directors meeting, the documents described below have been processed by staff.

- S200-20-736: Right of Entry Permit to SDG&E to construct an underground conduit on the Coronado Branch at E Street in the City of Chula Vista.
- S200-20-740: Right of Entry Permit to HMS Construction, Inc. to construct at-grade crossing improvements at North Spring Street in the City of La Mesa.
- S200-20-742: Right of Entry Permit to AirX Utility Surveyors, Inc. to perform underground field investigations at Iris Avenue in the City of San Diego.
- S200-21-743: Right of Entry Permit to Michael Baker International to perform field investigations at Moss Street in the City of Chula Vista.
- S200-21-744: Right of Entry Permit to Cass Construction, Inc. to construct a water pipeline at 65th Street in the City of San Diego.
- S200-21-745: Right of Entry Permit to Rail Pros, Inc., to perform field investigation in the San Ysidro Yard near Beyer Boulevard in the City of San Diego.
- S200-21-746: Right of Entry Permit to Brad L. Stoner Painter, Inc. to access the right-of-way to paint an adjacent building at Anita Street in the City of Chula Vista.
- S200-21-748: Construction and Maintenance Agreement with the City of La Mesa for the North Spring Street At-Grade Crossing Improvements
- S200-21-749: Right of Entry Permit to Aguirre & Associates to perform surveys in near Central Avenue and San Miguel in the City of Lemon Grove.
- S200-21-753: Right of Entry Permit to Omega Land Surveying, Inc. to perform surveys south of Palm Avenue in the City of San Diego.



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

Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 GRANT APPLICATION

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt Resolution No. 21-3 certifying that there are no private, nonprofit organizations readily available to provide the same complementary paratransit service in MTS's service area, a prerequisite to receiving FTA Section 5310 funding.

Budget Impact

None.

DISCUSSION:

MTS is applying for a grant under the FTA Section 5310 Specialized Transportation Grant Program cycle 11. Section 5310 funds may be used toward capital expenses such as vehicle procurements to expand capacity and replacement of an existing bus or van. MTS is requesting funding for the replacement of seven (7) paratransit vehicles.

In order to be considered eligible for Section 5310 funds, Title 49 U.S.C. § 5310 (b) (2) provides that MTS must certify there are no private, nonprofit organizations "readily available" in the area to provide transportation to meet the needs of seniors and individuals with disabilities. "Readily available" is defined as willing, interested and capable of providing the proposed service at a comparable cost of the identified clientele in the same service area, with the same hours of frequency, and at the same level of service.

Since MTS is the responsible public transportation agency required to provide complementary paratransit service, MTS is unaware of any private, nonprofit



organizations that are readily available to provide the same complementary paratransit services within MTS's service area. A public hearing is required before MTS may certify that no private, nonprofit organizations are readily available to carry out complementary paratransit service within the MTS service area.

Notice of the April 8, 2021 public hearing, held at the regularly schedule MTS Board meeting, was posted in a newspaper of general circulation on March 10, 2021. In addition, individual notices of the public hearing were sent to nine private, nonprofit transportation providers within San Diego County, who are members of the Accessible Services Advisory Committee (ASAC) on March 18, 2021. To date, MTS has received no comments or testimony that has demonstrated that there are any private, nonprofit organizations readily available to provide the same complementary paratransit services within MTS's service area.

Therefore, staff recommends that the MTS Board of Directors approve Resolution 21-3 certifying that there are no private, nonprofit organizations readily available to provide complementary paratransit services within MTS's service area.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachment: A. MTS Notice of Public Hearing

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 21-3

Resolution certifying that there are No Private, Nonprofit Organizations Readily Available to provide the same Complementary Paratransit Service within San Diego Metropolitan Transit System (MTS) service area as proposed within MTS's application for Federal Transit Administration (FTA) Section 5310 funds

WHEREAS, the FTA established a capital grant program, as set forth in Section 5310 of Title 49 of the United States Code, for meeting the transportation needs of seniors and individuals with disabilities ("FTA Section 5310")

WHEREAS, FTA Section 5310 funds are being awarded by the San Diego Association of Governments (SANDAG), through a competitive application process; and

WHEREAS, FTA Section 5310 provides that funds may be apportioned to a local governmental authority to provide transportation services if there are no private, nonprofit organizations readily available in the area to provide the proposed services; and

WHEREAS, SANDAG requires that any local governmental authority applying for FTA Section 5310 funding must provide proof that there are no private, nonprofit organizations readily available in the area to provide the same proposed services by doing the following: 1) holding a public hearing certifying that no private, nonprofit organizations are readily available; 2) providing sufficient notice of such public hearing; 3) providing private, nonprofit, transportation providers with individual notice of the public hearing; and 4) passing a resolution certifying that there are no private, nonprofit organizations readily available to provide the same complementary paratransit services within MTS's service area; and

WHEREAS, a public hearing was held on April 08, 2021 to certify that there are no private, nonprofit organizations readily available to provide the same complementary paratransit service within MTS's service area; and

WHEREAS, prior notice of the date, time and specific purpose of said public hearing was published by MTS in a newspaper of general circulation on March 10, 2021, at least 30 days prior to the public hearing; and

WHEARS, prior notice of the date, time and specific purpose of the said public hearing was sent individually to nine private, nonprofit transportation providers within San Diego County, who are members of the Accessible Services Advisory Committee (ASAC) on March 18, 2021.; and

WHEREAS, no comments or testimony has been received to demonstrate there are any private, nonprofit organizations readily available to provide the same complementary paratransit service within MTS's service area; and

NOW THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED by the MTS Board of Directors (Board) that MTS has determined that no private, nonprofit organization is readily available to provide the same complementary paratransit service in MTS's service area as proposed in MTS's application for FTA Section 5310 funding.

PASSED AND ADOPTED, by the Board of Directors this ____ day of _____ 2021 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

Resolution No. 21-3



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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

April 8, 2021

SUBJECT:

FISCAL YEAR (FY) 2019-2020 & 2020-2021 LOW CARBON TRANSIT OPERATIONS
PROGRAM (LCTOP) FUNDING

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt
Resolution No. 21-4 in order to:

- 1) Agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects; and
- 2) Authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation; and
- 3) Authorize the allocation of \$6,003,201 in FY 2019-2020 LCTOP funding and \$3,446,991 in FY 2020-2021 LCTOP for a Battery Electric Bus (BEB) Procurement project (a total of \$5,126,370 is funded in the FY 2022 Capital Improvement Program (CIP)), which will reduce greenhouse gas emissions and improve mobility with a priority on serving Disadvantaged Communities (DAC); and
- 4) Certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit DAC identified in Section 39711 of the Health and Safety Code.

Budget Impact

Resolution No. 21-4 would authorize the allocation of \$6,003,201 in FY2019-2020 LCTOP funding and \$3,446,991 in FY2020-2021 for the Battery Electric Bus Procurement Project. The FY 22 Capital Improvement Project (CIP) will include



\$5,126,370 of the LCTOP funding, with the remaining allocation of \$4,323,822 LCTOP funding being utilized in future CIPs.

DISCUSSION:

The LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP is a formula-based program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.

As a condition of the LCTOP, MTS must agree to comply with specific terms and conditions outlined in the LCTOP Certification and Assurances Form. In addition, the Board must authorize the CEO, or their designated representative, to execute all required documents of the LCTOP and amendments thereto with the California Department of Transportation. Upon approval by the MTS Board, MTS will use the FY 2019-20 LCTOP apportionment of \$6,228,394.00 (inclusive of the Board's previously approved amount of \$225,193 for the ZEB Pilot Program) and the FY 2020-21 LCTOP apportionment of \$3,446,991 for the following purposes:

Projects	2019-2020 LCTOP Amt.
ZEB Pilot Program	225,193
BEB Procurement	6,003,201
Total 19/20 LCTOP Apportionment	6,228,394
Projects	2020-2021 LCTOP Amt.
BEB Procurement	3,446,991
Total 20/21 LCTOP Apportionment	3,446,991

The LCTOP requires that the Board Resolution state DAC requirements if the service area of the implementing agency includes any DACs as identified by the California Environmental Protection Agency (CalEPA). The MTS service area includes 37 DACs as identified by CalEPA. Hence, MTS is required to certify that at least 50% of the total LCTOP funds received will be spent on projects or services that benefit DACs identified in Section 39711 of the Health and Safety Code. MTS staff has conducted an analysis of the project areas and determined that both projects will provide direct and meaningful benefits to DACs in the MTS service area, indicating that one hundred percent of the allocated funds will provide benefits to DACs.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Resolution No. 21-4

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 21-4

Resolution Authorizing the Execution of the Certifications and Assurances and Authorized Agent Forms for the 2020-2021 Low Carbon Transit Operations Program (LCTOP), and the Application of \$6,003,201 of Fiscal year (FY) 2019-2020 LCTOP Funding and \$3,446,991 of FY 2020-2021 LCTOP to a Battery Electric Bus Project

WHEREAS, the San Diego Metropolitan Transit System (MTS) is an eligible project sponsor and may receive state funding from the LCTOP now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 named the California Department of Transportation as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, MTS wishes to delegate authorization to execute these documents and any amendments thereto to the Sharon Cooney, Chief Executive Officer (CEO), and designated representatives; and

WHEREAS, MTS wishes to allocate \$6,003,201.00 in FY 2019-2020 LCTOP funds and the entire balance of \$3,446,991.00 in FY 2020-2021 LCTOP funds for a Battery Electric Bus Procurement project.

NOW THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the MTS Board of Directors (Board), that MTS agrees to comply with all conditions and requirements set forth in the Certification and Assurances document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects.

BE IT FURTHER RESOLVED by the Board that the CEO, or designated representative, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

BE IT FURTHER RESOLVED by the Board that MTS be authorized to apply for and use the FY 2019-2020 LCTOP and FY 2020-2021 LCTOP for the following projects.

- FY 19/20 LCTOP - Battery Electric Bus Procurement - \$6,003,201
- FY 20/21 LCTOP - Battery Electric Bus Procurement - \$3,446,991

BE IT FURTHER RESOLVED by the Board that MTS agrees to spend at least 50% of all LCTOP funds received on projects or services that benefit SB535 Disadvantaged Communities.

PASSED AND ADOPTED, by the Board this ____ day of _____ 2021 by the following
vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

Resolution No. 21-4



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San Diego, CA 92101-7490
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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

SUPPLY POWER TRUCK GROUND CONTACT FOR LIGHT RAIL VEHICLES (LRV) –
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. L1563.0-21 (in substantially the same format as Attachment A), with Siemens Mobility, Inc. to provide Power Truck Ground Contacts (PTGC) for Light Rail Vehicles (LRV) for five (5) years effective May 1, 2021 at a cost of \$1,004,661.00.

Budget Impact

The total budget for this project shall not exceed \$1,004,661.00 and is funded by the LRV Operations Budget 350016-545100.

DISCUSSION:

The PTGCs used by San Diego Trolley Inc. (SDTI) for trolley vehicles are a critical part for the operation of the LRV. The function of the PTGC is to provide an electrical path to ground for current that bypasses the wheel bearings. Current passing through the actual bearings will cause damage and potential catastrophic failure. Without this subcomponent, the LRV would be inoperable.

The PTGC is a sub-assembly to the currently used Power Truck Ground Brush Assembly (PTGBA) and is fitted to the journal box of the LRV and required for replacement at 745,000 miles of service. The use of the ground contact sub assembly instead of the PTGBA is adequate to meet the maintenance requirements and represents significant savings compared to replacing the entire PTGBA.



On January 13, 2021, MTS issued an Invitation for Bids (IFB) to purchase PTGCs. Two bids were received by the due date of February 16, 2021 and are summarized below:

Name	Amount	Sales Tax	Overall Total Amount
Siemens Mobility, Inc.	\$932,400.00	\$72,261.00	\$1,004,661.00
Schunk Carbon Technology, LLC	\$949,794.00	\$73,609.04	\$1,023,403.04
<i>MTS Independent Cost Estimate (ICE)</i>	<i>\$923,788.50</i>	<i>\$71,593.61</i>	<i>\$995,382.11</i>

MTS staff has deemed Siemens to be the lowest responsive and responsible bidder; and has determined its bid to be fair and reasonable by comparison of bids received and MTS's ICE shown above.

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. L1563.0-21 (in substantially the same format as Attachment A), with Siemens Mobility, Inc., to provide PTGC for LRVs, for five (5) years effective May 1, 2021, at a cost of \$1,004,661.00.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Standard Agreement MTS Doc. No. L1563.0-21
B. Scope of Work
C. Cost Summary

1255 Imperial Avenue, Suite 1000
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Tel 619.231.1466 Fax 619.234.3407

**STANDARD AGREEMENT
FOR
MTS Doc No: L1563.0-21**

SUPPLY POWER TRUCK GROUND CONTACT FOR TROLLEY VEHICLES

THIS AGREEMENT is entered into this _____ day of _____, 2021 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: Siemens Mobility, Inc. Address: 5301 Price Avenue
McClellan, CA 95652

Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.) Email: barry.sidler@siemens.com

Telephone: (916) 621-2700

Authorized person to sign contracts	<u>Barry Sidler</u>	<u>Aftermarket Manager</u>
	<u>Name</u>	<u>Title</u>

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

The contract term is effective May 1, 2021 through April 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$1,004,661.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	SIEMENS MOBILITY, INC
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	
By: <u>Karen Landers, Office of General Counsel</u>	Title: _____

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. OVERVIEW

There are significant challenges in parts sourcing across the transit industry. Long lead-times, high prices and limited competition represent a few of these challenges.

In seeking solutions to mitigate some of these challenges, the San Diego Metropolitan Transit System (MTS) is requesting bids from qualified firms to provide "Power Truck Ground Contact" (PTGC) for use by San Diego Trolley Inc., (SDTI), for a period of five (5) years.

1.2. MINIMUM PERFORMANCE CHARACTERISTICS

Currently, SDTI uses PTGC from Schunk Carbon Technology LLC, manufacturer number 10597017. MTS is looking to purchase same, or an approved equal.

The minimum performance characteristics are shown below. Also included in Section 3.23 of the General Provisions is Request For Approved equal (RFA) information, and in the Forms, section is the RFA Form. Complete documentation must be provided in support of any RFA submitted by bidders for MTS review, and must meet the deadline shown in the calendar of events.

Minimum performance characteristics:

- A. Brush replacement required at no less than: 745,000 miles of service
- B. Effective continuous current: 450 amps
- C. Effective Amps x 1.5/1hour: 540 amps
- D. Effective Amps (less than 600v) x 15/100ms: 6,750 amps
- E. Resistance-Complete System (new Contact): Less than 0.020 ohms
- F. Must mount directly to the existing journal box on the vehicle or adapter must be included for mounting
- G. Unit must mount without physical interference to other equipment on the vehicle throughout the dynamic range
- H. Unit must be in service in the US on a Siemens S70, S70us or S700 light rail vehicle. Installation details and contact person must be provided with the RFA. SDTI staff will call to verify.

1.3. BID FORM

MTS has provided a Bid Form for use in this solicitation. On the Bid Form, unit pricing is fixed price for each year, and is all-inclusive with the exception of California sales tax. MTS will calculate sales tax at Purchase Order (PO) issuance. The all-inclusive price includes but is not limited to shipping/delivery costs, labor costs, insurance, administration costs, and any other costs related to supplying this product. **Other than the California sales tax, MTS will not pay any other additional costs therefore bidders should bid accordingly.**

Bidders will show their internal vendor part number, manufacturer's part number and lead time in weeks. Lead times identify the date MTS anticipates the receipt of the items. MTS reserves the right to consider lead time in award.

Annual estimated quantities provided are to be considered as estimates only for bidding purposes. They are based on current usage but do not signify a guaranteed order. Actual usage may be more or less than estimated. Invoicing will be based on actual orders.

MTS reserves the right to order quantity one (1), or more of each item as its needs dictate.

1.4. PURCHASE ORDERS (PO)

Orders will be placed by the MTS Procurement Department only. Orders will be placed on an as-needed basis dictated by MTS's actual usage. All POs will be assigned a PO number. This number shall be referenced on all packing slips and invoices.

1.5. PACKAGING

All PTGCs shall be properly packaged for delivery with each shipment properly marked with reference to the PO number. All incomplete and or damaged products will be returned to the Contractor at the Contractor's expense.

1.6. DELIVERY AND ACCEPTANCE

All deliveries shall be shipped F.O.B. to: San Diego Trolley, Inc., 1341 Commercial Street, San Diego, CA 92113. The Contractor must provide a packing slip with the delivery which must include the PO number as a reference.

All deliveries will be from 7:00 a.m. until 5:00 p.m., Monday through Sunday. The Contractor may contact the SDTI Warehouse at 619-595-4934 or 619-595-4936 when the need arises.

All products shall be delivered 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 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).

1.7. DAMAGED OR DEFECTIVE MATERIAL

Any items delivered with damaged or with a defect in packaging will be returned to the Contractor at the Contractor's expense. SDTI may request, at its discretion, a credit in full or a replacement in full. Any additional costs incurred by SDTI related to the return such as freight, packaging, or re-stocking, will be borne by the Contractor.

1.8. SPECIFIC STOCKING REQUIREMENTS

SDTI shall provide the Contractor a forecast of annual requirements. At any time, SDTI may order up to a maximum of 3 months of the average monthly forecast quantity for delivery within the specified timeframe. In addition, the Contractor shall maintain a stock level at their facilities of no less than an average 3 months forecast quantity to support SDTI's requirements.

The Contractor's lead time (or better) on the Bid Form will apply to enable the achievement of the requested stocking requirements.

1.9. INVOICES

Invoices must be sent to the MTS Accounting Department, via email, at ap@sdmts.com. All invoices must have the PO 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(s) is for service or work provided by a subcontractor and indicate the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in the *Prompt Progress Payments* section of the Standard Conditions.

1.10. WARRANTY

Bidders shall outline in detail their warranty on the equipment offered, including the method of adjustment in cases of equipment, component or parts failure. Warranty shall also be stated for installation labor, materials, and method of adjustment.

1.11. REPLACEMENT PARTS

Replacement parts and technical support for the specified equipment must be guaranteed by the manufacturer; to be available for a ten (10) year period from the date of purchase. Manufacturer shall keep parts books and maintenance manuals up-to-date for that period.

BID SUMMARY 2/18/21

MTS Doc No: L1563.0-21

SUPPLY POWER TRUCK GROUND CONTACT FOR TROLLEY VEHICLES

MTS Independent Cost Estimate			
Yr	Quantity	Unit Cost	Extended Cost
1	150	\$ 1,160.00	\$ 174,000.00
2	150	\$ 1,194.80	\$ 179,220.00
3	150	\$ 1,230.64	\$ 184,596.00
4	150	\$ 1,267.56	\$ 190,134.00
5	150	\$ 1,305.59	\$ 195,838.50
FIVE YEAR TOTAL			\$ 923,788.50
TAX			\$ 71,593.61
TOTAL ICE AMOUNT			\$ 995,382.11

Siemens			
Yr	Quantity	Unit Cost	Extended Cost
1	150	\$ 1,212.00	\$ 181,800.00
2	150	\$ 1,223.00	\$ 183,450.00
3	150	\$ 1,242.00	\$ 186,300.00
4	150	\$ 1,260.00	\$ 189,000.00
5	150	\$ 1,279.00	\$ 191,850.00
FIVE YEAR TOTAL (BASIS FOR AWARD)			\$ 932,400.00
TAX			\$ 72,261.00
TOTAL CONTRACT AMOUNT			\$ 1,004,661.00

Schunk Carbon Technology LLC			
Yr	Quantity	Unit Cost	Extended Cost
1	150	\$ 1,228.29	\$ 184,243.50
2	150	\$ 1,247.04	\$ 187,056.00
3	150	\$ 1,266.09	\$ 189,913.50
4	150	\$ 1,285.44	\$ 192,816.00
5	150	\$ 1,305.10	\$ 195,765.00
FIVE YEAR TOTAL (BASIS FOR AWARD)			\$ 949,794.00
TAX			\$ 73,609.04
TOTAL CONTRACT AMOUNT			\$ 1,023,403.04



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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

FURNISH AND DELIVER A BALLAST REGULATOR – 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. L1568.0-21 (in substantially the same format as Attachment A), with Knox Kershaw, Inc. to furnish and deliver a Ballast Regulator at a cost of \$399,597.47.

Budget Impact

The total budget for this project shall not exceed \$399,597.47. This project is funded by MTS Capital Improvement Project (CIP) 2008111901 - Track Equipment Replacement.

DISCUSSION:

MTS requires a ballast regulator to properly maintain the track throughout the service area. A ballast regulator is a track maintenance vehicle that fills in ballast between the ties that supports the track structure, shapes walkways, builds up shoulders and cuts drainage ditches along the tracks to support proper drainage.

On January 14, 2021, MTS issued an Invitation for Bids (IFB) for the one-time purchase of a new ballast regulator. Two bids were received by the due date of March 5, 2021 and are summarized below:



Name	Amount	Sales Tax	Delivery Costs	Overall Total Amount
Knox Kershaw, Inc.	\$354,819.00	\$27,498.47	\$17,280.00	\$399,597.47
Progress Rail Services Corporation	\$405,000.00	\$31,387.50	\$14,500.00	\$450,887.50
<i>MTS Independent Cost Estimate (ICE)</i>	<i>\$378,000.00</i>	<i>\$29,295.00</i>	<i>\$3,500.00</i>	<i>\$410,795.00</i>

MTS staff has deemed Knox Kershaw, Inc. to be the lowest responsive and responsible bidder and has determined the bid to be fair and reasonable by both the comparison of bids received and MTS's ICE shown above.

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. L1568.0-21 (in substantially the same format as Attachment A), with Knox Kershaw, Inc. to furnish and deliver a Ballast Regulator at a cost of \$399,597.47.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Standard Agreement MTS Doc. No. L1568.0-21
B. Scope of Work
C. Cost Summary

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

**STANDARD AGREEMENT
FOR
MTS Doc No: L1568.0-21**

PURCHASE AND DELIVER A BALLAST REGULATOR

THIS AGREEMENT is entered into this _____ day of _____, 2021 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: Knox Kershaw, Inc. Address: 11211 Trackwork Street
Montgomery, AL 36117

Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.) Email: jfelix@knoxkershaw.com

Telephone: 334-387-5669 ext. 215

Authorized person to sign contracts Jaky Felix Vice President of Sales
Name Title

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

The contract term is effective May 1, 2021. Delivery of the equipment shall be 180 calendar days or less from the date of Notice to Proceed.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$399,597.47 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	KNOX KERSHAW, INC.
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	
By: <u>Karen Landers, Office of General Counsel</u>	Title: _____

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

PART 1 – GENERAL SPECIFICATIONS

1.1. DESCRIPTION OF WORK

Contractor shall provide the San Diego Metropolitan Transit System (MTS), on behalf of San Diego Trolley, Inc. (SDTI), with a ballast regulator. The work consists; in general, of furnishing and delivering a new Ballast Regulator.

1.2. SPECIFICATIONS

Ballast regulator shall be a Caterpillar C7.1 250 Horse Power **Tier IV** Diesel Engine Model 4600 Ballast Regulator or Approved Equal and meet the following requirements.

- A. 2-speed power shift transmission
- B. 4-wheel hydrostatic drive with leaf spring suspension
- C. 28" wheels (insulated)
- D. Turntable
- E. One Pass Transfer Plow
- F. 36" inch ballast wings with Hydraulic Templates
- G. Model 27-10 Full Reversing Broom with front and rear deflectors
- H. Electric emergency pump
- I. Turbo 2000 air dryer
- J. Manual hydraulic system top-up pump
- K. One Man cab with:
 - L. Joystick controls
 - M. 12-inch touch screen monitor
 - N. Tinted safety glass windows
 - O. Hydraulic driven self- contained a/c, heater and pressurizer
 - P. Air operated horn dual facing
 - Q. Electric wipers
 - R. Lumbar support suspension with seat belt and swivel base
 - S. Dual facing air horns
 - T. FRA 49 Part 214 complaint
 - U. Paint AREA work equipment yellow
 - V. Operation and Maintenance and Parts manuals on pdf format.

1.3. SPECIFIC REQUIREMENTS

- A. **Frame:** Welded construction using solid steel channel main frame members and Structural steel cross members.
- B. **Weight:** 45,000 lbs.
- C. **Engine:** Cat® C7, 250 hp @ 2200 rpm.
- D. **Propel System:** Two (2) speed powershift transmission driven by Sauer Danfoss Variable displacement pump and motor. Propel system uses brake pressure defeat for dynamic braking to eliminate need for power down brake valve. Single control handle, controls speed and direction in each range. Speed switch to prevent downshifting when speed is too high. Maximum speed is 35 mph.

- E. **Transmission and Axles:** Propel motor powers a 2-speed “shift on the go” transmission. Two spring-mounted industrial type axles equipped with no spin differential. Nine leaf spring suspension. Two-piece drive shaft with 6C yokes. Drive shaft guard’s standard.
- F. **Wheels and Brakes:** 28-inch cast steel wheels bolted to each axle, clasp cobra brakes (two shoes per wheel). Service brakes; air applied/spring released. Parking brakes; spring applied/air released.
- G. **Wings:** Wing lift cylinders are A-frame mounted above wing for accessibility. A-frame is tilted for access to transmission. Wing templates incorporate shear pin design to prevent damage. Optional articulating template.
- H. **Plow:** One pass transfer plow standard with 1-inch thick T1 steel blades. NS style plow locks.
- I. **Broom:** Model 27-12 fully-reversible belt-driven broom with NS-style locks. Round broom housing available for increased efficiency. Housing designed to allow broom reel to drop straight down for easy and safe removal. Deflectors have lifting eyes for safe and easy removal in the field.
- J. **Electrical System:** 24-volt DC negative ground with 95-amp alternator. LED lights available as an option.
- K. **Air System:** Bendix Tuflo air compressor, engine oil lubricated, cam shaft driven, water cooled, 15.2 cfm free air volume @ 1250 rpm. System pressure is 100-120 psi with 613-in 3 air tanks. Service brakes are controlled by a pressure reducing valve and the parking brakes by a manually-operated dump valve. System is also equipped with a dual tone air horn, safety relief valve.
- L. **Hydraulic System:** Engine-powered double pump drive. Pressure compensated Sauer Danfoss pump for cylinder functions. Gear pump for broom motor drive. Emmegi plate oil cooler and Eaton MDG control valve. Return filters built into the hydraulic tank. Electric emergency pump to operate selected circuits. Pressure filters optional.
- M. **Cab:** Fully enclosed, insulated, safety glass, dome light, front windshield wiper and pivoting seat. Single operator with electrical joystick controls. Jump seat standard. Cab mounted with Lord iso mounts. Cab access from either side of machine. Rear entry with removable walkway for access to pump. Roof mounted self-contained air conditioner with ladder for access. Optional cab tilt.
- N. **Fluid Tanks:** Fuel and hydraulic tanks mounted at front of frame for easy access. Fuel tank capacity is 120 gallons. Hydraulic tank capacity is 100 gallons.

PART 2 – EXECUTION

1.4. HANDLING AND DELIVERY

All materials are to be delivered to the MTS C Yard located at 1535 Newton Ave, San Diego, CA 92113.

Notify MTS 48 hours prior to delivery. Contact information will be released upon contract award.

Delivery of all orders must be shipped in a timely manner. MTS has determined that 180 calendar days or less from the date of Notice to Proceed (NTP) is a satisfactory time for delivery.

Delivery of all orders must be shipped in a timely manner. All orders must be delivered complete within this time frame unless otherwise approved by MTS.

The deliverable provided under this contract shall be delivered F.O.B. to the address above 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. 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, destruction 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).

PART 3 – MEASUREMENT AND PAYMENT

1.5. MEASUREMENT AND PAYMENT

The contract price paid for "Furnish and Delivery of a Ballast Regulator" shall include full compensation for furnishing and delivering one (1) EA ballast regulator as specified.

On the Bid Form, Bidder's pricing shall include an all-inclusive cost for procurement and transportation/delivery as shown. The costs shall be all-inclusive with the exception of California Sales Tax. MTS will add tax at PO issuance.

1.6. INVOICING

Invoices must be sent to the MTS Accounting Department, via email, at ap@sdmts.com. All invoices must have the Purchase Order and contract number clearly displayed to ensure timely payment. MTS will not pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment.

Contractors must also indicate if any of the invoiced amount is for work provided by a subcontractor and indicated the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in the Prompt Progress Payments of the Standard Conditions.

BID SUMMARY 3/6/21
 MTS Doc No: L1568.0-21
 PURCHASE AND DELIVER A BALLAST REGULATOR

Item Description	MTS Independent Cost Estimate (ICE)	Knox Kershaw, Inc.	Progress Rail Services Corporation
	Ballast Regulator	Knox Kershaw Model KBR 925 Ballast Regulator	Caterpillar C7.1 250 Horse Power Tier IV Diesel Engine Model 4600 Ballast Regulator
One (1) Ballast Regulator	\$ 378,000.00	\$ 354,819.00	\$ 405,000.00
Transportation/Delivery Cost	\$ 3,500.00	\$ 17,280.00	\$ 14,500.00
Total (Basis for Award)	\$ 381,500.00	\$ 372,099.00	\$ 419,500.00

CA Sales Tax	\$ 29,295.00	\$ 27,498.47	\$ 31,387.50
MTS Board Approval Amount	\$ 410,795.00	\$ 399,597.47	\$ 450,887.50

1

2



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Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

UNIFORMS AND SHOP MATERIAL RENTALS – 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. G2419.0-21 (in substantially the same format as Attachment A) with Prudential Overall Supply, for uniforms, shop towels and mat rentals, totaling \$783,884.36 for five (5) years effective July 1, 2021.

Budget Impact

The total budget for this project shall not exceed \$783,884.36. This project is funded by the following Operations Budgets:

- San Diego Trolley Inc. (SDTI) – 650010 - 571280
- San Diego Transit Corp. (SDTC) – 651010 – 571280
- For Hire Vehicle Administration (FHVA) – 761018 - 571280

DISCUSSION:

SDTI and SDTC provide uniform rental and cleaning services for their maintenance employees as stipulated in MTS Collective Bargaining Agreements. This contract will also include floor mat and shop towel rentals for SDTC, SDTI and FHVA.

On November 16, 2020, MTS issued a Request for Proposals (RFP) for uniforms and shop material rental services. Three proposals were received by the due date of January 5, 2021 from:

1. Aramark Uniform and Career Apparel (“Aramark”), San Diego CA 92121
2. Prudential Overall Supply (“Prudential”), Chula Vista, CA 91910
3. UniFirst Corporation, San Diego, CA 92102

Aramark and Prudential proposals were deemed responsive and responsible. UniFirst’s proposal was deemed non-responsive for lack of a technical proposal.



A selection committee consisting of representatives from MTS Finance, SDTI and Inventory Operations met and scored the proposals based on the following criteria

- | | |
|--|-----|
| 1. Qualifications of the Firm or Individual | 15% |
| 2. Staffing, Organization, and Management Plan | 10% |
| 3. Work Plan | 45% |
| 4. Cost | 30% |
| Total 100% | |

The following table represents the proposer's scores and rankings following the initial evaluations:

Proposer	Technical Score	Cost Score	Total	Cost	Ranking
Prudential	33.33	30.00	63.33	\$783,709.98	1
Aramark	47.00	16.23	63.23	\$1,448,226.00	2

After the initial review, the evaluation team determined it would be in the best interest of MTS to obtain clarifications and revised costs from both proposers. Both proposers submitted revised proposals including clarifications which the evaluation team reviewed and re-scored. Neither proposer revised their costs. The table below summarizes the revised scores:

Proposer	Technical Score	Cost Score	Total	Ranking
Prudential	38.00	30.00	68.00	1
Aramark	48.67	16.23	64.90	2

Comparing both cost proposals, MTS would save \$664,516.02 or 45.88% over 5 years, a cost that staff deems to be fair and reasonable.

The total board approval is \$783,884.36 (\$783,709.98 + tax on set up costs at \$174.38).

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. G2419.0-21 (in substantially the same format as Attachment A), with Prudential Overall Supply, for uniforms, shop towels and mat rentals, totaling \$783,884.36, for five (5) years effective July 1, 2021.

/s/ Sharon Cooney
 Sharon Cooney
 Chief Executive Officer

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

Attachments: A. Draft Standard Agreement MTS Doc. No. G2419.0-21
 B. Scope of Work
 C. Cost Summary

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

**STANDARD AGREEMENT
 FOR
 MTS Doc No: G2419.0-21**

UNIFORMS AND SHOP MATERIAL RENTALS

THIS AGREEMENT is entered into this _____ day of _____, 2021 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: Prudential Overall Supply Address: 740 F Street
Chula Vista, CA 91910
 Form of Business: Corporation
 (Corporation, Partnership, Sole Proprietor, etc.) Email: genel@prudentialuniforms.com
 Telephone: 619-427-1240

Authorized person to sign contracts Gene LeClair Corporate Sales Representative
Name Title

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

The contract term is effective July 1, 2021 through June 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$783,884.36 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	PRUDENTIAL OVERALL SUPPLY
By: <u>Sharon Cooney, 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

1.1. GENERAL

This scope of work/technical specifications represent the requirements for **San Diego Trolley Incorporated (“SDTI”), San Diego Transit Incorporated (“SDTC”) and MTS For-Hire Vehicle Administration**. These three (3) divisions will be jointly known as (“MTS”).

This contract shall be for a period of five (5) years. MTS will award all the services to one Contractor. The work generally consists of the supply and weekly cleaning of uniforms, jackets, floor mats and shop towels.

Under Attachment 1 – Cost Proposal Form, MTS has provided a best estimate forecast of annual usage to be used as guidance only. All pricing must be submitted on Attachment 1, and must include all the products and services described in these technical specifications in order to be considered responsive. A failure to comply with this requirement will render the proposal non-responsive.

The 3 divisions of MTS are located at the 4 addresses below. SDTC and SDTI operate 24/7/365 across 3 shifts:

A. SDTI

Address: 1341 Commercial Street, San Diego, CA 92101

B. SDTC

i. Imperial Avenue Division (IAD)

Address: 100 16th Street, San Diego, CA 92101

ii. Kearney Mesa Division (KMD)

Address: 4630 Ruffner Street, San Diego, CA 92111

C. MTS FOR-HIRE VEHICLE ADMINISTRATION

Address: 1501 National Avenue, San Diego, CA 92101

1.2. SCOPE OF WORK

The schedules of requirements under this contract are as follows:

A. Supply of Products and Measurement of Individuals

At the start of the contract, the Contractor shall coordinate with the respective divisional MTS Supervisory personnel to facilitate the individual measure, and issue new uniforms and jackets across all employees together with requested floor mats and shop towels.

It is requested that the resultant fit of uniforms and jackets shall have a provision for shrinkage on garments between 3-5 inches (if fabric dictates). All uniforms provided at the commencement shall include all required sewed patches, tags and markings as specified by MTS. In the event any employee experiences physical changes that result in the current uniform being an incorrect size, the Contractor shall measure and replace the uniform with one that reflects the correct size.

The Contractor is responsible for maintaining records of all uniforms and jackets with the respective sizes issued to each employee, and updating items and quantities as a result of any employee changes. MTS shall communicate the change of employee data to the designated account representative at an agreed date on a monthly basis. MTS retains the right to request this report at any time.

B. Laundering

Contractor shall launder all uniforms, floor mats and shop towels per the agreed schedule set forth under this contract and provide a unit cost for the service across each item.

All laundered floor mats, shop towels and uniforms shall be completely cleaned of all stains, marks and scuffs. All uniforms are to be delivered on hangers, pressed, wrinkle free and ready to wear and separated by each employee to the location of original pickup. Any item that does not conform to this requirement shall be rejected and re-laundered free of charge. Any garment that is re-laundered shall be returned within 2 business days of the return date regardless of the delivery schedule.

MTS promotes environmentally safe, friendly and sustainable laundering practices that promote pollution prevention and toxin reduction. Proposers are encouraged to use materials and processes that are environmentally preferable, particularly focusing on energy efficiency, water conservation, and least-toxic garment care when feasible.

As part of the scoring criteria, Proposers are asked to provide details of their methods of laundry including the chemicals and any substances used in the laundry process and the current corporate environmental sustainability guideline or statement that represent its business. MTS shall assign special consideration to Proposers that can best demonstrate elements across their current business that exhibits a footprint of long-term environmental sustainability.

C. Inventory Tracking

The Contractor shall manage the tracking of uniforms, floor mats and shop towels using an automated tracking framework (for example barcode or RFID systems). The proposed system shall at a minimum provide a report that shows the employee name and number, garment number, item and division.

At each pickup and drop off, the Contractor shall review the items and quantities and provide MTS with a form of electronic documentation highlighting the type and quantity of product by employee, area and division. The system should have the ability to add and/or remove items or employees during pick up and drop off when MTS advises on changes.

In the event there are any discrepancies at the pick up or drop off, the Contractor shall notify the Supervisor at the respective division to resolve any inconsistencies. Where there are any identified shortages at the point of delivery that may be identified at the delivery date and/or a subsequent date after delivery, the Contractor shall provide replacement items at their own cost to replace the missing items.

As part of the scoring criteria, Proposers should specify their inventory tracking process in detail. Proposers should include a web link to a video showing a demonstration of the automated system of pick-up and delivery.

D. Pick Up/Delivery

MTS requests a weekly pick up and drop off of uniforms to occur on each Wednesday or the next business day in the event there is a holiday on the actual delivery date, between the hours of 8.00am and 12.00pm at the addresses listed across all divisions.

Any changes to the delivery schedule shall be mutually agreed between parties prior to any change.

E. Discrepancies

The Contractor shall count and scan the barcodes across all uniforms, floor mats and shop towels during pick up and provide a printed manifest of all items to the Warehouse Supervisor. The printout shall assign each uniform garment back to the staff member where the same volumes shall be delivered the following week and a delivery manifest provided to validate and reconcile the quantities at pickup and return. Any discrepancies during delivery or through MTS employee claims shall be resolved within twenty-four (24) hours from delivery date.

F. Damaged/Repair/Replacement Items

All uniforms, floor mats and shop towels returned shall be in good condition, well maintained and repaired as needed. Any items that may be beyond economical repair shall be replaced at no additional cost.

MTS will not be responsible for the replacement of items which have reached end-of-service life as determined by MTS. Replacements shall occur on a case-by-case basis, as agreed to by MTS.

G. Transfers

If an employee transfers to another division, the Contractor shall physically and systematically replace, update and/or transfer the uniforms of the employee within a week of the transfer. The Contractor shall supply a designated transfer bag and form where the employee can deposit their existing uniform to be processed.

H. Lost/Ruined/Missing Items

Contractor shall replace all items that are lost while in its custody at no cost to MTS with new replacement in the identical format of the lost garment.

MTS will be responsible for the cost in replacing any uniform, floor mat or shop towel that it loses under this contract. MTS will notify the Contractor in the event there may be a lost item and the Contractor will replace the item with a new item in the same format.

In the cost proposal proposers shall indicate the cost for each item lost or ruined. The replacement items will be charged in the same invoice cycle as the replacement date.

Any replacement, whether caused by the Contractor or MTS shall be delivered on the next delivery of the date reported.

I. Uniform Provisions

Each uniform garment shall be marked with a unique MTS employee number and Contractor's barcode garment reference for ease of identification and segregation. All uniforms and jackets on loan will be marked with unique loan identifiers in accordance to the same format as permanent garments with the exception of an MTS employee number.

The number of staff, quantity of uniforms and the materials and work to be performed as provided by MTS are best approximations only and used as a comparison of proposal responses. MTS does not guarantee that the actual amounts will resemble with those provided. MTS reserves the right to adjust any items or portions of work at any time. A final staff count shall be provided by MTS at the time of uniform measurement where the Contractor will provide MTS with a baseline start point on staff and garments.

All garments shall meet or exceed the quality and durability as set forth under industry standards.

All soiled uniforms shall be returned by each employee inside a uniform bag provided by the Contractor. The Contractor shall provide each employee three (3) new bags at the commencement of the contract for the storage and rotation of soiled uniforms. Each bag shall also have the employee staff number and division referenced and will be washed prior to return with clean uniforms.

MTS reserves the right to refuse any item that it determines require repair or replacement.

1.3. SDTC & SDTI DIVISIONAL REQUIREMENTS

Full details of specifications and divisional requirements are listed under Attachment 2.

Proposers should note that minor deviations to the quantities may exist. The quantities do not reflect guaranteed usage by MTS. They are merely used for proposal purposes and may be more or less than indicated.

Each employee shall be issued with quantities specified under Attachment 2 unless specified otherwise. Thereafter, the Contractor shall maintain sufficient inventory levels of each uniform and jackets of each size that will facilitate a 1-week delivery time for new and/or replacement requests up to a maximum of 6 sets per size. MTS reserves the right to add and/or remove employees in the event of new or reduced staff levels.

The number of maintenance, supervisor uniform type, style, color and split will be verified at the commencement of the contract during the time of measurement. The Supervisor of each MTS division shall validate all particulars relating to tags, patches, color and style of uniform and the employee shall validate the size during the measurement.

At the completion of all measurement, the Contractor provide a full schedule of all items segregated into each division and department that outlines the staff name, garment allocation, material types, color, patches and quantities that can be distributed across divisional department Supervisors for final signoff before issue of items.

All garments shall be new at the onset of the contract. Prior to the commencement of service and at the time of staff measurement, the Contractor shall provide a uniform order form to each employee to allow for the request and order of the various size, fabric, and type options.

MTS reserves the right to alter any quantities throughout the life of the contract in the event its requirements change.

1.4. MTS FOR-HIRE VEHICLE ADMINISTRATION

Requirements cover only floor mats and shop towels. Floor mats are to be exchanged on a bi-weekly basis and shop towels exchanged on a weekly basis.

MTS reserves the right to alter any quantities throughout the life of the contract in the event its requirements change.

1.5. REPORTS

Contractor will provide an annual summary report at the end of each year which at a minimum will show the total number of employees receiving service; total dollars expended for each item on contract; and total dollars expended by MTS division.

Upon request by MTS at any time, Contractor shall provide:

- A. A lost/damaged report which at a minimum will show employee name, division, type of garment lost/damaged and unit cost.
- B. Monthly invoice summary report by MTS division that lists the monthly total amount billed for each account.
- C. MTS shall be provided with access to an account on Contractor's online portal (if one is available) and shall have access to features including but not be limited to viewing billing functions, billing history by division, and record management etc.

As part of the scoring criteria, Proposers shall provide a web link to an online portal showing reporting features.

1.6. DELIVERY AND ACCEPTANCE

All products under this contract shall be delivered F.O.B. to the designated addresses, in first class condition and complete and ready for use. The Contractor shall assume all responsibility for any shortage and risk of loss as stated in the scope of work. Delivery shall be clearly stated on the Proposal with specifics as to the proposed particulars for delivery.

The Contractor shall not be held liable for delivery in the event MTS may be impacted by strikes, construction of property and/or government regulations where it results in a Contractor's ability to deliver. In addition, the Contractor will also not be held liable for delivery failure due to any acts of god.

In the event any delays in delivery as listed above are experienced, the Vendor must formally communicate with MTS to make alternative arrangements for delivery.

Upon delivery, MTS shall acknowledge receipt and deem the quantities specified under the delivery docket/receipt accurate. This however, does not constitute acceptance and/or acknowledgement of the physical items delivered as this can only be determined at the point of use. Inspection and testing will be conducted by the end user who will report whether the products are in compliance with contract requirements. MTS shall approve the payment of the Contractor's invoice at the acceptance of products by the end user not to exceed 7 business days after each weekly delivery where payment terms will begin from this point

In the event any delivered products are found to not comply with the contract guidelines, MTS shall immediately notify the Contractor and provide the details of all deficiencies within no more than 30 days of the actual delivery. The contractor shall deduct the sum charged on the current or next monthly invoice for each item found outside of requirements if the deficiency is unable to be rectified within 24 hours of notification.

1.7. COST PROPOSAL (ALL-INCLUSIVE, FIXED PRICING)

The unit prices for each year must be inclusive of all charges required to provide the rental and laundry services specified with the exception of taxes. MTS will add any applicable taxes at purchase order issuance.

The prices quoted for each year of the Contract will remain fixed during that contract year.

Other than the items specifically shown in Attachment 1, MTS will not be responsible for any other charges, including, but not limited to, charges for alterations, start-up fees, repairs, replacements, ironing, measuring fees, pickup/delivery, preparations charges, hangers, bags, racks, fuel, delivery, disposal, and/or environmental fees. MTS will not pay additional costs therefore Proposers should price out their all-inclusive prices accordingly.

1.8. PAYMENT TERMS

Unless otherwise stated in the specifications or Proposal forms, one hundred percent (100%) of the contract price for each product delivered and accepted under the contract guidelines shall be paid to the Contractor within 30 days of delivery acceptance.

Any payment incentives offered by Proposer may be outlined on the Cost Proposal form and upon the acceptance by MTS, final payment will be the full amount less any value adjustments due to delivery deficiencies and incentive discounts. Any proposal for advance payment will not be accepted under any circumstances.

1.9. INVOICES

Invoices are to be submitted on a monthly basis and no later than the second week of each month for the services provided for the previous month, by email to the MTS Accounting Department at ap@sdmts.com. MTS will not make any payments on any documents other than an official invoice.

MTS will issue a Purchase Order (PO) for each division below:

- A. SDTI
- B. SDTC (One invoice for both locations)
 - a. IAD
 - b. KMD
- C. MTS For-Hire Vehicle Administration.

A separate invoice must be submitted for each PO. Payment terms shall be net 30 days from invoice date.

Invoices will be submitted in a summarized format. At a minimum, the layout will provide the following details:

- A. Division and address
- B. Number and role (i.e. Maintenance / Supervisor) of staff;
- C. Number of shirts, unit rate and total charges;
- D. Number of pants, unit rate and charges;
- E. Number of coveralls, unit rate and charges;
- F. Number of mats, unit rate and charges;
- G. Number of towels, unit rate and charges.

Each invoice must include the following details:

- a. PO number;
- b. Contract number;
- c. Date/s of service;
- d. Copies of each packing slip/delivery manifest covered by the invoice;

Invoices rejected by MTS shall be re-issued with new/revised issue date so as not to imply delinquent payment status. The net 30 payment re-starts once a corrected invoice is received.

Contractors must also indicate if any of the invoiced amount(s) is for service or work provided by a subcontractor and indicate the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in the Prompt Progress Payments section of the Standard Conditions.

1.10. KEY PERFORMANCE INDICATORS (KPIs)

The Contractor shall be measured across 5 elements under this contract as follows:

- A. On-time delivery (the consistency of delivery on the weekly due date or the next business day in the event there is a public holiday);
- B. Accuracy of delivery (the accuracy of the quantities of products delivered each week);
- C. Quality of delivery (the number of products rejected and returned due to unacceptable quality);
- D. Timeliness of replacement product (the compliance to the return timeframe for any shortage and/or rejected items per the contract guidelines); and
- E. Accuracy and timeliness of invoices (the compliance to the requested format, details and issue period).

The Contractor must score 95% across three (3) out of five (5) of the above requirements each month and be no more than 92% on the remaining 2 requirements.

1.11. LIQUIDATED DAMAGES

See Section 7.24.

1.12. CONTRACT TRANSITION

MTS reserves the right to make the transition over a sixty (60) day period after the award of a contract. Upon completion or termination of the current contract, unless the incumbent is not the new contractor, the successful Proposer shall coordinate a seamless supply of uniforms and products and work with the current Contractor to remove the current Contractor's rental uniforms and products within the 60-day timeframe of current Contract completion and in a seamless manner so as not to cause any down time and/or delays in service and availability.

The successful Contractor shall also commit to MTS the commitment to facilitate a transition of no more than a sixty (60) day period after the award of any follow-on contract with the next follow on Contractor in the same manner as the incoming transition.

As part of the scoring criteria, Proposer shall detail its transition process.

COST PROPOSAL SUMMARY 2/22/21

Uniforms, Mats, Towel Rentals RFP G2419.0-21

PRUDENTIAL

	YR 1	YR 2	YR 3	YR 4	YR 5	TOTAL
FHVA	\$142.90	\$142.90	\$142.90	\$142.90	\$149.42	\$721.02
SDTC	\$61,133.00	\$62,444.20	\$63,623.40	\$64,606.60	\$68,258.60	\$320,065.80
SDTI	\$87,159.90	\$90,172.80	\$91,420.80	\$94,066.30	\$100,103.36	\$462,923.16
Total Proposal Cost						\$783,709.98
Tax on \$2,250 for set-up charges						\$174.38
Total Board Approval						\$783,884.36

ARAMARK

	YR 1	YR 2	YR 3	YR 4	YR 5	TOTAL
FHVA	\$344.00	\$344.00	\$344.00	\$344.00	\$344.00	\$1,720.00
SDTC	\$115,836.40	\$118,861.40	\$121,536.40	\$123,763.40	\$126,502.40	\$606,500.00
SDTI	\$161,032.40	\$166,053.40	\$167,138.40	\$171,123.40	\$174,658.40	\$840,006.00
Total Proposal Cost						\$1,448,226.00



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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

April 8, 2021

AGENDA ITEM NUMBER NOT USED





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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

KEARNY MESA DIVISION (KMD) TIRE STORAGE SHELTER CONSTRUCTION –
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. PWB328.0-21 (in substantially the same format as Attachment A), with GEM Industrial Electric, Inc., a Small Business (SB), for procuring and installing a KMD Tire Storage shelter in the amount of \$195,360.00.

Budget Impact

The total budget for this project shall not exceed \$195,360.00 (\$177,600.00 plus 10% contingency). This project is funded by MTS Capital Improvement Project (CIP) 3006102601.

DISCUSSION:

The current tire storage area at KMD is an outdoor area and exposed to rainwater during storm events. To comply with local stormwater regulations, the tire storage area needs to be covered to keep stormwater away from the tires. The project consists of two primary activities: the purchase and installation of a prefabricated metal building, and design and construction of footings to support the prefabricated building. The project was funded in the Fiscal Year (FY) 2021 annual CIP.

On January 14, 2021, staff issued an Invitation for Bids (IFB). The following bids were received:

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San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for nine cities.

Proposer Name	Overall Total Amount
GEM Industrial Electric, Inc. (SB)	\$177,600.00
Fordyce Construction Inc. (SB)	\$245,291.00
<i>MTS Independent Cost Estimate (ICE)</i>	<i>\$182,606.00</i>

Based on bids received, and in comparison with the ICE, staff determined the price to be fair and reasonable.

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. PWB328.0-21 (in substantially the same format as Attachment A), with GEM Industrial Electric, Inc for procuring and installing the KMD Tire Storage Shelter in the amount of \$195,360.00 (\$177,600.00 plus 10% contingency).

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Standard Construction Agreement MTS Doc. No. PWB328.0-21
B. Bid Price Form

STANDARD CONSTRUCTION AGREEMENT

FOR

MTS DOC. NO. PWB328.0-21

KMD TIRE STORAGE SHELTER

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: Gem Industrial Electric, Inc. Address: 16902 Rio Maria Rd.
Lakeside, CA 92040

Form of Business: Corp.
(Corporation, Partnership, Sole Proprietor, etc.) Email : info@gemindustrial.com

Telephone: 858-486-1758

Authorized person to sign contracts Douglas MacLachlan President
Name Title

The specified Contract Documents are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Contractor shall furnish all necessary management, supervision, labor, materials, tools, supplies, equipment, plant, services, engineering, testing and/or any other act or thing required to diligently and fully perform and complete the Project as specified in accordance with the Standard Agreement and General Conditions (Exhibit A), Scope of Work, Special Conditions and Attachments (Exhibit B), Bid Price Form (Exhibit C), and Forms (Exhibit D)

SCOPE OF WORK

Contractor, for and in consideration of the payment to be made to Contractor as hereinafter provided, shall furnish all plant, labor, technical and professional services, supervision, materials and equipment, other than such materials and equipment as may be specified to be furnished by MTS, and perform all operations necessary to complete the Work in strict conformance with the Contract Documents (defined below) for the following public work of improvement:

KMD TIRE STORAGE SHELTER

Contractor is an independent contractor and not an agent of MTS. The Contractor and its surety shall be liable to MTS for any damages arising as a result of the Contractor's failure to comply with this obligation.

CONTRACT TIME.

Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within **180 calendar days** from the commencement date stated in the

Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE.

MTS shall pay the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of One Hundred Seventy Seven Thousand Six Hundred Dollars (\$ 177,600). Payment shall be made as set forth in the General Conditions.

PROVISIONS REQUIRED BY LAW.

Each and every provision of law required to be included in these Contract Documents shall be deemed to be included in these Contract Documents. The Contractor shall comply with all requirements of the California Labor Code applicable to this Project.

INDEMNIFICATION.

Contractor shall provide indemnification as set forth in the General Conditions.

PREVAILING WAGES.

Contractor shall be required to pay the prevailing rate of wages in accordance with the Labor Code which such rates shall be made available at MTS's Administrative Office or may be obtained online at <http://www.dir.ca.gov> and which must be posted at the job site.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	GEM Industrial Electric Inc.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

BID PRICE FORM PWB328.0-21

BID ITEM	DESCRIPTION	UOM	QTY.	TOTAL
KMD Tire Storage				
1	Pre Engineered Metal Building	LS	1	55000
2	Metal Building Installation Labor	LS	1	40000
3	Bollards	EA	8	4000
4	Fence Demolition	LF	180	5000
5	Fence Construction	LF	180	10000
6	Lighting/Electrical	EA	12	20000
7	Water Proof Flashing	LF	180	5000
8	Footing Design/Installation	LS	1	35000
9	Mobilization	LS	1	2000
Subtotal Base Bid				176000
10	Bid Bond	LS	1	100
11	Performance/Payment Bond	LS	1	1500
Grand Total Including Base and Bonds				177600



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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

ARINC / ROCKWELL COLLINS (ARINC) INTEGRATION OF MIDDLETOWN AND
BEECH STREET DOUBLE CROSSOVER PROJECTS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Addendum 17 (in substantially the same format as Attachment A), Scope of Work 100 to the Memorandum of Understanding (MOU) between the San Diego Association of Governments (SANDAG) and MTS for the ARINC Integration of the Middletown and Beech Street Double Crossover projects in the amount of \$370,000.00.

Budget Impact

The total budget for this project shall not exceed \$370,000.00. This project will be funded by MTS Capital Improvement Project (CIP) 2006101101 - Middletown Double Crossover and 2005107901 - Beech Street Double Crossover.

DISCUSSION:

MTS is currently upgrading the manual switches to power operating switches at the existing double crossover between Beech Street and Ash and installing a new double crossover near the Middletown station. These two projects introduce new signals to the track in this area and the new signals need to be connected to MTS's Centralized Train Control (CTC) system.

SANDAG has a contract with ARINC / Rockwell Collins to provide technical support, maintenance, system testing, integration, and acceptance of various new technologies in the MTS system. In order to keep the same level of support and system consistency



without any disruption in MTS Trolley operations, MTS staff is recommending a task order amendment between SANDAG and ARINC, under the existing contract, to provide the testing and integration of the new equipment for the Middletown and Beech Street Double Crossover projects. This will extend the CTC signaling system from Cedar Street to Santa Fe Depot using SANDAG's existing Task Order 38 with ARINC.

Therefore, staff recommends that the MTS Board authorize the CEO to execute Addendum 17, Scope of Work 100, for the ARINC Integration of the Middletown and Beech Street Double Crossover projects in the amount of \$370,000.00.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Addendum 17 SOW 100

Addendum 17 Project Scope of Work

San Diego Metropolitan Transit System (MTS) File No.	G0930.17-04.100	San Diego Association of Governments (SANDAG) Reference No.	5000710 Scope of Work (SOW) 100
Capital Improvement Projects (CIP) Title:	Green Line TPSS Rehab SCADA Incorporation		
CIP No.	MTS: 2006101101 & 2005107901 SANDAG: 1146800	Project Manager:	MTS - Thang Nguyen SANDAG - Dale Neuzil
Lead Agency:	SANDAG	Operating Agency:	MTS
Estimated Start Date:	8/1/2021	Estimated Completion Date:	6/30/2022
Estimated Budget:	\$370,000	Effective Date:	8/1/2021

Intended Source of Funds:

MTS will be using Local Funding under MTS CIP No.:

- WBSE # 2006101101 Middletown Double Crossover
- WBSE # 2005107901 Beech Street Double Crossover

Describe Any Necessary Transfers of Project Funds Between the Parties:

MTS shall reimburse SANDAG via invoices for services listed herein.

Project Description:

MTS is currently upgrading the manual switches to power operated switches at the existing double crossover between Beech Street and Ash Street and realigning the mainline track south of Sassafras Street and Middletown Station, with a new double crossover near Middletown station. This will extend the CTC signaling system from Cedar Street to Santa Fe Depot.

Scope of Work to be Performed by MTS:

Flagging services by San Diego Trolley, Inc. (SDTI) personnel in the MTS right-of-way during construction-related testing. Any work which involves personnel or equipment within 15 feet of the center line of any active track must have an SDTI supplied flagperson for the duration of the work.

Provide Project Management in support of construction of this project.

Scope of Work to be Performed by SANDAG:

1. Provide project management support to MTS Project Manager for the AIM software implementation changes to reflect ongoing changes.
2. Execution and administration of contract 5000786 TO38 AM2 with vendor (ARINC).
3. Design review and approval in coordination with designated MTS staff.
4. Test plan review, testing and system acceptance in coordination with designated MTS staff.
5. Performance monitoring of new system enhancements.
6. Project documentation and control.

Any Additional Project-Specific Conditions:

1. MTS agrees to reimburse SANDAG for the full and actual cost for administration, materials and system enhancements costs provided herein within 15 days of receipt of invoice.
2. The SANDAG cost estimate is included as Attachment 1. In the event that SANDAG notifies MTS that the amount will be exceeded, MTS will meet with SANDAG to discuss the need for additional hours. In no event shall SANDAG have the responsibility to move forward until the parties are able to identify sufficient funding for hours associated with the tasks.

APPROVED BY:
SANDAG

METROPOLITAN TRANSIT SYSTEM

John Haggerty
Date
Director of Mobility Management and
Project Implementation

Sharon Cooney
Date
Chief Executive Officer



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

COPLEY PARK DIVISION (CPD) ASPHALT DEPRESSION REPAIRS – WORK ORDER AGREEMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-20 under Job Order Contract (JOC) to MTS Doc No. PWG275.0-19 (in substantially the same format as Attachment A) with ABC Construction Co., Inc. (ABC), in the amount of \$149,992.73 for repairs to depressed and cracked asphalt at the Copley Park Division (CPD).

Budget Impact

The total budget for this project shall not exceed \$149,992.73. Under MTS Doc No. L1282.0-16 with The Gordian Group, MTS will pay a 1.76% JOC software license fee in the amount of \$2,639.87. This project is funded by MTS Operations Budget Cost Center 850012-571142.

DISCUSSION:

The eastern portion of the CPD rests on top of a closed landfill that is about two to three feet below the surface. Over time, the landfill shifts and settles and has created two large depressions in the asphalt surface totaling around 15,000 square feet and varying in depth up to 7 inches below the existing adjacent surfaces. The depressions are located in an area used for bus parking, and during rain events, large puddles develop up to several inches deep creating operational impacts.

This project generally consists of installing new asphalt over the depressed area and bringing up the surface elevation closer to the adjacent existing elevations to allow storm water to flow over the lot, rather than settling in depressions, thus improving operations



in all-weather conditions. Additionally, repairs to surface cracking in the asphalt caused by the underlying landfill settling, and installation of new asphalt around the modular training building to help rain water drain away from the building will be made.

On April 12, 2019, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide on-call JOC General Civil Construction services that primarily consists of repair, remodeling, or other repetitive work for general civil and site improvements, including earthwork, utilities, paving, concrete, drainage, landscaping mitigation, site clearing, and all required incidental professional and technical services.

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

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

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

Today's proposed action would issue a work order to ABC under this JOC master agreement. Pricing for this repair work order was reviewed and determined to be fair and reasonable. ABC will be providing all materials, labor, equipment for the repair to the depressed and cracked asphalt at CPD. Work is expected to be completed by July 2021.

Therefore, staff recommends that the MTS Board authorize the CEO to execute Work Order MTSJOC275-20 under JOC MTS Doc. No. PWG275.0-19 with ABC, in the amount of \$149,992.73 for the repairs to the depressed and cracked asphalt at CPD.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Order MTSJOC275-20, MTS Doc No. PWG275.0-19



**JOB ORDER CONTRACT
WORK ORDER**

PWG275.0-19
CONTRACT NUMBER

MTSJOC275-20
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2021, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: ABC Construction Co., Inc. Address: 3120 National Avenue

Form of Business: Corporation San Diego, CA 92113
(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 239-3428

Authorized person to sign contracts: Wayne Czubernat Project Manager
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL275.0-19), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$149,992.73

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



EXHIBIT A (Scope of Work)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Date: 3/17/2021

Final Scope of Work

Job Order Contracting

To:	From:
Contract No:	PWG275.0-19
Job Order No:	MTSJOC275-20
Job Order Title:	CPD Asphalt Depression Repairs
Location:	CPD 7550 Copley Park Place San Diego, CA 92111
Brief Scope:	Repairs to two asphalt depressions at CPD.

SECTION 7- SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

SECTION 7-1 GENERAL

At the Copley Park Division ("CPD") two depressions have formed in the asphalt parking area over the capped landfill below at the south-west and south-east corner of the training building. This project generally consists of raising the elevation of the asphalt to have the rain water sheet properly sheet flow away to prevent ponding.

All work is to occur at CPD 7490 Copley Park Place, San Diego 92111.

SECTION 7-2 STAGING

Contractor is to keep and store all materials and equipment within the work area as possible. Any further staging would have to be coordinated with the MTS Project Manager. All property stored onsite is the responsibility of the contractor and MTS shall not be held liable for any and all equipment, material, tools, etc.

SECTION 7-3 TEMP FACILITIES

The contractor is to provide their own temporary restrooms and wash facilities as needed. Contractor is responsible for temp power and water.

Diligent caution must be taken during the undertaking of this work. All work will occur within the lot that is heavily used by buses. Only vehicles necessary for the performance of the work shall be parked within the lot.

SECTION 7-5 WASTE

The contractor is responsible for legally disposing of any and all waste in relation to the work. The contractor shall not use any onsite receptacles to dispose of material generated during the performance of this contract. Contractor is responsible for general cleanup at the end of each work day. Contractor is to perform a complete cleanup of the entire work area including where trucks have accessed the work area to remove all debris to bring it back to the pre-construction state.

SECTION 7-6 SCHEDULE AND SEQUENCING

All work shall be completed within ten (10) calendar days from issuance of Notice to Proceed. It is assumed there will be some lead time for some items, which is included in the duration. The work shall commence once all material is available and the work can proceed without stoppages. Contractor is to provide a schedule for the work.

SECTION 7-7 CPD ASPHALT DEPRESSION REPAIRS

The intent is to mitigate ponding in the two large asphalt depression areas. The area in question is located over a capped landfill. It is assumed the landfill cap is about 2-3 feet below the surface. The landfill has settled creating the depressions. The ponding from rain water inhibits bus operations and needs to be corrected. The project consists of raising the surface elevation of the two depressions to aid in having the rain water diverted to sheet flow away from the depressions. There are no swales onsite, so best practices to promote relocating the water flow is practical. The existing asphalt could be sawcut and removed and the elevation could be brought back up with base and a top coat of asphalt of the increased elevation could be made up entirely of asphalt. New asphalt thickness is to match existing asphalt thickness. MTS has a continuing obligation agreement with the local enforcement agency or DEH. If the subsurface is disturbed an industrial hygienist will have to be onsite to monitor for methane gas disbursement. MTS will pay for and coordinate this effort. Exact limits to be determined at job walk.

Eli Belknap, Manager of Capital Projects

Date

EXHIBIT B (Cost Breakdown)

**Price Proposal Detail**
By Division Report
Version: 1.2

JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: 2019 - General Civil - ABC - Option 1
Contract Number: PWG275.0-19
Job Order Number: MTSJOC275-20
Job Order Title: CPD Asphalt Depression Repairs
Location: CPD
Cost Proposal Date: March 10, 2021
Proposal Value: \$149,992.73

Division		Division Totals
01	General Requirements	\$18,357.26
32	Exterior Improvements	\$131,635.47
Proposal Total(Filterd):		\$149,992.73
The Percentage of Non Pre-Priced on this Proposal:		0.00%



JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: 2019 - General Civil - ABC - Option 1
Contract Number: PWG275.0-19
Job Order Number MTSJOC275-20
Job Order Title CPD Asphalt Depression Repairs
Location: CPD
Cost Proposal Date: March 10, 2021
Proposal Value: \$149,992.73

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total			
01 General Requirements							\$18,357.26			
1	012223001316		DAY	13 CY Rear Dump Truck With Full-Time Truck Driver						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	DAY	3.00	x	\$1,627.31	x	1.1405	=	\$5,567.84
	Equipment Excluded									\$5,567.84
	User Note: 3 trucks x 1 day									
	Item Note:									
	Owner Comments:									
	Contractor Comments:									
2	012223001327		DAY	2,000 Gallon Water Truck With Full-Time Driver						
	Rejected			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	DAY	5.00	x	\$1,031.28	x	1.1405	=	\$5,880.87
	Equipment Excluded									\$5,880.87
	User Note:									
	Item Note:									
	Owner Comments: V:1.2-Why would there be a water truck? What is the purpose?									
	Contractor Comments:									
3	015526000028		DAY	28" Cone With Reflective Collar						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	DAY	250.00	x	\$0.47	x	1.1405	=	\$134.01
	Labor Excluded									\$134.01
	Equipment Excluded									
	User Note: 50 x 5 days									
	Item Note:									
	Owner Comments:									
	Contractor Comments:									



4 015526000043 DAY Type II Barricade, Up To 3' Wide With Two Reflective Rails Each Side

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation DAY	50.00	x	\$2.26	x	1.1405	=	\$128.88
							\$128.88

Labor Excluded

Equipment Excluded

User Note: 10 each x 5 days

Item Note:

Owner Comments:

Contractor Comments:

5 015526000103 EA Place And Remove Up To 250 Cones Using Truck

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation EA	250.00	x	\$3.66	x	1.1405	=	\$1,043.56
							\$1,043.56

Materials Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments:

6 015526000107 EA Place And Remove Up To 250 Barricades Using Truck

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation EA	50.00	x	\$7.33	x	1.1405	=	\$417.99
							\$417.99

Materials Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments:

7 017123160003 ACR Survey Clear Area With Medium Height Vegetation, Few Trees (<5% Buildings)

Rejected

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation ACR	1.00	x	\$2,755.85	x	1.1405	=	\$3,143.05
							\$3,143.05

User Note:

Item Note:

Owner Comments: V:1.2-There is no medium height vegetation in the parking lot. Please adjust.

Contractor Comments:

8 017419000036 TON General Refuse

Accepted

	Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation TON	42.00	x	\$42.61	x	1.1405	=	\$2,041.06
							\$2,041.06

Labor Excluded

Equipment Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments:



Price Proposal Detail
By Division Report
Version: 1.2

Record #	CSI Number	MOD	UOM	Description	Unit Price		Factor		Total	
32 Exterior Improvements									\$131,635.47	
9	320116710008		SY	Up To 3" Depth, Limited Cold Milling Of Asphalt						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SY	556.00	x	\$21.96	x	1.1405	=	\$13,925.23
Materials Excluded										\$13,925.23
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										
10	320116740018		EA	Mobilization And Demobilization For Reclamation, Pulverizing And Blending Crew						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	1.00	x	\$1,330.57	x	1.1405	=	\$1,517.52
Materials Excluded										\$1,517.52
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										
11	320117630024		EA	Asphalt Placement For Small Repair Areas, Hot Mix, Up To 3 Tons						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	9.00	x	\$1,710.28	x	1.1405	=	\$17,555.17
										\$17,555.17
User Note:										
Item Note: For small areas of existing asphalt is removed to allow work such as trenching across or in a road, excavating a drainage structure, uncovering a utility line, etc.										
Owner Comments:										
Contractor Comments:										
12	320117630025		TON	Asphalt Placement For Small Repair Areas, Hot Mix						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	TON	425.00	x	\$189.52	x	1.1405	=	\$91,862.71
										\$91,862.71
User Note:										
Item Note: For each ton over 3 to 100 tons. For small areas of existing asphalt is removed to allow work such as trenching across or in a road, excavating a drainage structure, uncovering a utility line, etc.										
Owner Comments:										
Contractor Comments:										

13 321213130006 SY Tack Coat, 0.11 Gallon/SY

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	SY	1,340.00	x	\$0.72	x	1.2013	=	\$1,159.01
									\$1,159.01

User Note:**Item Note:****Owner Comments:****Contractor Comments:**

14 321723130120 LF Single 4" Wide Solid Line, Painted Pavement Striping for Parking Areas

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	3,400.00	x	\$0.85	x	1.1405	=	\$3,296.05
									\$3,296.05

User Note: 1750 lf x 2 coats**Item Note:****Owner Comments:****Contractor Comments:**

15 321723130125 EA 12" High, Letter/Number, Painted Pavement Marking For Parking Areas

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	450.00	x	\$4.52	x	1.1405	=	\$2,319.78
									\$2,319.78

User Note: 225 each x 2 coats**Item Note:****Owner Comments:****Contractor Comments:****Total:** \$149,992.73**Proposal Total(Filtered):** \$149,992.73**The Percentage of Non Pre-Priced on this Proposal:** 0.00%

EXHIBIT C

(Subcontractor Listing)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 3/17/2021
Job Order Contracting

Contract #: PWG275.0-19
Job Order #: MTSJOC275-20
Job Order Title: CPD Asphalt Depression Repairs
Location: CPD
Contractor: ABC Construction Co., Inc.
Subcontractor: STATEWIDE STRIPES, INC.

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
STATEWIDE STRIPES, INC. P.O. Box 600710, San Diego, CA 92160	788286	striping		\$6,295.00	0.00%



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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

MECATRAN, SARL (MECATRAN) URBIPLAN - ALERT SOFTWARE LICENSE
MAINTENANCE & PROFESSIONAL SERVICE SUPPORT - PURCHASE ORDER

RECOMMENDATION:

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

- 1) Ratify previous Sole Source Purchase Order (PO) 4500025385 award of \$96,750.00 with Mecatran, previously issued under Chief Executive Officer (CEO) authority; and
- 2) Authorize the CEO to execute an amendment to the PO with Mecatran to add General Transit Feed Specifications (GTFS) Urbiplan Feed Manager licenses for two (2) years in the amount of \$4,590.00 for a revised total PO value of \$101,340.00.

Budget Impact

The total budget for this project shall not exceed \$101,340.00. This project is funded by the Information Technology (IT) Operations Budget 661010-571250.

DISCUSSION:

In 2017, MTS awarded the GTFS Transit Alerting System contract to Mecatran through a competitive procurement. MTS utilizes the Mecatran application, Urbiplan-Alerts, a GTFS System to manage and broadcast alerts to multiple channels. This application allows MTS to create, update and modify alerts in real-time, and enables MTS to communicate with its patrons through social media accounts, short message service (SMS), Google Transit, digital signage (AppSpace, PA Signs) and the SDMTS website.

Since implementation, Urbiplan-Alerts has revolutionized how MTS staff delivers detour and alerts information to both internal and external customers due to its ease of use and capability to broadcast to various channels. In June 2019, MTS issued a 5-year sole



source renewal for the license maintenance and professional service support of the Urbiplan Alert Software.

The launch of PRONTO, MTS's new fare system, requires that the GTFS files for MTS and the North County Transit District be merged together in order for transfers and fares to integrate with trip planning for both agencies. Mecatran has developed a custom tool that merges two GTFS agency feeds together for the same time period, allowing overlapping stop_ids, and fare_ids, permitting the same fares to be valid on both agencies.

The goal of the merged dual-agency feed is to allow our new fare system to validate transfers and fares and integrate with trip planning. With two separate feeds, MTS cannot specify inter-agency transfer rules or valid fares for both agencies within PRONTO.

Therefore, MTS recommends that the Board: (1) Ratify previous Sole Source Purchase Order (PO) 4500025385 award of \$96,750.00 with Mecatran, previously issued under CEO authority; and (2) Authorize the CEO to execute an amendment to the PO with Mecatran to add GTFS Urbiplan Feed Manager licenses for two (2) years in the amount of \$4,590.00 for a revised total PO value of \$101,340.00.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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



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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

GRANTVILLE TROLLEY STATION – AMENDMENT TO GRANTVILLE TROLLEY
FAMILY HOUSING, L.P., DISPOSITION AND DEVELOPMENT AGREEMENT (DDA)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute an amendment to the DDA with Grantville Trolley Family Housing, LP to substitute a new Exhibit I (Material Terms of Ground Lease) in substantially the same format as Attachment A.

Budget Impact

When approved in 2019, the Affirmed project was estimated to result in approximately \$49,800 in rental revenue to MTS during the first full year of occupancy. Revenue is based on 5% of annual net proceeds for the housing development. As the funding, debt service and revenue estimates have been refined, the estimated Year 1 net revenue for the Affirmed project is \$145,000, resulting in an estimated rental payment to MTS of \$7,250. This estimated rental payment is the same under both the 156 unit and the 125 large family type unit scenarios. Therefore, the recommendation action will have no budget impact.

DISCUSSION:

On June 13, 2019 (Agenda Item #33), the Board approved a DDA with Grantville Trolley Family Housing, LP (an affiliate of Affirmed Housing Group, Inc.), including the finalization and execution of a 99-Year Ground Lease with material terms identified in Exhibit I to the DDA (Affirmed DDA).

Paragraph 2 of Exhibit I of the Affirmed DDA includes the following material term:



2. *The Project shall consist of approximately 156 residential units with an estimated occupancy of 325. All units shall be rent restricted according to TCAC or CalHFA program requirements, except for up to three (3) staff units. Any deviation of less than ten percent (10%) from the estimated unit and occupancy counts shall not be considered a material change under Section 305(b).*

The proposed 156-unit count was made up of studio, one, two and three bedroom units, with a majority of the units designed as studios. This resulted in the following project makeup:

ORIGINAL - DDA UNIT COUNT & OCCUPANCY						
Unit Count		Avg Rentable SF	Total SF (Apx)	Total Bedrooms	Estimated Occupancy/Unit Type	Est Household size total
Studio	67	405	29,621	67	1.50	101
1BR	57	581	36,094	57	2.00	114
2BR	27	741	21,739	54	3.15	85
3BR	5	996	5,280	15	5.00	25
Total	156		92,734	193		325
minus 10%	140					292
plus 10%	172					357

The proposed project, ShoreLine apartments, is an affordable housing development that is competing for various tax credit, bond, and grant funding. The scoring formulas for these competitive funding programs were recently modified to significantly benefit projects located in high resource areas that meet a "large family" housing type. The Grantville trolley station site is considered to be a high resource area. However, because of the majority-studio units in the original proposal, the ShoreLine project will not be funded in the first round of the 2021 bond and tax credit funding program. The large family housing type requires that a project include 25% two-bedroom units and 25% three-bedroom units.

In order to stay competitive and obtain sufficient funding to construct the Shoreline project, Affirmed Housing Group, Inc. has requested that DDA Exhibit I, paragraph 2, be revised to give the developer flexibility to construct a large family type housing product. A large family type at the Grantville location would result in fewer total units, but would have approximately 30 more bedrooms and provide housing for approximately 43 more people than the original proposed unit makeup:

LARGE FAMILY TYPE OPTION						
Unit Count		Avg Rentable SF	Total SF (Apx)	Total Bedrooms	Estimated Occupancy/Unit Type	Est Household size total
Studio	36	370	15,480	36	1.50	54
1BR	24	580	14,996	24	2.00	48
2BR	32	800	25,484	64	3.15	101
3BR	33	1,040	34,963	99	5.00	165
Total	125		90,923	223		368
minus 10%	113					331
plus 10%	138					405

Therefore, staff recommends that Exhibit I, paragraph 2 of the DDA be revised to include the following exception, which would allow a decreased unit count so long as the occupancy estimate is more than the original estimate of 325 (revisions shown in underline):

2. *Density. The Project shall consist of approximately 156 residential units with an estimated occupancy of 325. All units shall be rent restricted according to TCAC or CalHFA program requirements, except for up to three (3) staff units. Any downward deviation of less than ten percent (10%) from the estimated unit and occupancy counts shall not be considered a material change under Section 305(b); provided, however, that a downward deviation in unit count of more than ten percent (10%) from the original 156 residential units shall not be a material change under Section 305(b) so long as the occupancy estimate exceeds 325.*

See Attachment A for the proposed revised Exhibit I to the Affirmed DDA.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Revised DDA Exhibit I (MTS Doc. No. 2302.0-20)

EXHIBIT I

Material Terms of Ground Lease

1. The initial term of the Ground Lease shall be 99 years.
2. Density. The Project shall consist of approximately 156 residential units with an estimated occupancy of 325. All units shall be rent restricted according to TCAC or CalHFA program requirements, except for up to three (3) staff units. Any downward deviation of less than ten percent (10%) from the estimated unit and occupancy counts shall not be considered a material change under Section 305(b); provided, however, that a downward deviation in unit count of more than ten percent (10%) from the original 156 residential units shall not be a material change under Section 305(b) so long as the occupancy estimate exceeds 325.
3. Developer shall pay to Board as rent, in arrears, - on an annual basis -an amount equal to five percent (5%) of Developer's annual Net Cash Flow (as defined below) from the operation of the Project during the prior calendar year (the "**Base Rent**"). Base Rent will be determined and paid, without any prior demand within one hundred twenty days (120) days after the last day of each calendar year and calculated based on the Gross Income received by Developer from operating the Project during the prior calendar year. For purposes of this Lease, "Net Cash Flow" shall mean all (A) cash receipts from the residential and non-residential components of the Project, including rental receipts from the lease of the Residential Apartments, and any other cash received by Developer derived from the Premises, but excluding (i) insurance proceeds or condemnation proceeds; (ii) security deposits or other tenant deposits; (iii) interest earned on project reserves; (iv) proceeds of loans or capital contributions; and (v) releases of funds from any operating or capital replacement reserves less (B) debt services, operating expenses and other expenses as detailed in the Ground Lease. Base Rent shall not commence until recordation of the Certificate of Compliance (the "**Rent Commencement Date**"). No Base Rent will be due by Lessee for any calendar years before the year in which the Rent Commencement Date occurs.
4. The Ground Lease shall include typical rights and protections for any leasehold mortgagees.
5. Construction of the Project is scheduled to take thirty (30) months after construction commencement to achieve substantial completion, subject to extension for "Force Majeure".
6. Documented Efforts towards Local Hire Goal: Developer shall make a documented good faith effort to achieve HUD Section 3 numerical goals for San Diego Housing Commission Section 3 covered projects (30%) by employing qualified Section 3 Residents (low and very low income individuals in local jurisdiction) to work on the Project.



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Agenda Item No. 30

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

FISCAL YEAR (FY) 2021 OPERATING BUDGET MIDYEAR AMENDMENT (MIKE THOMPSON)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors enact Resolution No. 21-1 (Attachment B) amending the FY 2021 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry.

Budget Impact

The action will amend the FY21 operating budget.

DISCUSSION:

The FY 21 operating budget was approved on May 14, 2020. As the budget was completed and approved near the beginning of the COVID-19 pandemic, staff had incorporated preliminary assumptions into the budget for FY 21. Based on new information and additional evaluation of expenses and revenues for the year, staff has developed the midyear amendment, which will amend the FY 21 operating budget for MTS, SDTC, SDTI, MTS Contract Services, and the Coronado Ferry.

Combined MTS FY21 Midyear Adjustments

Revenues:

In total, consolidated revenues are decreasing by \$19,349,000 (-5.6%).

Passenger Revenue. Passenger revenues were unfavorable to budget by \$1,052,000 over the first six months of the fiscal year. The original FY21 budget assumed passenger revenue starting at 34.6% of their baseline levels in July followed by consistent growth



averaging 3.2% per month throughout the rest of the fiscal year. Actual passenger revenue has remained stagnant near 46.0% of baseline levels through the first six months of the fiscal year, averaging zero growth as a percentage of baseline so far. In October 2020, staff presented a reforecast of the FY21 operating budget to the Budget Development Committee (BDC). In this meeting, staff presented the current passenger revenue trend with revenue stagnating around 47% of baseline. Staff presented the BDC with the option to either assume growth starting in the fourth quarter of FY21 or to assume passenger revenue remains at their current levels with zero assumed growth for the rest of the fiscal year. The consensus was to take a conservative approach and assume no growth for the rest of the fiscal year based on the uncertainty regarding vaccination timelines, future outbreaks, and the reopening of the economy. The same methodology was applied to develop the current forecast for passenger revenue included in the FY21 amended budget. Passenger revenue is projected to decrease by \$7,035,000 (-13.1%) from the original budget, primarily due to assuming zero growth as a percentage of baseline revenue for the remainder of the fiscal year.

Other Operating Revenue. Other operating revenue is projected to increase by \$2,828,000 (18.2%) versus the original FY21 budget. This is primarily due to favorable energy credit revenue as well as favorable rental income due to a re-calculation of the County rental payments for the Mills' building.

Subsidy Revenue. Subsidy revenue, in total, is projected to decrease by \$12,348,000 (-4.5%), primarily due to the fact that less federal Coronavirus Aid, Relief, and Economic Security (CARES) Act stimulus funding will be necessary to balance the FY21 amended budget than planned in the original budget.

Recurring federal revenues are expected to decrease by \$963,000 (-1.5%). MTS receives a variety of recurring federal revenues (FTA Sections 5307, 5337, 5339, 5311, etc.) for preventive maintenance, paratransit operations, rural operations, and capital projects. The original FY21 budget assumed \$59,000,000 in preventive maintenance funds in the operating budget; however the capital budget was balanced with \$58,000,000 being allocated to preventive maintenance. Thus, the preventive maintenance funds in the operating budget were reduced by approximately \$1,000,000 to reflect the final capital budget.

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 pandemic. The original FY21 budget included \$101,626,000 in CARES Act funding based on the projected deficit. Based on projected increases to regional sales tax revenue and projected decreases to expenses, MTS is currently forecasting \$74,144,000 in CARES Act funding in the amended budget, a decrease of \$27,482,000 (-27.0%) from the original budget.

Transportation Development Act (TDA) revenue is increasing by \$10,469,000 (17.1%). TDA is one-quarter of a percent of the 7.75% sales tax in the region and is apportioned by the San Diego Association of Governments (SANDAG). TDA funds both the operating and capital budget. Regional sales tax receipts were much stronger than anticipated

thus far in FY21, resulting in an 11.5% increase of overall TDA available to MTS versus the original budget. The share of TDA in the operating budget is increasing by \$10,469,000 (17.1%) and the capital share is remaining the same as in the original budget.

Transnet revenue is expected to increase by \$4,096,000 (10.9%). Transnet is a one-half cent local sales tax revenue distributed to MTS both on a formula basis as well as through direct reimbursement for Transnet funded services such as Bus Rapid Transit (BRT) operations and the upcoming Mid-Coast expansion. The overall formula share is expected to increase by \$3,728,000 (12.4%) versus the original budget due to stronger than anticipated regional sales tax receipts. Transnet provided as direct reimbursement for BRT services is expected to increase by \$369,000 (2.8%), based on projected increases in expenses for these services.

State Transit Assistance (STA) revenue is increasing by \$1,969,000 (151.5%) versus the original budget. STA is a state sales tax revenue derived from the sales tax on diesel fuel and apportioned by the state. STA is primarily used to fund the capital budget due to its volatile history; however, a portion is used to fund operations. The most recent Governor's proposed state budget included an estimate for STA that was higher than projected in the original budget. The capital budget was fully funded, and the excess STA revenue was programmed in the FY21 operating budget, resulting in a \$1,969,000 increase in STA for operations in the amended budget.

State revenue is expected to decrease by \$170,000 (-56.7%) due to decreasing Medi-Cal revenue. MTS receives reimbursement for a portion of Medi-Cal clients travelling to and from medical appointments. Due to the pandemic, demand for paratransit services has decreased significantly, resulting in less trips eligible for reimbursement.

Other local funds are decreasing by \$267,000 (-2.8%), primarily due to projected decreases in reimbursement from UCSD for operating the 201 and 202 shuttle routes. Reimbursement for these routes is based on student enrollment, and although enrollment numbers are high, MTS has provided less service due to less demand, which is expected to result in lower reimbursement for MTS once negotiations with UCSD are complete.

Reserves. For Hire Vehicle Administration (FHVA) and San Diego & Arizona Eastern (SD&AE) are self-funded entities who must balance their operating expenses with operating revenues or their contingency reserve revenue. FHVA is projected to use \$17,000 of its reserve to balance its total operating expenses. For SD&AE, operating revenues are projected to exceed operating expenses by \$20,000, which would result in a \$20,000 increase to its reserve. MTS is also utilizing \$500,000 in contingency reserves toward a one-time settlement payment within Administration. MTS also maintains an Insurance reserve for its Self-Insured Retention (SIR) balance. Due to the high cost of liability insurance, the Board recently decided to increase the MTS SIR from \$2,000,000 to \$5,000,000, and as such, the amended budget reflects this one-time addition of \$3,000,000 to the Insurance reserve.

In total, consolidated revenues will decrease by \$19,349,000 (-5.6%).

Expenses:

Total consolidated operating expenses are projected to decrease by \$19,349,000 (-5.6%) from the original budget.

Personnel. Personnel-related expenses are decreasing by \$10,981,000 (-6.6%), primarily due to favorable bus and trolley operator wages, SDTC pension contribution costs, and Health and Welfare costs. The original budget assumed full service levels, inclusive of additional bus service to feed blue line trolley service. Although service levels were restored to their pre-pandemic levels in June 2020, they did not include the extra services originally planned for FY21, resulting in lower operator hours versus budget. Pension costs are decreasing by \$7,536,000, primarily due to reducing the budget for additional SDTC pension contributions from \$15,000,000 to \$7,800,000 based on a recent actuarial evaluation. Health and Welfare costs are decreasing by \$1,386,000, primarily due to premium increases being lower than anticipated.

Outside Services. Total outside services are projected to decrease by \$8,820,000 (-7.6%). This includes a projected decrease in purchased transportation expenses of \$11,071,000, primarily due to the drop in demand for ADA Paratransit services as a result of the pandemic and operating less fixed route service than originally planned. These decreases are partially offset by increased repair and maintenance costs for light rail vehicles resulting from a new contract and increased outside services costs resulting from funding items such as tie replacement and large facility repairs in the operating budget instead of the capital budget where they were funded in prior years.

Materials and Supplies. Staff projects materials and supplies expenses to increase by \$3,198,000 (23.7%) versus the original budget, primarily due to purchasing and installing driver protective germ barriers for the entire bus fleet.

Energy. Energy expenses are projected to decrease by \$1,545,000 (-4.5%), primarily due to lower propane, gasoline, diesel, and Compressed Natural Gas (CNG) consumption versus the original budget. The reduced consumption is attributed to the significant declines in demand for paratransit service as well as operating less fixed route service than originally planned. These decreases are partially offset by a projected increase in electricity expenses due to a four percent increase in projected consumption versus the original budget.

Risk Management. Risk management costs are increasing \$1,614,000 (28.0%), primarily due to an anticipated \$2.5 million settlement payout in FY21 within Administration. The increase is partially offset by decreases to projected claim payouts and legal costs within bus and trolley operations.

General and Administrative. General and administrative costs are projected to decrease by \$2,471,000 (-37.0%). This is primarily due to decreases in credit card fees, fare materials, and IT expenses for remote working. The original budget included \$600,000 for Information Technology (IT) related purchases for remote working; however, most of the increased costs were in outside services and the additional budget under general and administrative was not necessary.

Debt Service. Debt service costs are decreasing by \$369,000 (-43.4%), primarily due to removing budget for the MTS Tower debt service costs since it was fully paid off in the prior fiscal year.

Vehicle/Facility Leases. Vehicle/facility leases are expected to increase by \$26,000 (2.0%), primarily due to higher non-revenue vehicle lease costs within administration.

Net income:

The increase in revenues and expenses results in a balanced budget.

Recommendation

Therefore staff recommends that the MTS Board of Directors enact Resolution No. 21-1 (Attachment B) amending the FY 2021 operating budget for MTS, SDTC, SDTI, MTS Contract Services, and the Coronado Ferry.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Proposed Fiscal Year 2021 Amended Budget
B. Board Resolution No. 21-1



Fiscal Year 2021 Amended Budget

Metropolitan Transit System



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	79,531,926	53,638,855	46,603,588	(7,035,267)	-13.1%
OTHER OPERATING REVENUE	21,817,225	15,553,386	18,381,868	2,828,482	18.2%
TOTAL OPERATING REVENUES	101,349,151	69,192,241	64,985,456	(4,206,785)	-6.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	205,967,142	276,086,188	263,738,057	(12,348,132)	-4.5%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	26,056	291,386	(2,503,059)	(2,794,446)	-959.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	26,056	291,386	(2,503,059)	(2,794,446)	-959.0%
TOTAL NON OPERATING REVENUE	205,993,198	276,377,575	261,234,997	(15,142,577)	-5.5%
TOTAL COMBINED REVENUES	307,342,349	345,569,816	326,220,453	(19,349,362)	-5.6%
OPERATING EXPENSES					
LABOR EXPENSES	84,862,243	90,434,319	86,611,972	(3,822,347)	-4.2%
FRINGE EXPENSES	54,475,623	76,298,182	69,139,073	(7,159,109)	-9.4%
TOTAL PERSONNEL EXPENSES	139,337,866	166,732,501	155,751,045	(10,981,456)	-6.6%
SECURITY EXPENSES	7,917,868	9,095,260	8,751,540	(343,720)	-3.8%
REPAIR/MAINTENANCE SERVICES	6,193,604	5,668,055	7,934,204	2,266,149	40.0%
ENGINE AND TRANSMISSION REBUILD	1,003,320	1,256,000	1,048,632	(207,368)	-16.5%
OTHER OUTSIDE SERVICES	15,836,393	14,927,103	15,463,019	535,916	3.6%
PURCHASED TRANSPORTATION	75,308,366	85,199,890	74,128,784	(11,071,106)	-13.0%
TOTAL OUTSIDE SERVICES	106,259,552	116,146,308	107,326,179	(8,820,129)	-7.6%
LUBRICANTS	506,084	490,500	428,020	(62,480)	-12.7%
TIRES	1,217,719	1,300,500	1,302,700	2,200	0.2%
OTHER MATERIALS AND SUPPLIES	12,446,781	11,728,972	14,986,840	3,257,868	27.8%
TOTAL MATERIALS AND SUPPLIES	14,170,585	13,519,972	16,717,560	3,197,588	23.7%
GAS/DIESEL/PROPANE	2,720,308	3,217,394	1,876,186	(1,341,208)	-41.7%
CNG	9,462,873	11,707,795	10,967,235	(740,560)	-6.3%
TRACTION POWER	13,222,628	15,019,200	15,523,128	503,928	3.4%
UTILITIES	4,344,654	4,632,733	4,665,410	32,677	0.7%
TOTAL ENERGY	29,750,463	34,577,122	33,031,959	(1,545,163)	-4.5%
RISK MANAGEMENT	6,940,342	5,767,261	7,381,688	1,614,427	28.0%
GENERAL AND ADMINISTRATIVE	4,500,828	6,671,258	4,200,270	(2,470,988)	-37.0%
DEBT SERVICE	984,407	850,778	481,450	(369,328)	-43.4%
VEHICLE / FACILITY LEASE	1,239,270	1,304,617	1,330,300	25,683	2.0%
TOTAL OPERATING EXPENSES	303,183,312	345,569,817	326,220,451	(19,349,366)	-5.6%
NET OPERATING SUBSIDY	(201,834,161)	(276,377,576)	(261,234,995)	(15,142,581)	-5.5%
OVERHEAD ALLOCATION	(0)	0	0	(0)	0.0%
ADJUSTED NET OPERATING SUBSIDY	(201,834,161)	(276,377,576)	(261,234,995)	(15,142,581)	-5.5%
TOTAL REVENUES LESS TOTAL EXPENSES	4,159,037	(1)	2	(3)	0.0%

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	79,531,926	53,638,855	46,603,588	(7,035,267)	-13.1%
OTHER OPERATING REVENUE	753,515	280,431	286,100	5,669	2.0%
TOTAL OPERATING REVENUES	80,285,441	53,919,286	46,889,688	(7,029,598)	-13.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	201,651,327	275,934,688	258,029,589	(17,905,100)	-6.5%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	201,651,327	275,934,688	258,029,589	(17,905,100)	-6.5%
TOTAL COMBINED REVENUES	281,936,768	329,853,974	304,919,277	(24,934,698)	-7.6%
OPERATING EXPENSES					
LABOR EXPENSES	68,093,673	73,653,387	69,810,163	(3,843,224)	-5.2%
FRINGE EXPENSES	49,638,636	69,611,057	63,126,367	(6,484,690)	-9.3%
TOTAL PERSONNEL EXPENSES	117,732,309	143,264,444	132,936,530	(10,327,914)	-7.2%
SECURITY EXPENSES	1,132,276	1,176,050	1,175,000	(1,050)	-0.1%
REPAIR/MAINTENANCE SERVICES	6,041,503	5,526,055	7,738,204	2,212,149	40.0%
ENGINE AND TRANSMISSION REBUILD	1,003,320	1,256,000	1,048,632	(207,368)	-16.5%
OTHER OUTSIDE SERVICES	5,524,954	4,821,084	5,137,228	316,144	6.6%
PURCHASED TRANSPORTATION	75,308,366	85,199,890	74,128,784	(11,071,106)	-13.0%
TOTAL OUTSIDE SERVICES	89,010,419	97,979,079	89,227,848	(8,751,231)	-8.9%
LUBRICANTS	506,084	490,500	428,000	(62,500)	-12.7%
TIRES	1,217,719	1,300,500	1,302,700	2,200	0.2%
OTHER MATERIALS AND SUPPLIES	12,424,993	11,710,702	14,945,792	3,235,090	27.6%
TOTAL MATERIALS AND SUPPLIES	14,148,797	13,501,702	16,676,492	3,174,790	23.5%
GAS/DIESEL/PROPANE	2,587,806	3,074,644	1,732,436	(1,342,208)	-43.7%
CNG	9,462,873	11,707,795	10,967,235	(740,560)	-6.3%
TRACTION POWER	13,222,628	15,019,200	15,523,128	503,928	3.4%
UTILITIES	3,612,654	3,869,022	3,872,828	3,806	0.1%
TOTAL ENERGY	28,885,961	33,670,661	32,095,627	(1,575,034)	-4.7%
RISK MANAGEMENT	3,042,537	4,949,443	4,136,760	(812,683)	-16.4%
GENERAL AND ADMINISTRATIVE	867,682	844,688	950,644	105,956	12.5%
DEBT SERVICE	612,259	477,465	481,450	3,985	0.8%
VEHICLE / FACILITY LEASE	1,026,269	1,088,467	1,074,550	(13,917)	-1.3%
TOTAL OPERATING EXPENSES	255,326,232	295,775,949	277,579,901	(18,196,048)	-6.2%
NET OPERATING SUBSIDY	(175,040,791)	(241,856,663)	(230,690,213)	(11,166,450)	-4.6%
OVERHEAD ALLOCATION	(26,530,134)	(34,078,027)	(27,339,373)	6,738,653	-19.8%
ADJUSTED NET OPERATING SUBSIDY	(201,570,925)	(275,934,689)	(258,029,586)	(17,905,103)	-6.5%
TOTAL REVENUES LESS TOTAL EXPENSES	80,402	(1)	2	(3)	-298.3%

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	20,051,911	14,170,225	17,208,943	3,038,718	21.4%
TOTAL OPERATING REVENUES	20,051,911	14,170,225	17,208,943	3,038,718	21.4%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	4,315,815	151,500	5,708,468	5,556,968	3668.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	(2,500,000)	(2,500,000)	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	(2,500,000)	(2,500,000)	-
TOTAL NON OPERATING REVENUE	4,315,815	151,500	3,208,468	3,056,968	2017.8%
TOTAL COMBINED REVENUES	24,367,727	14,321,725	20,417,411	6,095,686	42.6%
OPERATING EXPENSES					
LABOR EXPENSES	16,266,682	16,286,359	16,439,809	153,450	0.9%
FRINGE EXPENSES	4,593,256	6,422,416	5,798,300	(624,116)	-9.7%
TOTAL PERSONNEL EXPENSES	20,859,938	22,708,775	22,238,109	(470,666)	-2.1%
SECURITY EXPENSES	6,785,592	7,919,210	7,576,540	(342,670)	-4.3%
REPAIR/MAINTENANCE SERVICES	144,839	137,000	192,000	55,000	40.1%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	10,266,840	9,862,719	10,225,573	362,854	3.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	17,197,270	17,918,929	17,994,113	75,184	0.4%
LUBRICANTS	-	-	20	20	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	16,742	17,270	40,928	23,658	137.0%
TOTAL MATERIALS AND SUPPLIES	16,742	17,270	40,948	23,678	137.1%
GAS/DIESEL/PROPANE	128,169	136,750	136,750	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	723,311	752,711	784,432	31,721	4.2%
TOTAL ENERGY	851,480	889,461	921,182	31,721	3.6%
RISK MANAGEMENT	3,867,387	685,582	3,183,512	2,497,930	364.4%
GENERAL AND ADMINISTRATIVE	3,509,893	5,692,383	3,183,436	(2,508,947)	-44.1%
DEBT SERVICE	372,148	373,313	-	(373,313)	-100.0%
VEHICLE / FACILITY LEASE	189,930	190,400	230,000	39,600	20.8%
TOTAL OPERATING EXPENSES	46,864,789	48,476,113	47,791,300	(684,813)	-1.4%
NET OPERATING SUBSIDY	(26,812,877)	(34,305,888)	(30,582,357)	(3,723,531)	-10.9%
OVERHEAD ALLOCATION	26,575,698	34,154,388	27,373,889	(6,780,499)	-19.9%
ADJUSTED NET OPERATING SUBSIDY	(237,179)	(151,500)	(3,208,468)	3,056,968	2017.8%
TOTAL REVENUES LESS TOTAL EXPENSES	4,078,636	-	-	-	-

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,011,799	1,102,730	886,825	(215,905)	-19.6%
TOTAL OPERATING REVENUES	1,011,799	1,102,730	886,825	(215,905)	-19.6%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	26,056	291,386	(3,059)	(294,446)	-101.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	26,056	291,386	(3,059)	(294,446)	-101.0%
TOTAL NON OPERATING REVENUE	26,056	291,386	(3,059)	(294,446)	-101.0%
TOTAL COMBINED REVENUES	1,037,855	1,394,116	883,766	(510,351)	-36.6%
OPERATING EXPENSES					
LABOR EXPENSES	501,887	494,573	362,000	(132,573)	-26.8%
FRINGE EXPENSES	243,731	264,709	214,406	(50,303)	-19.0%
TOTAL PERSONNEL EXPENSES	745,618	759,282	576,406	(182,876)	-24.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	7,263	5,000	4,000	(1,000)	-20.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	44,600	243,300	100,218	(143,082)	-58.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	51,863	248,300	104,218	(144,082)	-58.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,045	1,000	120	(880)	-88.0%
TOTAL MATERIALS AND SUPPLIES	5,045	1,000	120	(880)	-88.0%
GAS/DIESEL/PROPANE	4,333	6,000	7,000	1,000	16.7%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	8,690	11,000	8,150	(2,850)	-25.9%
TOTAL ENERGY	13,022	17,000	15,150	(1,850)	-10.9%
RISK MANAGEMENT	30,419	132,236	61,416	(70,820)	-53.6%
GENERAL AND ADMINISTRATIVE	123,253	134,187	66,190	(67,997)	-50.7%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	23,071	25,750	25,750	-	0.0%
TOTAL OPERATING EXPENSES	992,291	1,317,755	849,250	(468,505)	-35.6%
NET OPERATING SUBSIDY	19,507	(215,025)	37,575	(252,600)	-117.5%
OVERHEAD ALLOCATION	(45,564)	(76,361)	(34,516)		-54.8%
ADJUSTED NET OPERATING SUBSIDY	(26,056)	(291,386)	3,059	(294,446)	-101.0%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	(0)	-	(0)	0.0%

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	19,749,141	12,645,833	14,106,729	1,460,896	11.6%
OTHER OPERATING REVENUE	6,850	7,450	3,100	(4,350)	-58.4%
TOTAL OPERATING REVENUES	19,755,991	12,653,283	14,109,829	1,456,546	11.5%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	81,453,144	116,213,898	103,287,481	(12,926,417)	-11.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	81,453,144	116,213,898	103,287,481	(12,926,417)	-11.1%
TOTAL COMBINED REVENUES	101,209,136	128,867,181	117,397,310	(11,469,871)	-8.9%
OPERATING EXPENSES					
LABOR EXPENSES	38,782,676	42,144,967	40,124,454	(2,020,513)	-4.8%
FRINGE EXPENSES	38,467,980	56,977,365	49,718,007	(7,259,358)	-12.7%
TOTAL PERSONNEL EXPENSES	77,250,656	99,122,332	89,842,461	(9,279,871)	-9.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	840,999	800,955	1,015,415	214,460	26.8%
ENGINE AND TRANSMISSION REBUILD	253,883	500,000	350,000	(150,000)	-30.0%
OTHER OUTSIDE SERVICES	498,387	665,776	667,523	1,747	0.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,593,269	1,966,731	2,032,938	66,207	3.4%
LUBRICANTS	240,374	256,500	105,000	(151,500)	-59.1%
TIRES	1,145,835	1,232,000	1,231,200	(800)	-0.1%
OTHER MATERIALS AND SUPPLIES	5,199,731	4,683,700	6,791,668	2,107,968	45.0%
TOTAL MATERIALS AND SUPPLIES	6,585,939	6,172,200	8,127,868	1,955,668	31.7%
GAS/DIESEL/PROPANE	229,583	253,680	243,680	(10,000)	-3.9%
CNG	4,767,634	5,799,000	5,508,000	(291,000)	-5.0%
TRACTION POWER	73,748	143,600	143,600	-	0.0%
UTILITIES	679,237	692,302	747,647	55,345	8.0%
TOTAL ENERGY	5,750,202	6,888,582	6,642,927	(245,655)	-3.6%
RISK MANAGEMENT	1,606,487	2,405,443	1,807,000	(598,443)	-24.9%
GENERAL AND ADMINISTRATIVE	389,096	397,320	435,677	38,357	9.7%
DEBT SERVICE	612,259	477,465	481,450	3,985	0.8%
VEHICLE / FACILITY LEASE	347,961	375,700	377,700	2,000	0.5%
TOTAL OPERATING EXPENSES	94,135,868	117,805,773	109,748,021	(8,057,752)	-6.8%
NET OPERATING SUBSIDY	(74,379,877)	(105,152,490)	(95,638,192)	(9,514,298)	-9.0%
OVERHEAD ALLOCATION	(7,072,962)	(11,061,408)	(7,649,287)	3,412,121	-30.8%
ADJUSTED NET OPERATING SUBSIDY	(81,452,839)	(116,213,898)	(103,287,479)	(12,926,419)	-11.1%
TOTAL REVENUES LESS TOTAL EXPENSES	305	(0)	2	(3)	0.0%

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	36,463,572	24,709,851	18,777,568	(5,932,283)	-24.0%
OTHER OPERATING REVENUE	746,553	272,981	283,000	10,019	3.7%
TOTAL OPERATING REVENUES	37,210,124	24,982,832	19,060,568	(5,922,264)	-23.7%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	51,607,441	72,709,565	77,138,234	4,428,669	6.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	51,607,441	72,709,565	77,138,234	4,428,669	6.1%
TOTAL COMBINED REVENUES	88,817,565	97,692,397	96,198,802	(1,493,595)	-1.5%
OPERATING EXPENSES					
LABOR EXPENSES	28,804,996	31,024,260	29,223,709	(1,800,551)	-5.8%
FRINGE EXPENSES	10,776,491	12,143,669	12,969,562	825,893	6.8%
TOTAL PERSONNEL EXPENSES	39,581,487	43,167,929	42,193,271	(974,658)	-2.3%
SECURITY EXPENSES	167,558	169,050	154,000	(15,050)	-8.9%
REPAIR/MAINTENANCE SERVICES	5,154,854	4,717,080	6,634,724	1,917,644	40.7%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,758,126	1,315,488	1,465,458	149,970	11.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	7,080,538	6,201,618	8,254,182	2,052,564	33.1%
LUBRICANTS	265,711	234,000	323,000	89,000	38.0%
TIRES	71,885	68,500	71,500	3,000	4.4%
OTHER MATERIALS AND SUPPLIES	7,128,853	6,927,402	6,720,152	(207,250)	-3.0%
TOTAL MATERIALS AND SUPPLIES	7,466,448	7,229,902	7,114,652	(115,250)	-1.6%
GAS/DIESEL/PROPANE	256,844	296,000	270,000	(26,000)	-8.8%
CNG	-	-	-	-	-
TRACTION POWER	13,148,504	14,815,000	15,339,528	524,528	3.5%
UTILITIES	2,243,576	2,457,132	2,406,870	(50,262)	-2.0%
TOTAL ENERGY	15,648,924	17,568,132	18,016,398	448,266	2.6%
RISK MANAGEMENT	1,420,749	2,528,700	2,314,460	(214,240)	-8.5%
GENERAL AND ADMINISTRATIVE	452,184	431,618	498,349	66,731	15.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	349,213	378,817	356,900	(21,917)	-5.8%
TOTAL OPERATING EXPENSES	71,999,543	77,506,716	78,748,212	1,241,496	1.6%
NET OPERATING SUBSIDY	(34,789,419)	(52,523,884)	(59,687,644)	7,163,760	13.6%
OVERHEAD ALLOCATION	(16,818,023)	(20,185,681)	(17,450,590)	2,735,091	-13.5%
ADJUSTED NET OPERATING SUBSIDY	(51,607,442)	(72,709,565)	(77,138,234)	4,428,669	6.1%
TOTAL REVENUES LESS TOTAL EXPENSES	(1)	0	0	(0)	0.0%

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	20,933,519	14,750,582	13,269,115	(1,481,467)	-10.0%
OTHER OPERATING REVENUE	112	-	-	-	-
TOTAL OPERATING REVENUES	20,933,631	14,750,582	13,269,115	(1,481,467)	-10.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	54,405,692	68,906,886	66,875,130	(2,031,756)	-2.9%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	54,405,692	68,906,886	66,875,130	(2,031,756)	-2.9%
TOTAL COMBINED REVENUES	75,339,323	83,657,468	80,144,245	(3,513,223)	-4.2%
OPERATING EXPENSES					
LABOR EXPENSES	395,489	379,500	396,000	16,500	4.3%
FRINGE EXPENSES	209,534	218,579	248,660	30,081	13.8%
TOTAL PERSONNEL EXPENSES	605,024	598,079	644,660	46,581	7.8%
SECURITY EXPENSES	964,717	1,007,000	1,021,000	14,000	1.4%
REPAIR/MAINTENANCE SERVICES	45,649	8,020	88,065	80,045	998.1%
ENGINE AND TRANSMISSION REBUILD	749,437	756,000	698,632	(57,368)	-7.6%
OTHER OUTSIDE SERVICES	2,205,457	1,885,560	1,874,941	(10,619)	-0.6%
PURCHASED TRANSPORTATION	62,094,606	69,146,126	65,306,231	(3,839,895)	-5.6%
TOTAL OUTSIDE SERVICES	66,059,866	72,802,706	68,988,869	(3,813,837)	-5.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	96,410	99,600	1,419,211	1,319,611	1324.9%
TOTAL MATERIALS AND SUPPLIES	96,410	99,600	1,419,211	1,319,611	1324.9%
GAS/DIESEL/PROPANE	966,612	1,024,366	775,078	(249,288)	-24.3%
CNG	4,695,240	5,908,795	5,459,235	(449,560)	-7.6%
TRACTION POWER	375	60,600	40,000	(20,600)	-34.0%
UTILITIES	689,841	719,588	718,311	(1,277)	-0.2%
TOTAL ENERGY	6,352,068	7,713,349	6,992,624	(720,725)	-9.3%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	678	4,800	5,573	773	16.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	47,096	53,950	59,950	6,000	11.1%
TOTAL OPERATING EXPENSES	73,161,140	81,272,484	78,110,887	(3,161,597)	-3.9%
NET OPERATING SUBSIDY	(52,227,509)	(66,521,902)	(64,841,772)	(1,680,130)	-2.5%
OVERHEAD ALLOCATION	(2,178,183)	(2,384,985)	(2,033,359)	351,626	-14.7%
ADJUSTED NET OPERATING SUBSIDY	(54,405,692)	(68,906,887)	(66,875,131)	(2,031,756)	-2.9%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	(1)	(1)	1	0.0%

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	2,385,694	1,532,589	450,176	(1,082,413)	-70.6%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	2,385,694	1,532,589	450,176	(1,082,413)	-70.6%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	13,581,995	17,516,074	10,172,272	(7,343,802)	-41.9%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	13,581,995	17,516,074	10,172,272	(7,343,802)	-41.9%
TOTAL COMBINED REVENUES	15,967,688	19,048,663	10,622,448	(8,426,215)	-44.2%
OPERATING EXPENSES					
LABOR EXPENSES	110,512	104,660	66,000	(38,660)	-36.9%
FRINGE EXPENSES	56,472	63,465	39,000	(24,465)	-38.5%
TOTAL PERSONNEL EXPENSES	166,984	168,125	105,000	(63,125)	-37.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	891,350	782,854	957,900	175,046	22.4%
PURCHASED TRANSPORTATION	12,990,598	15,844,883	8,588,625	(7,256,258)	-45.8%
TOTAL OUTSIDE SERVICES	13,881,947	16,627,737	9,546,525	(7,081,212)	-42.6%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	14,761	14,761	-
TOTAL MATERIALS AND SUPPLIES	-	-	14,761	14,761	-
GAS/DIESEL/PROPANE	1,134,767	1,500,598	443,678	(1,056,920)	-70.4%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	1,134,767	1,500,598	443,678	(1,056,920)	-70.4%
RISK MANAGEMENT	15,300	15,300	15,300	-	0.0%
GENERAL AND ADMINISTRATIVE	25,724	10,950	11,045	95	0.9%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	282,000	280,000	280,000	-	0.0%
TOTAL OPERATING EXPENSES	15,506,722	18,602,710	10,416,309	(8,186,401)	-44.0%
NET OPERATING SUBSIDY	(13,121,029)	(17,070,121)	(9,966,133)	(7,103,988)	-41.6%
OVERHEAD ALLOCATION	(460,966)	(445,953)	(206,138)	239,815	-53.8%
ADJUSTED NET OPERATING SUBSIDY	(13,581,995)	(17,516,075)	(10,172,271)	(7,343,803)	-41.9%
TOTAL REVENUES LESS TOTAL EXPENSES	-	(0)	1	(1)	0.0%

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	223,163	208,880	233,928	25,048	12.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	223,163	208,880	233,928	25,048	12.0%
TOTAL COMBINED REVENUES	223,163	208,880	233,928	25,048	12.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	223,163	208,880	233,928	25,048	12.0%
TOTAL OUTSIDE SERVICES	223,163	208,880	233,928	25,048	12.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	223,163	208,880	233,928	25,048	12.0%
NET OPERATING SUBSIDY	(223,163)	(208,880)	(233,928)	25,048	12.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(223,163)	(208,880)	(233,928)	25,048	12.0%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	-	-	-	0.0%

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	379,892	379,385	322,544	(56,841)	-15.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	379,892	379,385	322,544	(56,841)	-15.0%
TOTAL COMBINED REVENUES	379,892	379,385	322,544	(56,841)	-15.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	128,159	207,979	151,138	(56,841)	-27.3%
TOTAL PERSONNEL EXPENSES	128,159	207,979	151,138	(56,841)	-27.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	171,635	171,406	171,406	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	171,635	171,406	171,406	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	299,794	379,385	322,544	(56,841)	-15.0%
NET OPERATING SUBSIDY	(299,794)	(379,385)	(322,544)	(56,841)	-15.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(299,794)	(379,385)	(322,544)	(56,841)	-15.0%
TOTAL REVENUES LESS TOTAL EXPENSES	80,098	-	-	-	0.0%

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

	ACTUAL FY20	ORIGINAL BUDGET FY21	AMENDED BUDGET FY21	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	79,531,926	53,638,855	46,603,588	(7,035,267)	-13.1%
OTHER INCOME	21,817,225	15,553,386	18,381,868	2,828,482	18.2%
TOTAL OPERATING REVENUE	101,349,151	69,192,241	64,985,456	(4,206,785)	-6.1%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	63,129,955	64,182,134	63,219,614	(962,520)	-1.5%
FEDERAL REVENUE - CARES ACT	17,900,000	101,626,114	74,143,632	(27,482,482)	-27.0%
TRANSPORTATION DEVELOPMENT ACT (TDA)	63,505,007	61,308,244	71,776,987	10,468,743	17.1%
STATE TRANSIT ASSISTANCE (STA)	10,912,864	1,300,000	3,269,000	1,969,000	151.5%
STATE REVENUE - OTHER	670,411	300,000	130,034	(169,966)	-56.7%
TRANSNET	40,315,353	37,673,879	41,770,086	4,096,207	10.9%
OTHER LOCAL SUBSIDIES	9,533,553	9,695,817	9,428,703	(267,114)	-2.8%
TOTAL SUBSIDY REVENUE	205,967,143	276,086,188	263,738,054	(12,348,134)	-4.5%
OTHER REVENUE					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	26,056	291,386	(2,503,059)	(2,794,446)	-959.0%
TOTAL OTHER REVENUE	26,056	291,386	(2,503,059)	(2,794,446)	-959.0%
TOTAL NON OPERATING REVENUE	205,993,199	276,377,575	261,234,995	(15,142,580)	-5.5%
GRAND TOTAL REVENUES	307,342,349	345,569,816	326,220,451	(19,349,365)	-5.6%

**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	46,954,713	11,818,001	3,269,000	-	33,002,285	8,243,480	-	-	103,287,479
SDTI	45,823,781	31,314,453	-	-	-	-	-	-	77,138,234
MCS 801 - South Central	27,230,199	12,241,117	-	-	-	-	-	-	39,471,317
MCS 802 - South Bay BRT	-	329,206	-	-	4,949,063	-	-	-	5,278,270
MCS 820 - East County	4,493,162	6,579,013	-	-	-	-	-	-	11,072,174
MCS 825 - Rural	475,000	317,143	-	-	-	-	-	-	792,143
MCS 830 - Commuter Express	240,000	-	-	-	-	883,911	-	-	1,123,911
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	2,375,454	3,211,413	-	-	-	-	-	-	5,586,868
MCS 840 - Regional Transit Center Maintenance	-	316,084	-	-	-	-	-	-	316,084
MCS 845 - BRT Superloop	-	-	-	-	492,975	-	-	-	492,975
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,182,785	-	-	-	1,182,785
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	277,275	-	-	-	277,275
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	990,442	-	-	-	990,442
MCS 850 - ADA Access	4,062,469	4,326,906	-	130,034	875,261	191,311	-	-	9,585,980
MCS 856 - ADA Certification	-	586,291	-	-	-	-	-	-	586,291
MCS 875 - Coaster Connection	-	180,887	-	-	-	110,000	-	-	290,887
Coronado Ferry	-	233,928	-	-	-	-	-	-	233,928
Administrative Pass Thru	-	322,544	-	-	-	-	-	-	322,544
Subtotal Operations	131,654,778	71,776,987	3,269,000	130,034	41,770,086	9,428,703	-	-	258,029,587
Taxicab SD&AE	-	-	-	-	-	-	-	16,585 (19,644)	16,585 (19,644)
Subtotal Other Activities	-	-	-	-	-	-	-	(3,059)	(3,059)
Administrative	5,708,468	-	-	-	-	-	-	(2,500,000)	3,208,468
Grand Total	137,363,246	71,776,987	3,269,000	130,034	41,770,086	9,428,703	0	(2,503,059)	261,234,995

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**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	-	21,412,779	25,541,935	-	-	11,818,001
SDTI	-	28,317,866	17,505,915	-	-	31,314,453
MCS 801 - South Central	-	10,400,000	16,830,199	-	-	12,241,117
MCS 802 - South Bay BRT	-	-	-	-	-	329,206
MCS 820 - East County	-	-	4,493,162	-	-	6,579,013
MCS 825 - Rural	-	-	-	-	475,000	317,143
MCS 830 - Commuter Express	-	-	240,000	-	-	-
MCS 835 - Central Routes 961-965	-	-	2,375,454	-	-	3,211,413
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	316,084
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	-	2,462,469	1,600,000	-	-	-
MCS 856 - ADA Certification	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	180,887
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	322,544
Subtotal Operations	-	62,593,113	68,586,665	-	475,000	66,629,862
Taxicab	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	-	5,556,968	151,500	-	-
Grand Total	0	62,593,113	74,143,632	151,500	475,000	66,629,862

**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	-	-	3,269,000	-	27,497,336	-	5,504,949
SDTI	-	-	-	-	-	-	-
MCS 801 - South Central	-	-	-	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	-	4,949,063
MCS 820 - East County	-	-	-	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-	492,975
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-	1,182,785
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-	277,275
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-	990,442
MCS 850 - ADA Access	4,326,906	-	-	130,034	-	875,261	-
MCS 856 - ADA Certification	586,291	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	233,928	-	-	-	-	-
Coronado Ferry	-	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	4,913,197	233,928	3,269,000	130,034	27,497,336	875,261	13,397,489
Taxicab SD&AE	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-
Administrative	-	-	-	-	-	-	-
Grand Total	4,913,197	233,928	3,269,000	130,034	27,497,336	875,261	13,397,489

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

	City of San Diego	SANDAG Inland Breeze	Other 4S Ranch	Other Local	CNG Credits	Other Non Operating	Reserves/ Carryovers
SDTC	23,167	7,959,214	-	261,100	-	-	-
SDTI	-	-	-	-	-	-	-
MCS 801 - South Central	-	-	-	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	-	-
MCS 820 - East County	-	-	-	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	-	883,911	-	-	-	-	-
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	191,311	-	-	-	-	-	-
MCS 856 - ADA Certification	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	110,000	-	-	-
Coronado Ferry	-	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	214,478	8,843,125	-	371,100	-	-	-
Taxicab SD&AE	-	-	-	-	-	-	16,585 (19,644)
Subtotal Other Activities	-	-	-	-	-	-	(3,059)
Administrative	-	-	-	-	-	-	(2,500,000)
Grand Total	214,478	8,843,125	0	371,100	0	0	(2,503,059)

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

	Total
SDTC	103,287,479
SDTI	77,138,234
MCS 801 - South Central	39,471,317
MCS 802 - South Bay BRT	5,278,270
MCS 820 - East County	11,072,174
MCS 825 - Rural	792,143
MCS 830 - Commuter Express	1,123,911
MCS 835 - Central Routes 961-965	5,586,868
MCS 840 - Regional Transit Center Maintenance	316,084
MCS 845 - BRT Superloop	492,975
MCS 846 - I15 Transit Center Maintenance	1,182,785
MCS 847 - Mid City Transit Center Maintenance	277,275
MCS 848 - South Bay BRT Transit Center Maintenance	990,442
MCS 850 - ADA Access	9,585,980
MCS 856 - ADA Certification	586,291
MCS 875 - Coaster Connection	290,887
Coronado Ferry	233,928
Administrative Pass Thru	322,544
Subtotal Operations	258,029,587
Taxicab	16,585
SD&AE	(19,644)
Subtotal Other Activities	(3,059)
Administrative	3,208,468
Grand Total	261,234,995

Att. A, AI 30, 04/08/2021

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2021 AMENDED BUDGET
SECTION 10.03

	Original Budget	Position	Net Positons Requiring	Amended	Frozen
	FY 2021	Shifts	Funding Adjs	FY 2021	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<u>MTS Administration</u>					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	7.5	-0.5	0.0	7.0	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	1.0	75.0	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
Subtotal MTS Administration	253.5	-0.5	1.0	254.0	0.0
<u>Bus Operations</u>					
CONTRACT SERVICES	9.5	0.0	0.0	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)	609.5	0.0	0.0	609.5	0.0
Subtotal Bus Operations	839.0	0.0	0.0	839.0	0.0
<u>Rail Operations</u>					
EXECUTIVE (RAIL)	4.0	0.5	0.0	4.5	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	63.7	0.0	0.0	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)	218.2	-0.2	0.0	218.0	0.0
Subtotal Rail Operations	534.5	0.4	0.0	534.8	-2.0
<u>Other MTS Operations</u>					
TAXICAB	9.0	-3.0	0.0	6.0	0.0
Subtotal Other MTS Operations	9.0	-3.0	0.0	6.0	0.0
<u>Grand Total</u>	1,636.0	-3.2	1.0	1,633.8	-2.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att. A, AI 30, 04/08/2021
FISCAL YEAR 2021 AMENDED BUDGET
SECTION 10.04

		Original Budget	Position	Net Positons		
	Salary	FY 2021	Shifts	Requiring	Amended	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>MTS Administration</u>						
<u>BOD ADMINISTRATION</u>						
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
BOD ADMINISTRATION TOTAL		2.0	0.0	0.0	2.0	0.0
<u>CAPITAL PROJECTS</u>						
Administrative Assistant	03	1.0	0.0	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	-0.5	0.0	0.0	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
CAPITAL PROJECTS TOTAL		7.5	-0.5	0.0	7.0	0.0
<u>COMPASS CARD</u>						
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
Service Center Specialist (FT)	03	3.0	0.0	0.0	3.0	0.0
Staff Accountant I	05	1.0	0.0	0.0	1.0	0.0
COMPASS CARD TOTAL		11.5	0.0	0.0	11.5	0.0
<u>EXECUTIVE</u>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Deputy Chief Executive Officer	15	1.0	-1.0	0.0	0.0	0.0
Exec Asst/Clerk of the Board	07	1.0	0.0	0.0	1.0	0.0
Manager of Government Affairs	08	0.0	1.0	0.0	1.0	0.0
EXECUTIVE TOTAL		3.0	0.0	0.0	3.0	0.0
<u>FINANCE</u>						
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
Financial Analyst (Capital & Grants)	07	0.0	1.0	0.0	1.0	0.0
Junior Financial Analyst	05	1.0	-1.0	0.0	0.0	0.0
Operating Budget Supervisor	08	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	05	5.0	-1.0	0.0	4.0	0.0
Payroll Manager	09	1.0	0.0	0.0	1.0	0.0
Senior Accountant	09	1.0	1.0	0.0	2.0	0.0
Staff Accountant I	05	1.0	0.0	0.0	1.0	0.0
Staff Accountant II	06	2.0	0.0	0.0	2.0	0.0
Transit Asset Mgmt Program Mgr	08	1.0	0.0	0.0	1.0	0.0
FINANCE TOTAL		22.0	0.0	0.0	22.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att. A, AI 30, 04/08/2021
FISCAL YEAR 2021 AMENDED BUDGET
SECTION 10.04

		Original Budget	Position	Net Positons		
	Salary	FY 2021	Shifts	Requiring	Amended	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>HUMAN RESOURCES</u>						
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
HUMAN RESOURCES TOTAL		17.0	0.0	0.0	17.0	0.0
<u>INFORMATION TECHNOLOGY</u>						
Business Relationship Manager	11	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	1.0	0.0	5.0	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
Info Sec & Intel Mgr	12	1.0	0.0	0.0	1.0	0.0
Info Security & Intel Eng	10	1.0	0.0	0.0	1.0	0.0
IT Enterprise Architect (IoT)	11	1.0	0.0	0.0	1.0	0.0
Network Administrator	09	2.0	0.0	0.0	2.0	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
Security Manager	11	1.0	-1.0	0.0	0.0	0.0
Senior SAP Architect	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
INFORMATION TECHNOLOGY TOTAL		29.0	0.0	0.0	29.0	0.0
<u>LEGAL</u>						
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
LEGAL TOTAL		2.0	0.0	0.0	2.0	0.0
<u>MARKETING</u>						
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
MARKETING TOTAL		10.0	0.0	0.0	10.0	0.0

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		Original Budget	Position	Net Positons		
	Salary	FY 2021	Shifts	Requiring	Amended	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>PLANNING</u>						
Director of Planning	12	1.0	0.0	0.0	1.0	0.0
Assoc Transportation Planner	06	1.0	-1.0	0.0	0.0	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	1.0	0.0	3.0	0.0
Transit Services Data Analyst	07	1.0	0.0	0.0	1.0	0.0
PLANNING TOTAL		8.5	0.0	0.0	8.5	0.0
<u>PROCUREMENT</u>						
Manager of Procurement	11	1.0	0.0	0.0	1.0	0.0
Buyer	07	1.0	1.0	0.0	2.0	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	-1.0	0.0	5.0	0.0
Senior Procurement Specialist	09	1.0	0.0	0.0	1.0	0.0
PROCUREMENT TOTAL		13.0	0.0	0.0	13.0	0.0
<u>RIGHT OF WAY</u>						
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
RIGHT OF WAY TOTAL		2.0	0.0	0.0	2.0	0.0
<u>RISK</u>						
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
RISK TOTAL		4.0	0.0	0.0	4.0	0.0
<u>SECURITY</u>						
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	1.0	12.0	0.0
Dir Transit Sys Security-COP	12	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
SECURITY TOTAL		74.0	0.0	1.0	75.0	0.0
<u>STORES (ADMIN)</u>						
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
STORES (ADMIN) TOTAL		3.0	0.0	0.0	3.0	0.0

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		Original Budget	Position	Net Positons	Amended	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2021	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>STORES (BUS)</u>						
Asst Manager of Stores (Rail)	08	1.0	-1.0	0.0	0.0	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	1.0	0.0	2.0	0.0
STORES (BUS) TOTAL		13.0	0.0	0.0	13.0	0.0
<u>STORES (RAIL)</u>						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	1.0	0.0	0.0	1.0	0.0
STORES (RAIL) TOTAL		7.0	0.0	0.0	7.0	0.0
<u>TELEPHONE INFORMATION SERVICES</u>						
Asst Supvr of Info & Trip Plan	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
TELEPHONE INFORMATION SERVICES TO		17.0	0.0	0.0	17.0	0.0
<u>TRANSIT STORES</u>						
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
TRANSIT STORES TOTAL		8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration		253.5	-0.5	1.0	254.0	0.0

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		Original Budget	Position	Net Positons		
	Salary	FY 2021	Shifts	Requiring	Amended	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>Bus Operations</u>						
<u>CONTRACT SERVICES</u>						
Contract Operations Administra	05	2.0	0.0	0.0	2.0	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	2.0	0.0	0.0	2.0	0.0
Sr Contract Operations Adminis	06	1.0	0.0	0.0	1.0	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
CONTRACT SERVICES TOTAL		9.5	0.0	0.0	9.5	0.0
<u>EXECUTIVE (BUS)</u>						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
Envi Health & Safety Spec	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
EXECUTIVE (BUS) TOTAL		3.0	0.0	0.0	3.0	0.0
<u>MAINTENANCE</u>						
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	9.0	0.0	0.0	9.0	0.0
Foreman - KMD	08	7.0	0.0	0.0	7.0	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	-4.0	0.0	20.0	0.0
Mechanic A - KMD	BU	28.0	0.0	0.0	28.0	0.0
Mechanic Apprentice I - IAD	BU	7.0	-4.0	0.0	3.0	0.0
Mechanic Apprentice I - KMD	BU	9.0	8.0	0.0	17.0	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	30.0	0.0	0.0	30.0	0.0
Serviceman A - KMD	BU	25.0	0.0	0.0	25.0	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
MAINTENANCE TOTAL		184.0	0.0	0.0	184.0	0.0

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		Original Budget	Position	Net Positons		
	Salary	FY 2021	Shifts	Requiring	Amended	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>MAINTENANCE-FACILITY</u>						
Bldng Maint Apprentice - IAD	BU	1.0	-1.0	0.0	0.0	0.0
Facilities Supervisor - Bus	06	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	1.0	1.0	0.0	2.0	0.0
Mechanic A - Facilities - KMD	BU	2.0	0.0	0.0	2.0	0.0
MAINTENANCE-FACILITY TOTAL		5.0	0.0	0.0	5.0	0.0
<u>PASSENGER SERVICES</u>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
Director of Support Services	12	0.0	1.0	0.0	1.0	0.0
Manager of Support Services	10	1.0	-1.0	0.0	0.0	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
PASSENGER SERVICES TOTAL		7.0	0.0	0.0	7.0	0.0
<u>REVENUE (BUS)</u>						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue & 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
REVENUE (BUS) TOTAL		12.0	0.0	0.0	12.0	0.0
<u>SAFETY</u>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
SAFETY TOTAL		1.0	0.0	0.0	1.0	0.0
<u>TRAINING</u>						
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
TRAINING TOTAL		8.0	0.0	0.0	8.0	0.0
<u>TRANSPORTATION (BUS)</u>						
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	565.0	0.0	0.0	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
TRANSPORTATION (BUS) TOTAL		609.5	0.0	0.0	609.5	0.0
Subtotal Bus Operations		839.0	0.0	0.0	839.0	0.0

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		Original Budget	Position	Net Positons	Amended	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2021	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>Rail Operations</u>						
<u>EXECUTIVE (RAIL)</u>						
Chief Operating Officer (Rail)	15	1.0	0.0	0.0	1.0	0.0
Engineering Intern	01	0.0	0.5	0.0	0.5	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
EXECUTIVE (RAIL) TOTAL		4.0	0.5	0.0	4.5	0.0
<u>FACILITIES</u>						
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
FACILITIES TOTAL		68.0	0.0	0.0	68.0	-1.0
<u>LIGHT RAIL VEHICLES</u>						
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	-1.0	0.0	17.0	0.0
LRV Electromechanic	BU	47.0	1.0	0.0	48.0	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
LIGHT RAIL VEHICLES TOTAL		86.0	0.0	0.0	86.0	0.0
<u>MAINTENANCE OF WAYSIDE</u>						
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	-3.0	0.0	9.0	0.0
Wayside Electromechanic	BU	15.0	-1.0	0.0	14.0	0.0
Wayside Lineman	BU	3.0	4.0	0.0	7.0	0.0
Wayside Maintenance Supervisor	09	4.0	0.0	0.0	4.0	0.0
MAINTENANCE OF WAYSIDE TOTAL		38.0	0.0	0.0	38.0	0.0
<u>MID-COAST POSITIONS</u>						
Assist Training Sup - LRV (MC)	09	1.0	0.0	0.0	1.0	0.0
Asst Training Supervisor (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	1.0	0.0	0.0	1.0	0.0
Trackperson (MC)	BU	3.0	0.0	0.0	3.0	0.0
Train Operator - PT (MC)	BU	7.7	0.0	0.0	7.7	0.0
Train Operator (MC)	BU	19.0	0.0	0.0	19.0	0.0
Training Supervisor - Trans (MC)	08	1.0	0.0	0.0	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
MID-COAST POSITIONS TOTAL		63.7	0.0	0.0	63.7	0.0

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		Original Budget	Position	Net Positons	Amended	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2021	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>REVENUE (RAIL)</u>						
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 II	BU	0.0	1.0	0.0	1.0	0.0
Revenue Maintainer III	BU	12.0	-1.0	0.0	11.0	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
REVENUE (RAIL) TOTAL		38.7	0.0	0.0	38.7	0.0
<u>TRACK</u>						
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	-1.0	0.0	12.0	-1.0
Trackperson Equip Op	BU	3.0	1.0	0.0	4.0	0.0
TRACK TOTAL		18.0	0.0	0.0	18.0	-1.0
<u>TRANSPORTATION (RAIL)</u>						
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
Lead Transportation Sup	08	0.0	1.0	0.0	1.0	0.0
Superintendent Transportation	12	1.0	0.0	0.0	1.0	0.0
Train Operator	BU	100.0	-1.0	0.0	99.0	0.0
Train Operator - PT	BU	50.2	0.9	0.0	51.0	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	-1.0	0.0	12.0	0.0
TRANSPORTATION (RAIL) TOTAL		218.2	-0.2	0.0	218.0	0.0
Subtotal Rail Operations		534.5	0.4	0.0	534.8	-2.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att. A, AI 30, 04/08/2021
FISCAL YEAR 2021 AMENDED BUDGET
SECTION 10.04

		Original Budget	Position	Net Positons		
	Salary	FY 2021	Shifts	Requiring	Amended	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2021	Positions
		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>Other MTS Operations</u>						
<u>TAXICAB</u>						
Admin Asst II - Taxi	05	1.0	-1.0	0.0	0.0	0.0
For-Hire Vehicle Administratio	10	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	06	3.0	-1.0	0.0	2.0	0.0
Regulatory Inspector	05	4.0	-1.0	0.0	3.0	0.0
TAXICAB TOTAL		9.0	-3.0	0.0	6.0	0.0
Subtotal Other MTS Operations		9.0	-3.0	0.0	6.0	0.0
<u>Grand Total</u>		<u>1,636.0</u>	<u>-3.2</u>	<u>1.0</u>	<u>1,633.8</u>	<u>-2.0</u>

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 21-1

Resolution Approving Amendments to FY 2021 Budget

WHEREAS, the San Diego Metropolitan Transit System (MTS) Board of Directors adopted Resolution No. 20-8 on May 14, 2020, approving the fiscal year (FY) 2021 budgets for MTS, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, and Coronado Ferry;

NOW THEREFORE, BE IT RESOLVED, by the MTS Board of Directors, hereinafter "Board," as follows:

1. That the changes to the FY2021 Operating Budget, per the proposed attached Budget Amendments are approved.

PASSED AND ADOPTED, by the MTS Board of Directors this 8th day of April 2021, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

Office of the General Counsel
San Diego Metropolitan Transit System

Metropolitan Transit System FY21 Operating Budget Amendment

MTS Board of Directors
April 8, 2021

Fiscal Year 2021 Operating Budget Overview

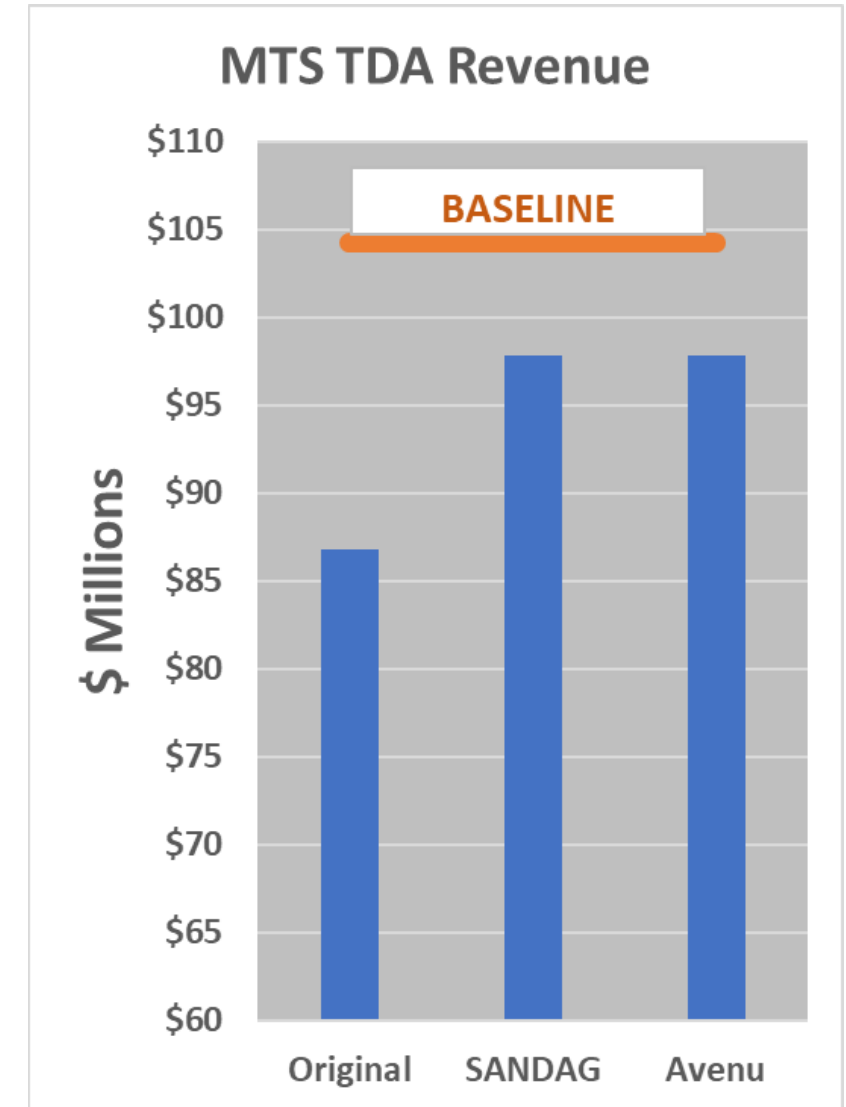
- FY21 Operating Budget
 - Draft balanced budget was complete as the pandemic hit
 - At that time, balance between recurring revenues and expenses
 - Layered in some preliminary/high level pandemic assumptions
 - Drastic reductions to operating and subsidy revenues, \$84M in total (over 25%)
 - Minor changes to expenses, \$18M increase on top of the original draft budget
 - Significant structural deficit with recurring expenses exceeding recurring revenues
 - CARES Act revenues of \$101.6M used to balance the deficit
 - Until revenue streams return to the original FY21 baseline:
 - We will continue to have structural deficits
 - Stimulus funding can balance the deficits as long as it lasts
 - Can compare to the baseline by revenue source to gauge progress
 - When stimulus funding is exhausted, MTS will have to right size expense levels to match the recurring revenue streams

Fiscal Year 2021 Operating Budget

Revenue Assumptions - Sales Tax Revenues

- Transportation Development Act (TDA) funding

- Baseline MTS apportionment (February 2020): \$104.3M
 - Used for both Capital and Operating budgets
- Budget revised down to: \$87.3M
- Updated forecast: \$97.8M, increase of \$11.0M
 - This amount is based on SANDAG's updated December forecast
 - Healthy TDA reserve at the county level to supplement actual cash receipts
 - Avenu (SANDAG consultant) February forecast: \$98.0M

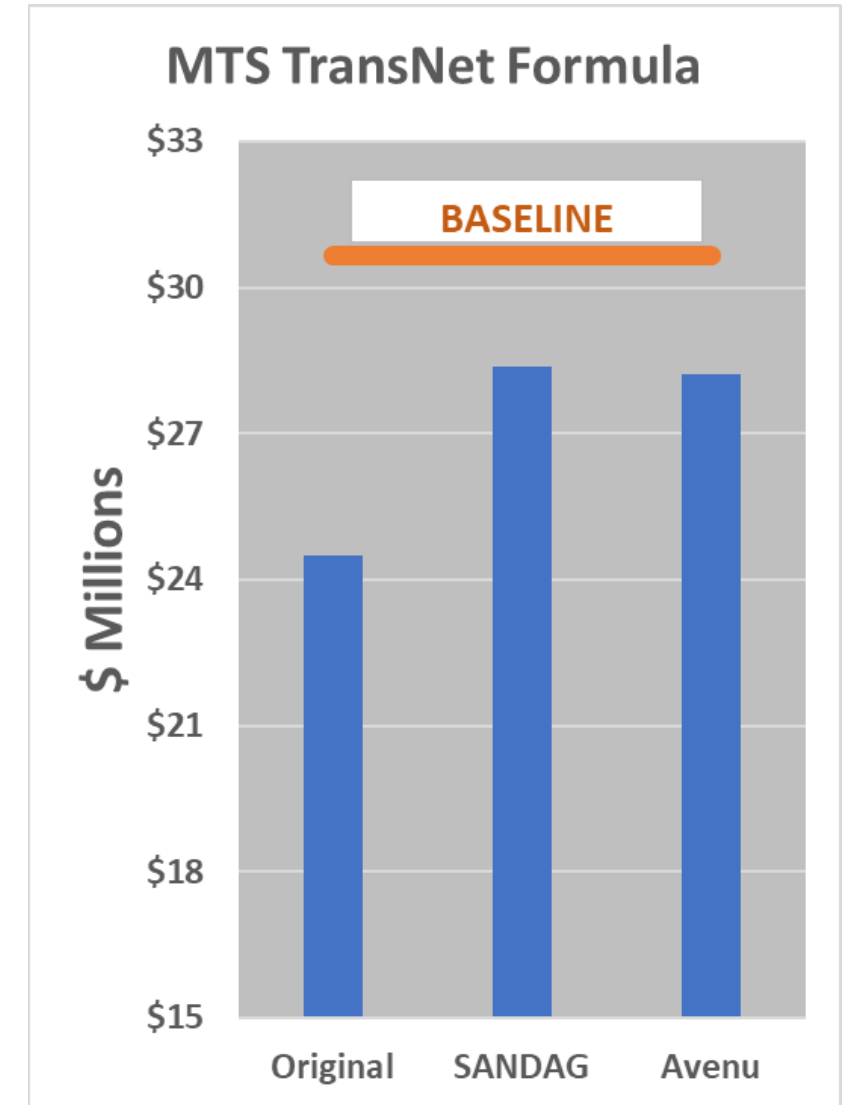


Fiscal Year 2021 Operating Budget

Revenue Assumptions - Sales Tax Revenues

- TransNet formula funding

- Baseline MTS apportionment (February 2020): \$30.6M
 - Operating Budget only
- Budget revised down to: \$24.6M
- Updated forecast: \$28.4M, increase of \$3.7M
 - This amount is based on SANDAG's updated December forecast
 - Avenu (SANDAG consultant) February forecast: \$28.2M

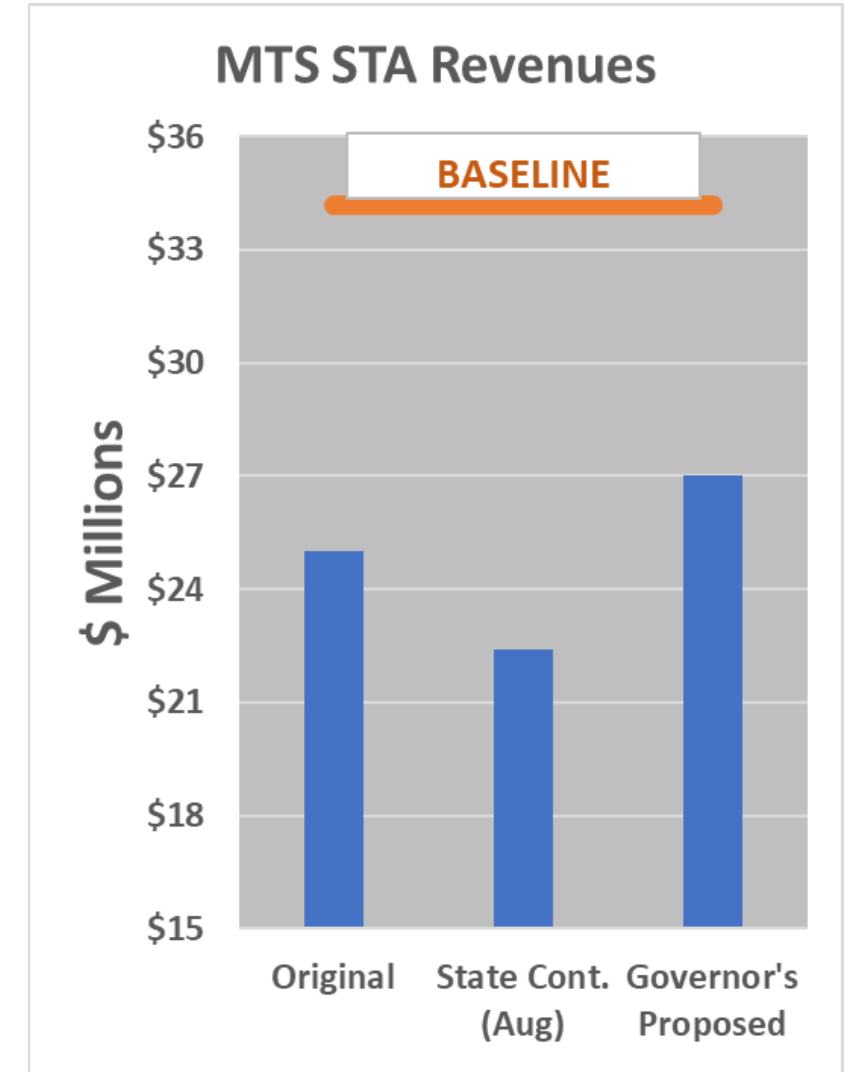


Fiscal Year 2021 Operating Budget

Revenue Assumptions - State Transit Assistance (STA)

- State Transit Assistance (STA)

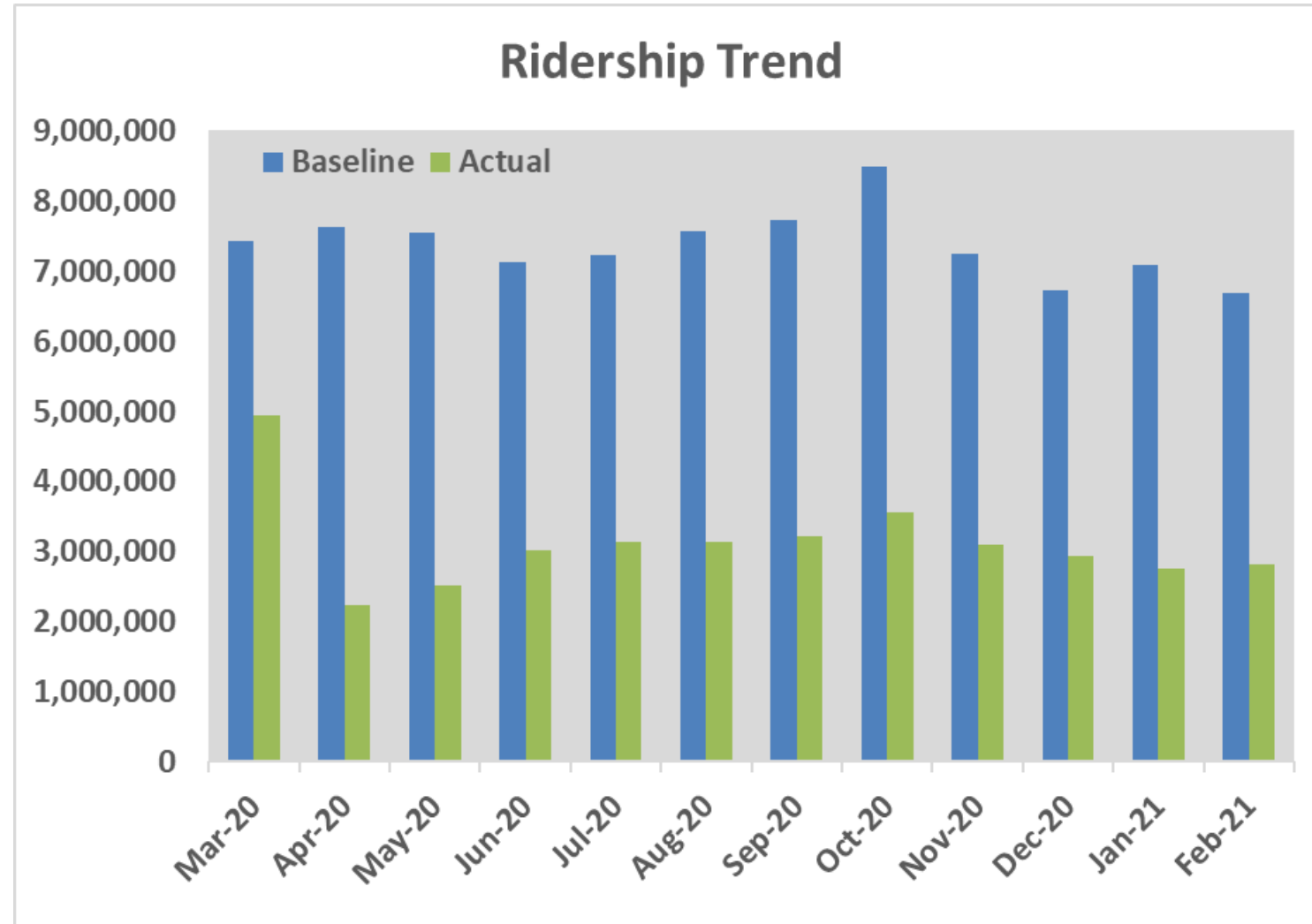
- Baseline MTS apportionment from the state (January 2020): \$34.2M
 - Two formula based distributions, STA and State of Good Repair
 - Funding included in both Capital and Operating Budgets
- Budget revised down to: \$25.0M
- August update from State Controllers Office even lower at \$22.4M
- Current forecast: \$27.0M, increase of \$2.0M
 - Based on first draft of the Governor's proposed budget amendment
 - The actual amount will be determined by the State budget May revise



Fiscal Year 2021 Operating Budget Revenue Assumptions - Passenger Levels

- Ridership trend

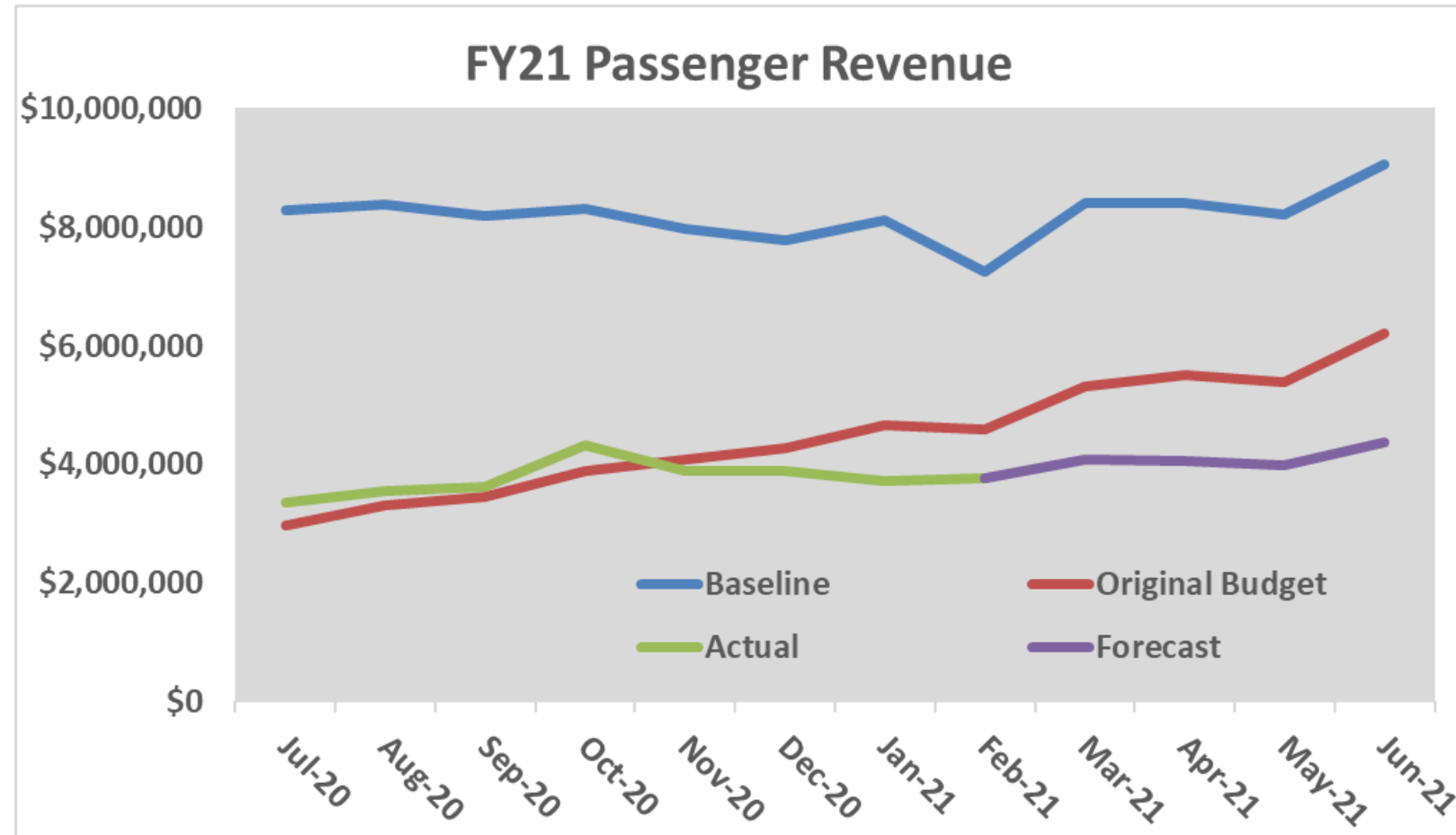
- Comparing to pre-pandemic baseline
 - Since June, averaging 42% of baseline
 - Low of 38.9% in January
 - High of 43.6% in December
- No dramatic recovery at this point
- Stagnating around the “new normal” of 42-43% of baseline
- Expect that trend to continue through June 2021



Fiscal Year 2021 Operating Budget

Revenue Assumptions - Passenger Fare Revenue

- Fare revenue forecasts
 - Original budget assumed gradual recovery through the year
 - Like ridership, leveling off around the new normal
 - For Feb – June projecting to continue this same level
 - Results in \$46.6M in fare revenue
 - 47% of baseline
 - \$7.0M reduction from the Original Budget



Fiscal Year 2021 Operating Budget

Revenue Assumptions - Other Operating Revenues

- Other operating revenues

- Variety of miscellaneous revenue sources
- Approved budget included \$5.0M reduction from baseline due to COVID-19
- Current forecast only \$2.2M lower than baseline
- Positive updates:
 - Energy credit price rebounds
 - Rental income from County for Mills Building

Category (\$ millions)	Baseline	FY21 Approved	FY21 Projected
Energy credits	\$ 9.3	\$ 8.4	\$ 9.1
Advertising	4.6	3.5	3.4
Real Estate related revenues	2.1	1.6	3.3
All Other	4.5	2.1	2.6
Total	\$ 20.6	\$ 15.6	\$ 18.4

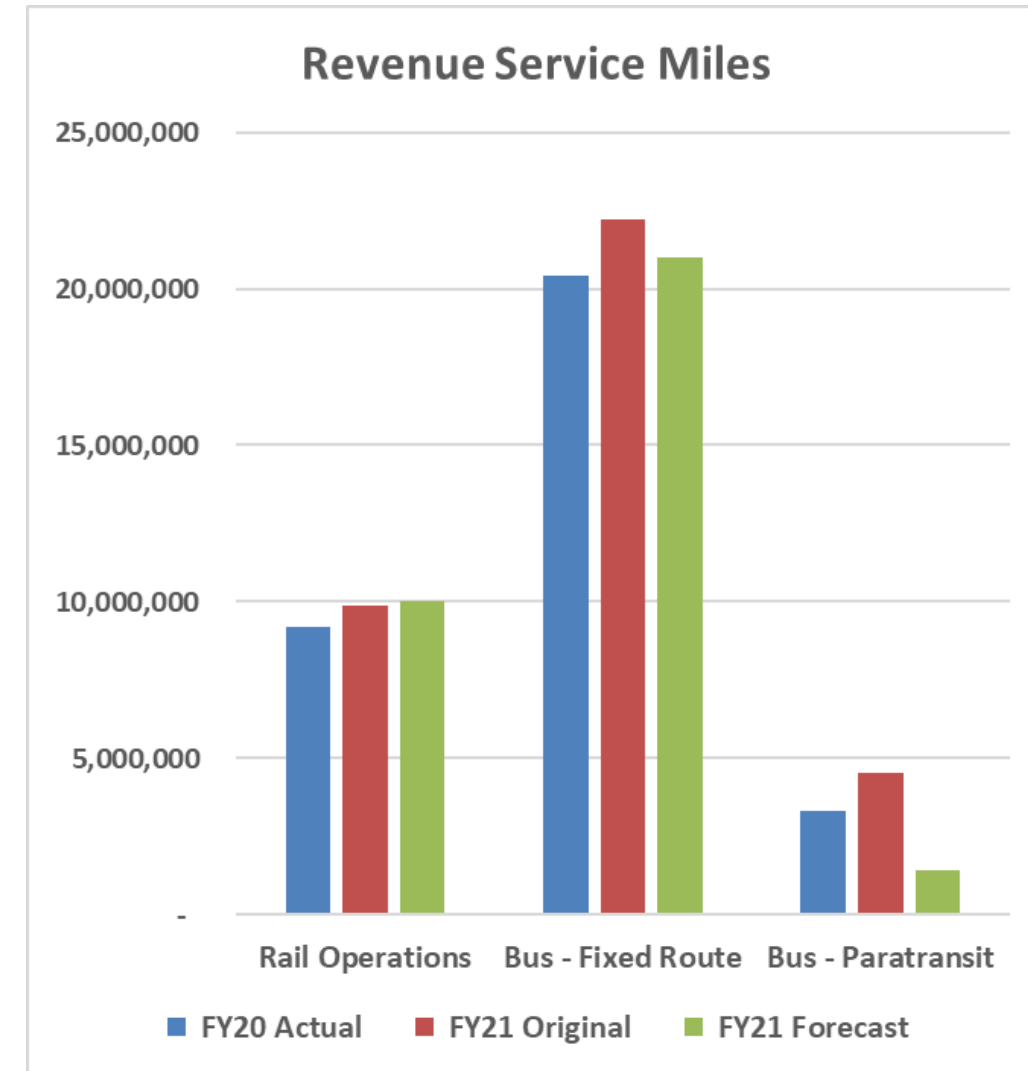
Fiscal Year 2021 Operating Budget Revenue Summary (\$000s)

	FY 2021 Approved	FY 2021 Projected	Var.	Var. %
Passenger Revenue	\$ 53,639	\$ 46,604	\$ (7,035)	-13.1%
Other Operating Revenue	15,553	18,382	2,828	18.2%
Total Operating Revenue	\$ 69,192	\$ 64,985	\$ (4,207)	-6.1%
Federal	\$ 64,182	\$ 63,220	\$ (963)	-1.5%
TDA	61,308	71,777	10,469	17.1%
TransNet Formula	24,645	28,373	3,728	15.1%
TransNet Operating	13,029	13,397	369	2.8%
STA	1,300	3,269	1,969	151.5%
Other	9,996	9,559	(437)	-4.4%
Total Subsidy	\$ 174,460	\$ 189,594	\$ 15,134	8.7%
Reserves	\$ 291	\$ 497	\$ 206	-
Total Revenue	\$ 243,944	\$ 255,077	\$ 11,133	4.6%

- Pre-pandemic baseline for Total Revenue was \$327.6M
- Reserves relate to SD&AE and For Hire Vehicle (Taxi) Admin self funded activities, plus \$500K Contingency Reserve usage for Risk settlement

Fiscal Year 2021 Operating Budget Expense Assumptions - Service levels

- Original assumptions
 - Pre-pandemic budget assumed service increases in Bus and Rail for FY21
 - By July would be back at full service levels
 - Full service levels in approved budget
- Revised assumptions for midyear
 - Rail:
 - June service increase back to March levels
 - More 3 car trains, slightly higher miles overall
 - Bus-Fixed Route:
 - June service increase back to March levels, no other anticipated changes at this point
 - 5.5% lower than budget
 - Bus-Paratransit: 68% lower than original



Fiscal Year 2021 Operating Budget Expense Assumptions - Personnel

- Wages
 - Changes to projected service levels and operator hours assumptions
 - Favorable overtime experience
 - Total decrease of \$3.8M compared to original budget
- Fringe Benefits
 - Pension costs \$7.5M lower than budget
 - Included \$15M for expected SDTC pension plan contribution increase, actual was \$7.8M
 - Healthcare costs \$1.8M lower than budget
 - Included \$1M additional premium costs related to COVID-19
 - Paid time off costs \$0.6M higher than budget
 - Received federal credits for COVID-19 time off, MTS not eligible, paid back in FY21
- Personnel in total projected to decrease by \$11.0M

Fiscal Year 2021 Operating Budget

Expense Assumptions - Outside Services

- Purchased Transportation
 - Service level changes
 - Fixed Route cost lower by \$3.8M compared to original budget
 - ADA Paratransit cost lower by \$7.3M compared to original budget
 - Total decrease of \$11.1M
- Repairs & Maintenance
 - Rail Operations Vandalism costs higher than budgeted due to new contract
 - Total increase of \$2.2M
- Outside Services in total projected to decrease by \$8.8M

Fiscal Year 2021 Operating Budget

Expense Assumptions - Other

- Materials & Supplies
 - Bus Operations will be receiving upgraded germ barriers for drivers in spring
 - Total increase of \$3.2M
- Energy Budget
 - Decreased commodity volumes due to lower service miles
 - Favorable Compressed Natural Gas, Diesel, Gas, Propane
 - Decrease of \$2.0M
 - Electricity
 - Higher commodity volumes due to increased service miles
 - Increase in costs of \$0.5M
 - Total decrease of \$1.5M
- General & Admin
 - Lower ridership saves \$1.5M in credit card processing and fare material expenses
 - Total decrease of \$2.5M

Fiscal Year 2021 Operating Budget Expenses Summary (\$000s)

	FY 2021 Approved	FY 2021 Projected	Var.	Var. %
Personnel Expenses	\$ 166,733	\$ 155,751	\$ (10,981)	-6.6%
Purchased Transportation	85,200	74,129	(11,071)	-13.0%
Outside Services	30,946	33,197	2,251	7.3%
Materials and Supplies	13,520	16,718	3,198	23.7%
Energy	34,577	33,032	(1,545)	-4.5%
Risk Management	5,767	7,382	1,614	28.0%
Other	8,827	6,012	(2,815)	-31.9%
Total Expenses	\$ 345,570	\$ 326,220	\$ (19,349)	-5.6%

Fiscal Year 2021 Operating Budget

Consolidated Revenues less Expenses (\$000s)

	FY 2021 Approved	FY 2021 Projected	Var.	Var. %
Operating Revenues	\$ 69,192	\$ 64,985	\$ (4,207)	-6.1%
Subsidy Revenues	174,460	189,594	15,134	8.7%
Total Revenues	\$ 243,652	\$ 254,580	\$ 10,928	4.5%
Total Expenses	345,570	326,220	(19,349)	-5.6%
Net Operating Deficit	\$ (101,918)	\$ (71,641)	\$ 30,277	29.7%
Insurance Reserve Increase	\$ -	\$ (3,000)	\$ (3,000)	100.0%
Reserve Revenues	291	497	206	70.5%
Revenues Less Expenses	\$ (101,626)	\$ (74,144)		
Federal CARES Act	\$ 101,626	\$ 74,144		

CARES Act Balance (\$M)

Total Apportionment	\$ 220.0
FY20 Actual	(17.9)
FY21 Projected	(74.1)
Remainder	\$ 128.0

Fiscal Year 2021 Operating Budget Staff Recommendation

That the MTS Board of Directors enact Resolution No. 21-1 (Attachment B) amending the FY21 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.



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Agenda Item No. 31

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

FISCAL YEAR (FY) 2022 OPERATING BUDGET (MIKE THOMPSON)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors receive a report regarding FY 2022 operating budget development and provide guidance on budgetary issues.

Budget Impact

None at this time.

DISCUSSION:

Fiscal Year 2022 Budget Recap

The following is a recap of the FY22 budget process:

- MTS uses a zero-based budgeting process that begins in January each year. In MTS's process, every line item budget is reviewed and approved each year. Department managers complete budget templates in which they propose amounts for each line item, submitted with the appropriate supporting details for each assumption (in contrast, with a traditional historic budgeting process, managers only justify variances versus prior year budget; the assumption is that the baseline is automatically approved). Meetings are held with each department to validate their assumptions, review proposals versus existing spending trends, and review any new initiatives. This collaborative process results in the assumptions that are then presented to and reviewed by senior management at MTS, the Budget Development Committee (BDC) and ultimately the MTS Board.



- On March 5, 2021, staff had its first meeting with the BDC. During this meeting, staff reviewed and recommended approval of the FY21 midyear operating budget amendment. Staff also presented a preliminary forecast of the FY22 operating budget based on high-level expense and revenue assumptions.
- Since the March 5, 2021 meeting, staff has continued working on the development of the FY22 operating budget. The current proposed draft is a preliminary version that will continue to be fine-tuned over the coming weeks. This draft was presented to the BDC on March 22, 2021.

Fiscal Year 2022 Operating Budget

The FY22 total budgeted revenue is projected at \$357.2 million, and total projected expenses are projected at \$357.2 million, resulting in a balanced budget for FY22. Attachments A-D detail the current draft of the proposed FY22 Operating Budget.

Fiscal Year 2022 Revenues

Attachment E summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, FY22 combined revenues total \$357.2 million, an increase from the FY21 amended budget of \$31.0 million (9.5%).

Operating revenue totals \$69.1 million, an increase from the FY21 amended budget of \$4.1 million (6.3%). Passenger revenues are projected to increase by \$2.9 million (6.2%). At the March 5th BDC meeting, staff presented multiple scenarios of passenger revenue growth for FY22. The consensus of BDC members and staff was to take a conservative approach and assume the new normal of approximately 47% of baseline revenue and layer on assumptions for students returning to school, the impact of the fare capping feature of the new Pronto fare system, and the launch of Mid-Coast in November 2021. Other operating revenues are projected to increase by \$1.2 million (6.4%). This includes projected increases in energy credit revenue, advertising revenue, lease revenues, and other miscellaneous revenues.

Non-operating revenue totals \$288.2 million, an increase from the FY21 amended budget of \$27.0 million (10.3%). Non-operating revenue includes both subsidy revenue and other revenue as detailed in Attachment E.

Subsidy revenue totals \$288.1 million, an increase from the FY21 amended budget of \$24.3 million (9.2%). Federal Transit Administration (FTA) funding is structured on a reimbursement basis (after expenses are incurred), and funds both the CIP and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by \$998,000 from the FY21 amended budget to \$64.2 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 will receive \$220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. This proposed FY22 operating budget includes \$84.2 million in FTA CARES Act funding to cover the projected operating deficits resulting from COVID-19, an increase of \$10.0 million from the FY21 amended budget. The overall amount of federal revenues in the operating budget is projected to increase by \$11.0 million (8.0%).

Regional sales tax receipts are projected to increase by 3.7% year over year for FY22. TDA revenue in the FY22 operating budget is projected to decrease by \$3.2 million

(-4.4%) over the FY21 amended budget. This is primarily due to a higher share of TDA being allocated to the Capital Improvement Program (CIP) versus the FY21 mid-year budget.

TransNet formula revenue is projected to increase by \$1.3 million for FY22 (4.4%) from the FY21 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. MTS will also start receiving TransNet reimbursement for Mid-Coast operations once service begins in November 2021. TransNet operating assistance is projected to be \$20.7 million in FY22, an increase of \$7.3 million from the FY21 amended budget, which is primarily due to the launch of Mid-Coast operations. In total, TransNet revenues are projected to increase by \$8.5 million (20.4%) from the FY21 amended budget.

In the FY21 fiscal year to date, MTS has received \$11.2 million of the originally projected \$22.3 million of State Transit Assistance (STA) funding. This funding is primarily programmed in the CIP due to its volatile history, but a portion is also allocated to operations to fund service increases, replace lost Medi-Cal revenue, and address the structural deficit. Due to COVID-19, MTS had reduced STA revenues in the FY21 amended operating budget to \$3.3 million from \$10.3 million in recent years prior to the pandemic; however STA is being restored to \$11.3 million in FY22, a return to the pre-pandemic allocation of STA revenues in the operating budget. The share of STA in the operating budget is increasing by \$8.0 million.

Other state revenue is projected to be \$200,000 in FY22, an increase of \$70,000 from the FY21 amended budget. The projected increase is due to the expected growth in Medi-Cal revenue. MTS receives reimbursement for eligible medical trips to and from medical appointments, and demand for these services is expected to grow in FY22 due to vaccinations being underway.

Other local funding is projected to be \$9.3 million, a decrease of \$127,000 (-1.4%) from the FY21 amended budget.

Consolidated subsidy revenue totals \$288.1 million, an increase from the FY21 amended budget of \$24.3 million (9.2%).

Within other revenue, reserve revenue totals \$107,000. Taxicab Administration and San Diego & Arizona Eastern are self-funded activities. In total, they are projected to utilize \$107,000 of reserve revenue to balance their budgets, an increase of \$110,000 from the FY21 amended budget. With this draft, there is no projected MTS contingency reserve usage.

Fiscal Year 2022 Expenses

Attachment A contains the total revenues as detailed above and the total proposed expenses for FY22. FY22 combined expenses totaled \$357.2 million, an increase from the FY21 amended budget of \$31.0 million (9.5%). Overall service levels are expected to increase in FY22. Rail operations service levels are expected to increase by 18.7% year over year due to the launch of Mid-Coast in November 2021. Internal and contracted fixed route bus service levels are expected to increase by a combined 1.8% year over year. Paratransit service levels, based on demand, are projected to return to approximately 70% of baseline levels in FY22 as more people become vaccinated.

Within operating expenses, personnel expenses are projected to increase from the FY21 amended budget by \$4.8 million (3.1%). Salary Grade Ranges for FY22 are increasing

3.0% from the amended FY21 ranges. Wages are expected to increase by \$7.3 million (8.4%), primarily due to Mid-Coast employee wages which will no longer be billed to the Mid-Coast capital project once services begin in November 2021. Instead, MTS will receive Transnet revenue reimbursement for these wages. Fringe expenses are projected to decrease by \$2.4 million, primarily due to reductions in San Diego Transit Corporation (SDTC) pension costs; partially offset by projected increases in health and welfare costs and lower cost recovery projected for FY22.

Purchased transportation costs are projected to increase from the FY21 amended budget by \$19.4 million (26.2%). This is primarily due to contract increases for the new Transdev fixed route service contract which begins July 2021. The overall rate for Transdev fixed route service is expected to increase by 13.5% in FY22 versus the prior year contract rate. MTS also contracts with First Transit Inc. to provide mini-bus fixed route service and paratransit service. The First Transit contract includes fixed costs that aren't dependent on service levels, and a separate per-mile variable rate for both minibus services and paratransit services. Fixed costs are increasing 2.2%, the minibus per-mile rate is increasing by 3.4%, and the paratransit per-mile rate is increasing by 7.7%. Paratransit purchased transportation costs are increasing primarily due to the expected service demand in FY22 versus FY21 service levels.

Excluding purchased transportation, other outside service expenses are projected to increase from the FY21 amended budget by \$3.4 million (10.1%). This is primarily due to projected increases in contracted security costs, increasing fare system costs due to concurrently supporting the old fare system and the new Pronto system, and the inclusion of light rail vehicle overhaul projects and facility repair projects, which used to be funded in the capital budget, in the operating budget.

Materials and supplies costs are projected to decrease by \$3.4 million (-20.3%), primarily due to the fact that the FY21 amended budget was abnormally high due to the one-time purchase of protective germ barriers for the entire bus fleet.

Energy costs are projected to increase by \$6.4 million (19.5%). Electricity costs are projected to increase by \$4.7 million (24.8%) due to projected rate increases and additional service levels with Mid-Coast becoming operational. CNG costs are projected to increase by \$1.7 million (15.4%), primarily due to a projected increase of 18% in commodity rates in FY22. Propane costs are expected to increase by \$152,000 (18.0%) due to higher demand for paratransit services. Diesel costs are projected to decrease by \$129,000 (-71.9%) due to the full transition of 24 commuter buses from diesel to CNG prior to the start of FY22.

Risk management costs are decreasing by \$262,000 (-3.6%). The increase is primarily driven by an increase of \$966,000 (25.7%) in insurance premiums due to harsh market conditions for liability and property insurance. Legal expenses are also expected to increase significantly in FY22 due the anticipated return of in-person courtroom proceedings. These projected increases are offset by a projected decrease of \$1.8 million (-65.3%) in claim payments versus the FY21 amended budget which included \$2.5 million for a one-time settlement payout.

General and Administrative costs are increasing by \$763,000 (18.2%), primarily due to increasing lease expenses from expanding the Mill's administration building lease to include the eighth floor, increasing travel expenses as travel becomes safer due to vaccines, increasing fare material costs with the launch of the new fare system, and increasing credit card fees as a result of higher customer transaction volumes.

Vehicle and Facility Lease costs are projected to increase by \$45,000 (3.4%), primarily due to leasing additional vehicles to support Mid-Coast operations.

Debt service costs are projected to decrease from the FY21 amended budget by \$146,000 (-30.4%), primarily due to decreasing interest costs for the Pension Obligation Bond funding the SDTC pension plan.

In total, expenses are projected to increase by \$31.0 million or 9.5% versus the FY21 amended budget.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. FY22 Operating Budget – Consolidated MTS
B. FY22 Operating Budget – Consolidated Operations
C. FY22 Operating Budget – Consolidated Administration
D. FY22 Operating Budget – Consolidated Other Activities
E. FY22 Operating Budget – Consolidated Revenue Summary
F. FY22 Operating Budget – Position Table Summary
G. FY22 Operating Budget – Position Table Details

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 2.01

	ACTUAL FY20	AMDENDED BUDGET FY21	PROPOSED BUDGET FY22	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	79,531,926	46,603,588	49,500,000	2,896,412	6.2%
OTHER OPERATING REVENUE	21,817,225	18,381,868	19,553,951	1,172,083	6.4%
TOTAL OPERATING REVENUES	101,349,151	64,985,456	69,053,951	4,068,495	6.3%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	205,967,142	263,738,057	288,079,331	24,341,274	9.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	26,056	(2,503,059)	107,099	2,610,158	-104.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	26,056	(2,503,059)	107,099	2,610,158	-104.3%
TOTAL NON OPERATING REVENUE	205,993,198	261,234,998	288,186,430	26,951,433	10.3%
TOTAL COMBINED REVENUES	307,342,349	326,220,454	357,240,381	31,019,928	9.5%
OPERATING EXPENSES					
LABOR EXPENSES	84,862,243	86,611,972	93,890,226	7,278,254	8.4%
FRINGE EXPENSES	54,475,623	69,139,073	66,697,195	(2,441,878)	-3.5%
TOTAL PERSONNEL EXPENSES	139,337,866	155,751,045	160,587,421	4,836,376	3.1%
SECURITY EXPENSES	7,917,868	8,751,540	9,500,000	748,460	8.6%
REPAIR/MAINTENANCE SERVICES	6,193,604	7,934,204	9,383,964	1,449,760	18.3%
ENGINE AND TRANSMISSION REBUILD	1,003,320	1,048,632	1,087,000	38,368	3.7%
OTHER OUTSIDE SERVICES	15,836,393	15,463,019	16,584,129	1,121,110	7.3%
PURCHASED TRANSPORTATION	75,308,366	74,128,784	93,519,968	19,391,184	26.2%
TOTAL OUTSIDE SERVICES	106,259,552	107,326,179	130,075,061	22,748,882	21.2%
LUBRICANTS	506,084	428,020	480,500	52,480	12.3%
TIRES	1,217,719	1,302,700	1,340,200	37,500	2.9%
OTHER MATERIALS AND SUPPLIES	12,446,781	14,986,840	11,497,828	(3,489,012)	-23.3%
TOTAL MATERIALS AND SUPPLIES	14,170,585	16,717,560	13,318,528	(3,399,032)	-20.3%
GAS/DIESEL/PROPANE	2,720,308	1,876,186	1,952,494	76,308	4.1%
CNG	9,462,873	10,967,235	12,651,235	1,684,000	15.4%
TRACTION POWER	13,222,628	15,523,128	19,397,378	3,874,250	25.0%
UTILITIES	4,344,654	4,665,410	5,465,034	799,624	17.1%
TOTAL ENERGY	29,750,463	33,031,959	39,466,141	6,434,182	19.5%
RISK MANAGEMENT	6,940,342	7,381,688	7,119,617	(262,071)	-3.6%
GENERAL AND ADMINISTRATIVE	4,500,828	4,200,270	4,963,101	762,831	18.2%
DEBT SERVICE	984,407	481,450	335,196	(146,254)	-30.4%
VEHICLE / FACILITY LEASE	1,239,270	1,330,300	1,375,317	45,017	3.4%
TOTAL OPERATING EXPENSES	303,183,312	326,220,451	357,240,381	31,019,930	9.5%
NET OPERATING SUBSIDY	(201,834,161)	(261,234,995)	(288,186,430)	26,951,435	10.3%
OVERHEAD ALLOCATION	(0)	(0)	(0)	(0)	0.0%
ADJUSTED NET OPERATING SUBSIDY	(201,834,161)	(261,234,995)	(288,186,430)	26,951,435	10.3%
TOTAL REVENUES LESS TOTAL EXPENSES	4,159,037	3	(0)	3	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2022
SECTION 2.02**

	ACTUAL FY20	AMDENDED BUDGET FY21	PROPOSED BUDGET FY22	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	79,531,926	46,603,588	49,500,000	2,896,412	6.2%
OTHER OPERATING REVENUE	753,515	286,100	280,431	(5,669)	-2.0%
TOTAL OPERATING REVENUES	80,285,441	46,889,688	49,780,431	2,890,743	6.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	201,651,327	258,029,589	287,925,558	29,895,970	11.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	201,651,327	258,029,589	287,925,558	29,895,970	11.6%
TOTAL COMBINED REVENUES	281,936,768	304,919,277	337,705,989	32,786,713	10.8%
OPERATING EXPENSES					
LABOR EXPENSES	68,093,673	69,810,163	75,516,185	5,706,022	8.2%
FRINGE EXPENSES	49,638,636	63,126,367	58,885,316	(4,241,051)	-6.7%
TOTAL PERSONNEL EXPENSES	117,732,309	132,936,530	134,401,501	1,464,971	1.1%
SECURITY EXPENSES	1,132,276	1,175,000	1,283,000	108,000	9.2%
REPAIR/MAINTENANCE SERVICES	6,041,503	7,738,204	9,177,964	1,439,760	18.6%
ENGINE AND TRANSMISSION REBUILD	1,003,320	1,048,632	1,087,000	38,368	3.7%
OTHER OUTSIDE SERVICES	5,524,954	5,137,228	5,263,202	125,974	2.5%
PURCHASED TRANSPORTATION	75,308,366	74,128,784	93,519,968	19,391,184	26.2%
TOTAL OUTSIDE SERVICES	89,010,419	89,227,848	110,331,134	21,103,286	23.7%
LUBRICANTS	506,084	428,000	480,500	52,500	12.3%
TIRES	1,217,719	1,302,700	1,340,200	37,500	2.9%
OTHER MATERIALS AND SUPPLIES	12,424,993	14,945,792	11,481,191	(3,464,601)	-23.2%
TOTAL MATERIALS AND SUPPLIES	14,148,797	16,676,492	13,301,891	(3,374,601)	-20.2%
GAS/DIESEL/PROPANE	2,587,806	1,732,436	1,768,744	36,308	2.1%
CNG	9,462,873	10,967,235	12,651,235	1,684,000	15.4%
TRACTION POWER	13,222,628	15,523,128	19,397,378	3,874,250	25.0%
UTILITIES	3,612,654	3,872,828	4,700,924	828,096	21.4%
TOTAL ENERGY	28,885,961	32,095,627	38,518,281	6,422,654	20.0%
RISK MANAGEMENT	3,042,537	4,136,760	6,056,531	1,919,771	46.4%
GENERAL AND ADMINISTRATIVE	867,682	950,644	972,162	21,518	2.3%
DEBT SERVICE	612,259	481,450	335,196	(146,254)	-30.4%
VEHICLE / FACILITY LEASE	1,026,269	1,074,550	1,112,667	38,117	3.5%
TOTAL OPERATING EXPENSES	255,326,232	277,579,901	305,029,362	27,449,461	9.9%
NET OPERATING SUBSIDY	(175,040,791)	(230,690,213)	(255,248,931)	24,558,718	10.6%
OVERHEAD ALLOCATION	(26,530,134)	(27,339,374)	(32,676,627)	(5,337,253)	19.5%
ADJUSTED NET OPERATING SUBSIDY	(201,570,925)	(258,029,587)	(287,925,558)	29,895,972	11.6%
TOTAL REVENUES LESS TOTAL EXPENSES	80,402	2	(0)	2	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2022
SECTION 2.03**

	ACTUAL FY20	AMDENDED BUDGET FY21	PROPOSED BUDGET FY22	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	20,051,911	17,208,943	18,381,965	1,173,022	6.8%
TOTAL OPERATING REVENUES	20,051,911	17,208,943	18,381,965	1,173,022	6.8%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	4,315,815	5,708,468	153,773	(5,554,695)	-97.3%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	(2,500,000)	-	2,500,000	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	(2,500,000)	-	2,500,000	-100.0%
TOTAL NON OPERATING REVENUE	4,315,815	3,208,468	153,773	(3,054,695)	-95.2%
TOTAL COMBINED REVENUES	24,367,727	20,417,411	18,535,738	(1,881,673)	-9.2%
OPERATING EXPENSES					
LABOR EXPENSES	16,266,682	16,439,809	18,040,384	1,600,575	9.7%
FRINGE EXPENSES	4,593,256	5,798,300	7,621,598	1,823,298	31.4%
TOTAL PERSONNEL EXPENSES	20,859,938	22,238,109	25,661,982	3,423,873	15.4%
SECURITY EXPENSES	6,785,592	7,576,540	8,217,000	640,460	8.5%
REPAIR/MAINTENANCE SERVICES	144,839	192,000	202,000	10,000	5.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	10,266,840	10,225,573	11,211,227	985,654	9.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	17,197,270	17,994,113	19,630,227	1,636,114	9.1%
LUBRICANTS	-	20	-	(20)	-100.0%
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	16,742	40,928	16,637	(24,291)	-59.4%
TOTAL MATERIALS AND SUPPLIES	16,742	40,948	16,637	(24,311)	-59.4%
GAS/DIESEL/PROPANE	128,169	136,750	176,750	40,000	29.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	723,311	784,432	755,890	(28,542)	-3.6%
TOTAL ENERGY	851,480	921,182	932,640	11,458	1.2%
RISK MANAGEMENT	3,867,387	3,183,512	921,102	(2,262,410)	-71.1%
GENERAL AND ADMINISTRATIVE	3,509,893	3,183,436	3,856,197	672,761	21.1%
DEBT SERVICE	372,148	-	-	-	-
VEHICLE / FACILITY LEASE	189,930	230,000	236,900	6,900	3.0%
TOTAL OPERATING EXPENSES	46,864,789	47,791,300	51,255,685	3,464,385	7.2%
NET OPERATING SUBSIDY	(26,812,877)	(30,582,357)	(32,873,720)	2,291,363	7.5%
OVERHEAD ALLOCATION	26,575,698	27,373,889	32,719,947	5,346,058	19.5%
ADJUSTED NET OPERATING SUBSIDY	(237,179)	(3,208,468)	(153,773)	(3,054,695)	-95.2%
TOTAL REVENUES LESS TOTAL EXPENSES	4,078,636	0	-	0	-100.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2022
SECTION 2.04**

	ACTUAL FY20	AMDENDED BUDGET FY21	PROPOSED BUDGET FY22	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,011,799	886,825	891,555	4,730	0.5%
TOTAL OPERATING REVENUES	1,011,799	886,825	891,555	4,730	0.5%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	0	-	(0)	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	26,056	(3,059)	107,099	110,158	-3600.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	26,056	(3,059)	107,099	110,158	-3600.7%
TOTAL NON OPERATING REVENUE	26,056	(3,059)	107,099	110,158	-3601.1%
TOTAL COMBINED REVENUES	1,037,855	883,766	998,654	114,888	13.0%
OPERATING EXPENSES					
LABOR EXPENSES	501,887	362,000	333,657	(28,343)	-7.8%
FRINGE EXPENSES	243,731	214,406	190,281	(24,125)	-11.3%
TOTAL PERSONNEL EXPENSES	745,618	576,406	523,938	(52,468)	-9.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	7,263	4,000	4,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	44,600	100,218	109,700	9,482	9.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	51,863	104,218	113,700	9,482	9.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,045	120	-	(120)	-100.0%
TOTAL MATERIALS AND SUPPLIES	5,045	120	-	(120)	-100.0%
GAS/DIESEL/PROPANE	4,333	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	8,690	8,150	8,220	70	0.9%
TOTAL ENERGY	13,022	15,150	15,220	70	0.5%
RISK MANAGEMENT	30,419	61,416	141,984	80,568	131.2%
GENERAL AND ADMINISTRATIVE	123,253	66,190	134,742	68,552	103.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	23,071	25,750	25,750	-	0.0%
TOTAL OPERATING EXPENSES	992,291	849,250	955,334	106,084	12.5%
NET OPERATING SUBSIDY	19,507	37,575	(63,779)	101,354	-269.7%
OVERHEAD ALLOCATION	(45,564)	(34,516)	(43,320)		25.5%
ADJUSTED NET OPERATING SUBSIDY	(26,056)	3,059	(107,099)	110,158	-3600.7%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	0	-	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2022
SECTION 3.02**

	ACTUAL FY20	AMENDED BUDGET FY21	PROPOSED BUDGET FY22	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	79,531,926	46,603,588	49,500,000	2,896,412	6.2%
OTHER INCOME	21,817,225	18,381,868	19,553,951	1,172,083	6.4%
TOTAL OPERATING REVENUE	101,349,151	64,985,456	69,053,951	4,068,495	6.3%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	63,129,955	63,219,614	64,217,753	998,140	1.6%
FEDERAL REVENUE - CARES ACT	17,900,000	74,143,632	84,184,164	10,040,532	13.5%
TRANSPORTATION DEVELOPMENT ACT (TDA)	63,505,007	71,776,987	68,591,624	(3,185,363)	-4.4%
STATE TRANSIT ASSISTANCE (STA)	10,912,864	3,269,000	11,300,000	8,031,000	245.7%
STATE REVENUE - OTHER	670,411	130,034	200,000	69,966	53.8%
TRANSNET	40,315,353	41,770,086	50,284,480	8,514,394	20.4%
OTHER LOCAL SUBSIDIES	9,533,553	9,428,703	9,301,311	(127,392)	-1.4%
TOTAL SUBSIDY REVENUE	205,967,143	263,738,054	288,079,331	24,341,277	9.2%
OTHER REVENUE					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	26,056	(2,503,059)	107,099	2,610,158	-104.3%
TOTAL OTHER REVENUE	26,056	(2,503,059)	107,099	2,610,158	-104.3%
TOTAL NON OPERATING REVENUE	205,993,199	261,234,995	288,186,430	26,951,435	10.3%
GRAND TOTAL REVENUES	307,342,349	326,220,451	357,240,381	31,019,930	9.5%

Att. F, AI 31, 04/08/2021

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.03

	Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	FY 2021	Shifts	Funding Adjs	FY 2022	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<u>MTS Administration</u>					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	7.0	0.0	0.0	7.0	0.0
COMPASS CARD	11.5	1.0	0.0	12.5	0.0
EXECUTIVE	3.0	0.0	1.0	4.0	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	2.0	31.0	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	75.0	0.0	12.0	87.0	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
Subtotal MTS Administration	254.0	1.0	15.0	270.0	0.0
<u>Bus Operations</u>					
CONTRACT SERVICES	9.5	0.0	0.0	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	-1.0	0.0	11.0	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)	609.5	0.0	0.0	609.5	0.0
Subtotal Bus Operations	839.0	-1.0	0.0	838.0	0.0
<u>Rail Operations</u>					
EXECUTIVE (RAIL)	4.5	0.0	0.0	4.5	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	63.7	0.3	20.0	84.0	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	0.0	218.0	0.0
Subtotal Rail Operations	534.8	0.3	20.0	555.1	-2.0
<u>Other MTS Operations</u>					
TAXICAB	6.0	0.0	0.0	6.0	0.0
Subtotal Other MTS Operations	6.0	0.0	0.0	6.0	0.0
<u>Grand Total</u>	1,633.8	0.3	35.0	1,669.1	-2.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att. G, AI 31, 04/08/2021
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>MTS Administration</u>						
<u>BOD ADMINISTRATION</u>						
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
BOD ADMINISTRATION TOTAL		2.0	0.0	0.0	2.0	0.0
<u>CAPITAL PROJECTS</u>						
Administrative Assistant	03	1.0	0.0	0.0	1.0	0.0
Director of Capital Projects	13	1.0	0.0	0.0	1.0	0.0
Project Manager	10	3.0	0.0	0.0	3.0	0.0
Senior Project Manager	11	1.0	0.0	0.0	1.0	0.0
Sr. Project Manager - Rail Sys	11	1.0	0.0	0.0	1.0	0.0
CAPITAL PROJECTS TOTAL		7.0	0.0	0.0	7.0	0.0
<u>COMPASS CARD</u>						
Asst Sup Compass Services	04	1.0	0.0	0.0	1.0	0.0
Asst Sup/PRONTO Transition Spe	04	0.0	1.0	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
Deputy Fare Systems Administra	08	0.0	1.0	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
Service Center Specialist (FT)	03	3.0	-1.0	0.0	2.0	0.0
Staff Accountant I	05	1.0	0.0	0.0	1.0	0.0
COMPASS CARD TOTAL		11.5	1.0	0.0	12.5	0.0
<u>EXECUTIVE</u>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Exec Asst/Clerk of the Board	07	1.0	0.0	0.0	1.0	0.0
Grants Administrator	07	0.0	0.0	1.0	1.0	0.0
Manager of Government Affairs	08	1.0	0.0	0.0	1.0	0.0
EXECUTIVE TOTAL		3.0	0.0	1.0	4.0	0.0
<u>FINANCE</u>						
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	06	1.0	0.0	0.0	1.0	0.0
Financial Analyst	07	1.0	0.0	0.0	1.0	0.0
Financial Analyst (Capital & Grants)	07	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	06	4.0	0.0	0.0	4.0	0.0
Payroll Manager	10	1.0	0.0	0.0	1.0	0.0
Senior Accountant	09	2.0	0.0	0.0	2.0	0.0
Staff Accountant I	05	1.0	0.0	0.0	1.0	0.0
Staff Accountant II	06	2.0	0.0	0.0	2.0	0.0
Transit Asset Mgmt Program Mgr	09	1.0	0.0	0.0	1.0	0.0
FINANCE TOTAL		22.0	0.0	0.0	22.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att. G, AI 31, 04/08/2021
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>HUMAN RESOURCES</u>						
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
HUMAN RESOURCES TOTAL		17.0	0.0	0.0	17.0	0.0
<u>INFORMATION TECHNOLOGY</u>						
Business Intel Developer	09	1.0	0.0	0.0	1.0	0.0
Business Relationship Manager	11	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst (SAP)	11	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	-1.0	0.0	3.0	0.0
Database Administrator	10	1.0	0.0	0.0	1.0	0.0
Datacenter Operations Manager	12	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
Info Sec & Intel Mgr	12	1.0	0.0	0.0	1.0	0.0
Info Security & Intel Eng	10	1.0	0.0	0.0	1.0	0.0
IT Enterprise Architect (IoT)	11	1.0	0.0	0.0	1.0	0.0
Network Administrator	09	3.0	0.0	1.0	4.0	0.0
Network Operations Manager	12	1.0	0.0	0.0	1.0	0.0
Network Technician	06	0.0	1.0	0.0	1.0	0.0
Senior SAP Architect	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	10	7.0	0.0	1.0	8.0	0.0
INFORMATION TECHNOLOGY TOTAL		29.0	0.0	2.0	31.0	0.0
<u>LEGAL</u>						
General Counsel	15	1.0	0.0	0.0	1.0	0.0
Staff Attorney-Reg Compliance	09	1.0	0.0	0.0	1.0	0.0
LEGAL TOTAL		2.0	0.0	0.0	2.0	0.0
<u>MARKETING</u>						
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
MARKETING TOTAL		10.0	0.0	0.0	10.0	0.0

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		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>PLANNING</u>						
Director of Planning	12	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	3.0	0.0	0.0	3.0	0.0
Transit Services Data Analyst	07	1.0	0.0	0.0	1.0	0.0
PLANNING TOTAL		8.5	0.0	0.0	8.5	0.0
<u>PROCUREMENT</u>						
Manager of Procurement	11	1.0	0.0	0.0	1.0	0.0
Buyer	07	2.0	0.0	0.0	2.0	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	5.0	0.0	0.0	5.0	0.0
Senior Procurement Specialist	09	1.0	0.0	0.0	1.0	0.0
PROCUREMENT TOTAL		13.0	0.0	0.0	13.0	0.0
<u>RIGHT OF WAY</u>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Manager of Right of Way Engine	10	1.0	0.0	0.0	1.0	0.0
RIGHT OF WAY TOTAL		2.0	0.0	0.0	2.0	0.0
<u>RISK</u>						
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
RISK TOTAL		4.0	0.0	0.0	4.0	0.0
<u>SECURITY</u>						
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	9.0	59.0	0.0
Code Compliance Supervisor	06	12.0	0.0	3.0	15.0	0.0
Deputy Dir of Transit Enf	11	1.0	0.0	0.0	1.0	0.0
Dir of Transit Security & Pass	13	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
SECURITY TOTAL		75.0	0.0	12.0	87.0	0.0
<u>STORES (ADMIN)</u>						
Business Perf & Dev Analyst	08	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
STORES (ADMIN) TOTAL		3.0	0.0	0.0	3.0	0.0

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		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2021	Shifts	Funding Adjs	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>STORES (BUS)</u>						
Storeroom Clerks - IAD	BU	5.0	0.0	0.0	5.0	0.0
Storeroom Clerks - KMD	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	2.0	0.0	0.0	2.0	0.0
STORES (BUS) TOTAL		13.0	0.0	0.0	13.0	0.0
<u>STORES (RAIL)</u>						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	1.0	0.0	0.0	1.0	0.0
STORES (RAIL) TOTAL		7.0	0.0	0.0	7.0	0.0
<u>TELEPHONE INFORMATION SERVICES</u>						
Asst Supvr of Info & Trip Plan	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
TELEPHONE INFORMATION SERVICES TO		17.0	0.0	0.0	17.0	0.0
<u>TRANSIT STORES</u>						
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
TRANSIT STORES TOTAL		8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration		254.0	1.0	15.0	270.0	0.0

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		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>Bus Operations</u>						
<u>CONTRACT SERVICES</u>						
Contract Operations Administra	05	2.0	0.0	0.0	2.0	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	2.0	0.0	0.0	2.0	0.0
Sr Contract Operations Adminis	06	1.0	0.0	0.0	1.0	0.0
Supervisor of Para-Transit	06	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
CONTRACT SERVICES TOTAL		9.5	0.0	0.0	9.5	0.0
<u>EXECUTIVE (BUS)</u>						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
Envi Health & Safety Spec	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
EXECUTIVE (BUS) TOTAL		3.0	0.0	0.0	3.0	0.0
<u>MAINTENANCE</u>						
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	9.0	0.0	0.0	9.0	0.0
Foreman - KMD	08	7.0	0.0	0.0	7.0	0.0
Maintenance Analyst	05	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	20.0	0.0	0.0	20.0	0.0
Mechanic A - KMD	BU	28.0	0.0	0.0	28.0	0.0
Mechanic Apprentice I - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice I - KMD	BU	17.0	0.0	0.0	17.0	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	30.0	0.0	0.0	30.0	0.0
Serviceman A - KMD	BU	25.0	0.0	0.0	25.0	0.0
Sign Truck Operator	BU	1.0	0.0	0.0	1.0	0.0
Sup of Maintenance Training	09	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
MAINTENANCE TOTAL		184.0	0.0	0.0	184.0	0.0

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		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>MAINTENANCE-FACILITY</u>						
Facilities Supervisor - Bus	08	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic A - Facilities - KMD	BU	2.0	0.0	0.0	2.0	0.0
MAINTENANCE-FACILITY TOTAL		5.0	0.0	0.0	5.0	0.0
<u>PASSENGER SERVICES</u>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
Director of Support Services	12	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
PASSENGER SERVICES TOTAL		7.0	0.0	0.0	7.0	0.0
<u>REVENUE (BUS)</u>						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue & Compass Services Mgr	08	1.0	-1.0	0.0	0.0	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
REVENUE (BUS) TOTAL		12.0	-1.0	0.0	11.0	0.0
<u>SAFETY</u>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
SAFETY TOTAL		1.0	0.0	0.0	1.0	0.0
<u>TRAINING</u>						
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
TRAINING TOTAL		8.0	0.0	0.0	8.0	0.0
<u>TRANSPORTATION (BUS)</u>						
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	565.0	0.0	0.0	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	08	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
TRANSPORTATION (BUS) TOTAL		609.5	0.0	0.0	609.5	0.0
Subtotal Bus Operations		839.0	-1.0	0.0	838.0	0.0

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		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>Rail Operations</u>						
<u>EXECUTIVE (RAIL)</u>						
Chief Operating Officer (Rail)	15	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 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
EXECUTIVE (RAIL) TOTAL		4.5	0.0	0.0	4.5	0.0
<u>FACILITIES</u>						
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	13	1.0	0.0	0.0	1.0	0.0
FACILITIES TOTAL		68.0	0.0	0.0	68.0	-1.0
<u>LIGHT RAIL VEHICLES</u>						
Superintendent of LRV Maint	13	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	17.0	0.0	0.0	17.0	0.0
LRV Electromechanic	BU	48.0	0.0	0.0	48.0	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
LIGHT RAIL VEHICLES TOTAL		86.0	0.0	0.0	86.0	0.0
<u>MAINTENANCE OF WAYSIDE</u>						
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	13	1.0	0.0	0.0	1.0	0.0
Training Supervisor - MOW	09	1.0	0.0	0.0	1.0	0.0
Wayside Assistant Lineman	BU	9.0	0.0	0.0	9.0	0.0
Wayside Electromechanic	BU	14.0	0.0	0.0	14.0	0.0
Wayside Lineman	BU	7.0	0.0	0.0	7.0	0.0
Wayside Maintenance Supervisor	09	4.0	0.0	0.0	4.0	0.0
MAINTENANCE OF WAYSIDE TOTAL		38.0	0.0	0.0	38.0	0.0
<u>MID-COAST POSITIONS</u>						
Assist Training Sup - LRV (MC)	09	1.0	0.0	0.0	1.0	0.0
Asst Training Supervisor (MC)	09	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor (MC)	06	0.0	0.0	1.0	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
Serviceperson (MC)	BU	0.0	0.0	12.0	12.0	0.0
Track Supervisor (MC)	09	1.0	0.0	0.0	1.0	0.0
Trackperson (MC)	BU	3.0	0.0	0.0	3.0	0.0
Train Operator - PT (MC)	BU	7.7	-1.7	0.0	6.0	0.0
Train Operator (MC)	BU	19.0	2.0	0.0	21.0	0.0
Training Supervisor - Trans (MC)	08	1.0	0.0	0.0	1.0	0.0
Transportation Controller (MC)	08	0.0	0.0	4.0	4.0	0.0
Transportation Supervisor (MC)	08	0.0	0.0	3.0	3.0	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
MID-COAST POSITIONS TOTAL		63.7	0.3	20.0	84.0	0.0

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		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2021	Shifts	Requiring	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>REVENUE (RAIL)</u>						
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 II	BU	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer III	BU	11.0	0.0	0.0	11.0	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
REVENUE (RAIL) TOTAL		38.7	0.0	0.0	38.7	0.0
<u>TRACK</u>						
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	12.0	0.0	0.0	12.0	-1.0
Trackperson Equip Op	BU	4.0	0.0	0.0	4.0	0.0
TRACK TOTAL		18.0	0.0	0.0	18.0	-1.0
<u>TRANSPORTATION (RAIL)</u>						
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	06	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
Lead Transportation Sup	08	1.0	0.0	0.0	1.0	0.0
Superintendent Transportation	13	1.0	0.0	0.0	1.0	0.0
Train Operator	BU	99.0	0.0	0.0	99.0	0.0
Train Operator - PT	BU	51.0	0.0	0.0	51.0	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	12.0	0.0	0.0	12.0	0.0
TRANSPORTATION (RAIL) TOTAL		218.0	0.0	0.0	218.0	0.0
Subtotal Rail Operations		534.8	0.3	20.0	555.1	-2.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att. G, AI 31, 04/08/2021
FISCAL YEAR 2022 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2021	Shifts	Funding Adjs	FY 2022	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>Other MTS Operations</u>						
<u>TAXICAB</u>						
FHV Administration Manager	10	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	06	2.0	0.0	0.0	2.0	0.0
Regulatory Inspector	05	3.0	0.0	0.0	3.0	0.0
TAXICAB TOTAL		6.0	0.0	0.0	6.0	0.0
Subtotal Other MTS Operations		6.0	0.0	0.0	6.0	0.0
Grand Total		1,633.8	0.3	35.0	1,669.1	-2.0

Metropolitan Transit System FY22 Operating Budget Overview

MTS Board of Directors
April 8, 2021

Fiscal Year 2022 Operating Budget

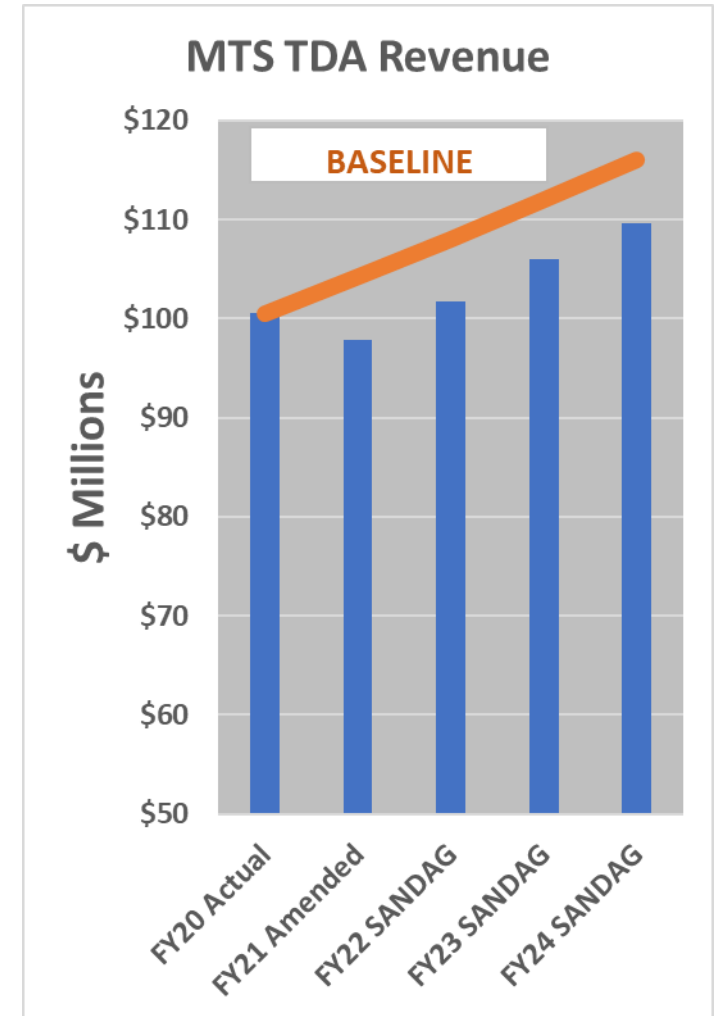
Budget Development Process

- MTS uses a zero based budgeting process:
 - In traditional historic budgeting, managers only justify variances versus prior year
 - The assumption is that the baseline is automatically approved
 - By contrast, in zero-based budgeting, every line item must be approved each year
 - In Board presentations, typically talk about what is changing, but it is built from the ground up
- Operating Budget process begins in January
 - Budget Office meets with management from every discipline of the organization to:
 - Review current trends
 - Discuss and justify line item details of their budget requests
 - Roll-up of mid-year budget amendments (current year's budget)
 - Roll-up of the new fiscal year budgets (following year's budget)
 - Rough draft presented today
 - First rollup of assumptions
 - Still a work in progress

Fiscal Year 2022 Operating Budget

Revenue Assumptions - Sales Tax Revenues

- Transportation Development Act (TDA)
 - State wide, established in 1971
 - ¼ cent sales tax assessed in the region
 - SANDAG forecasts and apportions each year
 - San Diego County administers the cash distribution
 - Provides:
 - Funding for operations
 - Internal calculation for Federal funding match/swap in Capital Improvement Program (CIP)
 - Total region pool of \$159M in FY22
 - Total MTS apportionment: \$101.7M
 - \$68.6M in Operating Budget
 - \$33.1M in CIP



Fiscal Year 2022 Operating Budget

Revenue Assumptions - Sales Tax Revenues

- TransNet (San Diego County)

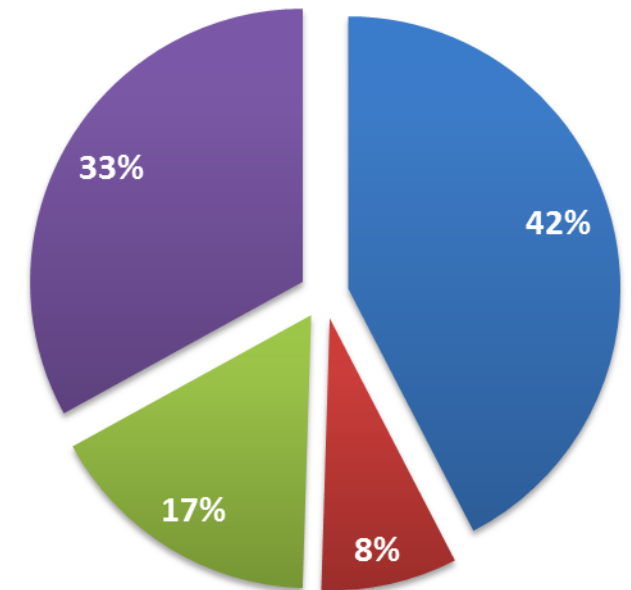
- ½ cent sales tax assessed in the region
- \$320M projected for the region in FY22
 - Projected and administered by SANDAG
 - \$10.0M off the top allocations
 - Then allocated by the formulas in the table ->
 - Major Corridors funds TransNet capital projects
 - Local Systems Improvement goes to county and cities for roads

- New Operations (8.1%)

- Reimbursement for operations/ maintenance of TransNet II projects
 - SuperLoop
 - BRT Routes
 - Mid-Coast will be funded beginning in November
- MTS expected cost recovery = \$20.7M

TransNet Program Allocations

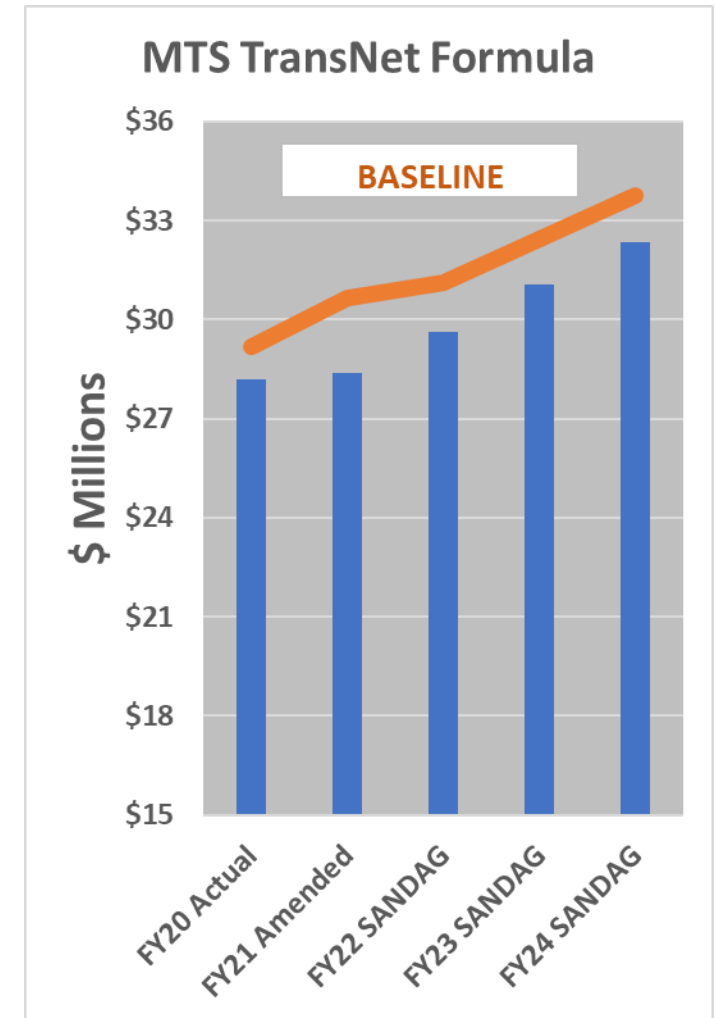
- Major Corridors Program
- New BRT/Rail Operations
- Transit System Improvements
- Local System Improvement



Fiscal Year 2022 Operating Budget

Revenue Assumptions - Sales Tax Revenues

- TransNet (continued)
 - **Transit System Improvements** 16.5% for operations
 - Formula funding that equates to approximately 1/9 cent
 - Shared with NCTD, approximately a 70/30 formula
 - Total pool projected to be \$48.2M
 - MTS apportionment = \$35.1M
 - \$5.5M for Fare Discounts on Senior Disabled and Youth passes
 - \$29.6M for Operations



Fiscal Year 2022 Operating Budget

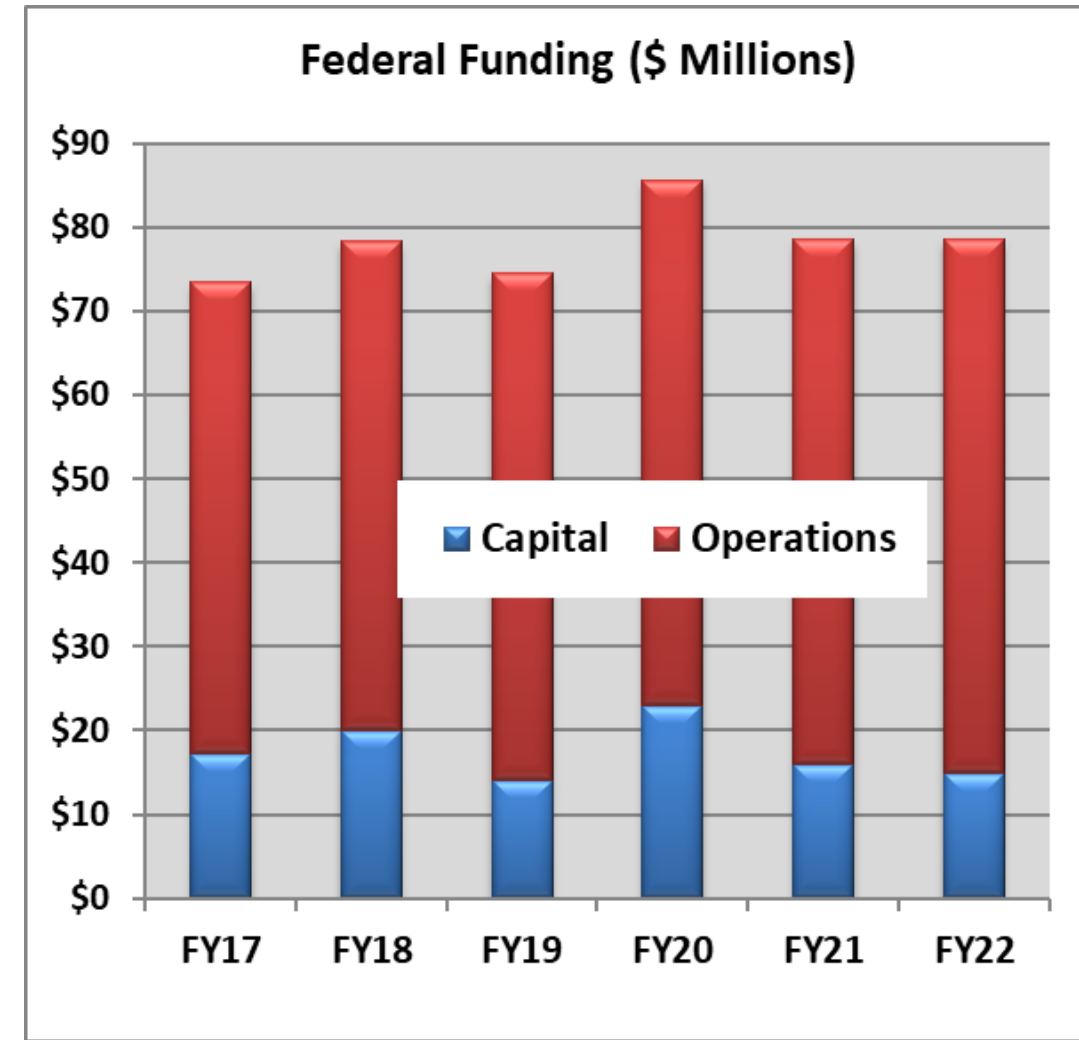
Revenue Assumptions - Sales Tax Revenues

- State Transit Assistance (STA)
 - Revenues derived from State sales tax on diesel fuel
 - Recurring formula funding administered by the State Controller's Office
 - Distributed based on population and agency revenue
 - Augmented by Senate Bill 1 (SB1) beginning in FY18
 - Smaller pool of State of Good Repair funding was added
 - Historically volatile funding source
 - State of CA diverting dollars for General Fund obligations
 - Tied to Diesel fuel sales, which is a declining commodity
 - Expect each year to have lower projected STA revenues
 - Funding can be used for Operations and Capital
 - \$28.1M in total allocation for FY22
 - Fixed \$11.3M used in Operations to fund prior service restorations
 - Remainder allocated to Capital

Fiscal Year 2022 Operating Budget

Revenue Assumptions - Federal Transit Administration (FTA)

- Surface Transportation Reauthorization
 - Fixing America's Surface Transportation (FAST)
 - Legislation in place through 9/30/2021
 - 5307: Urban Area Formula funding
 - 5337: State of Good Repair funding
 - 5339: Bus and Bus Facilities funding
 - MTS seeks to maximize use of Federal to fund Preventive Maintenance in Operations
 - Federal funding received on a reimbursement basis
 - Improves cash flow
 - Swap with TDA to preserve Capital share
 - Increase in Operating Budget of \$1.0M



Fiscal Year 2022 Operating Budget

Revenue Assumptions - Other Subsidy Revenue

- Other Subsidy Revenues:
 - FasTrak Revenue from SANDAG
 - Toll revenue from the I-15 managed lanes
 - Subsidizes services in the I-15 corridor
 - \$1.0M to fund Commuter Express Services
 - \$7.5M to fund I-15 BRT Routes
 - \$8.5M in total
 - Other state and local sources
 - Medi-Cal for ADA Paratransit service reimbursement
 - City of San Diego
 - UCSD shuttle reimbursement
 - Total of \$1.0M

Fiscal Year 2022 Operating Budget

Revenue Assumptions - Passenger Fare Revenue

- Passenger Revenue

- BDC direction to plan based on New Normal until we actually see the improvement
- Average fare impact
 - Best fare and ordinance change
 - Revenue reduction of 4.7% based on model
- Students back to school
 - Youth pass revenue was only 10% of baseline in Fall of 2020
 - Will use 50% beginning in Sept. 2021
- Mid-Coast beginning in Nov.
 - Original ridership forecasts from SANDAG of ~700K riders per month
 - Use 50% of that in current environment

Annual Revenue (\$M)	
Baseline	\$ 98.5
New Normal	\$ 47.4
Average Fare	(2.2)
Students	1.2
Mid-Coast	3.1
FY22 Forecast	\$ 49.5

Fiscal Year 2022 Operating Budget Revenue Summary (\$000s)

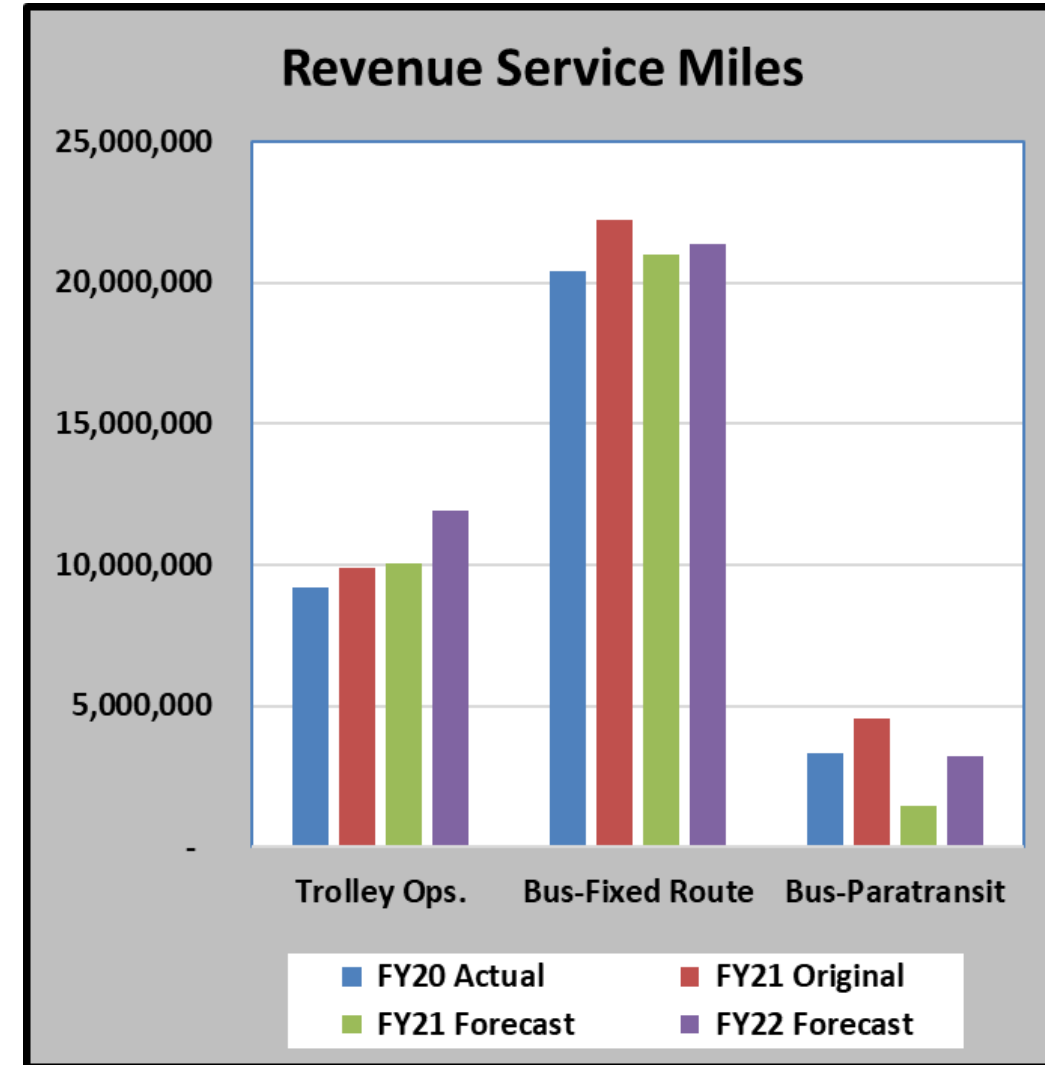
	FY 2021 Amended	FY 2022 Draft	Var.	Var. %
Passenger Revenue	\$ 46,604	\$ 49,500	\$ 2,896	6.2%
Other Operating Revenue	18,382	19,554	1,172	6.4%
Total Operating Revenue	\$ 64,985	\$ 69,054	\$ 4,068	6.3%
Federal	\$ 63,220	\$ 64,218	\$ 998	1.6%
TDA	71,777	68,592	(3,185)	-4.4%
TransNet Formula	28,373	29,626	1,253	4.4%
TransNet Operating	13,397	20,659	7,261	54.2%
STA	3,269	11,300	8,031	245.7%
Other	9,559	9,501	(57)	-0.6%
Total Subsidy	\$ 189,594	\$ 203,895	\$ 14,301	7.5%
Reserves	\$ 497	\$ 107	\$ (390)	-
Total Revenue	\$ 255,077	\$ 273,056	\$ 17,979	7.0%

- Reserves relate to SD&AE and For-Hire Vehicle (Taxi) Admin self funded activities, plus \$500K Contingency Reserve usage in FY21

Fiscal Year 2022 Operating Budget

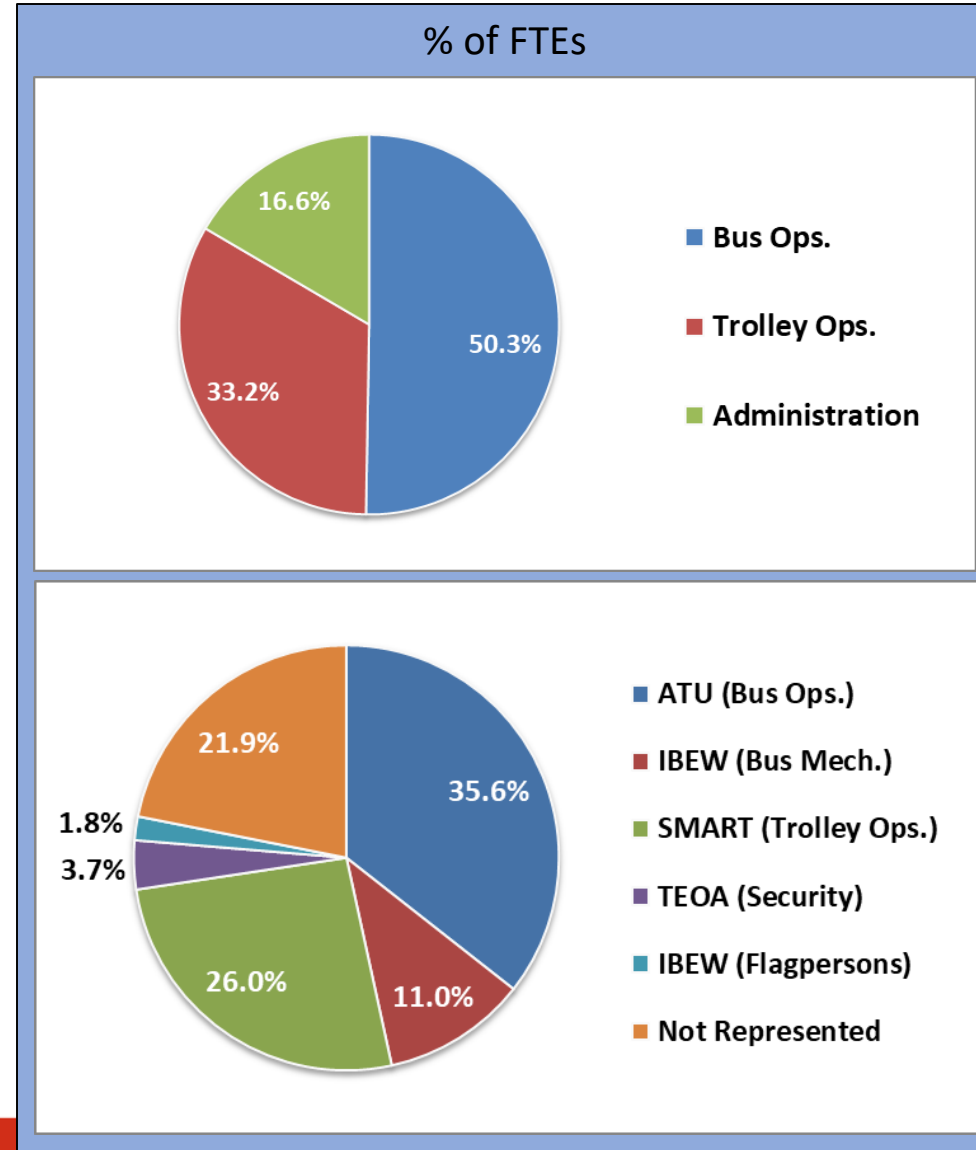
Service Levels

- Additional service across all modes
 - Trolley Operations:
 - Mid-Coast extension goes live in November 2021
 - Added service to late night on Blue Line as well
 - 18.7% increase in overall service level
 - Bus-Fixed Route:
 - All current COVID-19 reductions go away
 - Mid-Coast feeder service changes as presented to the Board
 - 1.8% higher than FY21 forecast
 - Bus-Paratransit:
 - Planning for significant increases to demand
 - From low FY21 Forecast, 120% increase
 - Still not back to prior levels, only 70% of original FY21 Budget



Fiscal Year 2022 Operating Budget Expense Assumptions - Personnel

- MTS Personnel Budget - Wages
 - 1,667 total MTS Full Time Equivalents (FTEs)
 - Adding 34 Mid-Coast positions
 - 98 positions in total added over the past three years
 - Also adding a Grants Administrator
 - Represented Groups (78% of FTEs)
 - Wage increases
 - Collective Bargaining Agreements in place for all represented groups for FY21
 - 3.5% increase for ATU (last year of a four year deal)
 - 3.0% increases for all others (IBEW, SMART, TEOA, Management)
 - Performance Improvement Program bonus pool of 1.0% for Management
 - Total Wages - \$93.9M, increase of \$7.3M (8.4%)



Fiscal Year 2022 Operating Budget Expense Assumptions - Personnel

- MTS Personnel Budget - Fringe Benefits

- Pension

- FY21 additional SDTC pension payment \$7.8M
 - CalPERS plans actuary contribution increases by \$728K (9.4%)

- Healthcare

- Additional staffing in FY22
 - CY21 insurance premium rates known, assuming 5% increase for CY22

- Paid time off

- Additional staffing in FY22

- Other

- Workers Comp., Taxes, Cost Recovery, etc.
 - Cost recovery change due to Mid-Coast go-live

	FY 2021	FY 2022		Var.
(\$000s)	Amended	Draft	Var.	%
Pension	\$ 35,420	\$ 28,899	\$ (6,521)	-18.4%
Healthcare	14,787	17,217	2,430	16.4%
Paid Absences	13,609	13,782	172	1.3%
Other	5,323	6,800	1,477	27.8%
Total	\$ 69,139	\$ 66,697	\$ (2,442)	-3.5%

Fiscal Year 2022 Operating Budget

Expense Assumptions - Purchased Transportation

- Purchased Transportation Budget
 - Planned increases to service levels
 - Transdev Contract - Fixed Route
 - Operate two Bus divisions - South Bay and East County
 - Overall rate increases by 13.5% in the first year of the new contract
 - First Transit Contract - ADA Paratransit and Minibus Fixed Route
 - Operates out of the Copley Park Division
 - Fixed costs increasing by 2.2%
 - ADA Paratransit service per hour rate increases by 3.4%
 - Minibus fixed route service per mile rate increases by 7.7%

	FY 2021	FY 2022		Var.
(\$000s)	Amended	Draft	Var.	%
TransDev	\$ 59,950	\$ 71,910	\$ 11,960	19.9%
First-Minibus	5,590	6,203	613	11.0%
First-Paratransit	8,589	15,407	6,818	79.4%
Total	\$ 74,129	\$ 93,520	\$ 19,391	26.2%

Fiscal Year 2022 Operating Budget

Expense Assumptions - Outside Services

- Outside Services Budget
 - Security
 - New contract 1/1/21
 - Repair & Maintenance
 - Light Rail Vehicle overhauls
 - Facility upgrades
 - Engines and Transmissions
 - Other Outside Service
 - Fare system costs as two systems will be operational at the same time

	FY 2021	FY 2022		Var.
(\$000s)	Amended	Draft	Var.	%
Security	\$ 8,752	\$ 9,500	\$ 748	8.6%
Repairs & Maint.	7,934	9,384	1,450	18.3%
Engines / Trans.	1,049	1,087	38	3.7%
Other Services	15,463	16,584	1,121	7.3%
Total	\$ 33,197	\$ 36,555	\$ 3,358	10.1%

Fiscal Year 2022 Operating Budget

Expense Assumptions - Energy

- Energy Budget

- Planned increases to service levels
- Electricity Costs
 - Traction power and facility electric
 - Electricity commodity - Market index rates through Direct Access (similar to the Community Choice), 10% increase projected
 - Transmission/demand - SDG&E rates, 10% increase

	FY 2021	FY 2022		Var.
(\$000s)	Amended	Draft	Var.	%
Electricity	\$ 18,878	\$ 23,567	\$ 4,689	24.8%
CNG	10,967	12,651	1,684	15.4%
Gas/Propane	1,746	1,952	206	11.8%
Other	1,440	1,295	(145)	-10.1%
Total	\$ 33,032	\$ 39,466	\$ 6,434	19.5%

- Compressed Natural Gas

- Fixed route bus fleet
 - Natural gas commodity - Market index rates through third party provider, 18% increase projected
 - Transportation - SDG&E rates, 10% increase
 - Facility Costs - Trillium maintenance contract, 3% increase

- Gas/Propane

- Paratransit/Minibus buses
- Non-revenue vehicles

Fiscal Year 2022 Operating Budget

Expense Assumptions - Other

- Other

- Materials & Supplies

- High costs in FY21 for upgraded driver barriers

- Risk Management

- Projecting lower settlement costs
 - Offset by higher insurance premiums

- General & Administrative

- Additional Mills Building Rent cost, taking over part of the 8th floor in July

- Leases

	FY 2021	FY 2022		Var.
(\$000s)	Amended	Draft	Var.	%
Materials & Supl.	\$ 16,718	\$ 13,319	\$ (3,399)	-20.3%
Risk	7,382	7,120	(262)	-3.6%
G&A	4,200	4,963	763	18.2%
Leases	1,330	1,375	45	3.4%
Total	\$ 29,630	\$ 26,777	\$ (2,853)	-9.6%

Fiscal Year 2022 Operating Budget Expenses Summary (\$000s)

	FY 2021	FY 2022		Var.
	Amended	Draft	Var.	%
Personnel Expenses	\$ 155,751	\$ 160,587	\$ 4,836	3.1%
Purchased Transportation	74,129	93,520	19,391	26.2%
Outside Services	33,197	36,555	3,358	10.1%
Materials and Supplies	16,718	13,319	(3,399)	-20.3%
Energy	33,032	39,466	6,434	19.5%
Risk Management	7,382	7,120	(262)	-3.6%
Other	6,012	6,674	662	11.0%
Total Expenses	\$ 326,220	\$ 357,240	\$ 31,020	9.5%

Fiscal Year 2022 Operating Budget

Consolidated Revenues less Expenses (\$000s)

	FY 2021 Amended	FY 2022 Draft	Var.	Var. %
Operating Revenues	\$ 64,985	\$ 69,054	\$ 4,068	6.3%
Subsidy Revenues	189,594	203,895	14,301	7.5%
Total Revenues	\$ 254,580	\$ 272,949	\$ 18,369	7.2%
Total Expenses	326,220	357,240	31,020	9.5%
Net Operating Deficit	\$ (71,641)	\$ (84,291)	\$ (12,651)	-17.7%
Insurance Reserve Increase	\$ (3,000)	\$ -	\$ 3,000	100.0%
Reserve Revenues	497	107	(390)	-78.4%
Revenues Less Expenses	\$ (74,144)	\$ (84,184)		
Federal CARES Act	\$ 74,144	\$ 84,184		

Fiscal Year 2022 Operating Budget Stimulus Funding

- CARES Act
 - Being utilized to offset lost revenues and increased expenses related to the pandemic
 - Projected usage by fiscal year in the table->
 - Projected balance of \$128M going into FY22
- American Rescue Plan (ARP) Act of 2021
 - Formula based apportionment, same as CARES
 - Includes cap on total CARES and ARP funding that can be received by each region
 - Cap of 132% of FY18 Operating Expenses
 - Estimated \$129M for MTS
 - ARP funds must be obligated by 9/30/2024
 - Continue to use as a budget balancing strategy

CARES Act Balance (\$M)	
Total Apportionment	\$ 220.0
FY20 Actual	(17.9)
FY21 Projected	(74.1)
FY22 Projected	(84.2)
Remainder	\$ 43.8

Fiscal Year 2022 Operating Budget

Budget Development Next Steps

- Finalize Operating Budget
 - A number of open items remain
 - Complete review of all assumptions
 - Continue to refine the revenue and expense budgets
 - More time to review passenger forecasts
 - Continue to watch energy prices before finalizing those budgets
 - Finalize all assumptions and create full budget book
 - Present final draft to Budget Development Committee on April 26th
 - Hold Public Hearing at the Board meeting on May 13th



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Agenda Item No. 32

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

FISCAL YEAR (FY) 2022 CAPITAL IMPROVEMENT PROGRAM (MIKE THOMPSON)

RECOMMENDATION:

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

1. Approve the FY 2022 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). 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 2022 CIP (shown in Attachment A); and
3. Recommend that the SANDAG Board of Directors approve amendment number 1 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2022 CIP recommendations.

Budget Impact

The total estimated funding for FY 2022 is \$188.3 million (Attachment A). After the utilization of \$60.1 million in preventative maintenance, \$2.5 million for Americans with Disabilities Act (ADA) Operation (funding the FY 2021 operating budget), and funding for SANDAG planning studies totaling \$0.2 million, \$125.5 million is available for capital projects.



DISCUSSION:

The creation of the annual CIP and operating budgets involve a multitude of decisions that impact the agency's assets and the ability to keep these assets in a State of Good Repair (SGR). This requires a delicate balance between funding capital and operations in order to effectively, efficiently, and safely provide transit services for the region. In accordance with Board policy 65 - Transit Asset Management Policy, MTS maintains both a Transit Asset Management plan and a 20-year CIP forecast in order to facilitate these decision-making processes. On a yearly basis, the CIP is constructed under this framework, subject to the funding that is available in the current year.

Development of the MTS FY 2022 CIP

The CIP process began in September 2020 with the call for projects. The recommended CIP assumes funding \$60.1 million for preventative maintenance, \$2.5 million for ADA Operations, and \$212,957 in SANDAG planning studies. The remaining submitted projects compete for the balance of available funding. For FY 2022, there is \$125.5 million in available federal, state and local funding sources, which are detailed below.

Federal Funding

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

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 FY 2022 MTS CIP (Attachments A and B) 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 (as indicated in Attachment A) this year are based on the actual apportionments published for the region.

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 FFY 2020, the estimated allocation for the MTS Section 5307 program is \$45.9 million, which will be matched with local funds of \$11.5 million. This program would provide an estimated \$57.4 million to fund MTS's FY 2022 CIP.

Section 5337 is a 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 eight years. For FFY 2020, the Section 5337 funds MTS allocation estimate is \$28.3 million and will be matched with local funds of \$7.1 million. The program will provide an estimated \$35.4 million to fund MTS's FY 2022 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For FFY 2020, the Section 5339 funds MTS allocation estimate is \$4.3 million and will be matched with local funds of \$1.1 million. The program will provide an estimated \$5.4 million to fund MTS's FY 2022 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 FY 2022 CIP \$10 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 or quarterly 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 FY 2022 CIP implementation process in order to maximize the availability and flexibility of funding.

State Transit Assistance (STA)

MTS receives STA funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. This funding was augmented by the Road Repair

and Accountability Act of 2017, or Senate Bill 1 (SB1), which was signed by the Governor on April 28, 2017. For FY 2022, the estimated STA funding is \$23.1 million, of which \$11.8 million is planned in CIP with the remaining \$11.3 million planned for the operating budget.

MTS also receives a separate STA allocation for SGR program funding from SB1, which is funded from a portion of a new transportation improvement fee on vehicle registration. Receipts for FY 2021 will provide \$5.0 million to MTS's FY 2022 CIP.

California Cap-and-Trade Revenue

Since 2014, the State of California Budget has provided \$11.0 billion 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's allocation for FY 2020 is \$6.2 million, in which \$5.2 million is budgeted in MTS's FY 2022 CIP and the remaining balance will be budgeted in the future fiscal years.

Over the last few years, MTS has received multiple competitive grant awards from the Transit and Intercity Rail Capital Program (TIRCP). In FY 2019, MTS was awarded a total of \$40.1 million for Blue Line Rail Corridor Transit Enhancements projects, which also included funding for the new Iris Rapid route. In FY 2022 CIP, \$16.0 million is budgeted, with a remaining balance of \$2.6 million to be budgeted in future fiscal years. In FY 2020, MTS was awarded a total of \$7.2 million for the El Cajon Transit Center Third Track project, with \$4.2 million budgeted in FY 2022 and a balance of \$3.0 million to be budgeted in future fiscal years.

Other Revenue

Alternative fuel credits are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. This rebate program has expired and then reauthorized multiple times over the years, but most recently expired on December 31, 2019. It continues to be discussed within the legislature, but has not yet been reauthorized. MTS has included \$8.4 million in revenues for calendar years 2018 and 2019 in the FY 2022 CIP.

\$16.0 million of other one-time funding has also been included in the FY 2022 CIP. This balance includes transfers from older closed capital projects, proceeds from land sales, and revenues carried over from the FY20 Operating Budget.

Project Selection

A meeting of the Capital Projects Review Committee (CPRC) was held to review the project list and to develop a CIP recommendation for FY 2022. In accordance with the Capital Projects Selection Process, the CPRC is comprised of representatives from MTS Bus, MTS Rail, MTS Administration, and SANDAG. Each CPRC member was responsible for submitting the capital requests for its division, agency, or city. The CPRC reviewed and approved the prioritization of those capital requests.

The capital project list (Attachment B) represents the five-year, unconstrained need for the MTS operators, 76 projects in total for \$138.2 million. Each MTS agency submitted

its capital project requests in priority order, and the lists were consolidated for review by the CPRC. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. 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 list of projects is also subject to an analysis based on social equity principles (Attachment E). This process assures that the benefits and burdens of transit investment are shared equitably throughout the MTS service area. A series of maps are used to detail the results of this analysis.

FY 2022 CIP Funded Projects

Of the \$125.5 million available after preventative maintenance and SANDAG planning studies, \$70.7 million (or 57 percent) has been dedicated to Revenue Vehicle replacement for the ongoing upkeep of the MTS fleet of service vehicles. \$25.8 million (or 21 percent) has been dedicated to Facility and Construction projects, with another \$15.5 million (or 12 percent) dedicated to Rail Infrastructure projects.

The table below is a summary of the CPRC recommendations, the major categories that are proposed to be funded, and the percentage of total available funding.

Capital Project Categories	Funding (\$000s)	% of Total
Bus Revenue Vehicles	\$42,225	34%
Rail Revenue Vehicles	28,500	23%
Facility & Construction Projects	26,062	21%
Rail Infrastructure	16,715	13%
Other Equipment & Installation	11,985	9%
Grand Total	\$125,486	100%

A full listing of projects with respective funding levels is available within Attachment B, and brief descriptions are included in Attachment C. A couple projects of note:

- SD100 Light Rail Vehicle (LRV) Replacement – Funding of \$28.5 million will be added to the \$109.0 million previously funded for the replacement of the SD100 fleet. There will be 47 LRVs that will need to be replaced by 2025, with a total estimated cost of over \$216 million.
- 40' & 60' Bus Procurement – Funding of \$42.2 million for the replacement of 32 40' CNG buses, 10 minibuses and 5 Zero Emission Bus (ZEB) in accordance with the ZEB Transition plan approved by the Board in September 2020. This also includes \$15.6 million for 11 60' ZEBs for the Iris Rapid project.
- Iris Rapid – Funding of \$12.1 million will be added to the \$6.5 million previously funded for service design of this new rapid route, as well as station infrastructure along the route, and the electric bus overhead charging infrastructure at the South Bay Division.
- Fare System Upgrade (Pronto) – Funding of \$3.3 million will be added to the \$26.0 million previously funded for the replacement of the existing Compass fare system. The Pronto system will be going live in the summer of 2021.

Five-Year Capital Program Projections

Attachment D summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected by SANDAG to hold flat through FY 2026. Cumulative total capital needs for the five-year period exceed the available projected funding levels. Total project needs over the five-year term are projected to be \$840 million. Projected deficits from FY 2022 to FY 2026 total \$330 million. The ratio of total funding to total capital needs over the five-year term is projected at 60.7 percent.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. FY 2022 Funding Sources
B. FY 2022 Capital Improvement Projects List
C. FY 2022 Project Descriptions
D. Funding Compared to Capital Needs for Fiscal Years 2022 – 2026
E. FY 2022 Capital Improvement Program Title VI/Environmental Justice Analysis

San Diego Metropolitan Transit System
Capital Improvement Program - Funding Sources (\$000s)
Fiscal Year 2022

Funding Description	Total
Federal FFY21 - 5307 Funding Estimate	\$ 45,931
Federal FFY21 - 5337 Funding Estimate	28,318
Federal FFY21 - 5339 Funding Estimate	4,318
Federal Regional Surface Transportation Program (RSTP)	10,000
California Transportation Development Act (TDA)	33,087
California State Transit Assistance (STA)	11,833
California State of Good Repair (SGR)	4,956
California Cap and Trade (LCTOP)	5,126
California Cap and Trade (TIRCP)	20,270
Other Funds	24,455
Total Available Funding	\$ 188,292
Preventive Maintenance - Federal 5307	\$ (31,813)
Preventive Maintenance - Federal 5337	(28,318)
ADA Operation - Federal 5307	(2,462)
SANDAG Planning Study - FFY20 Local Match	(213)
Total Preventative Maintenance/SANDAG Planning	\$ (62,806)
Available Funding for Capital Program	\$ 125,486

**San Diego Metropolitan Transit System
Capital Improvement Program - Project List (\$000s)
Fiscal Year 2022**

Att. B, AI 32, 04/08/2021

Project Name	Funding Thru FY 2021	FY 2022 Funded	FY 2022 Unfunded	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
Bus Ops - Bus Procurement	\$ -	\$ 25,284	\$ -	\$ 29,429	\$ 39,235	\$ 35,273	\$ 75,904	\$ 205,125
Bus Ops - Iris Rapid - ZEB Bus Procurement	1,030	15,616	-	-	-	-	-	15,616
Bus Ops - El Cajon Bus Maintenance Facility - Expansion lot	-	8,000	-	-	-	-	-	8,000
Bus Ops - Iris Rapid - Charging Infrastructure at SBMF - FY22	2,355	6,600	-	-	-	-	-	6,600
Bus Ops - Iris Rapid - Route & Stations Infrastructure - FY22	3,865	5,532	-	-	-	-	-	5,532
Bus Ops - Mini Bus Procurement	-	1,100	-	6,800	-	693	-	8,593
Bus Ops - KMD Shop Hoists Construction - FY22	2,032	1,000	-	3,500	-	-	-	4,500
Bus Ops - KMD Concrete Lot - FY22	576	675	-	-	-	-	500	1,175
Bus Ops - IAD OH ZEB Charging Master Planning	-	500	-	-	-	-	-	500
Bus Ops - Iris Rapid Transit Center Island Modification	-	410	-	-	-	-	-	410
Bus Ops - ADA Bus Stop - FY22	246	400	-	-	-	-	-	400
Bus Ops - IAD RAM HVAC Replacement	-	350	-	557	-	-	-	907
Bus Ops - IAD Roof Fall Protection Safety Improvements	-	245	-	-	250	-	250	745
Bus Ops - ZEB Pilot Program - FY22	12,639	225	-	-	-	-	-	225
Bus Ops - Misc Shop Equipment Replacement - IAD & KMD	-	110	-	-	-	-	-	110
Bus Ops - CPD Mobile Column Lift Replacement FY22 - 2 of 3	65	50	-	-	60	-	-	110
Bus Ops - South Bay ZEB Generator & Battery Storage	-	-	1,950	-	-	-	-	1,950
Bus Ops - South Bay ZEB Solar Panels	-	-	855	-	-	810	830	2,495
Bus Ops - IAD Rehabilitation Planning	-	-	150	250	250	250	250	1,150
Bus Ops - IAD Restroom Rehabilitation	-	-	150	150	-	-	-	300
Bus Ops - East County Division Above Ground Diesel Tank Removal	-	-	125	-	-	-	-	125
Bus Ops - CPD Asphalt Depression Repair	-	-	116	-	-	-	-	116
Bus Ops - KMD LED Lot Lighting Safety Upgrade	-	-	105	-	-	-	-	105
Bus Ops - CPD Shop Floor Rehabilitation	-	-	105	-	-	-	-	105
Bus Ops - CPD Modular Training Building Replacement Planning	-	-	95	350	1,000	-	-	1,445
Bus Ops - New Transit Facility	-	-	-	34,926	29,926	29,926	29,926	124,706
Bus Ops - SB ZEB OH Charging Infrastructure	-	-	-	3,360	520	2,080	6,400	12,360
Bus Ops - ADA Bus Procurement	-	-	-	3,071	765	4,034	2,396	10,266
Bus Ops - SB Older Gemini Compressors C&D Replacement	-	-	-	1,350	-	-	-	1,350
Bus Ops - IAD ZEB OH Charging Infrastructure	-	-	-	1,000	4,200	4,300	-	9,500
Bus Ops - KMD Bus Wash Replacement	-	-	-	850	-	-	-	850
Bus Ops - SB Concrete Repairs (training area)	-	-	-	600	-	-	-	600
Bus Ops - KMD ZEB OH Charging Infrastructure	-	-	-	510	1,060	5,735	5,890	13,195
Bus Ops - CPD ZEB Charging Infrastructure - 200 plug in unit	-	-	-	510	520	1,005	1,005	3,040
Bus Ops - RTMS Server Co-Location	-	-	-	500	-	-	-	500
Bus Ops - SB Mobile Column Lift Replacement	-	-	-	450	-	-	-	450
Bus Ops - ECD Battery Storage	-	-	-	175	-	-	-	175
Bus Ops - KMD Misc. Shop Equipment Replacement	-	-	-	100	-	-	-	100
Bus Ops - KMD Maintenance Building Restroom Rehabilitation	-	-	-	95	-	-	-	95
Bus Ops - CPD Gasoline AST Removal	-	-	-	75	-	-	-	75
Bus Ops - IAD Asphalt Repairs	-	-	-	65	-	-	-	65
Bus Ops - IAD ZEB CNG Generator & Battery Storage	-	-	-	-	1,580	-	-	1,580
Bus Ops - KMD Older Gemini Compressor Replacement	-	-	-	-	1,300	-	-	1,300
Bus Ops - IAD ZEB Solar Panels on OH Gantry	-	-	-	-	790	-	-	790
Bus Ops - EC ZEB OH Charging Infrastructure	-	-	-	-	520	1,090	6,080	7,690
Bus Ops - IAD CNG A&B Dryer Replacement	-	-	-	-	450	-	-	450

**San Diego Metropolitan Transit System
Capital Improvement Program - Project List (\$000s)
Fiscal Year 2022**

Att. B, AI 32, 04/08/2021

Project Name	Funding Thru FY 2021	FY 2022 Funded	FY 2022 Unfunded	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
Bus Ops - Transit Service Truck Replacement	-	-	-	-	345	-	665	1,010
Bus Ops - KMD Fuel Lane & Brake Pit Roof Replacement	-	-	-	-	285	-	-	285
Bus Ops - KMD Chassis Wash Hoist Replacement	-	-	-	-	160	-	-	160
Bus Ops - KMD Service Lane Restroom Rehab	-	-	-	-	95	-	-	95
Bus Ops - ZEB Hydrogen Storage Facility #1	-	-	-	-	-	-	1,120	1,120
Bus Ops - RTMS Hardware Refresh	-	-	-	-	-	250	-	250
Bus Ops - KMD Parking Garage Renovations	-	-	-	-	-	500	-	500
Bus Ops - SB 3650A Demo & New Fuel Lane Building	-	-	-	-	-	-	1,500	1,500
Bus Ops - KMD Maintenance Floor Replacement	-	-	-	-	-	-	200	200
Bus Ops - KMD CNG Dispenser Replacement (five total)	-	-	-	-	-	400	-	400
Bus Ops - SB Misc. Shop Equipment Replacement	-	-	-	-	-	-	100	100
Bus Ops - KMD ZEB CNG Generator & Battery Storage	-	-	-	-	-	1,620	-	1,620
Bus Ops - KMD ZEB Solar Panels on OH Gantry	-	-	-	-	-	810	-	810
Bus Ops - IAD RAM Misc. Shop Equipment	-	-	-	-	-	-	100	100
Bus Ops - CPD HVAC Split System Replacement	-	-	-	-	-	-	75	75
Bus Ops - CPD ZEB CNG Gen & Battery Storage	-	-	-	-	-	-	1,660	1,660
Bus Ops - EC ZEB CNG Gen & Battery Storage	-	-	-	-	-	-	1,660	1,660
Bus Ops - ECD ZEB Solar Panels on OH Gantry	-	-	-	-	-	-	830	830
Bus Ops - CPD Bus Wash Renovations	-	-	-	-	-	-	450	450
Rail Ops - SD100 Replacement	109,010	28,500	-	30,500	43,431	5,000	-	107,431
Rail Ops - Green Line IMT Double Tracking - FY22	4,794	5,170	-	3,000	-	-	-	8,170
Rail Ops - El Cajon Transit Center Third Track - FY22	-	5,000	-	3,000	-	-	-	8,000
Rail Ops - Green Line Catenary Project - FY22	-	1,785	-	-	-	-	-	1,785
Rail Ops - On-Track Equipment Replacement - FY22	-	1,590	-	2,071	800	200	-	4,661
Rail Ops - Grade Crossing Replacement - FY22	1,900	1,245	-	6,916	5,635	2,987	2,388	19,171
Rail Ops - Rail Replacement - America Plaza & Kettner - Const	260	1,100	-	250	800	300	-	2,450
Rail Ops - Beyer Blvd Track and Slope - FY22	5,042	1,000	-	500	5,000	500	-	7,000
Rail Ops - 12KV Service Disconnect at Friars and Napa	-	425	-	-	-	-	-	425
Rail Ops - SDSU UPS & Inverters Replacement	-	425	-	-	-	-	-	425
Rail Ops - Building C Door Replacement - FY22	325	325	-	-	-	-	-	325
Rail Ops - New Elevator at Fashion Valley - FY22	2,957	250	-	-	-	-	-	250
Rail Ops - Station Cleaning Equipment - FY22	-	210	-	75	75	50	50	460
Rail Ops - Las Chollas Creek Bridge - Design	-	200	-	1,480	-	-	-	1,680
Rail Ops - Beech St Double Crossover - FY22	5,065	200	-	-	-	-	-	200
Rail Ops - Radio Infrastructure FY22	164	128	-	-	-	-	-	128
Rail Ops - HVAC Improvements	-	125	-	110	140	180	110	665
Rail Ops - Interlocking E26 Signal for EC 3rd Track - Design	-	100	-	1,700	-	-	-	1,800
Rail Ops - Signal Replacement	-	65	-	2,380	4,190	1,190	1,165	8,990
Rail Ops - SD8 Passenger Seating Replacement	-	-	1,340	1,340	-	-	-	2,680
Rail Ops - OL Crossing Approach & Signal - Const.	-	-	1,200	-	-	-	-	1,200
Rail Ops - Downtown Parallel Feeder - Phase 1	-	-	946	947	948	949	-	3,790
Rail Ops - AC Switch Gear Replacement - FY22	-	-	600	600	600	600	-	2,400
Rail Ops - SD7 Passenger Seating Replacment	-	-	530	-	-	-	-	530
Rail Ops - CPC Substation Replacement - Design	-	-	400	4,200	2,200	2,400	4,000	13,200
Rail Ops - Fence Improvements - Blue Line - FY22	-	-	350	200	-	200	-	750
Rail Ops - Trackwork Replacement - A-yard - Design	-	-	300	3,000	4,590	1,200	-	9,090
Rail Ops - Platform & Parking Lot Lighting - Fashion Valley	-	-	250	365	475	500	75	1,665

**San Diego Metropolitan Transit System
Capital Improvement Program - Project List (\$000s)
Fiscal Year 2022**

Att. B, AI 32, 04/08/2021

Project Name	Funding Thru FY 2021	FY 2022 Funded	FY 2022 Unfunded	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
Rail Ops - Building C Fans	-	-	250	-	-	-	-	250
Rail Ops - Grade Crossing Warning System - Design	-	-	200	1,200	1,000	1,200	1,200	4,800
Rail Ops - Substation Building Repairs - FY22	-	-	175	175	175	175	175	875
Rail Ops - Station Parking Lots Resurfacing	-	-	165	420	450	-	350	1,385
Rail Ops - Elevator Floors and Panels Upgrades	-	-	140	-	-	-	-	140
Rail Ops - SD8 Wheelset Overhaul	-	-	-	3,859	3,100	3,180	3,300	13,439
Rail Ops - Orange/Blue Line Tie Replacement - FY22	-	-	-	3,500	2,000	-	-	5,500
Rail Ops - Station Elevators	-	-	-	3,060	-	750	-	3,810
Rail Ops - Station Trackway Replacement	-	-	-	2,022	1,670	550	-	4,242
Rail Ops - Replace Wheel Truing Machine Building A	-	-	-	2,000	-	-	-	2,000
Rail Ops - SD7 Coupler Replacement	-	-	-	1,500	-	-	-	1,500
Rail Ops - Commercial Street Track Replacement	-	-	-	1,218	1,418	1,475	1,752	5,863
Rail Ops - ABS Signaling Between Francis and 32nd St	-	-	-	1,200	-	-	-	1,200
Rail Ops - Station Shelter Replacement	-	-	-	1,180	-	-	-	1,180
Rail Ops - "C" Yard Expansion	-	-	-	1,000	5,000	-	-	6,000
Rail Ops - Building A Roof Replacement	-	-	-	800	-	-	-	800
Rail Ops - SDIV Trackway Paving Removal	-	-	-	600	600	-	-	1,200
Rail Ops - Paint Station Structures	-	-	-	450	75	-	90	615
Rail Ops - Ohio Brass Retifier Upgrades - Design	-	-	-	400	1,600	400	4,000	6,400
Rail Ops - Paint Booth Roof Replacement	-	-	-	350	-	-	-	350
Rail Ops - Rio Vista Platform Design	-	-	-	300	1,500	-	-	1,800
Rail Ops - Station and Parking Lot Lighting	-	-	-	242	250	500	175	1,167
Rail Ops - E8 & E10 Interlocking Upgrades	-	-	-	200	2,500	-	-	2,700
Rail Ops - System Wide UPS & Battery Upgrade	-	-	-	200	-	-	-	200
Rail Ops - Building A, B, C Office Improvements	-	-	-	150	-	-	-	150
Rail Ops - Downtown Traffic Signal Priority - Design	-	-	-	150	-	-	-	150
Rail Ops - Building A Paint Exterior	-	-	-	125	-	-	-	125
Rail Ops - Drainage Improvements	-	-	-	100	1,600	2,900	-	4,600
Rail Ops - City College Substation Replacement	-	-	-	100	400	-	-	500
Rail Ops - Replace Station Furniture	-	-	-	100	200	100	-	400
Rail Ops - C Street Pavement Track Replacement	-	-	-	-	885	823	860	2,568
Rail Ops - Double Crossover Switches at Francis St & Horton	-	-	-	-	600	4,000	-	4,600
Rail Ops - A & C Yard Slurry	-	-	-	-	350	-	-	350
Rail Ops - Yard Tower Roof & Interior Upgrades	-	-	-	-	350	-	-	350
Rail Ops - SD8 APS (Auxiliary Power Supply Overhaul)	-	-	-	-	-	-	406	406
Rail Ops - Replace Forklift (Small)	-	-	-	-	-	-	100	100
Rail Ops - Resurface Building A, B & C Floors	-	-	-	-	-	-	250	250
Rail Ops - SD7 Replacement	-	-	-	-	-	-	10,566	10,566
Admin - Fare System Upgrades - FY22	25,950	3,300	-	-	-	-	-	3,300
Admin - Miscellaneous Capital	-	2,703	220	1,000	-	-	1,000	4,923
Admin - Hastus Upgrade	-	1,800	-	-	-	-	-	1,800
Admin - San Ysidro Transit Center Planning & Design	-	1,250	-	1,550	800	15,000	15,000	33,600
Admin - San Ysidro Retail Kiosks Refresh	-	400	-	-	-	-	-	400
Admin - Network Equipment Refresh - FY22	870	390	-	400	400	400	400	1,990
Admin - Light Rail Vehicle Router upgrade	-	380	-	-	-	-	400	780
Admin - Copier Replacement	-	284	-	53	-	-	-	337
Admin - Data Storage Replacement - FY22	825	282	-	100	100	125	781	1,388

**San Diego Metropolitan Transit System
Capital Improvement Program - Project List (\$000s)
Fiscal Year 2022**

Att. B, AI 32, 04/08/2021

Project Name	Funding Thru FY 2021	FY 2022 Funded	FY 2022 Unfunded	FY 2023	FY 2024	FY 2025	FY 2026	5 Year Total
Admin - Server Replacement - FY22	1,422	273	-	659	260	310	300	1,802
Admin - Document Management System	-	230	-	-	-	-	-	230
Admin - CCTV Installation and Upgrade	-	150	-	175	200	225	250	1,000
Admin - Trolley Right of Way Lidar Imagery Refresh	-	105	-	-	-	105	-	210
Admin - SAP - HANA Migration to the Cloud	-	-	600	-	-	-	-	600
Admin - SAP Upgrade Warehouse Bar Code Implementation	-	-	530	-	-	-	-	530
Admin - Public Wifi	-	-	433	-	-	-	-	433
Admin - Intranet Update	-	-	246	-	-	-	-	246
Admin - Bus Yard Wireless Networks Replacement - FY22	-	-	220	220	250	250	250	1,190
Admin - America Plaze Pedestrian Enhancements (TIRCP)	-	-	-	3,294	-	-	-	3,294
Admin - Southwestern Rapid	-	-	-	1,000	11,000	-	-	12,000
Total Funding Requirement	\$ 181,392	\$ 125,486	\$ 12,746	\$ 186,359	\$ 190,928	\$ 137,500	\$ 187,184	\$ 840,205

Glossary of Acronyms:			
Acronym	Description	Acronym	Description
ABS	Automatic Braking System	OH	Overhead
APS	Auxiliary Power Supply	OL	Orange Line
AST	Aboveground Storage Tank	RAM	Revenue and Maintenance Building at IAD
CCTV	Closed Circuit Television	RTMS	Regional Transportation Management System
CNG	Compressed Natural Gas	SAP	Enterprise resource planning system used by MTS
CPC	Centralized Protection and Control	SBMF	South Bay Maintenance Facility (Chula Vista)
CPD	Copley Park Division (Kearny Mesa)	SD100	Light Rail Vehicles (2000 Series)
EC	El Cajon	SD7	Light Rail Vehicles (4000 Series)
ECD	East County Division (El Cajon)	SD8	Light Rail Vehicles (5000 Series)
HVAC	Heating, Ventilation, and Air Conditioning	SDIV	San Diego & Imperial Valley (old rail line)
IAD	Imperial Avenue Division (Downtown)	TIRCP	Transit and Intercity Rail Capital Projects (revenue source)
IMT	Imperial Avenue Transit Center	UPS	Uninterruptible Power Supply
KMD	Kearny Mesa Division	ZEB	Zero Emission Bus
LRV	Light Rail Vehicle or trolley		

SAN DIEGO METROPOLITAN TRANSIT SYSTEM**CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2022 (in 000's)****ATTACHMENT C**

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	FY22 Budget	Federal	State/Local	Other
1427	<u>Bus Ops - Bus Procurement</u> Procurement of 40' buses	25,284	14,546	9,866	872
1435	<u>Bus Ops - Iris Rapid - ZEB Bus Procurement</u> Procurement of zero emission buses	15,616	-	15,616	-
1273	<u>Bus Ops - El Cajon Bus Maintenance Facility - Expansion lot</u> El Cajon bus maintenance facility expansion	8,000	-	-	8,000
1226	<u>Bus Ops - Iris Rapid - Charging Infrastructure at SBMF - FY22</u> Charging infrastructure for the Iris Rapid project at East County Division	6,600	-	6,600	-
1224	<u>Bus Ops - Iris Rapid - Route & Stations Infrastructure - FY22</u> Route and Station infrastructure for the Iris Rapid project at East County Division	5,532	-	5,532	-
1428	<u>Bus Ops - Mini Bus Procurement</u> Procurement of mini buses	1,100	-	1,100	-
1215	<u>Bus Ops - KMD Shop Hoists Construction - FY22</u> Replacement of shop hoist at Kearney Mesa Division	1,000	-	1,000	-
1204	<u>Bus Ops - KMD Concrete Lot - FY22</u> Replacement of concrete paving at Kearney Mesa Division	675	-	675	-
1208	<u>Bus Ops - IAD OH ZEB Charging Master Planning</u> Initial master plan study for Zero Emission Bus overhead charging at Imperial Ave Division	500	-	500	-
1225	<u>Bus Ops - Iris Rapid Transit Center Island Modification</u> Modification to Transit Center island for the Iris Rapid project at East County Division	410	-	410	-
1229	<u>Bus Ops - ADA Bus Stop - FY22</u> ADA bus stop enhancements	400	-	400	-
1217	<u>Bus Ops - IAD RAM HVAC Replacement</u> HVAC replacement at Imperial Ave Division	350	-	350	-
1223	<u>Bus Ops - IAD Roof Fall Protection Safety Improvements</u> Fall protection improvement at Imperial Ave Division	245	-	245	-
1222	<u>Bus Ops - ZEB Pilot Program - FY22</u> Zero emission bus pilot program	225	-	225	-
1205	<u>Bus Ops - Misc Shop Equipment Replacement - IAD & KMD</u> Shop equipment replacement	110	-	110	-
1220	<u>Bus Ops - CPD Mobile Column Lift Replacement FY22 - 2 of 3</u> Replacement of mobile column lifts at Copley Park Division	50	-	50	-
1433	<u>Rail Ops - SD100 Replacement</u> Replacement SD100 Light Rail Vehicle Fleet	28,500	10,000	7,270	11,230
1275	<u>Rail Ops - Green Line IMT Double Tracking - FY22</u> Green Line Imperial Ave Transit Center Double Tracking	5,170	-	5,170	-
1276	<u>Rail Ops - El Cajon Transit Center Third Track - FY22</u> Construction of El Cajon Transit Center Third Track	5,000	-	5,000	-
1169	<u>Rail Ops - Green Line Catenary Project - FY22</u> Upgrade to the Green Line Catenary system.	1,785	1,428	357	-
1159	<u>Rail Ops - On-Track Equipment Replacement - FY22</u>	1,590	-	1,590	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM**CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2022 (in 000's)****ATTACHMENT C**

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	FY22 Budget	Federal	State/Local	Other
1153	Replacement of On-Track Equipment <u>Rail Ops - Grade Crossing Replacement - FY22</u>	1,245	-	1,245	-
1156	Replacement of grade crossing <u>Rail Ops - Rail Replacement - America Plaza & Kettner - Const</u>	1,100	-	1,100	-
1143	Rail Replacement at America Plaza & Kettner <u>Rail Ops - Beyer Blvd Track and Slope - FY22</u>	1,000	-	1,000	-
1201	Beyer Blvd Track and Slope Upgrade <u>Rail Ops - 12KV Service Disconnect at Friars and Napa</u>	425	-	425	-
1171	12KV Service disconnect at Friars and Napa <u>Rail Ops - SDSU UPS & Inverters Replacement</u>	425	-	425	-
1152	SDSU UPS & Inverters Replacement <u>Rail Ops - Building C Door Replacement - FY22</u>	325	-	325	-
1193	Building C Door Replacement <u>Rail Ops - New Elevator at Fashion Valley - FY22</u>	250	-	250	-
1148	New Elevator at Fashion Valley <u>Rail Ops - Station Cleaning Equipment - FY22</u>	210	-	210	-
1157	Station Cleaning Equipment <u>Rail Ops - Las Chollas Creek Bridge - Design</u>	200	-	200	-
1284	Design for Las Chollas Creek Bridge <u>Rail Ops - Beech St Double Crossover - FY22</u>	200	-	200	-
1149	Signal and track modifications for Beech Street Double Crossover. <u>Rail Ops - Radio Infrastructure FY22</u>	128	-	128	-
1151	Radio Infrastructure <u>Rail Ops - HVAC Improvements</u>	125	-	125	-
1285	HVAC Improvements <u>Rail Ops - Interlocking E26 Signal for EC 3rd Track - Design</u>	100	-	100	-
1166	Design for Interlocking E26 Signal <u>Rail Ops - Signal Replacement</u>	65	-	65	-
1231	Signal Replacement <u>Admin - Fare System Upgrades - FY22</u>	3,300	-	3,300	-
1431	Fare System Upgrades <u>Admin - Miscellaneous Capital</u>	2,703	-	-	2,703
1197	Miscellaneous Capital <u>Admin - Hastus Upgrade</u>	1,800	-	1,800	-
1272	Upgrade to the Hastus system <u>Admin - San Ysidro Transit Center Planning & Design</u>	1,250	-	-	1,250
1278	Design of the San Ysidro Transit Center <u>Admin - San Ysidro Retail Kiosks Refresh</u>	400	-	-	400
1183	Refresh San Ysidro Retail Kiosks <u>Admin - Network Equipment Refresh - FY22</u>	390	-	390	-
1186	Network Equipment Refresh <u>Admin - Light Rail Vehicle Router upgrade</u>	380	-	380	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM**CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2022 (in 000's)****ATTACHMENT C**

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	FY22 Budget	Federal	State/Local	Other
1145	Light Rail Vehicle Router upgrade <u>Admin - Copier Replacement</u> Copier Replacement	284	-	284	-
1188	<u>Admin - Data Storage Replacement - FY22</u> Data Storage Replacement	282	-	282	-
1189	<u>Admin - Server Replacement - FY22</u> Server Replacement	273	-	273	-
1216	<u>Admin - Document Management System</u> Document Management System	230	-	230	-
1426	<u>Admin - CCTV Installation and Upgrade</u> CCTV Installation and Upgrade	150	-	150	-
1185	<u>Admin - Trolley Right of Way Lidar Imagery Refresh</u> Trolley Right of Way Lidar Imagery Refresh	105	-	105	-
Totals		\$ 125,486	\$ 25,974	\$ 75,058	\$ 24,455

San Diego Metropolitan Transit System
Funding Compared to Capital Needs (\$000s)
Fiscal Years 2022-2026

	Proposed FY22	Projected FY23	Projected FY24	Projected FY25	Projected FY26	Total FY22 to FY26
Total Revenues						
Recurring Dedicated CIP Revenues	\$ 133,568	\$ 136,008	\$ 135,862	\$ 136,612	\$ 139,662	\$ 681,711
Other Non Recurring Revenues	54,724	29,416	25,000	5,000	38,298	152,438
Total Capital Revenues	\$ 188,292	\$ 165,424	\$ 160,862	\$ 141,612	\$ 177,960	\$ 834,150
Less: "Off the Top" Expenses						
SANDAG Planning Studies	\$ (213)	\$ (217)	\$ (217)	\$ (217)	\$ (217)	\$ (1,082)
ADA Operation	(2,462)	(4,591)	(4,591)	(4,591)	(4,591)	(20,827)
Preventative Maintenance	(60,131)	(59,000)	(60,000)	(61,000)	(62,000)	(302,131)
Total "Off The Top" Expenses	\$ (62,806)	\$ (63,808)	\$ (64,808)	\$ (65,808)	\$ (66,808)	\$ (324,040)
Adjusted Available CIP Revenues	\$ 125,486	\$ 101,616	\$ 96,053	\$ 75,803	\$ 111,151	\$ 510,110
Total Project Needs	138,232	186,359	190,928	137,500	187,184	840,205
Total Deficit	\$ (12,746)	\$ (84,744)	\$ (94,875)	\$ (61,697)	\$ (76,033)	\$ (330,095)
% of Funding / Needs	90.8%	54.5%	50.3%	55.1%	59.4%	60.7%
Accumulated Deficit	\$ (12,746)	\$ (97,489)	\$ (192,365)	\$ (254,062)	\$ (330,095)	



DATE: February 10, 2021

TO: Eric Cheng, Capital Accountant, Finance

FROM: Denis Desmond, Director of Planning

SUBJECT: FY 2022 CAPITAL IMPROVEMENT PROGRAM TITLE VI/EJ ANALYSIS

Revised FTA guidance on compliance with Title VI and Environmental Justice requirements was issued in 2012. Given the greater emphasis on analyzing projects and proposals for burdens, benefits, and disproportionate impacts for low-income and minority communities, the analysis detailed below was made of the 48 projects proposed for funding in MTS' FY 2022 Capital Improvement Program (CIP). Please keep this information for your files.

ANALYSIS METHODOLOGY

MTS' Title VI analysis for an annual CIP is conducted as a whole to determine if the capital investment strategy introduces a disparate impact or disproportionate burden throughout the MTS service area relative to the average population value for the MTS service area, consistent with the methodology approved by the MTS Board of Directors for service change analyses. Population statistics are drawn from the most recent broad-based federal population survey, in this instance the 2019 American Community Survey (ACS) five-year sample.

A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority (by percentage of total MTS service area population) than the total MTS service area average. For example, if the total MTS service area average is 55% minority, then a proposed capital improvement program that adversely affects a population that is 65% minority or greater would be defined as a disparate impact. If MTS chooses to implement a capital improvement program despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the program in its current form, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the program.

A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" (by percentage of total MTS service area population) than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average. For example, if the total MTS service area average is 20% "low-income," then a proposed capital improvement program that benefits a population that is 90% or greater "non-low-income" would be defined as a disproportionate burden. If MTS chooses to implement a capital investment program despite a finding of disproportionate burden, MTS may only do so if steps are taken to



avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations.

REGIONAL BENEFIT/BURDEN PROJECTS

Of the 48 total projects proposed for funding, 16 were determined to have a regional impact that would not be specific to any one or few locations in our jurisdiction. These are primarily vehicle replacements or rehabilitation, vehicle equipment, system-wide amenities, and information technology projects. Since the vehicles are distributed throughout MTS' service area, and the technology projects are deployed system-wide, there was no further analysis of these projects for the purpose of this Title VI/EJ evaluation. These projects are listed in Table 1 below.

Table 1. Regional Benefit/Burden Projects

Division	Project Name	Location	FY 2022 Funded
Admin	IT - Data Storage Replacement		\$282,000
Admin	IT - Server Replacement		\$273,000
Admin	IT - Document Management System		\$230,000
Admin	IT - Network Equipment Refresh		\$390,000
Admin	IT - Hastus Upgrade		\$1,800,000
Admin	IT - Trolley ROW Lidar Imagery Refresh		\$105,000
Admin	IT - Light Rail Vehicle Router Upgrade		\$380,000
Admin	Fare System Upgrades		\$3,300,000
Admin	CCTV Installation and Upgrade		\$150,000
SDTC	Bus Procurement		\$25,284,000
SDTC	Minibus Procurement		\$1,100,000
SDTC	ZEB Pilot Program		\$225,000
Rail	Track - On-Track Eqpt. Replacement		\$1,590,000
Rail	Transportation - Radio Infrastructure		\$128,000
Rail	SD100 Replacement		\$28,500,000
Rail	FAC - Station Cleaning Equipment		\$210,000

Additionally, MTS maintains a Miscellaneous Capital budget for emergency and unforeseen needs that may arise during the year. No specific projects or locations are identified, so for purposes of this FY 2022 CIP, no further Title VI analysis of these projects is undertaken.

Table 1A. Future Projects with No Specific Site Identified

Division	Project Name	Location	FY 2022 Funded
Admin	Admin - Miscellaneous Capital - FY22		\$2,922,526

The other 31 projects are mostly maintenance projects and equipment for MTS facilities, infrastructure, or right-of-way. They repair or replace capital inventory that has reached the end of its useful life. They are detailed below and are included in the equity analysis.

REPAIR/REPLACE PROJECTS AT EXISTING MTS FACILITIES

There are 11 projects that would occur at existing MTS bus or rail operating divisions or facilities, in areas inaccessible to the general public. Therefore, no benefits or burdens for the community or riders were identified. These projects are listed in Table 2.

Table 2. Repair/Replace Projects at Existing MTS Facilities

Division	Project Name	Location	FY 2022 Funded
Admin	FY22 Copier Replacement	Mills Building	\$284,000
SDTC	KMD Shop Hoists Construction	KMD	\$1,000,000
SDTC	KMD Concrete Lot	KMD	\$675,000
SDTC	OH ZEB Charging Master Planning	IAD	\$500,000
SDTC	RAM HVAC Replacement	IAD	\$350,000
SDTC	Roof Fall Protection Safety Improvements	IAD	\$245,000
SDTC	Misc. Shop Eqpt. Replacement	IAD, KMD	\$110,000
SDTC	CPD Mobile Column Lift Replacement-2/3	CPD	\$50,000
SDTC	ECD Facility - Expansion lot	ECD	\$8,000,000
Rail	FAC - HVAC Improvements	SD Trolley	\$125,000
Rail	FAC - Building C Door Replacement	SD Trolley	\$325,000

EXTERNAL REPAIR/REPLACE PROJECTS WITH NEGLIGIBLE IMPACTS

Eight of the remaining projects are similarly repairs or replacements of existing infrastructure or right-of-way, but occur throughout the community beyond our operating division facilities. The completion of these projects will enhance reliability and extend the life of the capital assets, but the projects themselves will have little or no direct impact on the community or riders, other than minor, temporary construction work. These are primarily maintenance-of-way state-of-good repair projects and information technology upgrades. Therefore, they have also been identified as having no specific and substantive burden or benefit. These are listed in Table 3.

Table 3. External Repair/Replace Projects with Negligible Impacts

Division	Project Name	Location	FY 2022 Funded
Rail	MOW - 12KV Service Disconnect at Friars and Napa	Friars Rd. & Napa St.	\$425,000
Rail	MOW - SDSU UPS & Inverters Replacement	SDSU	\$425,000
Rail	MOW - Signal Replacement	India/C, 12 th /Imperial	\$65,000
Rail	Beech St Double Crossover	Green Line @ Beech St.	\$200,000
Rail	Track - Las Chollas Creek Bridge - Design	Blue Line @ Chollas Creek	\$200,000
Rail	Track - Rail Replacement - America Plaza & Kettner - Const.	Kettner Blvd. Grade Crossing	\$1,100,000
Rail	Beyer Blvd Track and Slope	Blue Line @ E. Beyer Blvd.	\$1,000,000
Rail	Green Line Catenary Project	Green Line	\$1,785,000

EXTERNAL REPAIR/REPLACE PROJECTS WITH NET BENEFIT

The final 12 projects in the proposed FY 2022 CIP could have a noticeable impact to riders and communities. Four of the projects are part of the overall Iris Rapid BRT currently in development. Two of the projects are at the San Ysidro Transit Center, and two are related to the third track project at the El Cajon Transit Center. All of these are determined to be a **net benefit** to the communities in which they are located, as they improve the accessibility, condition, security, and/or aesthetics of facilities commonly used by the public. They are listed below in Table 4, and a separate Title VI mapping analysis was conducted for these 12 projects.

Table 4. External Repair/Replace Projects with a Net Benefit

Division	Project Name	Location	FY 2022 Funded
SDTC	Iris Rapid: ZEB Bus Procurement	Imperial Beach to Otay Mesa TC	\$15,616,000
SDTC	Iris Rapid: Route & Stations Infrastructure	Imperial Beach to Otay Mesa TC	\$4,300,000
SDTC	Iris Rapid: Charging Infrastructure at SBD	South Bay Division	\$4,000,000
SDTC	Iris Rapid: Iris TC Modifications	Iris Ave. TC	\$410,000
SDTC	ADA Bus Stops	<ul style="list-style-type: none"> San Vicente & Norm San Ysidro & Cottonwood San Ysidro & Averil Camino de la Plaza & Via Nacional Gigantic & Excellante College & College Grove Imperial & 22nd 	\$400,000
Admin	San Ysidro TC Planning & Design	San Ysidro Transit Center	\$1,250,000
Admin	San Ysidro TC Retail Kiosks Refresh	San Ysidro Transit Center	\$400,000
Rail	El Cajon TC Third Track - FY22	El Cajon Transit Center	\$5,000,000
Rail	Interlocking E26 Signal for EC 3rd Track – Design	El Cajon Transit Center	\$100,000
Rail	Green Line IMT Double Tracking	12th & Imperial Transit Center	\$5,170,000
Rail	Track - Grade Crossing Replacement	Hill St., 7 th /C, Park/Island, Park/F	\$1,245,000
Rail	FAC - New Elevator at Fashion Valley	Fashion Valley Transit Center	\$250,000

RESULTS

Two analyses were conducted using GIS and census block group data. The first analysis included the 31 projects listed in Tables 2, 3, and 4. All projects were mapped to determine how the percentages and populations of low-income and minority communities affected by the proposed CIP projects compared to percentages and populations of low-income and minority

communities in the entire MTS jurisdiction. The second analysis reviewed the same metrics, but only mapped the 12 projects with a perceived net benefit.

Data for the census block groups in which the proposed CIP projects are located was compared to data for the entire MTS jurisdiction. Comparisons were made for both the number of census block groups and the population of those census block groups. The jurisdiction-wide low-income and minority percentages were compared to the percentages in the affected census block groups. The maps and datasheets for the analyses are attached.

In all four cases (for both low-income and minority, by both number of census block groups and by population), the results showed a benefit for a larger percentage of minority and low income populations than for the overall MTS jurisdiction. Since all projects were determined to either have no substantive locational impact (19 projects) or to have a net positive impact (12 projects), there was no adverse impact found for low-income or minority populations, nor any disproportionate benefit for non-minority or non-low-income populations.

Please let me know if you have any questions.

M-THOMPSON.FY22CIPITLEVI_FUNDED_DDESMOND_REVFEB9

Attachment A: Map of 31 Proposed CIP Projects with a Determined Location

Attachment B: Map of 31 Proposed CIP Projects with a Determined Location Overlaid with Minority Census Block Groups

Attachment C: Map of 231 Proposed CIP Projects with a Determined Location Overlaid with Low-Income Census Block Groups

Attachment D: Statistical Analysis for 31 Proposed CIP Projects with a Determined Location

Attachment E: Map of 12 Proposed CIP Projects with a Community Benefit

Attachment F: Map of 12 Proposed CIP Projects with a Community Benefit Overlaid with Minority Census Block Groups

Attachment G: Map of 12 Proposed CIP Projects with a Community Benefit Overlaid with Low-Income Census Block Groups

Attachment H: Statistical Analysis for 12 Proposed CIP Projects with a Community Benefit

C: Sharon Cooney, Mike Thompson

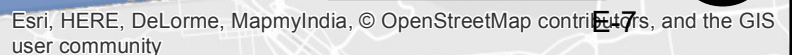
MTS FY22 Capital Improvement Program Attachment A Proposed CIP Projects with Defined Locations

- Projects with Defined Locations
- Project Corridors
- UC San Diego Blue Line
- MTS Orange Line
- MTS Green Line
- MTS Bus Routes

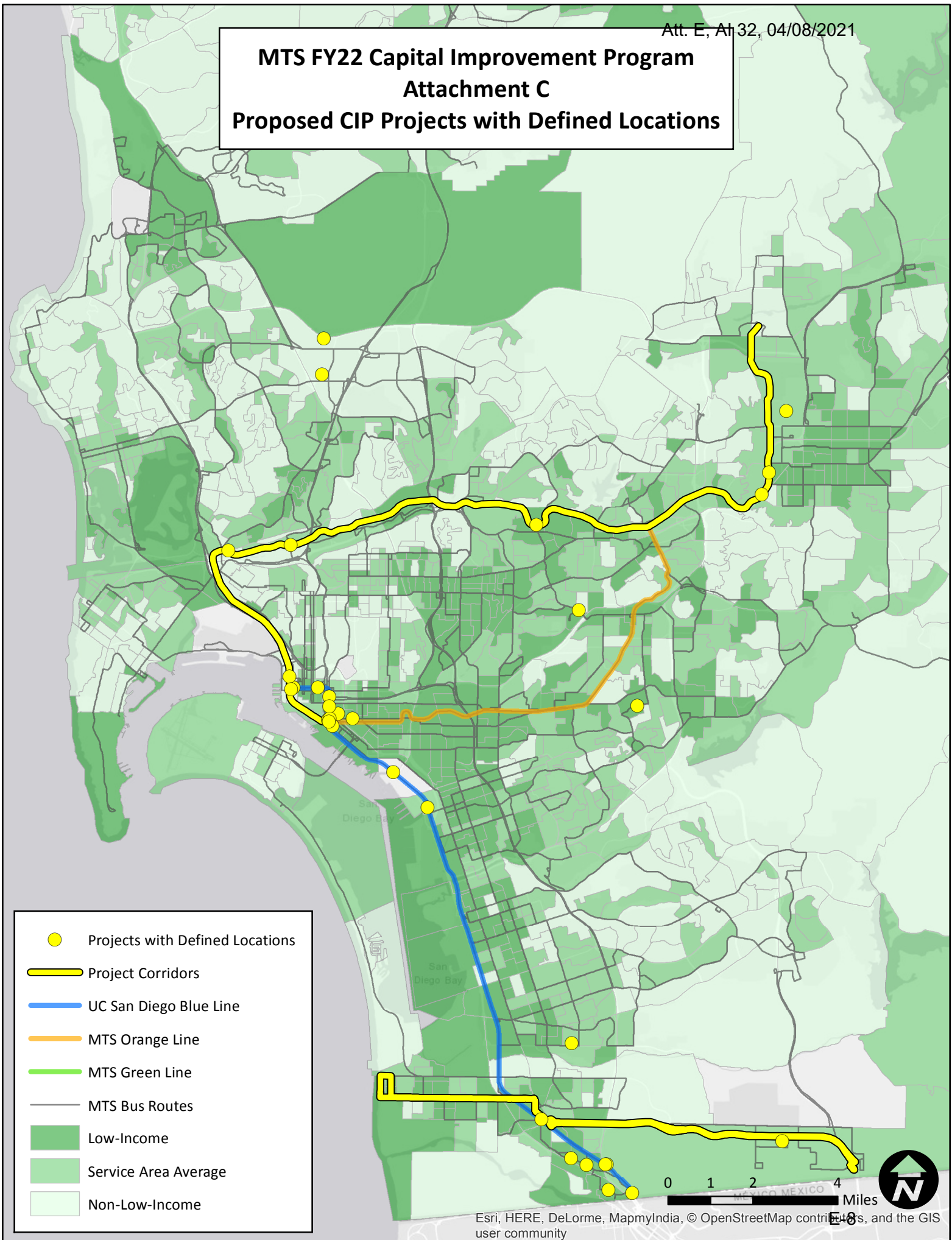


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MTS FY22 Capital Improvement Program Attachment C Proposed CIP Projects with Defined Locations



Attachment D: Statistical Analysis for Proposed CIP Projects with a Determined Location

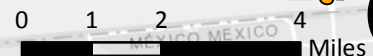
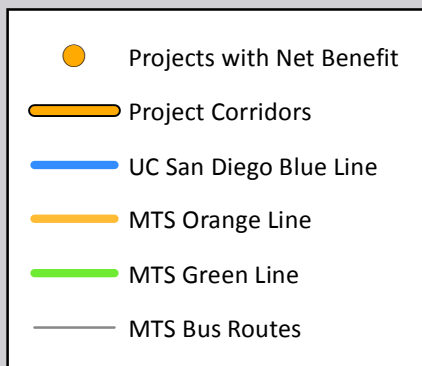
Project ID	Project Description	Total Census Block Groups	Block Group Population – Income Surveys	Low-Income Population	% Low-Income	# Block Groups More Low-Income Than SAA	% Block Groups Over Low-Income SAA	Block Group Population – Race & Ethnicity Surveys	Minority Population	% Minority	# Block Groups More Minority Than SAA	% Block Groups Over Minority SAA
-	MTS Service Area Average (SAA)	1,321	2,298,741	657,817	28.6%	358	27%	2,356,657	1,350,366	57.3%	465	35%
1145	Admin - FY22 Copier Replacement	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
1220	SDTC - CPD Mobile Column Lift Replacement FY22 - 2 of 3	1	4,927	676	13.7%	0	0%	4,989	2,912	58.4%	0	0%
1205	SDTC - Misc Shop Equipment Replacement - IAD & KMD	2	6,808	1,910	28.1%	1	50%	6,870	4,291	62.5%	1	50%
1223	SDTC - IAD Roof Fall Protection Safety Improvements	1	1,881	1,234	65.6%	1	100%	1,881	1,379	73.3%	1	100%
1217	SDTC - IAD RAM HVAC Replacement	1	1,881	1,234	65.6%	1	100%	1,881	1,379	73.3%	1	100%
1208	SDTC - IAD OH ZEB Charging Master Planning	1	1,881	1,234	65.6%	1	100%	1,881	1,379	73.3%	1	100%
1204	SDTC - KMD Concrete Lot - FY22	1	4,927	676	13.7%	0	0%	4,989	2,912	58.4%	0	0%
1215	SDTC - KMD Shop Hoists Construction - FY22	1	4,927	676	13.7%	0	0%	4,989	2,912	58.4%	0	0%
1273	Admin - El Cajon Bus Maintenance Facility - Expansion lot	1	1,016	332	32.7%	0	0%	1,016	556	54.7%	0	0%
1151	FAC - HVAC Improvements	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
1152	FAC - Building C Door Replacement - FY22	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
1166	MOW - Signal Replacement	2	8,362	3,259	39.0%	1	50%	8,381	3,963	47.3%	0	0%
1284	SDTI - Beech St Double Crossover - FY22	1	3,953	668	16.9%	0	0%	3,953	1,212	30.7%	0	0%
1157	Track - Las Chollas Creek Bridge - Design	4	7,326	2,820	38.5%	1	25%	13,717	10,406	75.9%	3	75%
1201	MOW - 12KV Service Disconnect at Friars and Napa	2	3,785	896	23.7%	0	0%	3,785	1,351	35.7%	0	0%
1171	MOW - SDSU UPS & Inverters Replacement	1	1,306	1,142	87.4%	1	100%	1,604	790	49.3%	0	0%
1143	SDTI - Beyer Blvd Track and Slope - FY22	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1156	Track - Rail Replacement - America Plaza & Kettner - Const.	1	2,560	441	17.2%	0	0%	2,560	828	32.3%	0	0%
1169	SDTI - Green Line Catenary Project - FY22	35	68,759	22,136	32.2%	10	29%	73,384	30,466	41.5%	0	0%
1278	Admin - San Ysidro Retail Kiosks Refresh	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1272	Admin - San Ysidro Transit Center Planning & Design	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1229	SDTC - ADA Bus Stop - FY22	6	12,706	4,758	37.4%	4	67%	12,762	11,603	90.9%	5	83%
1225	Admin - Iris Rapid Transit Center Island Modification	1	2,347	1,427	60.8%	1	100%	2,347	2,228	94.9%	1	100%
1226	Admin - Iris Rapid - Charging Infrastructure at SBMF - FY22	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1224	Admin - Iris Rapid - Route & Stations Infrastructure - FY22	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1435	Admin - Iris Rapid - ZEB Bus Procurement	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1285	SDTI - Interlocking E26 Signal for EC 3rd Track - Design	1	2,852	732	25.7%	0	0%	2,852	1,167	40.9%	0	0%
1193	FAC - New Elevator at Fashion Valley - FY22	1	1,065	199	18.7%	0	0%	1,065	476	44.7%	0	0%
1153	Track - Grade Crossing Replacement - FY22	5	14,648	6,062	41.4%	2	40%	14,675	7,546	51.4%	0	0%
1276	SDTI - El Cajon Transit Center Third Track - FY22	1	2,852	732	25.7%	0	0%	2,852	1,167	40.9%	0	0%
1275	SDTI - Green Line IMT Double Tracking - FY22	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
-	FY22 Program Total - Projects with a Determined Location	92	191,261	69,771	36.5%	41	45%	206,953	134,331	64.9%	38	41%

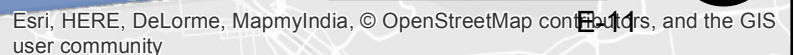
Block Group data is sourced from 2019 American Community Survey 5-year estimates.

Low-income population represents the population within 200 percent of the federal poverty level.

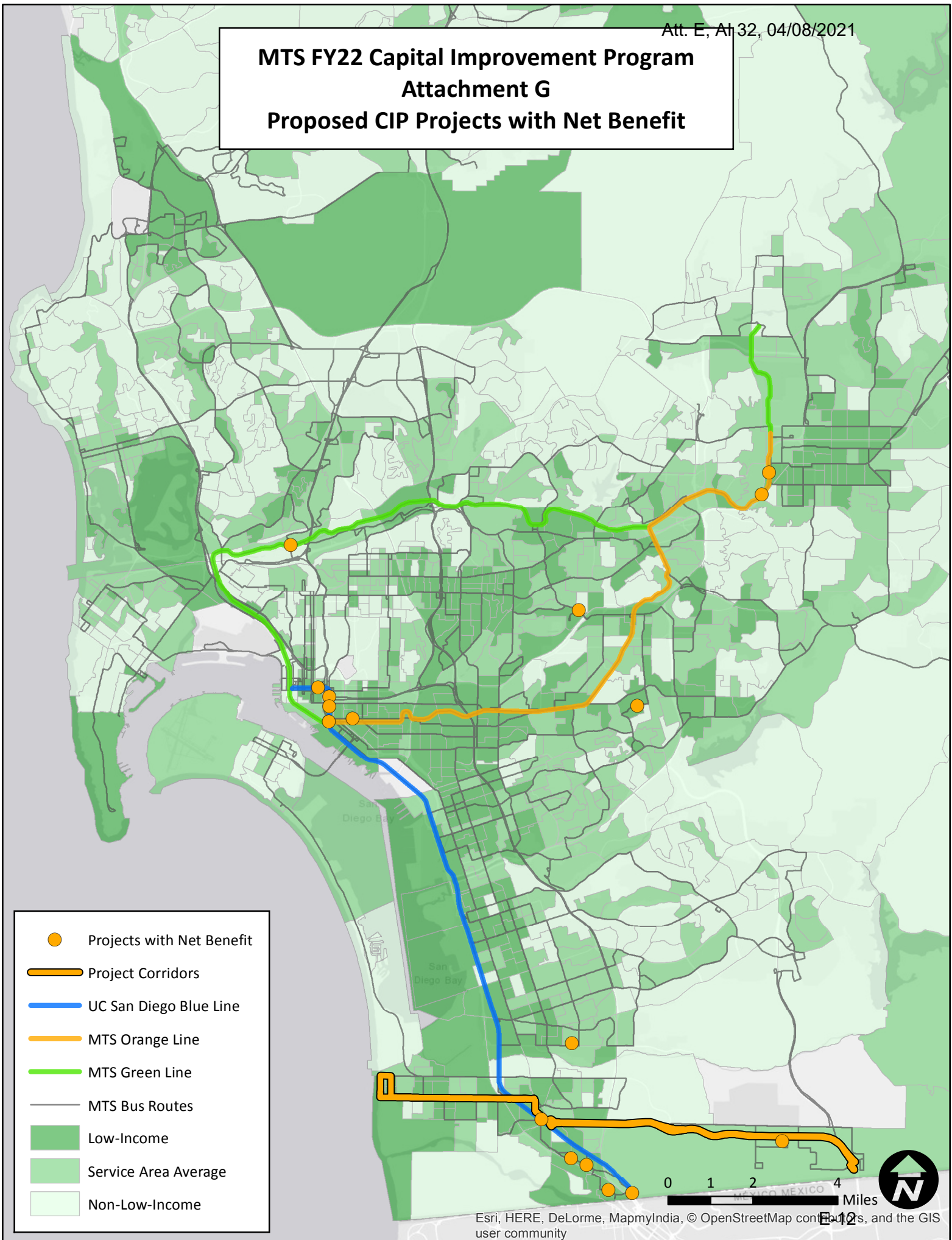
Measured block group populations vary between low-income and minority surveys due to ACS survey methodology.

MTS FY22 Capital Improvement Program Attachment E Proposed CIP Projects with Net Benefit





MTS FY22 Capital Improvement Program Attachment G Proposed CIP Projects with Net Benefit



Attachment H: Statistical Analysis for Proposed CIP Projects with a Determined Location and Community Benefit

Project ID	Project Description	Total Census Block Groups	Block Group Population – Income Surveys	Low-Income Population	% Low-Income	# Block Groups More Low-Income Than SAA	% Block Groups Over Low-Income SAA	Block Group Population – Race & Ethnicity Surveys	Minority Population	% Minority	# Block Groups More Minority Than SAA	% Block Groups Over Minority SAA
-	MTS Service Area Average (SAA)	1,321	2,298,741	657,817	28.6%	358	27%	2,356,657	1,350,366	57.3%	465	35%
1278	Admin - San Ysidro Retail Kiosks Refresh	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1272	Admin - San Ysidro Transit Center Planning & Design	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1229	SDTC - ADA Bus Stop - FY22	6	12,706	4,758	37.4%	4	67%	12,762	11,603	90.9%	5	83%
1225	Admin - Iris Rapid Transit Center Island Modification	1	2,347	1,427	60.8%	1	100%	2,347	2,228	94.9%	1	100%
1226	Admin - Iris Rapid - Charging Infrastructure at SBMF - FY22	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1224	Admin - Iris Rapid - Route & Stations Infrastructure - FY22	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1435	Admin - Iris Rapid - ZEB Bus Procurement	43	89,353	34,056	38.1%	24	56%	93,914	77,634	82.7%	31	72%
1285	SDTI - Interlocking E26 Signal for EC 3rd Track - Design	1	2,852	732	25.7%	0	0%	2,852	1,167	40.9%	0	0%
1193	FAC - New Elevator at Fashion Valley - FY22	1	1,065	199	18.7%	0	0%	1,065	476	44.7%	0	0%
1153	Track - Grade Crossing Replacement - FY22	5	14,648	6,062	41.4%	2	40%	14,675	7,546	51.4%	0	0%
1276	SDTI - El Cajon Transit Center Third Track - FY22	1	2,852	732	25.7%	0	0%	2,852	1,167	40.9%	0	0%
1275	SDTI - Green Line IMT Double Tracking - FY22	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
-	FY22 Program Total - Projects with Net Benefit	56	120,624	45,807	38.0%	30	54%	125,268	98,426	78.6%	36	64%

Block Group data is sourced from 2019 American Community Survey 5-year estimates.

Low-income population represents the population within 200 percent of the federal poverty level.

Measured block group populations vary between low-income and minority surveys due to ACS survey methodology.

Metropolitan Transit System FY22 Capital Improvement Program (CIP)

MTS Board of Directors
April 8, 2021

Development of the FY22 CIP: Guiding Principles

- Board Policy 65 - Transit Asset Management (TAM)
 - MTS is committed to effectively manage its transit assets and maintain its system in a State of Good Repair (SGR) **to support safe, efficient, and reliable transit services** across the organization
 - MTS required to comply with applicable maintenance regulations of the Federal Transit Administration, Federal Railroad Administration, and the California Public Utilities Commission
 - Base capital project prioritization and other asset management decisions on asset criticality, condition, performance, available funding, safety considerations, and on the evaluation of alternatives that consider full lifecycle benefits, costs, and risks
- Board Policy 42 – Vision for MTS Services
 - Develop a **Customer Focused** System: Provide services that reflect the travel needs and priorities of our customers
 - Develop a **Competitive** System: Provide services that are competitive with other travel options by meeting market segment expectations
 - Develop an **Integrated** System: Develop transit services as part of an integrated network rather than a collection of individual routes
 - Develop a **Sustainable** System: Provide appropriate types and levels of service that are consistent with market demands and are maintainable under current financial conditions
 - MTS is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended. (Title VI analysis of CIP)

Capital Funding Levels

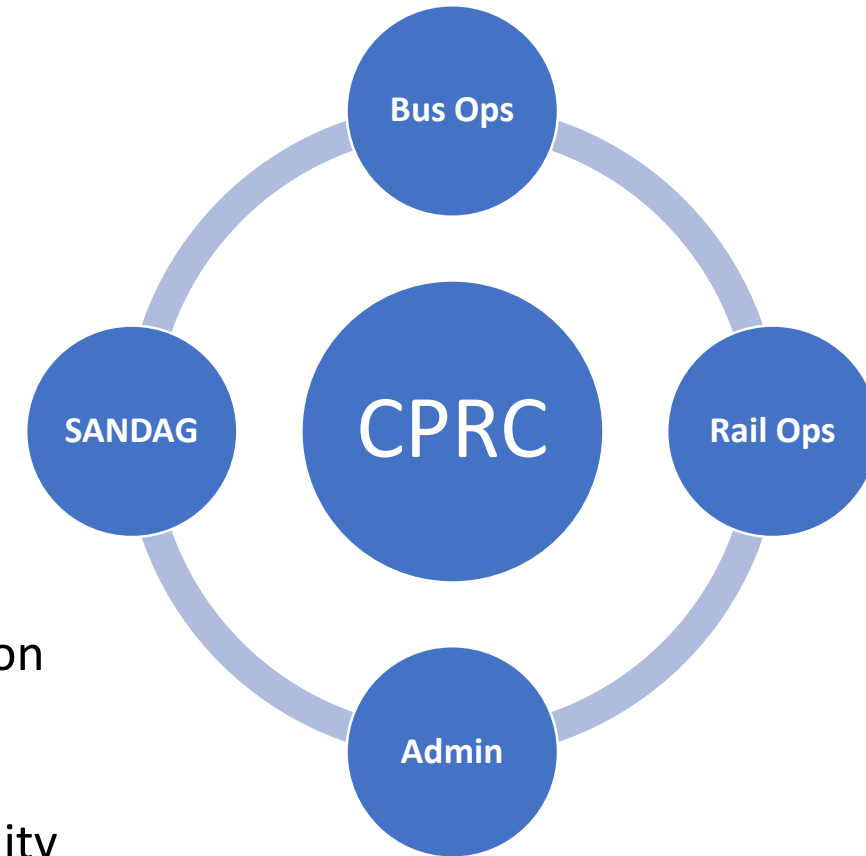
Proposed Fiscal Year 2022 (\$000s)

Funding Description	Amount
Federal Funding (Sections 5307, 5337, 5339)	\$ 78,567
* Federal Regional Surface Transportation Program (RSTP)	10,000
Transportation Development Act (TDA)	33,087
California State Transit Assistance (STA)	11,833
California STA State of Good Repair	4,956
California Cap and Trade Formula (LCTOP)	5,126
* California Cap and Trade Discretionary (TIRCP)	20,270
* Other	24,455
Total Preventive Maintenance	(62,593)
SANDAG Planning Studies	(213)
Available Funding for Capital Program	\$ 125,486
* Non-recurring funding totals:	\$ 54,724

Other funding includes IRS CNG credits, transfers from closed projects, carryover from FY20 operations, and proceeds from land sale

Development of the FY22 CIP

- Process began in September 2020 with request for projects
 - Each department submits:
 - Update to their departmental **20 year CIP forecast**
 - Project requests for the next 5 fiscal years
 - Departmental prioritization
 - Consolidated project list is prepared
- Capital Projects Review Committee (CPRC) meeting was held to discuss the priority project list
 - Each Committee member responsible for discussing their prioritized capital requests for the group it serves
 - Projects with safety and/or operational needs are priority 1
 - The Committee reviewed and the CEO approved the prioritization of the capital requests
 - All priority 1 projects were funded
 - The project list is also subject to an analysis based on social equity principles and there was no disproportionate impact on Low Income/Minority populations



Capital Project Summary

Proposed Fiscal Year 2022 (\$000s)

- \$138.2M in total requests
 - 76 total projects
- \$125.5M in available funding
 - Only able to fund 90.8% of requests
- Projects funded
 - 48 projects funded
 - Listed in Attachment B
 - Short project descriptions also included in Attachment C
 - 57% of funding for Revenue Vehicles

Capital Project Categories	Funding	%
Bus Revenue Vehicles	\$ 42,225	34%
Rail Revenue Vehicles	28,500	23%
Facility & Construction Projects	26,062	21%
Rail Infrastructure	16,715	13%
Other Equipment & Installation	11,985	10%
Grand Total	\$ 125,486	

FY22 CIP Project Highlights

- TIRCP Awards

- Blue Line Rail Corridor Transit Enhancements project

- \$40.1M total award in FY19
 - \$71.4M total budget
 - Funding spread over multiple CIP years
 - Blue Line rail corridor enhancements
 - Track/Right of Way improvements
 - Station improvements
 - South Bay feeder bus service to the Blue Line
 - Iris Rapid utilizing 60-foot articulated ZEBs
 - El Cajon Transit Center Third Track Project
 - \$7.2M award in FY20
 - \$8.5M total budget
 - Funding spread over FY22 and FY23

Project Description	Funding
Bus Ops - Iris Rapid - ZEB Bus Procurement	\$ 15,616
Bus Ops - Iris Rapid - Charging Infrastructure at SBMF	6,600
Bus Ops - Iris Rapid - Route & Stations Infrastructure	5,532
Bus Ops - Iris Rapid - Transit Center Island Modification	410
Rail Ops - Green Line IMT Double Tracking	5,170
Rail Ops - Beech St Double Crossover	200
Rail Ops - El Cajon Transit Center Third Track	5,000
Subtotal	\$ 38,528

FY22 CIP Project Highlights - Bus Revenue Vehicles

- Bus Fleet Replacement

- Fleet Plan tries to normalize the buses replaced each year and funding levels
 - Annual goal = Buses in Fleet divided by the useful life
 - Harder to do with 60 ft. articulated buses
- Board approved Zero Emission Bus (ZEB) Transition plan in September 2020
- \$42.2M funding in FY22
 - Replacements listed in the table
 - Includes the Iris Rapid buses which is an expansion of the fleet

	Buses in Fleet	Useful Life (Years)	Replacing (# of Buses)	Cost per Bus (\$000s)
40 ft.	468	12	32	\$ 591
40 ft. ZEB	8	12	5	\$ 1,025
60 ft. Artics	113	12	-	\$ 1,058
60 ft. Artics ZEB	-	12	11	\$ 1,509
Commuter Express	24	12	-	\$ 918
Minibuses	40	7	5	\$ 211
ADA Minibuses	147	5	5	\$ 142
Total	800		58	

FY21 CIP Project Highlights - Rail Revenue Vehicles

- SD100 Replacement Project
 - SD100s LRVs need to be replaced by 2025
 - Replacing the 2000s series
 - Low floor vehicles system wide
 - Purchased 25 LRVs initially
 - Additional 22 LRVs in phase 2
 - Total project budget \$216M
 - Began saving for this project in FY15
 - Funding will be added through FY26
 - \$109.0M in prior funding
 - \$28.5M funding in FY22
 - \$10M Federal RSTP from SANDAG



FY22 CIP - Facility & Construction Projects (\$000s)

- 12 Facility/Construction projects
 - State of good repair projects for all facilities
 - Maintenance buildings
 - Admin buildings
 - Transit centers and stations
 - Includes a potential land purchase adjacent to the ECBMF
 - \$13.5M in total
 - Short descriptions of each project included in Attachment C

Project Description	Funding
Bus Ops - East Cty Bus Maintenance Facility - Expansion	\$ 8,000
Admin - San Ysidro Transit Center Planning & Design	1,250
Bus Ops - KMD Shop Hoists Construction	1,000
Bus Ops - KMD Concrete Lot	675
Bus Ops - IAD OH ZEB Charging Master Planning	500
Bus Ops - ADA Bus Stop	400
Admin - San Ysidro Retail Kiosks Refresh	400
Bus Ops - IAD RAM HVAC Replacement	350
Rail Ops - Building C Door Replacement	325
Rail Ops - New Elevator at Fashion Valley	250
Bus Ops - IAD Roof Fall Protection Safety Improvements	245
Rail Ops - HVAC Improvements	125
Subtotal	\$ 13,520

FY22 CIP - Rail Infrastructure Projects (\$000s)

- 9 Rail Infrastructure projects
 - State of good repair projects on the trolley fixed guideway system
 - Things like:
 - Track
 - Right of Way
 - Electrical system (Traction Power)
 - Signaling
 - \$6.3M in total
 - Short descriptions of each project included in Attachment C

Project Description	Funding
Rail Ops - Green Line Catenary Project	\$ 1,785
Rail Ops - Grade Crossing Replacement	1,245
Rail Ops - Rail Replacement - America Plaza & Kettner	1,100
Rail Ops - Beyer Blvd Track and Slope	1,000
Rail Ops - 12KV Service Disconnect at Friars and Napa	425
Rail Ops - SDSU UPS & Inverters Replacement	425
Rail Ops - Las Chollas Creek Bridge - Design	200
Rail Ops - Interlocking E26 Signal for EC 3rd Track - Design	100
Rail Ops - Signal Replacement	65
Subtotal	\$ 6,345

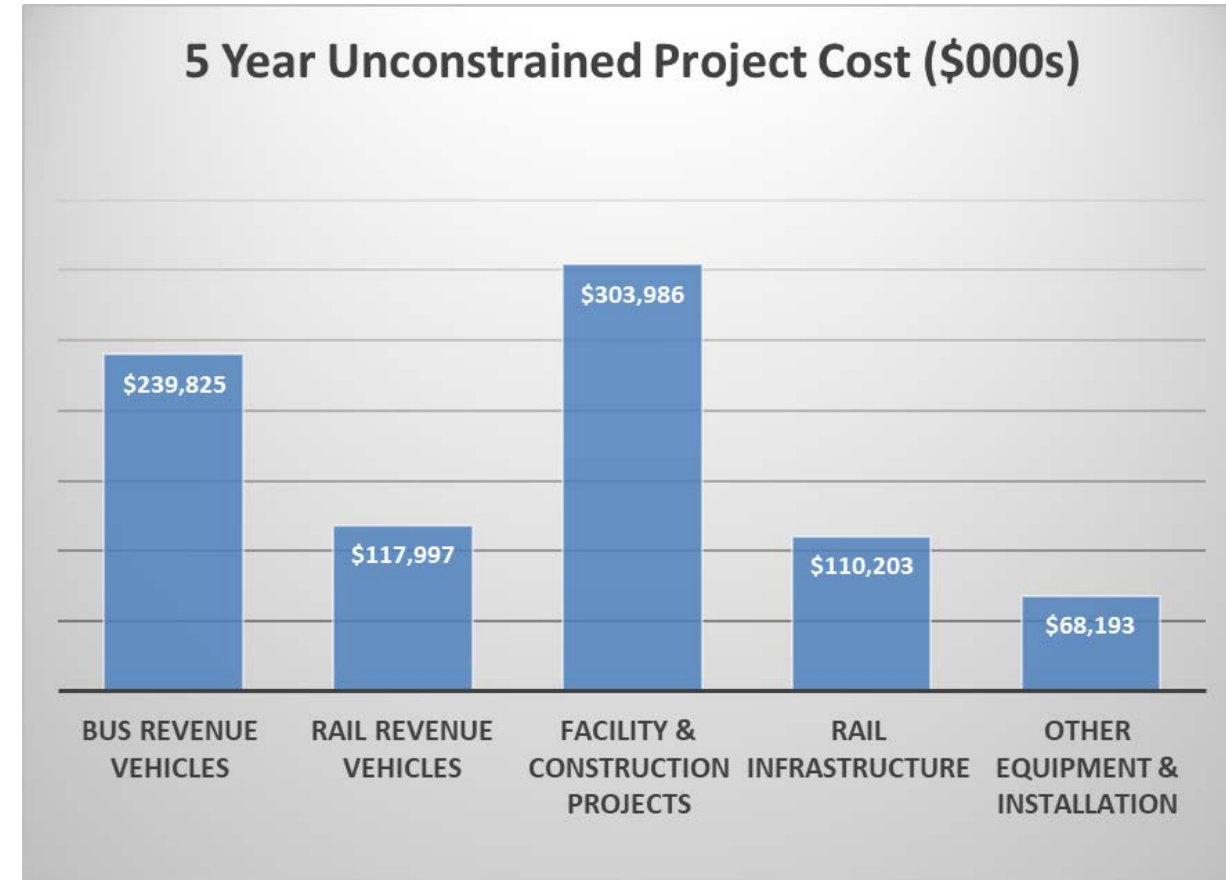
FY22 CIP - Other Equipment & Installation Projects (\$000s)

- 16 Equip/Installation projects
 - Across all operating divisions and Admin
 - Things like:
 - IT infrastructure
 - IT systems
 - CCTV in stations and vehicles
 - Equipment replacement
 - \$12.0M in total
 - Short descriptions of each project included in Attachment C

Project Description	Funding
Admin - Fare System Upgrades	\$ 3,300
Admin - Miscellaneous Capital	2,703
Admin - Hastus Upgrade	1,800
Rail Ops - On-Track Equipment Replacement	1,590
Admin - Network Equipment Refresh	390
Admin - Light Rail Vehicle Router upgrade	380
Admin - Copier Replacement	284
Admin - Data Storage Replacement	282
Admin - Server Replacement	273
Admin - Document Management System	230
Rail Ops - Station Cleaning Equipment	210
Admin - CCTV Installation and Upgrade	150
Rail Ops - Radio Infrastructure	128
Bus Ops - Misc Shop Equipment Replacement - IAD & KMD	110
Admin - Trolley Right of Way Lidar Imagery Refresh	105
Bus Ops - CPD Moblie Column Lift Replacement	50
Subtotal	\$ 11,985

FY22 CIP - Unconstrained Project List (\$000s)

- 5 year unconstrained project list
 - Totals need of \$840M
 - Summary by category in the table ->
 - Revenue vehicles 43%
 - Including the transition plan to ZEBs
 - Ongoing state of good repair requirements
 - Major initiatives include:
 - ZEB charging infrastructure at all five bus facilities
 - Division 6 - new bus maintenance facility
 - San Ysidro Transit Center redesign
 - New Southwestern Rapid



FY22 CIP - Five Year Forecast (\$000s)

	Proposed FY22	Projected FY23	Projected FY24	Projected FY25	Projected FY26	Total FY22-FY26
Total Capital Revenues	\$ 188,292	\$ 165,424	\$ 160,862	\$ 141,612	\$ 177,960	\$ 834,150
Less:						
PM/Planning Studies	\$ (62,806)	\$ (63,808)	\$ (64,808)	\$ (65,808)	\$ (66,808)	\$ (324,040)
Available CIP Revenues	\$ 125,486	\$ 101,616	\$ 96,053	\$ 75,803	\$ 111,151	\$ 510,110
Total Project Needs	138,232	186,359	190,928	137,500	187,184	840,205
Total Deficit	\$ (12,746)	\$ (84,744)	\$ (94,875)	\$ (61,697)	\$ (76,033)	\$ (330,095)
% of Funding / Needs	90.8%	54.5%	50.3%	55.1%	59.4%	60.7%
Accumulated Deficit	\$ (12,746)	\$ (97,489)	\$ (192,365)	\$ (254,062)	\$ (330,095)	

FY22 CIP – Staff Recommendation

That the MTS Board of Directors:

1. Approve the fiscal year 2022 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). 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 fiscal year 2022 CIP (shown in Attachment A);
3. Recommend that the SANDAG Board of Directors approve amendment number 1 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2022 CIP recommendations.



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Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

ZERO EMISSION BUS (ZEB) PILOT PERFORMANCE AND TRANSITION PLAN
UPDATE (MIKE WYGANT & KYLE WHATLEY)

INFORMATIONAL ITEM

Budget Impact

None.

DISCUSSION:

In October 2017, the Board of Directors authorized the Chief Executive Officer to develop a Pilot Project to test the use of ZEB's in our service area to further understand the potential impacts of the proposed California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation. In 2018, CARB passed the ICT regulation, which mandated transit operators with fleets larger than 100 buses to fulfill specific ZEB purchase requirements starting in 2023.

To support the ZEB Pilot Project, and with the Board of Directors approval in May 2018, MTS procured six 40-foot low-floor electric battery-powered buses and nine depot chargers. An additional three chargers were approved and procured in June 2019 to complete the charger infrastructure for the pilot program. In September 2020, the Board of Directors approved the ZEB Rollout Plan for submittal to CARB and the MTS ZEB Transition Plan.

MTS staff will provide the Board with an update on the MTS ZEB Pilot performance and Transition Plan.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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



Zero Emission Bus (ZEB) Pilot Performance and Transition Plan Update

Policy History

- Urban Fleet Transit Rule
 - Rule passed February 2000 by California Air Resources Board (CARB)
 - Alternative fuel path made way for CNG fleet
- Innovative Clean Transit Rule (ICT)
 - Rule passed December 2018 by CARB
 - Rollout plan due to CARB by December 2020 (submitted and approved)
 - Convert fleet to Zero Emission Vehicles by 2040 (Governor's goal)
 - 60 foot, 45 foot & Minibuses exempt until 2026

****Innovative Clean Transit Rule (2018):***

ZEB Purchase Mandate: The regulation requires transit agencies to acquire a minimum number of ZEBs at the time of new bus purchases, based on the following schedules:

Large Transit Agencies

2023 – 25 percent

2026 – 50 percent

2029 and after – 100 percent

MTS Timeline

- Board approved pilot program in October 2017
- Pilot Charging Infrastructure installed (plug-in stand-alone chargers):
 - Imperial Ave Division – July 2019
 - Kearny Mesa, East County & South Bay Divisions – April 2020
- Battery electric buses begin in-service December 2019
- Iris Rapid: Articulated sixty-foot electric bus pilot scheduled to begin late 2022
- Transition Study & CARB's Rollout Plan approved Sept 2020
 - CARB approved MTS Rollout Plan December 2020
- Pilot program ends December 2021

ZEB Pilot Program Performance Report



January 2020 – January 2021

Monthly Fleet Efficiency (Total Miles)



Notes:

- Efficiency shown is at the meter
- Data from Fleetwatch and SDG&E bills
- Not in line with power bill dates; 1st to end of the month

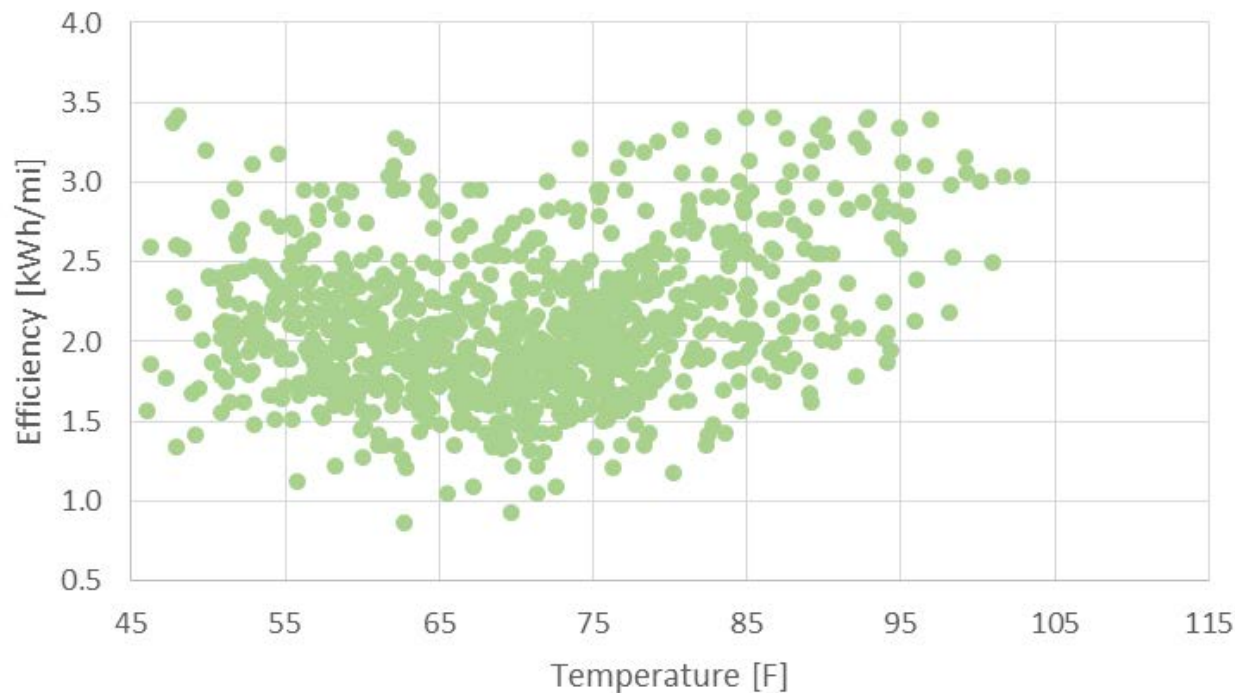
Avg. Efficiency by Route (Revenue Miles)



Notes:

- Data from 360 Reports for Jan 2020 – Jan 2021
- Efficiency calculated at bus, not meter

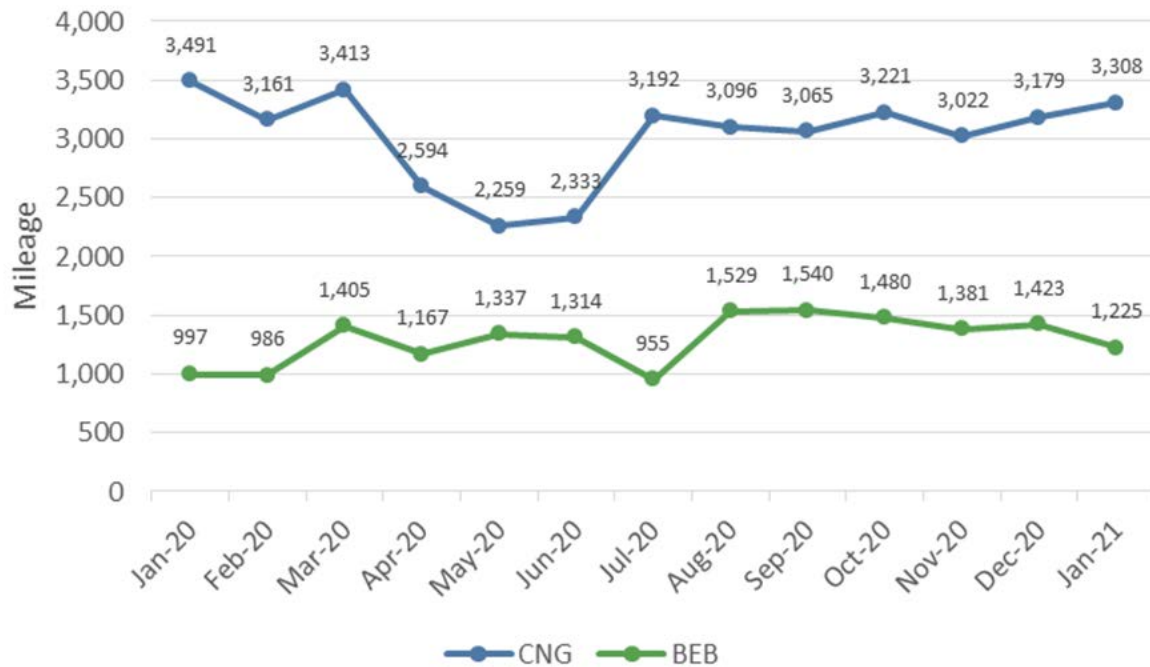
Efficiencies vs. Temperatures (Revenue Miles)



Notes:

- Individually observed efficiencies
- Data from 360 Reports
- Jan 2020 – Jan 2021
- Clear V-shape with low at about 67F

CNG vs. BEB Monthly Mileage



Average Series Mileage

CNG	3,024
BEB	1,287

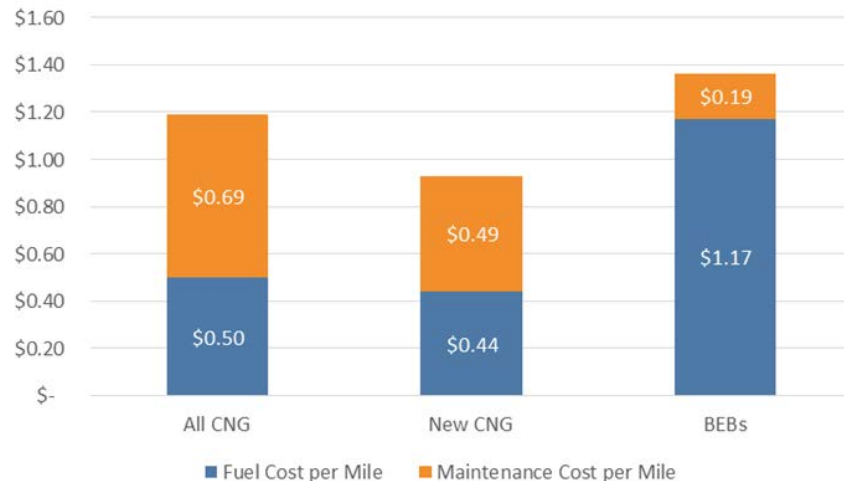
Notes:

- Data from MTS
- Not in line with power bill date; 1st to end of the month

CNG vs. BEB Fuel & Maintenance

Fleet	Fuel Cost per Mile	Maintenance Cost per Mile	Combined
All CNG	\$ 0.50	\$ 0.69	\$ 1.19
New CNG	\$ 0.44	\$ 0.49	\$ 0.93
BEBs	\$ 1.17	\$ 0.19	\$ 1.36

Fleet	Total Fuel Cost	Total Maintenance Cost	Combined
All CNG	\$ 5,597,023	\$ 7,650,572	\$ 13,247,594
New CNG	\$ 163,450	\$ 179,667	\$ 343,117
BEBs	\$ 117,747	\$ 19,302	\$ 137,049



Notes:

- Data from MTS mtc/fuel data pull (Jan 2021)
- CNG maintenance cost/mile includes work order costs only
- Data from Jan 2020 – Jan 2021
- New CNG = (1400 Series = 10 buses)

Availability

Avg. Monthly Availability All Stations

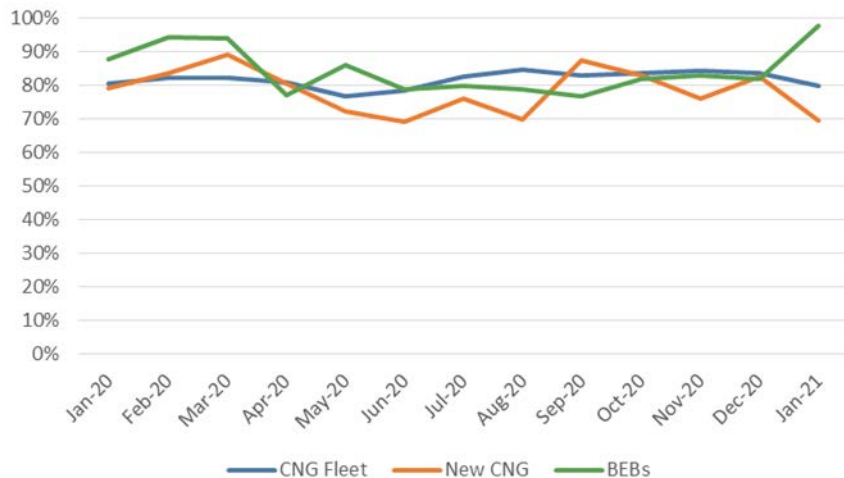


Charger Availability-

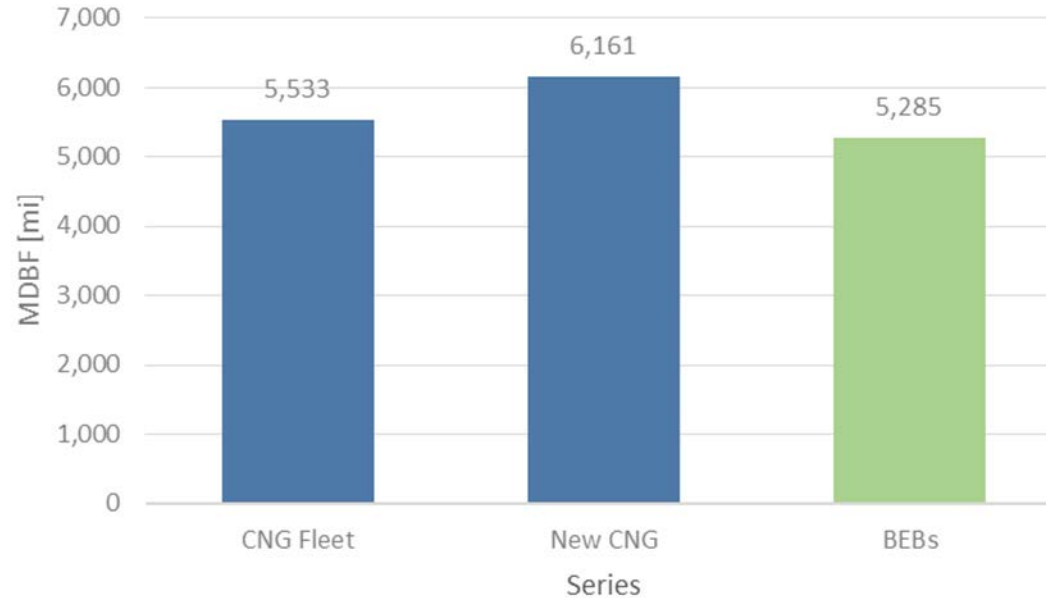
- Stations 1-6 came online in January; Stations 7-12 came online in May
- Data from MTS for Jan 2020 – Jan 2021
- South Bay chargers have been offline due to a circuit breaker issue since May 2020
- Annual Avg = 87%

Bus Availability-

- Data from MTS for Jan 2020 – Jan 2021
- Annual Avg for BEBs = 84%



Mean Distance Between Failures



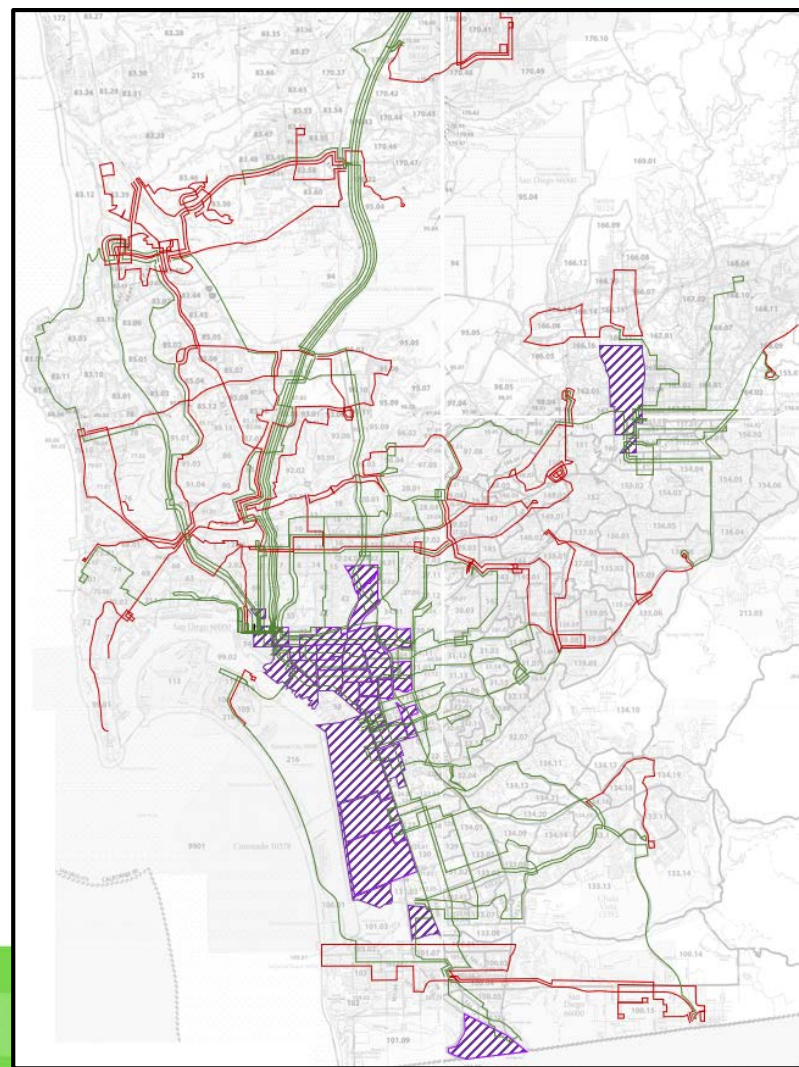
Note:

- Data from MTS for Jan 2020 – Jan 2021

ZEB Deployment

MTS Bus Network Map All Routes, all bus types

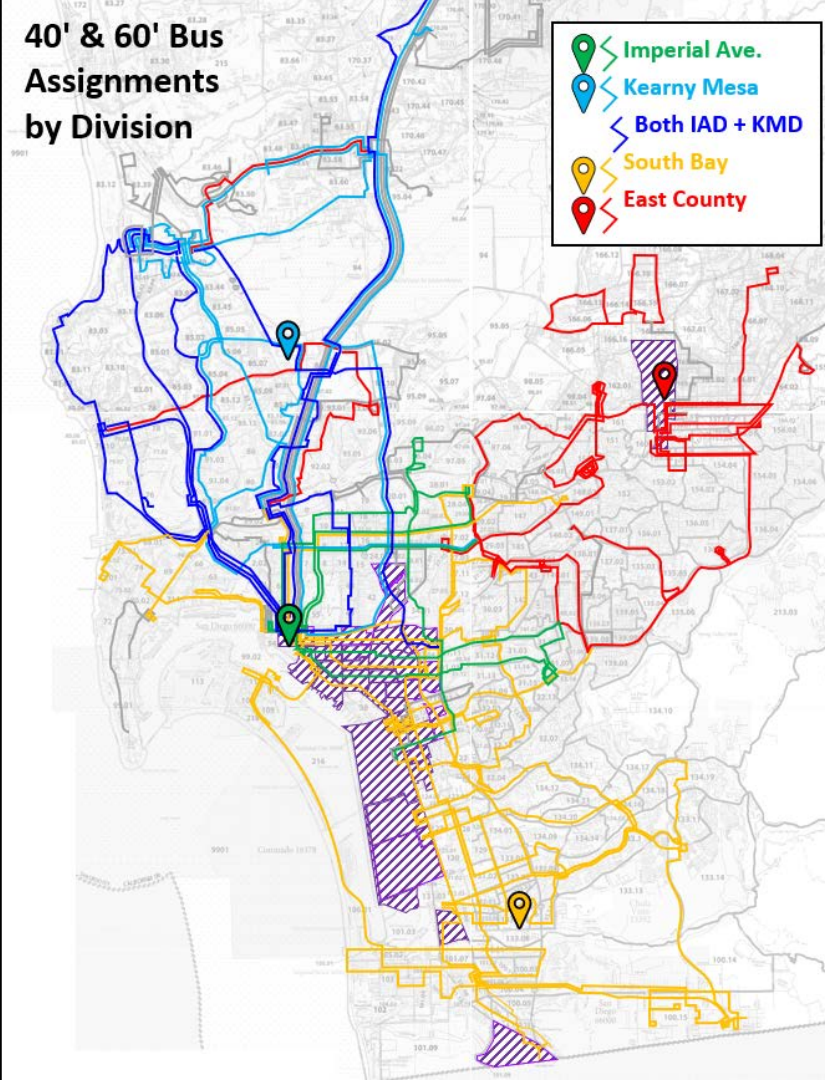
- Green Lines = DAC Routes
(at least one stop in an SB 535 DAC)
- Red Lines = Non-DAC Routes
(no stops in an SB 535 DAC)



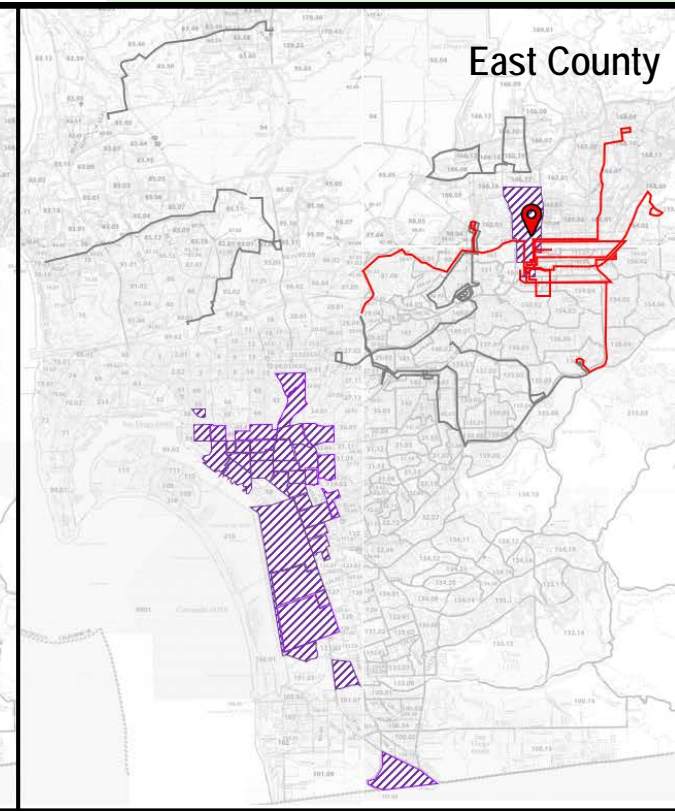
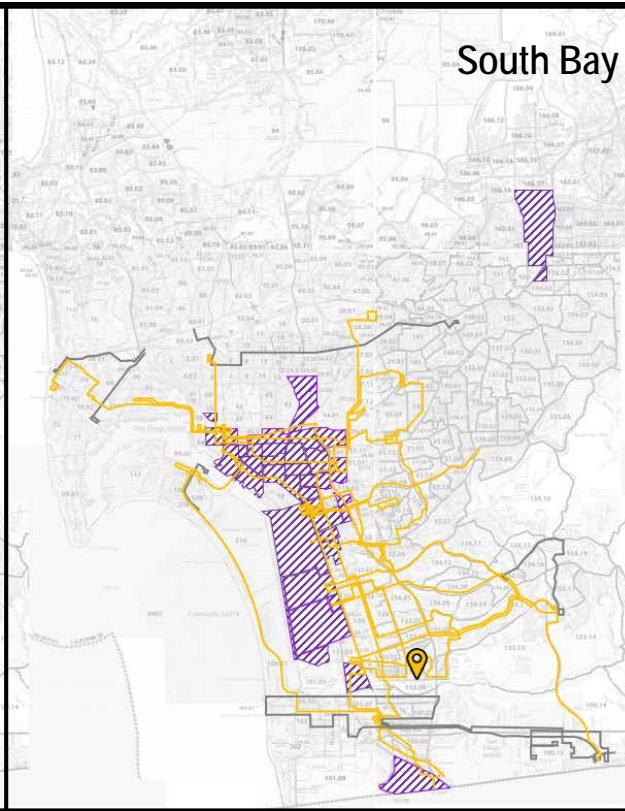
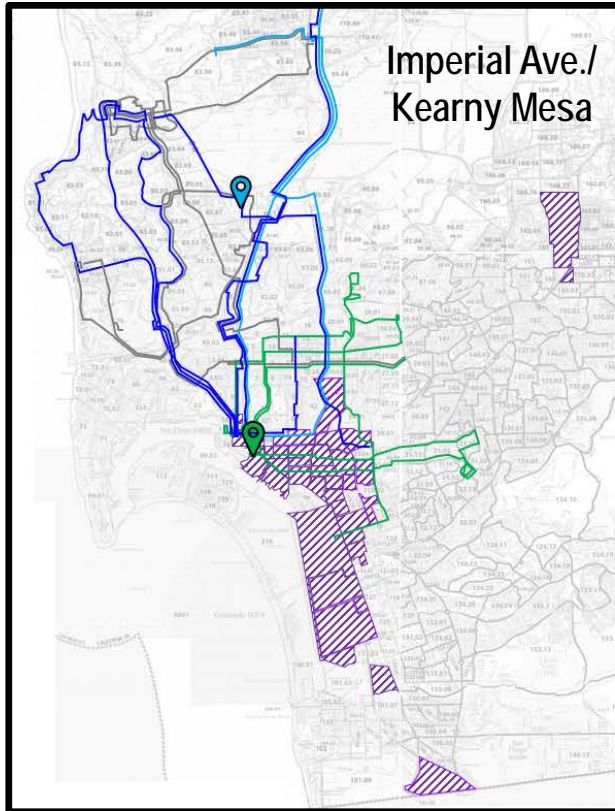
ZEB Deployment

- Four divisions for 40'/60' buses
 - Imperial Ave. (Downtown)
 - Kearny Mesa
 - South Bay (Chula Vista)
 - East County (El Cajon)
- Divisions require charging infrastructure
 - Prioritize charging infrastructure
 - How many DAC-serving routes operate from each division?

40' & 60' Bus Assignments by Division



DAC Routes by Division



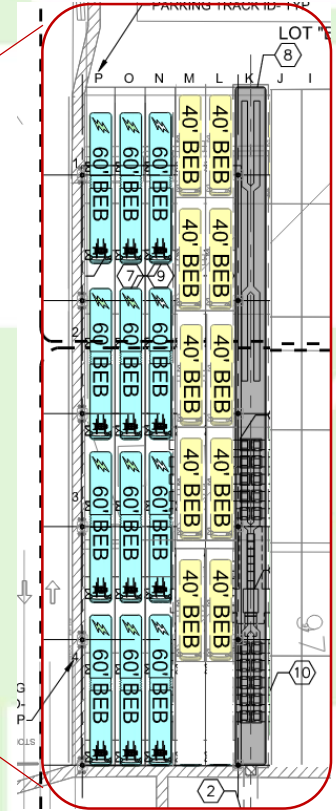
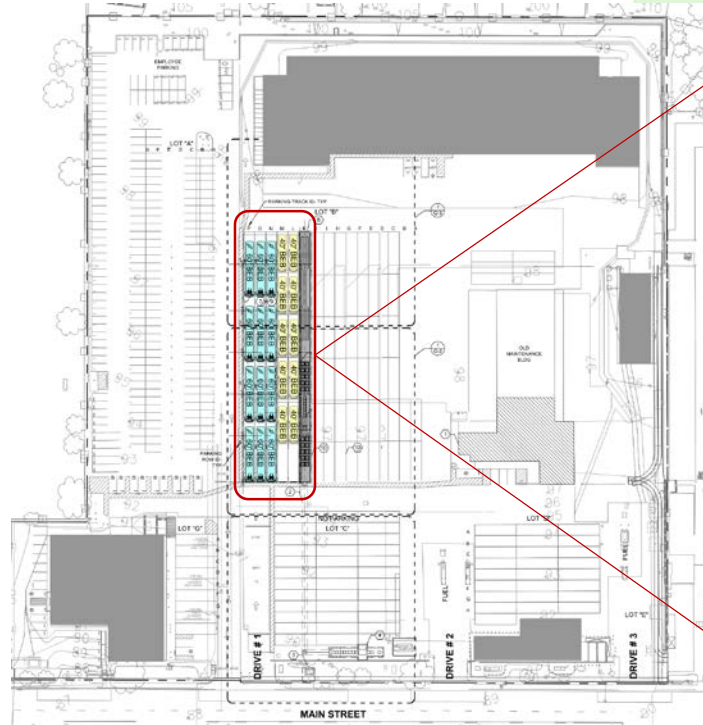
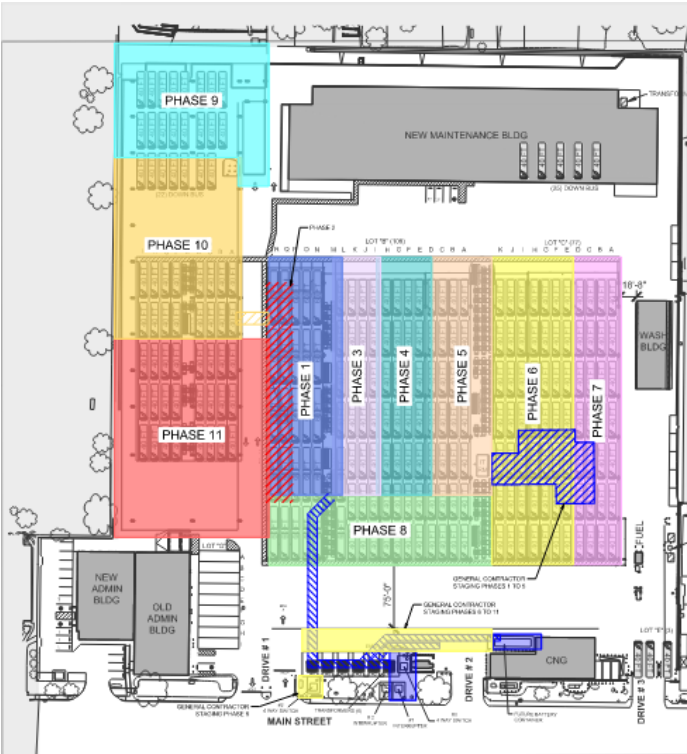
ZEB Deployment

- Proposed Charging Infrastructure Priority
 1. South Bay
 2. Imperial Ave.
 3. Kearny Mesa
 4. East County
- Proposed Route Assignment Priority
 - Buses assigned on a daily basis: “Ready lanes” for CNG buses and BEBs
 - BEBs prioritized to DAC routes
 - DAC route listing kept updated for Operations Divisions (route changes, ridership, CalEnviroscreen updates)
 - Bus assignment tracking for accountability
 - Constraints
 - BEB range limitations vs. route block lengths
 - Bus types & availability (40' vs. 60')
 - 60' BEB buses purchased specifically for Iris Rapid (non-DAC route) per grant requirements
 - Other considerations: interlines mix DAC and non-DAC routes; standbys and unplanned events require flexibility

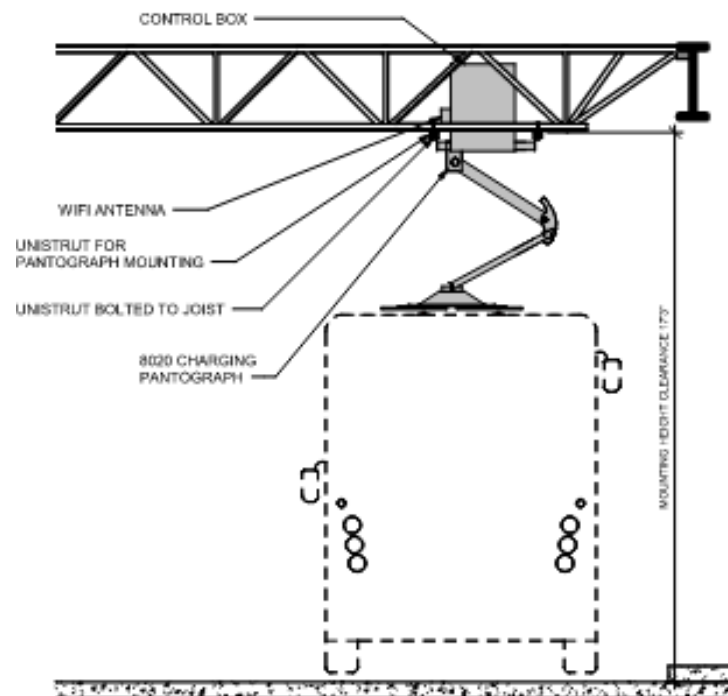
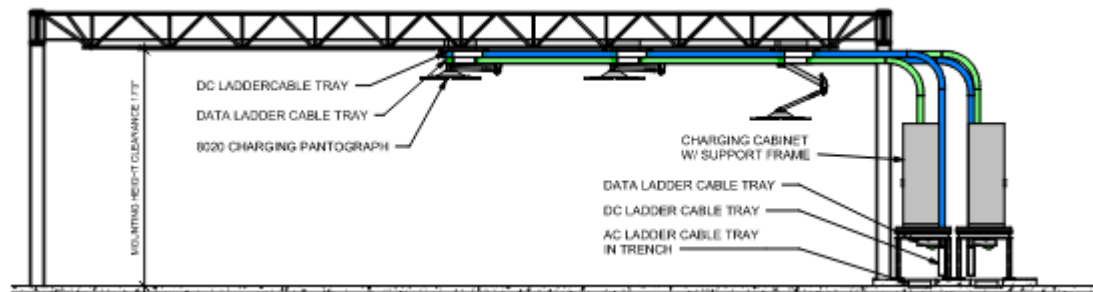
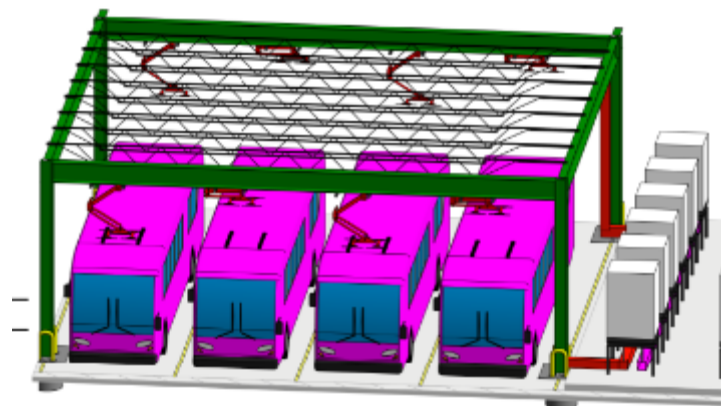
Charging Infrastructure

- Iris Rapid:
 - Articulated sixty-foot electric bus pilot scheduled to begin late 2022
 - Buses will operate from South Bay Bus Maintenance Facility
 - First scalable overhead charging infrastructure
- South Bay Overhead Charging Infrastructure Master Plan conducted 2020
 - Developed Phased approach to construct overhead charging infrastructure while maintaining current division operations
 - Total of 11 phases to support potential 240 BEBs at SBMF
 - Phase 1 of Master Plan provides overhead structure to support charging
 - 12, 60' BEB buses, online late 2022 for the IRIS Rapid Project
 - 10 additional 40' BEB busses, in 2023

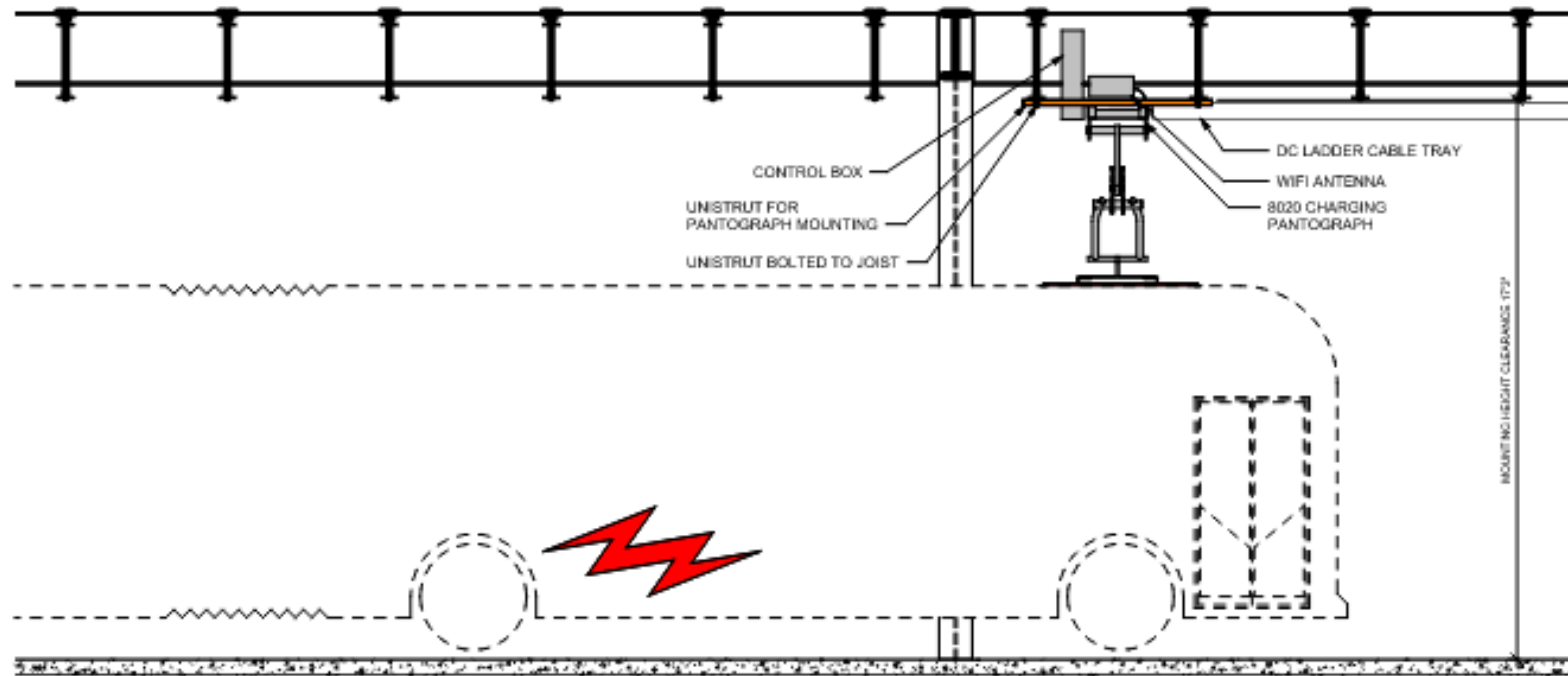
Charging Infrastructure



Charging Infrastructure



Charging Infrastructure



Charging Infrastructure

- Installation Timeline:

- 60% Design - Complete
- 100% Design – Summer 2021
- Begin Charger Procurement – 3/2021
- Begin Construction Procurement – 7/2021
- Phase 1 Construction – 1/2022 thru 4/2023*

* First 12 positions complete Fall 2022 to support Iris Rapid

Funding

- What we received:

- Low Carbon Transit Operations Program (LCTOP) = \$9 Million
- Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (HVIP) = \$1.1 Million (only received for the six (6) buses and six (6) chargers)
 - HVIP budget was depleted in October 2019. Application were put on hold.
 - FY20/21 budgeted \$25 million from AQIP. CARB assumes as much as \$400 million in requests
 - Allocation modifications were made to limit how funding is dispersed per applicant.
 - Accepting applications in Spring 2021
- Transit Intercity Rail Capital Program (TIRCP) = \$22 Million

Funding

- Opportunities:
 - California Energy Commission Grants
 - VW Mitigation Fund = Requested \$720k
 - SB 350 (Power Your Drive Fleets – SDG&E)
 - Iris Rapid Phase I is part of this program
 - Low/No (ZEB Program – Federal)
 - Applied twice and denied. Majority of awards have been outside California
 - New application will be submitted by April 12
 - Governors new budget may provided additional money for ZEB and HVIP

Transition Costs

	Baseline	\$6 : 25% Accelerated
Fleet	\$ 808,294,000	\$ 1,190,130,000
Fuel	\$ 252,569,000	\$ 328,618,000
Infrastructure	\$ -	\$ 165,483,000
Maintenance	\$ 762,263,000	\$ 806,232,000
Total	\$ 1,823,126,000	\$ 2,490,464,000
Incremental over Baseline		\$ 667,338,000
ZEB % in 2040	2%	94%

Note: Transition assume that the fleet cannot be expanded and require 1:1 replacement of vehicles

Upcoming Milestones

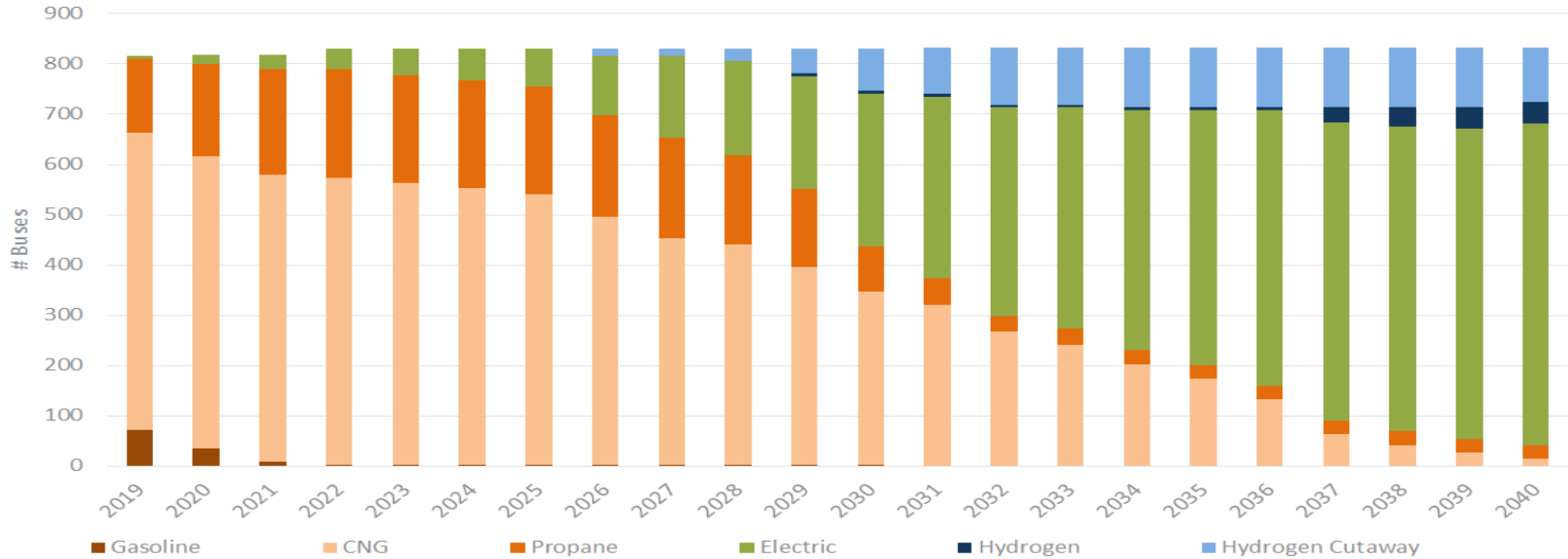
- Gillig Battery Electric Buses (2 buses) placed in service February 2021
 - Part of pilot program
 - Will utilize pilot charging infrastructure (plug-in)
 - Allows performance comparison to other bus manufacturers
- Purchased five (5) Gillig Battery Electric Buses
 - Will utilize pilot charging infrastructure (plug-in)
 - Used for part of the pilot program
- Purchasing twelve (12) sixty-foot battery electric buses
 - Will be the first scalable overhead charging infrastructure
- CARB ICT annual reporting to be submitted May 2021
- Annual Board Update (may include earlier updates *if*):
 - Program modification opportunities arise
 - Structural changes are required



MTS ZEB Procurement Timeline

- 2019: Six (6) battery electric buses (New Flyer)
 - 2019: Six (6) electric chargers (Chargepoint)
 - 2020: Six (6) electric chargers at KMD, East County and South Bay divisions (Chargepoint)
- 2020: Two (2) battery electric buses (Gillig)
- 2021: Five (5) battery electric buses (Gillig)
- 2022: Overhead gantry and inverted pantographs charging infrastructure (South Bay division)
- 2022: Twelve (12) artic battery electric buses (New Flyer)
- 2023 – 2025: 25% ZEB of bus procurement (expected avg. = 10 ZEBs annually)
- 2026 – 2028: 50% ZEB of bus procurement (expected avg. = 25 ZEBs annually)
- 2029 and on: 100% ZEB procurement (approximately 50 ZEBs annually)

25% Early Adoption Pathway



Assumes purchase of 25% ZEBs 2020-2022 prior to CARB ICT mandate; only applicable to 40' bus purchases

Questions





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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

FISCAL YEAR (FY) 2021 MID-YEAR PERFORMANCE MONITORING REPORT
(DENIS DESMOND)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

MTS Board Policy No. 42, "Transit Service Evaluation and Adjustment", establishes a process for evaluating existing transit services to achieve the objective of developing a customer-focused, competitive, integrated, and sustainable system. Additionally, federal Title VI guidance requires that certain performance measures be evaluated and reported to the Board periodically. The analyses show trends for the current fiscal year and help to track performance throughout the year.

As expected, the COVID-19 pandemic has had a substantial impact on most MTS performance metrics. Staff from the Planning and Scheduling Department will provide a summary of service performance for the first half of FY 2021.

Update on COVID-19-Related Major Service Adjustments

On February 11, 2021, the MTS Board of Directors waived the requirement for a Policy 42 'major service change' process for the restoration of several services that have been reduced due to the pandemic. The following update is provided for the impacted services:



Route 854: Grossmont College is still closed to all but essential activity, so the Route 854X service remains suspended. Grossmont College hasn't yet estimated a re-opening date, but MTS is prepared to resume the service for the Fall 2021 semester.

Rapid Express 280 & 290: These services are operating at approximately 50% of the normal schedule. Service was added in January 2021 in anticipation some commuter demand returning, but ridership remains 85%-90% below normal on these routes. Staff will continue to monitor the demand to add service as warranted.

Sorrento Valley Coaster Connection (SVCC): The five shuttle routes on the SVCC were reduced from 10 to four daily round trips each, to match the reduced COASTER schedule. NCTD added extra COASTER trips effective April 5, 2021, so a fifth round-trip was added to the SVCC accordingly. Other trips will resume as the COASTER schedule is increased. (NCTD typically makes their schedule adjustments in April and October.)

Silver Line (Vintage Trolley): MTS hasn't yet established a timeline for resumption of the weekend-only Silver Line service. The vintage PCC cars don't have barriers for drivers, and recreational travel demand remains very low.

Also, the 'A' variant of Route 945 had been suspended due to the closure of Poway High School. The school partially re-opened in late March, so Route 945A service was restored (with a modified schedule to meet new bell times) effective March 22, 2021.

An update on these services will be provided with the FY 2021 Annual Performance Monitoring Report in Fall 2021.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. FY 2021 Q1-Q2 Performance Monitoring Report

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT Att. A, AI 46, 04/08/2021
FY 2021: JULY 2020 - DECEMBER 2020

Date: 2/26/21 rev

OBJECTIVE | Develop a Customer-Focused and Competitive System

The following measures of productivity and service quality are used to ensure that services are focused on providing competitive and attractive transportation that meets our customers' needs.

Total Passengers

Route Categories	FY 2019	FY 2020	FY 2021	# Change		% Change	
				FY19 - FY20	FY20 - FY21	FY19 - FY20	FY20 - FY21
Urban Frequent	15,482,838	15,317,678	6,362,058	(165,160)	(8,955,620)	-1.1%	-58.5%
Urban Standard	3,789,924	3,787,951	1,622,406	(1,973)	(2,165,545)	-0.1%	-57.2%
Rapid	2,951,397	3,551,875	1,009,420	600,478	(2,542,455)	20.3%	-71.6%
Express	1,007,362	1,012,521	341,436	5,159	(671,085)	0.5%	-66.3%
Circulator	437,493	464,026	124,856	26,533	(339,170)	6.1%	-73.1%
Premium/Rapid Express	138,290	141,280	15,271	2,990	(126,009)	2.2%	-89.2%
Rural	42,823	35,944	16,132	(6,879)	(19,812)	-16.1%	-55.1%
Fixed-Bus Subtotal	23,850,127	24,311,275	9,491,579	461,148	(14,819,696)	1.9%	-61.0%
Light Rail (Blue, Orange, Green)	19,055,766	19,811,847	9,546,583	756,081	(10,265,264)	4.0%	-51.8%
Light Rail (Silver)	10,794	8,148	82	(2,646)	(8,066)	-24.5%	-99.0%
Light Rail Subtotal	19,066,560	19,819,995	9,546,665	753,435	(10,273,330)	4.0%	-51.8%
ALL Fixed Route	42,916,687	44,131,270	19,038,244	1,214,583	(25,093,026)	2.8%	-56.9%
Demand-Resp. (MTS Access)	222,556	189,967	43,924	(32,589)	(146,043)	-14.6%	-76.9%
Demand-Resp. (Access Taxi)	27,968	43,120	5,551	15,152	(37,569)	100.0%	-87.1%
Demand-Resp. Subtotal	250,524	233,087	49,475	(17,437)	(183,612)	-7.0%	-78.8%
System	43,167,211	44,364,357	19,087,719	1,197,146	(25,276,638)	2.8%	-57.0%

NOTES: After three years of ridership declines, overall passenger levels had increased 2.8% in the first six months of FY 2020 over the same period in FY 2019. However, COVID-19 severely impacted ridership on nearly every route starting in March 2020, resulting in a 57% year-over-year loss for the first six months of the fiscal year. This affected every performance measure related to ridership and efficiency.

Average Weekday Passengers

Route Categories	FY 2019	FY 2020	FY 2021	# Change		% Change	
				FY19 - FY20	FY20 - FY21	FY19 - FY20	FY20 - FY21
Urban Frequent	100,544	99,129	39,290	(1,415)	(59,839)	-1.4%	-60.4%
Urban Standard	25,841	25,671	10,598	(170)	(15,073)	-0.7%	-58.7%
Rapid	19,399	23,423	6,085	4,025	(17,338)	20.7%	-74.0%
Express	7,224	7,219	2,360	(5)	(4,859)	-0.1%	-67.3%
Circulator	3,054	3,225	926	171	(2,299)	5.6%	-71.3%
Premium/Rapid Express	1,086	1,103	119	16	(984)	1.5%	-89.2%
Rural	337	279	126	(57)	(153)	-17.1%	-54.9%
Fixed-Bus Subtotal	157,485	160,050	59,505	2,565	(100,545)	1.6%	-62.8%
Light Rail (Blue, Orange, Green)	116,307	120,792	57,664	4,485	(63,127)	3.9%	-52.3%
Light Rail (Silver)	85	79	0	(6)	(79)	-6.8%	-100.0%
Light Rail Subtotal	116,392	120,871	57,664	4,479	(63,206)	3.8%	-52.3%
ALL Fixed Route	273,877	280,921	117,169	7,044	(163,751)	2.6%	-58.3%
Demand-Resp. (MTS Access)	1,593	1,348	286	(245)	(1,062)	-15.4%	-78.8%
Demand-Resp. (Access Taxi)	181	280	38	98	(242)	100.0%	-86.5%
Demand-Resp. Subtotal	1,774	1,627	324	(147)	(1,304)	-8.3%	-80.1%
System	275,651	282,548	117,493	6,897	(165,055)	2.5%	-58.4%

NOTES: Similar to the overall passenger figures, average weekday ridership decreased by over 58% systemwide due to COVID-19.

Passengers per Revenue Hour

The 'passengers per revenue hour' metric shows how any added or removed **revenue hours** (in-service hours plus layover hours) relate to ridership increases or decreases. Increasing riders per revenue hour would indicate that the system is more efficient, for example, carrying more passengers with the same number of buses.

Route Categories	FY 2019	FY 2020	FY 2021	% Change	
				FY19 - FY20	FY20 - FY21
Urban Frequent	27.1	26.7	11.2	-1.5%	-58.2%
Urban Standard	19.2	18.8	8.0	-2.1%	-57.3%
Rapid	31.4	30.5	8.9	-2.7%	-70.9%
Express	25.4	25.3	8.5	-0.2%	-66.4%
Circulator	13.8	14.9	4.5	8.3%	-69.6%
Premium/Rapid Express	23.5	23.8	5.8	1.1%	-75.5%
Rural	15.6	14.3	6.1	-8.1%	-57.4%
Fixed-Bus Subtotal	25.3	25.0	9.9	-1.0%	-60.4%
Light Rail (Blue, Orange, Green)	219.1	227.0	102.6	3.6%	-54.8%
Light Rail (Silver)	21.9	21.1	6.9	-3.7%	-67.1%
Light Rail Subtotal	218.0	226.0	102.6	3.7%	-54.6%
ALL Fixed Route	41.6	41.7	18.1	0.1%	-56.5%
Demand-Resp. (MTS Access)	2.0	2.0	1.3	-1.5%	-34.4%
Demand-Resp. (Access Taxi)	3.40	3.3	3.6	100.0%	8.5%
Demand-Resp. Subtotal	2.1	2.1	1.4	1.5%	-34.6%
System	37.6	38.0	17.6	1.1%	-53.8%

NOTES: This figure had increased 1.1% in the first six months of FY 2020 over the same period in FY 2019. However, COVID-19 impacts to ridership levels reduced this productivity measure by 54% year-over-year for the first six months of the fiscal year.

Weekday Passengers per In-Service Hour

The 'passengers per in-service hour' measure is related to the above 'passengers per revenue hour,' but shows how many passengers are carried while the vehicle is in-service picking up passengers, excluding layover time. Analyzing this figure helps MTS to understand how effective it is at providing the right level of service (instead of how efficiently MTS is grouping trips and breaks together for a vehicle to operate [revenue hours]).

Route Categories	FY 2019	FY 2020	FY 2021	% Change	
				FY19 - FY20	FY20 - FY21
Urban Frequent	34.1	33.7	13.5	-1.1%	-60.1%
Urban Standard	26.5	25.8	10.7	-2.5%	-58.8%
Rapid	41.2	40.1	10.8	-2.6%	-73.0%
Express	33.3	32.9	10.7	-1.2%	-67.4%
Circulator	17.7	19.3	6.1	8.8%	-68.2%
Premium/Rapid Express	26.1	26.4	6.6	1.2%	-74.9%
Rural	15.6	14.3	6.1	-8.5%	-57.2%
Fixed-Bus Subtotal	32.5	32.2	12.2	-0.8%	-62.2%
Light Rail (Blue, Orange, Green)	264.0	272.7	119.4	3.3%	-56.2%
Light Rail (Silver)	23.8	23.6	-	-0.5%	-100.0%
Light Rail Subtotal	263.6	272.4	119.4	3.3%	-56.2%
ALL Fixed Route	51.8	51.9	21.8	0.3%	-58.0%
Demand-Resp. (MTS Access)	2.1	2.0	1.3	N/A	N/A
Demand-Resp. (Access Taxi)	3.3	3.2	3.6	N/A	N/A
Demand-Resp. Subtotal	2.1	2.1	1.4	N/A	N/A
System	45.0	45.8	21.0	1.7%	-54.2%

NOTES: The Weekday Passengers per In-Service Hour metric followed the same trends as Passengers per Revenue Hour.

On-Time Performance

On-time performance (OTP) is measured at each bus timepoint for every trip; buses departing timepoints within 0-5 minutes of the scheduled time are considered to be "on-time." Trolley trips arriving at their end terminal within 0-5 minutes of the scheduled time are considered to be "on-time." OTP is measured by service change period in order to show the results of scheduling changes. MTS' goal for on-time performance is 85% for Urban Frequent and Rapid bus routes, and 90% for Trolley and all other bus route categories. Each route is continually evaluated to determine if performance below the target is a result of issues that MTS controls, such as driver performance or scheduling, or situations outside MTS' direct control, such as construction, traffic congestion, and passenger issues. **Performance of fixed bus routes is heavily impacted by construction, stop signs and stop lights, and traffic when they travel through high density corridors.**

Route Categories	Service Change Period					GOAL
	June 2019	Sept. 2019	Jan. 2020	June 2020	Sept. 2020	
Urban Frequent	83.5%	82.1%	86.6%	91.7%	91.9%	85.0%
Urban Standard	87.7%	86.2%	89.3%	92.8%	92.3%	90.0%
Rapid	87.5%	85.1%	88.1%	94.2%	94.0%	85.0%
Express	82.9%	82.3%	88.5%	95.1%	94.5%	90.0%
Circulator	85.1%	85.8%	88.1%	92.7%	93.1%	90.0%
Premium/Rapid Express	86.0%	82.0%	86.8%	91.2%	91.0%	90.0%
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Resp. (Access & Taxi)	N/A	N/A	N/A	N/A	N/A	
Light Rail (Blue, Orange, Green)	93.6%	93.3%	96.3%	98.0%	97.6%	90.0%
Light Rail (Silver)	98.3%	98.8%	99.6%	N/A	N/A	90.0%
System	85.6%	84.1%	88.4%	92.8%	92.9%	

NOTES: Reduced traffic congestion and ridership levels due to COVID-19 resulted in substantial improvements to MTS' on-time performance in every route category. Every category met its Policy 42 goal by June 2020.

OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints. These resources may be increased over the budgeted amounts in order to respond to heavy passenger loads, special events, or unplanned detours due to construction or route changes. They may be lower than budgeted if underperforming services are reduced, or if not all of the planned capacity is required to meet the ridership demand.

Scheduled In-Service Hours (Weekly Total)

Operator	Sept. 2019	Sept. 2020	# Diff	% Diff
MTS Directly-Operated Bus	12,918	12,818	(101)	-0.8%
MTS Contracted Fixed-Route Bus	16,911	16,193	(718)	-4.2%
MTS Rail	2,859	3,102	243	8.5%
System	32,688	32,112	(576)	-1.8%

NOTES: Scheduled hours of bus service dropped by 4% for the September 2020 shake-up compared to the year earlier, mostly due to MTS not adding the typical school/college-related capacity and reduced levels of service on some commuter routes. Trolley service increased due to additional frequency on the Blue Line added in January 2020.

Scheduled In-Service Miles (Weekly Total)

Operator	Sept. 2019	Sept. 2020	# Diff	% Diff
MTS Directly-Operated Bus	189,824	188,281	(1,543)	-0.8%
MTS Contracted Fixed-Route Bus	232,676	222,115	(10,561)	-4.5%
MTS Rail	60,184	65,481	5,297	8.8%
System	482,684	475,877	(6,806)	-1.4%

NOTES: Scheduled bus service miles dropped by 4% for the September 2020 shake-up compared to the year earlier. As with the reduction in scheduled bus hours, this was mostly due to MTS not adding the typical school/college-related capacity and reduced levels of service on some commuter routes.. Trolley service increased due to additional frequency on the Blue Line added in January 2020.

Scheduled Weekday Peak-Vehicle Requirement

This measure shows the maximum number of vehicles that are on the road at any one time (a weekday peak period) in order to provide the levels of service that have been scheduled.

Operator	Sept. 2019	Sept. 2020	# Change FY19 - FY20
MTS Directly-Operated Bus	222	220	(2)
MTS Contracted Fixed-Route Bus	312	290	(22)
MTS Rail	103	96	(7)

NOTES: Fewer peak buses were required at the September 2020 shake-up versus a year earlier, mostly due to MTS not adding the typical school/college-related capacity and reduced levels of service on some commuter routes. Trolley's peak car requirement was reduced by one due to the temporary suspension of Silver Line service. The frequency added to the Blue Line was in midday and at night, so it did not increase peak train car requirements.

Scheduled In-Service Speed (MPH) (Weekday)

Operator	Sept. 2019	Sept. 2020	% Change FY19 - FY20
MTS Directly-Operated Bus	14.6	14.6	0.0%
MTS Contracted Fixed-Route Bus	13.8	13.7	-0.7%
MTS Rail	21.0	21.1	0.5%

NOTES: Scheduled bus speeds remained relatively flat year-over-year. Scheduled Trolley speed increased as faster midday and night service was increased on the Blue Line, while the slower Silver Line is temporarily suspended.

Scheduled In-Service Miles/Total Miles (Weekday)

The 'in-service miles per total miles' ratio is only calculated for MTS in-house operations, as contractors are responsible for bus and driver assignments (runcutting) for MTS Contract Services.

Operator	Sept. 2019	Sept. 2020	% Change FY19 - FY20
MTS Directly-Operated Bus	86.8%	86.8%	0.0%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail	97.4%	98.5%	1.1%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

Scheduled In-Service Hours/Total Hours (Weekday)

As with the mileage statistic, 'in-service hours' per total hours are only calculated for MTS in-house operations.

Operator	Sept. 2019	Sept. 2020	% Change FY19 - FY20
MTS Directly-Operated Bus	76.0%	75.8%	-0.3%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail (Layover Included)	81.8%	84.6%	3.4%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

Att. A, AI 46, 04/08/2021

FY 2021 SEMI-ANNUAL ROUTE STATISTICS (Q1-Q2)																						
BASE STATISTICS													TITLE VI MONITORING (FY 2020 Annual Statistics) ~									
Route	Cat	Jurisdiction (#~SD Dist.)	Q1-Q2 Passengers	FY20-21 % Change	Avg. Wkdy. Psgs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc.		Route	Minority Route	On-Time Perf.		Weekday Headway			Vehicle Load Factor ~~		
											Hours	Miles			Goal	Actual	Goal	Peak	Base	Goal	% trips over VLF	> 20%?
Blue	LRT	3,8,NC,CV	5,121,816	(47.1%)	31,958	137.4	\$ 3.82	\$ 1.00	\$ 2.82	26.2%	25,005	439,652	Blue	✓	90%	92%	15 min.	7.5	15	3.00	0%	No
Orange	LRT	3,4,8,9,LG,LM,EC	2,010,243	(53.6%)	11,810	81.2	\$ 8.09	\$ 1.00	\$ 7.09	12.4%	39,437	707,599	Orange	✓	90%	94%	15 min.	15	15	3.00	0%	No
Green	LRT	2,3,7,9,LM,EC,ST	2,414,524	(58.4%)	13,896	77.9	\$ 5.38	\$ 1.00	\$ 4.38	18.6%	31,897	597,615	Green		90%	94%	15 min.	15	15	3.00	0%	No
Silver	LRT	3	82	(99.0%)	-	6.9	\$ 75.56	\$ 1.00	\$ 74.55	1.3%	368	2,728	Silver		90%	100%	15 min.	30	30	3.00	0%	No
1	Frq	3,7,9,LM	283,477	(51.9%)	1,805	11.3	\$ 5.36	\$ 1.15	\$ 4.21	21.4%	24,989	223,548	1		85%	86%	15 min.	15	15	1.50	0%	No
2	Frq	3	145,244	(66.0%)	882	8.3	\$ 17.30	\$ 1.54	\$ 15.76	8.9%	17,443	135,165	2		85%	89%	15 min.	12	15	1.50	0%	No
3	Frq	3,4,8,9	360,204	(54.2%)	2,296	13.2	\$ 4.01	\$ 1.18	\$ 2.83	29.4%	28,574	222,709	3	✓	85%	83%	15 min.	12	12	1.50	0%	No
4	Std	3,4,8,9	159,051	(50.5%)	995	12.5	\$ 11.54	\$ 1.50	\$ 10.03	13.0%	12,269	129,783	4	✓	85%	88%	30 min.	30	30	1.50	0%	No
5	Frq	3,4,8,9	150,839	(58.5%)	975	11.9	\$ 4.49	\$ 1.17	\$ 3.32	26.0%	12,644	99,734	5	✓	85%	90%	15 min.	12	12	1.50	0%	No
6	Frq	3,7	86,227	(51.3%)	536	9.3	\$ 15.52	\$ 1.56	\$ 13.96	10.0%	9,267	80,373	6		85%	90%	15 min.	15	15	1.50	0%	No
7	Frq	3,4,9	517,503	(53.5%)	2,977	13.8	\$ 10.42	\$ 1.50	\$ 8.92	14.4%	37,616	289,239	7	✓	85%	88%	15 min.	10	10	1.50	0%	No
8	Frq	2,3	107,524	(51.2%)	576	12.8	\$ 11.29	\$ 1.50	\$ 9.78	13.3%	10,180	103,318	8		85%	91%	15 min.	20	20	1.50	0%	No
9	Frq	2,3	68,419	(64.7%)	401	9.8	\$ 14.65	\$ 1.51	\$ 13.14	10.3%	8,744	90,385	9		85%	91%	15 min.	20	20	1.50	0%	No
10	Frq	2,3,4,9	277,905	(52.4%)	1,769	13.7	\$ 10.53	\$ 1.59	\$ 8.94	15.1%	21,697	199,497	10		85%	89%	15 min.	12	15	1.50	0%	No
11	Frq	3,9	148,234	(59.2%)	928	7.9	\$ 18.27	\$ 1.56	\$ 16.71	8.6%	18,772	184,156	11		85%	87%	15 min.	15	15	1.50	0%	No
12	Frq	3,4,8,9	241,974	(59.3%)	1,500	11.0	\$ 13.13	\$ 1.46	\$ 11.66	11.2%	22,411	218,281	12	✓	85%	90%	15 min.	7.5/15	15	1.50	0%	No
13	Frq	4,7,9,NC	422,047	(55.7%)	2,631	14.0	\$ 10.29	\$ 1.48	\$ 8.81	14.4%	31,713	313,847	13	✓	85%	90%	15 min.	12	12	1.50	0%	No
14	Circ	7,9,LM	9,191	(65.3%)	71	2.8	\$ 22.49	\$ 1.07	\$ 21.42	4.8%	3,251	31,991	14		90%	85%	60 min.	60	60	1.00	0%	No
18	Circ	3,7	4,540	(66.2%)	35	3.4	\$ 18.58	\$ 1.09	\$ 17.49	5.8%	1,327	20,041	18		90%	91%	60 min.	30	30	1.00	0%	No
20	Exp	3,5,6,7	103,714	(60.5%)	654	5.9	\$ 24.32	\$ 1.52	\$ 22.80	6.3%	17,522	327,171	20		90%	91%	30 min.	15/30	30	1.50	0%	No
25	Circ	6,7	9,027	(72.7%)	71	2.9	\$ 22.27	\$ 1.07	\$ 21.20	4.8%	3,158	39,699	25		90%	88%	60 min.	60	60	1.00	0%	No
27	Std	2,6	43,576	(56.9%)	304	5.8	\$ 10.98	\$ 1.26	\$ 9.72	11.5%	7,631	69,153	27		85%	87%	30 min.	30	30	1.50	0%	No
28	Std	2,3	62,070	(64.1%)	382	9.8	\$ 4.76	\$ 1.15	\$ 3.61	24.1%	6,789	46,456	28		85%	93%	30 min.	15/30	30	1.50	0%	No
30	Frq	1,2,3	274,108	(64.4%)	1,580	7.8	\$ 18.51	\$ 1.53	\$ 16.98	8.3%	35,398	443,405	30		85%	87%	15 min.	15	15	1.50	0%	No
31	Std	1,6	24,111	(60.3%)	187	9.8	\$ 14.77	\$ 1.56	\$ 13.21	10.6%	3,805	45,897	31	✓	85%	90%	30 min.	30	-	1.50	0%	No
35	Std	2,3	123,796	(56.8%)	743	10.9	\$ 3.86	\$ 1.16	\$ 2.70	30.1%	11,383	70,597	35		85%	92%	15 min.	15	15	1.50	0%	No
41	Frq	1,6,7	153,243	(72.9%)	914	8.5	\$ 17.00	\$ 1.56	\$ 15.44	9.2%	18,127	230,754	41		85%	90%	15 min.	7.5/15	15	1.50	0%	No
44	Frq	2,3,6,7	199,738	(60.3%)	1,212	11.0	\$ 13.05	\$ 1.51	\$ 11.54	11.6%	18,894	209,869	44	✓	85%	88%	15 min.	7.5/15	15	1.50	0%	No
50	Exp	1,2,3,6	19,416	(72.5%)	151	5.1	\$ 28.09	\$ 1.55	\$ 26.54	5.5%	3,843	58,184	50		90%	90%	30 min.	30	-	1.50	0%	No
60	Exp	1,3,4,6,9	19,109	(55.6%)	149	11.5	\$ 12.57	\$ 1.56	\$ 11.01	12.4%	1,626	29,827	60		90%	79%	30 min.	20/30	-	1.50	0%	No
83	Circ	3	4,359	(67.0%)	34	2.7	\$ 23.65	\$ 1.07	\$ 22.58	4.5%	1,626	13,076	83		90%	96%	60 min.	60	60	1.00	0%	No
84	Circ	2	4,567	(68.1%)	35	3.0	\$ 21.06	\$ 1.07	\$ 19.99	5.1%	1,517	17,928	84		90%	93%	60 min.	60	60	1.00	0%	No
88	Circ	3,7	21,358	(46.3%)	141	9.0	\$ 7.04	\$ 1.06	\$ 5.99	15.0%	2,797	31,029	88		90%	90%	60 min.	30	30	1.00	0%	No
105	Std	1,2,3,6	57,002	(66.0%)	375	8.1	\$ 17.70	\$ 1.52	\$ 16.18	8.6%	7,022	88,414	105		85%	91%	30 min.	30	30	1.50	0%	No
110	Exp	3,6	13,851	(19.1%)	108	15.1	\$ 9.56	\$ 1.61	\$ 7.95	16.8%	1,222	26,660	110		90%	87%	30 min.	20/30	-	1.50	0%	No
115	Std	7,9,LM,EC	28,260	(79.5%)	184	3.4	\$ 19.76	\$ 1.26	\$ 18.50	6.4%	8,510	98,538	115		85%	89%	30 min.	30	30	1.50	0%	No
120	Frq	3,6,7	143,804	(58.4%)	918	8.4	\$ 17.08	\$ 1.51	\$ 15.57	8.9%	17,123	180,304	120		85%	90%	15 min.	15/30	15/30	1.50	0%	No
150	Exp	1,2,3	107,691	(74.8%)	765	8.7	\$ 16.62	\$ 1.60	\$ 15.03	9.6%	14,167	230,214	150		90%	83%	30 min.	7.5/15/30	30	1.50	0%	No
201/202^	Rpd	1	156,428	(88.3%)	935	7.7	\$ 18.72	\$ 1.72	\$ 17.00	9.2%	22,588	212,120	201/202^		85%	89%	15 min.	5	10	1.50	0%	No
204^	Rpd	1	4,869	(87.9%)	38	2.4	\$ 61.23	\$ 1.58	\$ 59.66	2.6%	2,057	15,967	204^		85%	89%	15 min.	30	30	1.50	0%	No
215^	Rpd	3,9	372,989	(60.9%)	2,165	12.4	\$ 11.60	\$ 1.58	\$ 10.03	13.6%	31,488	315,273	215^		85%	87%	15 min.	10	15	1.50	0%	No
225^	Rpd	3,8,CV	120,037	(63.3%)	725	5.5	\$ 24.11	\$ 1.60	\$ 22.51	6.7%	21,773	440,122	225^	✓	85%	89%	15 min.	15	30	1.50	0%	No
235^	Rpd	3,5,6,9,Esc	331,597	(56.9%)	2,039	10.0	\$ 14.47	\$ 1.54	\$ 12.92	10.7%	35,008	826,608	235^		85%	88%	15 min.	15	15	1.50	0%	No
237^	Rpd	1,6	23,500	(80.9%)	183	4.0	\$ 36.17	\$ 1.60	\$ 34.57	4.4%	5,958	73,312	237^	✓	85%	94%	15 min.	15	-	1.50	0%	No
280	RpEx	3,5,Esc	8,619	(86.1%)	67	6.3	\$ 39.87	\$ 7.68	\$ 32.19	19.3%	2,915	90,291	280		90%	84%	30 min.	15	-	1.00	0%	No
290	RpEx	3,5	6,652	(91.6%)	52	5.4	\$ 38.47	\$ 7.59	\$ 30.88	19.7%	3,025	83,389	290		90%	89%	30 min.	10	-	1.00	0%	No

Att. A, AI 46, 04/08/2021

FY 2021 SEMI-ANNUAL ROUTE STATISTICS (Q1-Q2)																						
BASE STATISTICS													TITLE VI MONITORING (FY 2020 Annual Statistics) ~									
Route	Cat	Jurisdiction (#=SD Dist.)	Q1-Q2 Passengers	FY20-21 % Change	Avg. Wkdy. Psgs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc.		Route	Minority Route	On-Time Perf.		Weekday Headway			Vehicle Load Factor ~		
											Hours	Miles			Goal	Actual	Goal	Peak	Base	Goal	% trips over VLF	> 20%?
701	Frq	CV	95,275	(65.3%)	653	7.3	\$ 9.28	\$ 1.14	\$ 8.14	12.3%	12,991	130,212	701	✓	85%	88%	15 min.	15	15	1.50	0%	No
704	Std	CV	87,834	(59.8%)	598	8.3	\$ 8.80	\$ 1.16	\$ 7.64	13.2%	10,614	113,506	704	✓	85%	87%	30 min.	30	30	1.50	0%	No
705	Std	CV,NC,Cty	36,868	(68.1%)	261	6.3	\$ 9.38	\$ 1.13	\$ 8.25	12.0%	6,256	54,240	705	✓	85%	95%	30 min.	30/60	30/60	1.50	0%	No
707	Std	CV	19,759	(68.7%)	154	3.9	\$ 15.50	\$ 1.15	\$ 14.36	7.4%	5,030	45,087	707	✓	85%	92%	30 min.	30	30	1.50	0%	No
709	Frq	CV	129,369	(71.8%)	858	8.7	\$ 8.47	\$ 1.14	\$ 7.32	13.5%	15,585	171,215	709	✓	85%	87%	15 min.	7.5/15	15	1.50	0%	No
712	Frq	CV	113,496	(71.1%)	740	9.4	\$ 7.39	\$ 1.14	\$ 6.26	15.4%	12,606	129,991	712	✓	85%	89%	15 min.	15	15	1.50	0%	No
815	Frq	EC	104,791	(55.2%)	678	12.2	\$ 4.17	\$ 1.26	\$ 2.90	30.3%	8,606	63,841	815		85%	90%	15 min.	15	15	1.50	0%	No
816	Std	EC,Cty	32,521	(59.7%)	254	7.5	\$ 10.10	\$ 1.28	\$ 8.82	12.7%	4,362	47,936	816		85%	92%	30 min.	30	30	1.50	0%	No
832	Std	ST	5,251	(72.8%)	32	3.9	\$ 17.54	\$ 1.21	\$ 16.33	6.9%	1,347	14,121	832		85%	91%	30 min.	60	60	1.50	0%	No
833	Std	EC,ST	22,216	(58.0%)	144	6.0	\$ 10.63	\$ 1.06	\$ 9.58	9.9%	3,719	36,853	833		85%	81%	30 min.	35-45	35-45	1.50	0%	No
834	Std	ST	4,934	(60.2%)	39	4.1	\$ 17.34	\$ 1.27	\$ 16.08	7.3%	1,219	12,498	834		85%	84%	30 min.	60	60	1.50	0%	No
838	Std	Cty	54,763	13.9%	320	9.0	\$ 7.07	\$ 1.07	\$ 6.01	15.1%	5,213	78,359	838		85%	84%	30 min.	60	60	1.50	0%	No
848	Std	EC,Cty	69,328	(53.5%)	412	8.6	\$ 7.64	\$ 1.24	\$ 6.40	16.2%	9,649	94,171	848		85%	90%	30 min.	30	30	1.50	0%	No
851	Circ	LM,Cty	12,245	(64.2%)	96	7.0	\$ 9.11	\$ 1.03	\$ 8.08	11.3%	2,754	32,009	851	✓	90%	91%	60 min.	60	60	1.00	0%	No
852	Std	4,9,LM	63,982	(55.5%)	386	6.8	\$ 9.07	\$ 1.26	\$ 7.80	13.9%	9,363	84,757	852		85%	92%	30 min.	30	30	1.50	0%	No
854	Std	7,LM	9,383	(83.3%)	72	5.3	\$ 13.85	\$ 1.29	\$ 12.55	9.4%	3,478	38,051	854		85%	97%	30 min.	30/60	30/60	1.50	0%	No
855	Std	LM,Cty	42,968	(58.7%)	279	9.4	\$ 6.89	\$ 1.25	\$ 5.64	18.2%	5,112	48,299	855		85%	93%	30 min.	30	30	1.50	0%	No
856	Std	4,9,LG,Cty	113,717	(56.4%)	768	9.5	\$ 7.74	\$ 1.25	\$ 6.48	16.2%	11,998	128,486	856	✓	85%	85%	30 min.	30	30	1.50	0%	No
864	Std	EC,Cty	98,377	(32.2%)	589	12.6	\$ 4.66	\$ 1.27	\$ 3.39	27.2%	7,801	66,837	864		85%	89%	30 min.	30	30	1.50	0%	No
872	Exp	EC	8,801	(60.1%)	69	5.2	\$ 8.97	\$ 1.30	\$ 7.67	14.5%	1,681	11,512	872		85%	97%	30 min.	30	30	1.50	0%	No
874/875	Std	EC	83,611	(54.5%)	553	9.6	\$ 6.83	\$ 1.25	\$ 5.58	18.3%	8,655	83,228	874/875		85%	89%	30 min.	30	30	1.50	0%	No
888	Rural	EC,Cty	508	(51.6%)	9	1.7	\$ 113.50	\$ 1.61	\$ 111.89	1.4%	281	8,917	888			0%						
891	Rural	EC,Cty	245	(43.9%)	9	1.6	\$ 125.31	\$ 3.23	\$ 122.09	2.6%	165	4,584	891			0%						
892	Rural	EC,Cty	115	(81.6%)	5	0.8	\$ 247.53	\$ 3.39	\$ 244.14	1.4%	165	4,392	892			0%						
894	Rural	EC,Cty	15,264	(54.9%)	119	7.4	\$ 22.99	\$ 3.64	\$ 19.35	15.8%	2,787	51,479	894			0%						
901	Frq	3,8,IB,Cor	168,617	(56.7%)	1,053	8.0	\$ 11.42	\$ 1.16	\$ 10.26	10.1%	22,130	296,160	901		85%	82%	15 min.	15	30	1.50	0%	No
904*	Circ	Cor	4,543	(96.2%)	28	2.8	\$ 12.33	\$ 1.10	\$ 11.24	8.9%	5,385	27,251	904*		90%	92%	60 min.	60	60	1.50	0%	No
905	Std	8	114,726	(51.7%)	768	14.8	\$ 6.50	\$ 1.13	\$ 5.37	17.4%	7,750	108,544	905	✓	85%	92%	30 min.	15/30	30	1.50	0%	No
906/907	Frq	8	368,800	(55.6%)	2,280	16.7	\$ 2.86	\$ 1.14	\$ 1.72	39.9%	22,032	153,775	906/907	✓	85%	86%	15 min.	15	15	1.50	0%	No
909	Circ	8	12,127	(57.9%)	94	6.5	\$ 12.61	\$ 1.12	\$ 11.49	8.9%	1,850	23,470	909	✓	90%	93%	60 min.	60+	60+	1.5	0%	No
916/917	Std	4,LG	36,966	(56.9%)	249	6.3	\$ 12.02	\$ 1.14	\$ 10.88	9.5%	5,818	66,911	916/917	✓	85%	83%	30 min.	30/60	30/60	1.50	0%	No
921	Std	1,6	43,627	(66.1%)	268	5.5	\$ 11.76	\$ 1.26	\$ 10.50	10.7%	8,004	78,030	921	✓	85%	88%	30 min.	30	30	1.50	0%	No
923	Std	2,3	36,412	(65.6%)	283	5.3	\$ 11.59	\$ 1.13	\$ 10.46	9.8%	6,813	62,208	923		85%	90%	30 min.	30	30	1.50	0%	No
928	Std	6,7	57,161	(62.0%)	398	7.2	\$ 9.79	\$ 1.28	\$ 8.51	13.1%	8,366	89,580	928		85%	85%	30 min.	30	30	1.50	0%	No
929	Frq	3,8,CV,NC	474,916	(54.6%)	2,929	15.0	\$ 4.53	\$ 1.19	\$ 3.34	26.3%	33,377	332,700	929	✓	85%	80%	15 min.	12	15	1.00	0%	No
932	Frq	8,CV,NC	239,350	(57.5%)	1,547	11.8	\$ 5.64	\$ 1.14	\$ 4.50	20.3%	20,273	198,322	932	✓	85%	86%	15 min.	15	15	1.50	0%	No
933/934	Frq	8,IB	333,797	(59.2%)	2,084	11.6	\$ 6.97	\$ 1.14	\$ 5.83	16.4%	28,880	342,970	933/934	✓	85%	75%	15 min.	12	15	1.50	0%	No
936	Std	4,9,LG,Cty	109,427	(49.9%)	619	10.4	\$ 5.76	\$ 1.26	\$ 4.49	21.9%	10,543	92,002	936	✓	85%	85%	30 min.	30	30	1.50	0%	No
944	Std	5,PW	13,176	(59.8%)	93	3.4	\$ 18.85	\$ 1.07	\$ 17.78	5.7%	3,904	42,024	944		85%	96%	30 min.	30	30	1.00	0%	No
945	Std	5,PW	26,157	(56.8%)	183	4.3	\$ 14.76	\$ 1.06	\$ 13.71	7.2%	6,274	87,344	945		85%	88%	30 min.	30	30	1.50	0%	No
945A	Std	PW	-	(100.0%)	-	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!	508	7,116	945A		85%	90%	30 min.	30	30	1.50	0%	No
950	Exp	8	77,655	(59.7%)	533	20.1	\$ 5.96	\$ 1.18	\$ 4.78	19.8%	3,887	66,537	950	✓	90%	97%	30 min.	12/20	20	1.50	0%	No
955	Frq	4,8,9,NC	300,775	(55.1%)	1,861	12.2	\$ 5.16	\$ 1.15	\$ 4.01	22.3%	24,692	228,307	955	✓	85%	87%	15 min.	12	12	1.50	0%	No
961	Frq	4,NC	107,552	(63.2%)	663	9.1	\$ 7.66	\$ 1.16	\$ 6.50	15.1%	13,376	137,172	961	✓	85%	89%	15 min.	15/30	15/30	1.50	0%	No
962	Frq	4,NC,Cty	148,033	(47.3%)	896	11.3	\$ 6.06	\$ 1.15	\$ 4.90	19.1%	13,059	132,000	962	✓	85%	87%	15 min.	15	15	1.50	0%	No
963	Std	4,NC	38,709	(52.6%)	243	8.1	\$ 6.87	\$ 1.13	\$ 5.75	16.4%	5,061	41,451	963	✓	85%	91%	30 min.	30	30	1.50	0%	No

Att. A, AI 46, 04/08/2021

FY 2021 SEMI-ANNUAL ROUTE STATISTICS (Q1-Q2)

BASE STATISTICS													TITLE VI MONITORING (FY 2020 Annual Statistics) -									
Route	Cat	Jurisdiction (#=SD Dist.)	Q1-Q2 Passengers	FY20-21 % Change	Avg. Wkdy. Psgs.	Psgs./ Rev. Hr.	Cost/ Psg.	Average Fare	Subsidy/ Psg.	Farebox Recovery	Budgeted Rev.Svc.		Route	Minority Route	On-Time Perf.		Weekday Headway			Vehicle Load Factor --		
											Hours	Miles			Goal	Actual	Goal	Peak	Base	Goal	% trips over VLF	> 20%?
964	Circ	5,6	25,495	(63.5%)	199	4.9	\$ 12.92	\$ 1.05	\$ 11.87	8.1%	5,193	49,663	964	✓	90%	91%	60 min.	30	30	1.00	0%	No
965	Circ	9	13,112	(55.2%)	90	5.5	\$ 11.51	\$ 1.04	\$ 10.47	9.0%	2,538	25,828	965	✓	90%	86%	60 min.	35-45	35-45	1.00	0%	No
967	Std	4,NC	8,084	(55.9%)	63	4.5	\$ 14.26	\$ 1.07	\$ 13.19	7.5%	1,818	16,179	967	✓	85%	93%	30 min.	60	60	1.50	0%	No
968	Std	NC	9,578	(63.5%)	75	4.6	\$ 15.08	\$ 1.14	\$ 13.94	7.6%	4,278	43,090	968	✓	85%	90%	30 min.	60+	60+	1.50	0%	No
972**	Circ	1,6	1,134	(92.7%)	9	3.6	\$ 22.97	\$ 0.99	\$ 21.98	4.3%	659	8,008	972**			0%				1.00	0%	No
973**	Circ	1,6	1,070	(86.8%)	8	3.2	\$ 25.28	\$ 0.99	\$ 24.29	3.9%	669	9,834	973**	✓		0%				1.00	0%	No
974 ***	Circ	1	479	100.0%	4	1.7	\$ 48.60	\$ 0.99	\$ 47.61	2.0%	618	6,502	974 ***			0%				1.00	0%	No
978**	Circ	1	614	(93.0%)	5	2.0	\$ 40.48	\$ 0.99	\$ 39.49	2.4%	655	7,758	978**			0%				1.00	0%	No
979**	Circ	1	995	(90.3%)	8	3.5	\$ 23.72	\$ 0.99	\$ 22.73	4.2%	630	5,894	979**			0%				1.00	0%	No
992	Frq	2,3	73,001	(68.1%)	406	6.3	\$ 8.57	\$ 1.06	\$ 7.51	12.4%	12,236	96,650	992		85%	81%	15 min.	15	15	1.50	0%	No
Access	D.R.	ALL	43,924	(76.9%)	286	1.3	\$ 110.72	\$ 4.26	\$ 106.46	3.8%			FTA defines Minority persons to include the following: (1) American Indian and Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, (5) Native Hawaiian or Other Pacific Islander. FTA defines Minority Route as one with at least 1/3 of its total mileage in a census block(s) with a percentage of minority population that exceeds the percentage of minority population in the entire MTS service area. Source: https://www.transit.dot.gov/sites/fta.dot.gov/files/dovs/FTA_Title_VI_FINAL.pdf									
Taxi	D.R.	ALL	5,551	(87.1%)	38	3.6	\$ 40.20	\$ 4.50	\$ 35.70	11.2%												
TOTAL			19,087,719	(57.0%)	117,493	17.6	\$ 7.92	\$ 1.18	\$ 6.73	15.0%	1,097,289	12,841,779										

Route Category	Q1-Q2 Passengers	FY19-20 % Change	Avg. Wkday. Psgs.	Psgs./ Rev. Hr.	Cost/ Psg.	Average Fare	Subsidy/ Psg.	Farebox Recovery
Urban Frequent	6,362,058	-58.5%	39,290	11.2	\$ 9.03	\$ 1.32	\$ 7.71	14.6%
Urban Standard	1,622,406	-57.2%	10,598	8.0	\$ 9.30	\$ 1.25	\$ 8.05	13.4%
Rapid ^	1,009,420	-71.6%	6,085	8.9	\$ 15.95	\$ 1.59	\$ 14.35	10.0%
Express	341,436	-66.3%	2,360	8.5	\$ 16.67	\$ 1.47	\$ 15.20	8.8%
Circulator	124,856	-73.1%	926	4.5	\$ 14.16	\$ 1.06	\$ 13.10	7.5%
Premium/Rapid Express	15,271	-89.2%	119	5.8	\$ 39.26	\$ 7.64	\$ 31.62	19.5%
Rural ^^	16,132	-55.1%	126	6.1	\$ 29.00	\$ 3.57	\$ 25.43	12.3%
Fixed Bus Subtotal	9,491,579	-61.0%	59,505	9.9	\$ 10.23	\$ 1.35	\$ 8.88	13.2%
Light Rail (B,O,G)	9,546,583	-51.8%	57,664	102.6	\$ 5.12	\$ 1.00	\$ 4.11	19.6%
Light Rail (Silver)	82	-99.0%	-	6.9	\$ 75.56	\$ 1.00	\$ 74.55	1.3%
Light Rail Subtotal	9,546,665	-51.8%	57,664	102.6	\$ 5.12	\$ 1.00	\$ 4.11	19.6%
ALL Fixed-Route	19,038,244	-56.9%	117,169	18.1	\$ 7.67	\$ 1.18	\$ 6.49	15.3%
MTS Access	43,924	-76.9%	286	1.3	\$ 110.72	\$ 4.26	\$ 106.46	3.8%
Access Taxi	5,551	-87.1%	38	3.6	\$ 40.20	\$ 4.50	\$ 35.70	11.2%
Demand-Resp Subtotal	49,475	-78.8%	324	1.4	\$ 102.81	\$ 4.28	\$ 98.52	4.2%
System Total	19,087,719	-57.0%	117,493	17.6	\$ 7.92	\$ 1.18	\$ 6.73	15.0%

* City of Coronado subsidized fares for summer service on Route 904.

** SVCC Fares and one-half of the subsidy are paid for by NCTD.

*** Route 974 SVCC connection to UCSD service starts January 2020

^ SANDAG reimburses MTS for net operating costs for Routes 201-237 (TransNet funds).

^^ Routes 888, 891, 892, and 894 receive federal rural operating subsidy.

& Rural and Demand Response services have no specific Policy 42 goals for on-time performance, headway, or vehicle load.

NC=National City, CV=Chula Vista
 IB=Imperial Beach, LG=Lemon Grove, LM=La Mesa
 EC=El Cajon, ST=Santee, PW=Poway
 Cor=Coronado, Cty=County Uninc., Esc=Escondido
 SD Dist.=City of San Diego Council District

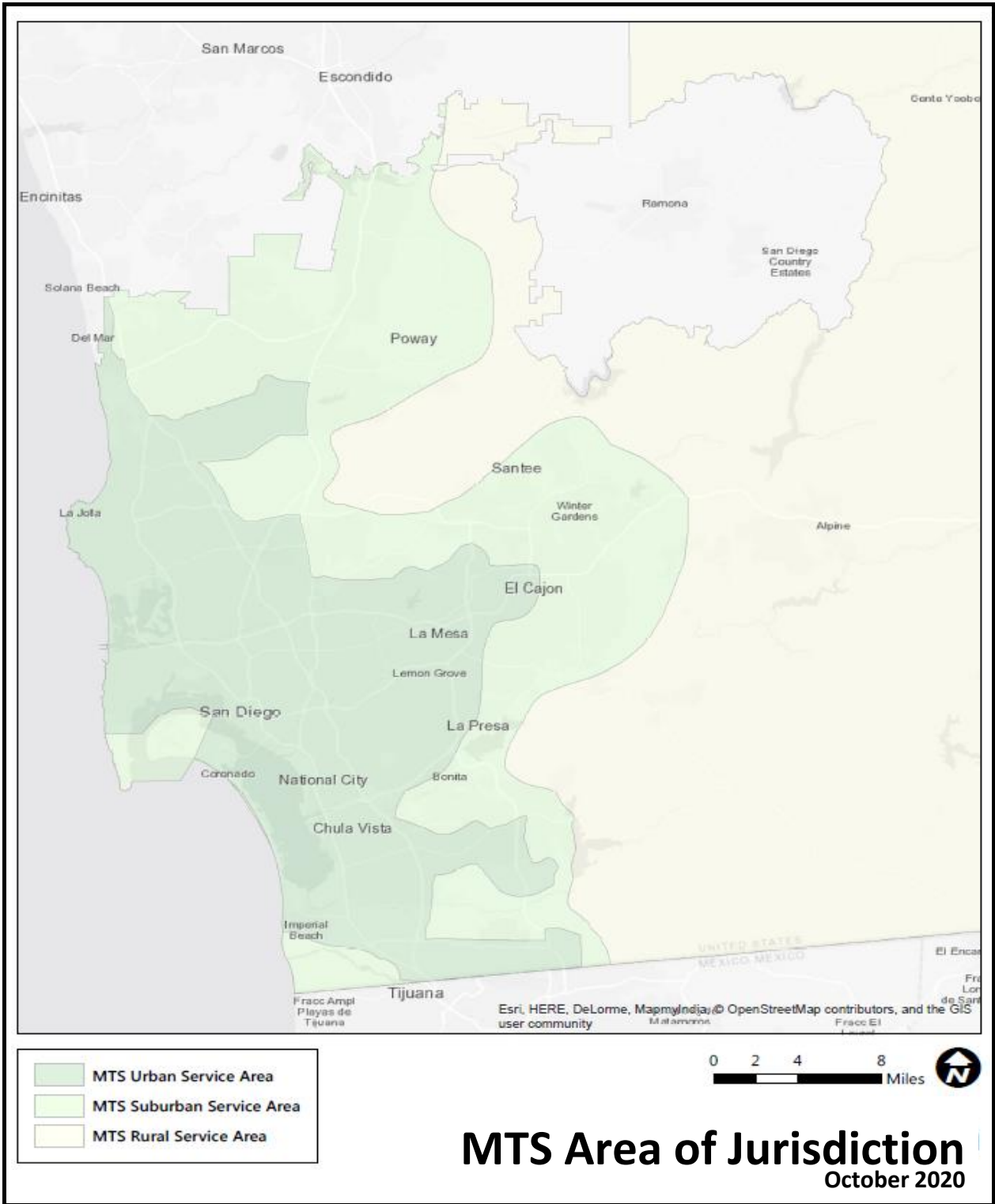
SERVICE AVAILABILITY

Goal	Actual
80% of residents or jobs within 1/4 mile of a bus stop or rail station in urban area	% of residents within 1/2 mile of a bus stop or rail station in urban areas: 99.0%
	% of jobs within 1/2 mile of a bus stop or rail station in urban areas: 99.2%
100% of suburban residences within 5 miles of a bus stop or rail station.	% of suburban residents within 5 miles of a bus stop or rail station: 100.0%
One return trip at least 2 days/week to destinations from rural villages (defined as Lakeside and Alpine).	Available Service: Route 848 serves Lakeside seven days a week and Route 838 serves Alpine seven days a week.

See attached map entitled 'Metropolitan Transit System Area of Jurisdiction.'

-- Title VI Monitoring statistics are updated on an annual basis

--- No trips averaged above the vehicle load factor target (1.5 for most bus routes, 3.0 for Trolley).





FY 2021 Q1-Q2 Performance Monitoring Report

MTS Board of Directors
April 8, 2021

Policy 42 Evaluation Criteria

CUSTOMER FOCUSED/COMPETITIVE		INTEGRATED	SUSTAINABLE	
PRODUCTIVITY	QUALITY	CONNECTIVITY	RESOURCES	EFFICIENCY
<ul style="list-style-type: none"> • Total Passengers • Average Weekday Passengers • Passengers/ Revenue Hour • Passengers/ In-Service Hour 	<ul style="list-style-type: none"> • Passenger Load Factor • On-Time Performance • Accidents/ 100,000 Miles • Comments/ 100,000 Passengers • Mean Distance Between Failures 	<ul style="list-style-type: none"> • Route Headway • Span-of- Service Consistency • Service Availability 	<ul style="list-style-type: none"> • In-Service Miles • In-Service Hours • Peak Vehicle Requirement 	<ul style="list-style-type: none"> • In-Service Speed • In-Service/Total Miles • In-Service/Total Hours • Farebox Recovery Ratio • Subsidy/Passenger

Ridership

- MTS ridership had been up 2.8% in FY 2020 until Covid-19 hit in mid-March 2020
- FY 2021 (Q1-Q2) results similar to last quarter of FY 2020:
 - Ridership down 55-65%. Creeps up as restrictions ease, goes back down during closures
 - Trends likely to continue until schools, workplaces re-open
 - Colleges are a significant portion of MTS ridership
 - Commuter-oriented services hardest hit
- MTS results similar to most other agencies around the country and world

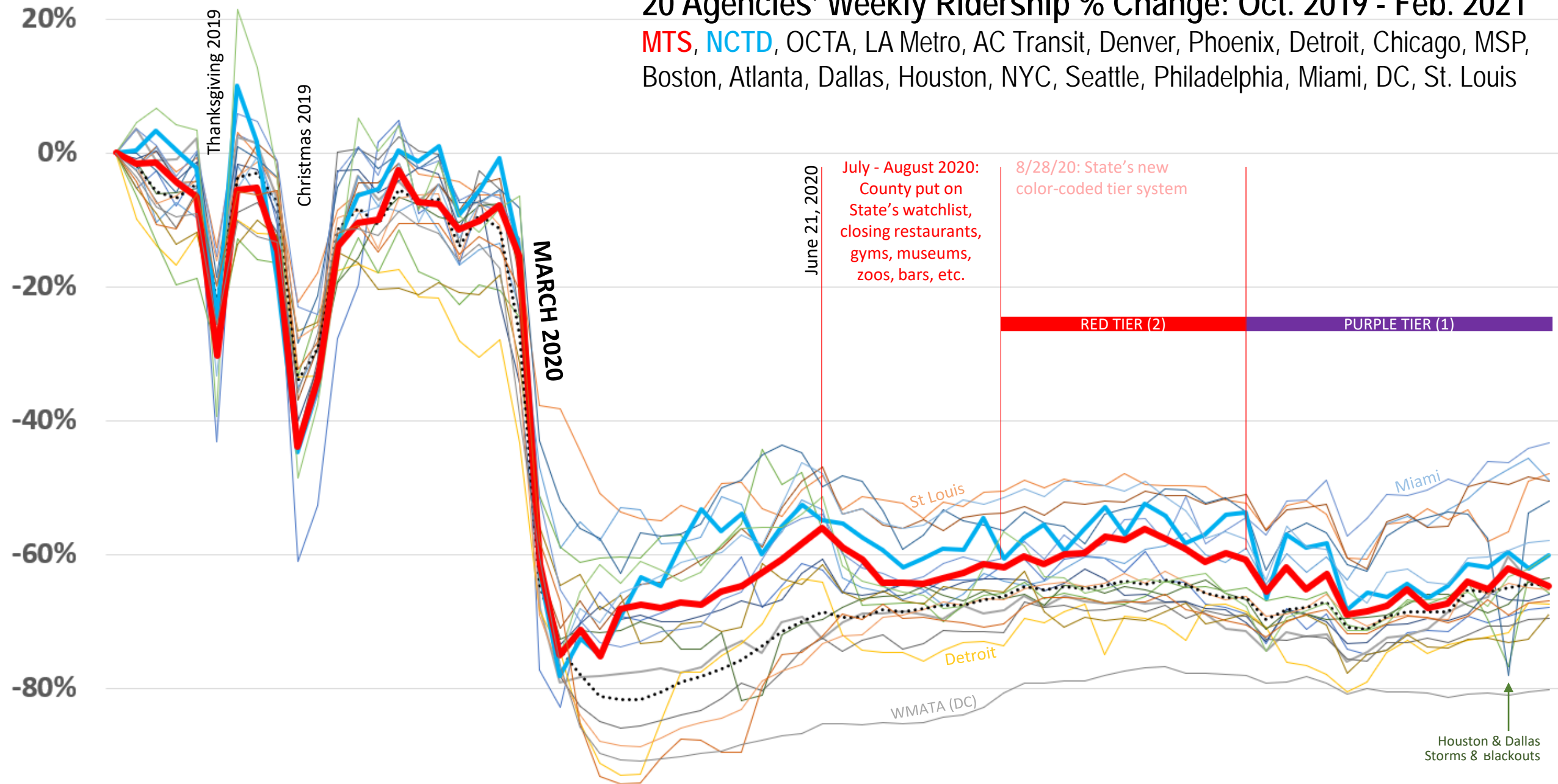
Total Passengers

- Q1/Q2 (six-month totals)
- **Policy 42 GOAL** is a year-over-year improvement by Route, Category, and System
- Ridership steady at ~40-45% of baseline since Summer 2020.
- Slight uptick in Fall 2020, but receded again with lockdown November '20- February '21

Route Categories	FY 2019 <i>July-Dec.</i>	FY 2020 <i>July-Dec.</i>	FY 2021 <i>July-Dec.</i>	% Change FY20-FY21
Urban Frequent	15,482,838	15,317,678	6,362,058	-58.5%
Urban Standard	3,789,924	3,787,951	1,622,406	-57.2%
Rapid	2,951,397	3,551,875	1,009,420	-71.6%
Express	1,007,362	1,012,521	341,436	-66.3%
Circulator	437,493	464,026	124,856	-73.1%
Rapid Express	138,290	141,280	15,271	-89.2%
Rural	42,823	35,944	16,132	-55.1%
Fixed-Route Bus	23,850,127	24,311,275	9,491,579	-61.0%
Light Rail	19,066,560	19,819,995	9,546,665	-51.8%
All Fixed-Route	42,916,687	44,131,270	19,038,244	-56.9%
MTS Access	250,524	233,087	49,475	-78.8%
System	43,167,211	44,364,357	19,087,719	-57.0%
<i>Average Weekday</i>	<i>275,651</i>	<i>282,548</i>	<i>117,493</i>	<i>-58.4%</i>

20 Agencies' Weekly Ridership % Change: Oct. 2019 - Feb. 2021

MTS, NCTD, OCTA, LA Metro, AC Transit, Denver, Phoenix, Detroit, Chicago, MSP, Boston, Atlanta, Dallas, Houston, NYC, Seattle, Philadelphia, Miami, DC, St. Louis



Passengers Per Revenue Hour

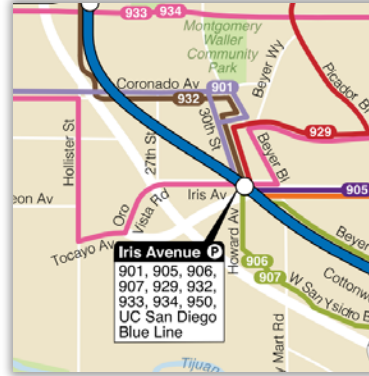
- Q1/Q2 (six-month totals)
- **Policy 42 GOAL** is to improve the route category average
- Trend follows ridership because capacity (scheduled service) maintained at normal levels.

Route Categories	FY 2019 <i>July-Dec.</i>	FY 2020 <i>July-Dec.</i>	FY 2021 <i>July-Dec.</i>	% Change FY20-FY21
Urban Frequent	27.1	26.7	11.2	-58.2%
Urban Standard	19.2	18.8	8.0	-57.3%
Rapid	31.4	30.5	8.9	-70.9%
Express	25.4	25.3	8.5	-66.4%
Circulator	13.8	14.9	4.5	-69.6%
Premium/Rapid Express	23.5	23.8	5.8	-75.5%
Rural	15.6	14.3	6.1	-57.4%
Fixed-Route Bus	25.3	25.0	9.9	-60.4%
Light Rail	218.0	226.0	102.6	-54.6%
All Fixed-Route	41.6	41.7	18.1	-56.5%
MTS Access	2.1	2.1	1.4	-34.6%
System	37.6	38.0	17.6	-53.8%

On-Time Performance

- Policy 42 GOAL is 85% for Urban Frequent & Rapid, 90% for all other categories
- All categories exceed their targets due to fewer passengers and less traffic
 - Figures expected to come down as pandemic recedes
 - If trend continued, we'd consider reducing scheduled travel times to shorten journey times and avoid waiting at timepoints

Route Categories	Service Change					GOAL
	June 2019	Sept. 2019	January 2020	June 2020	Sept. 2020	
Urban Frequent	83.5%	82.1%	86.6%	91.7%	91.9%	85.0%
Urban Standard	87.7%	86.2%	89.3%	92.8%	92.3%	90.0%
Rapid	87.5%	85.1%	88.1%	94.2%	94.0%	85.0%
Express	82.9%	82.3%	88.5%	95.1%	94.5%	90.0%
Circulator	85.1%	85.8%	88.1%	92.7%	93.1%	90.0%
Premium/Rapid Express	86.0%	82.0%	86.8%	91.2%	91.0%	90.0%
Light Rail (Blue, Orange, Green)	93.6%	93.3%	96.3%	98.0%	97.6%	90.0%
Light Rail (Silver)	98.3%	98.8%	99.6%	N/A	N/A	90.0%



FY 2021 Q1-Q2 Performance Monitoring Report

MTS Board of Directors
April 8, 2021



1255 Imperial Avenue, Suite 1000
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Agenda Item No. 61

Chief Executive Officer's Report

April 8, 2021

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 March 4, 2021 through March 24, 2021.

*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
G2017.0-172017-CM5.1	CH2MHILL	CHANGES TO AGRMT	\$43,082.86	3/7/2021
B0638.1-16	TOLAR	6 MONTH CONTRACT EXTENSION	\$0.00	3/8/2021
PWL320.1-21	ESS	CCO01	\$52,939.53	3/8/2021
B0662.3-17	CAMPISI ENVIRONMENT	CANCEL SERVICES AT KMD	\$1,785.00	3/9/2021
PWG325.1-18	RSI	EXERCISE OPTION YEAR 3	\$19,125.65	3/10/2021
G2241.2-19	DMC	TIME ONLY EXTENSION	\$0.00	3/10/2021
G2388.0-20	COUNTY OF SAN DIEGO & PARTIES	COST SHARE AGREEMENT	\$18,400.00	3/10/2021
G1951.0-17-AE-58.02	MOTT MACDONALD	LAS CHOLLAS CREEK	\$78,883.66	3/11/2021
G1949.0-17-AE-15.05	JACOBS	ADD FUNDS FOR DSDC	\$20,068.12	3/11/2021
L1373.2-17	JACOBS	RATE INCREASE	\$0.00	3/15/2021
G2053.1-18.29	CIVILIAN	CAC SUPPORT TASK ORDER	\$25,650.00	3/16/2021
L1468.5-19	MY ELECTRICIAN	ADDITIONAL FREIGHT	\$8,242.97	3/16/2021
PWG302.3-20	AZTEC	ADD LOCATIONS	\$0.00	3/17/2021
G2348.0-20	VERIZON	PARATRANSIT CELLULAR DATE SERVICE	\$20,400.00	3/19/2021
G2464.0-21	THIRD AVENUE VILLAGE ASSOC	TASTE ON THIRD	\$1,000.00	3/19/2021
PWG308.2-20	FIRE SERVICE CORP	MOVE SERVICE LOCATIONS	\$0.00	3/22/2021
G1951.0-17-AE-61.01	MOTT MACDONALD	ADD PRE AS SUB	\$0.00	3/24/2021
PWL312.0-20312-01.1	HMS	TPSS ROOF REPAIRS	\$11,042.92	3/24/2021
G2465.0-21	3DEGREES GROUP	REC PURCHASE AND SALE AGREEMENT	\$72,926.00	3/24/2021
PWG321.1-21	PRESENTATION PRDUTS DBA SPINITBAR	ADDITIONAL AFTER HOURS MAINTENANCE SUPPORT	\$6,900.00	10/30/2021

REVENUE CONTRACT AND MOUs				
Doc #	Organization	Subject	Amount	Day
L1570.0-21	HP COMMUNICATIONS	ROE 507 C STREET	\$1,574.58	3/8/2021
G2459.0-21	KAPSCH TRAFFICCOM	ROE MTS RAPID FACILITIES	\$1,199.58	3/17/2021
S200-21-755	EDM INTERNATIONAL	ROE VARIOUS LOCATIONS	\$750.00	3/17/2021
L1485.1-19	SKY HIGH	SDHC BUILDING	\$2,025.00	3/18/2021
L1415.2-18	KTA CONSTRUCTION	SD SEWER GROUP	\$750.00	3/18/2021

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400001357	3/4/2021	Office Depot		G200-OFFICE SUPPLIES	\$10.67	-	-
4400001358	3/4/2021	Office Depot		G200-OFFICE SUPPLIES	\$418.72	-	-
4400001359	3/5/2021	Office Depot		G200-OFFICE SUPPLIES	\$208.50	-	-
4400001360	3/5/2021	Office Depot		G200-OFFICE SUPPLIES	\$71.12	-	-
4400001361	3/8/2021	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$98.87	-	-
4400001362	3/8/2021	Office Depot		G200-OFFICE SUPPLIES	\$84.51	-	-
4400001363	3/8/2021	Office Depot		G200-OFFICE SUPPLIES	\$291.55	-	-
4400001364	3/8/2021	Office Depot		G200-OFFICE SUPPLIES	\$70.96	-	-
4400001365	3/11/2021	Office Depot		G200-OFFICE SUPPLIES	\$88.43	-	-
4400001366	3/11/2021	Office Depot		G200-OFFICE SUPPLIES	\$199.08	-	-
4400001367	3/11/2021	Office Depot		G200-OFFICE SUPPLIES	\$70.41	-	-
4400001368	3/11/2021	Office Depot		G200-OFFICE SUPPLIES	\$54.59	-	-
4400001369	3/12/2021	W.W. Grainger Inc		G130-SHOP TOOLS	\$18.98	-	-
4400001370	3/15/2021	Office Depot		G200-OFFICE SUPPLIES	\$97.66	-	-
4400001371	3/17/2021	Office Depot		G200-OFFICE SUPPLIES	\$70.96	-	-
4400001372	3/22/2021	Office Depot		G200-OFFICE SUPPLIES	\$72.90	-	-
4400001373	3/23/2021	Office Depot		G200-OFFICE SUPPLIES	\$38.46	-	-
4400001374	3/23/2021	Office Depot		G200-OFFICE SUPPLIES	\$414.73	-	-
4400001375	3/23/2021	Office Depot		G200-OFFICE SUPPLIES	\$60.30	-	-
4400001376	3/23/2021	Office Depot		G200-OFFICE SUPPLIES	\$104.19	-	-
4400001377	3/23/2021	Office Depot		G200-OFFICE SUPPLIES	\$82.06	-	-
4400001378	3/24/2021	Office Depot		G200-OFFICE SUPPLIES	\$220.49	-	-
4400001379	3/24/2021	W.W. Grainger Inc		T110-TRACK, RAIL	\$20.36	-	-
4500037778	3/4/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$6,131.23	-	-
4500037779	3/4/2021	Home Depot USA Inc		G290-FARE REVENUE EQUIP	\$42.99	-	-
4500037780	3/4/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$8,696.51	-	-
4500037781	3/4/2021	Access Professional Inc.	Small Business	P130-EQUIP MAINT REPR SVC	\$175.00	-	-
4500037782	3/4/2021	Applied Industrial Technologies-CA		G160-PAINTS & CHEMICALS	\$378.07	-	-
4500037783	3/4/2021	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$1,036.86	-	-
4500037784	3/4/2021	Chromate Industrial Corporation		G150-FASTENERS	\$539.70	-	-
4500037785	3/4/2021	Transit Holdings Inc		B130-BUS BODY	\$814.14	-	-
4500037786	3/4/2021	Fastenal Company		G140-SHOP SUPPLIES	\$2,040.87	-	-
4500037787	3/4/2021	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$709.73	-	-
4500037788	3/4/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$4,079.96	-	-
4500037789	3/4/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$944.69	-	-
4500037790	3/4/2021	Gillig LLC		B130-BUS BODY	\$53.54	-	-
4500037791	3/4/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$22.66	-	-
4500037792	3/4/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$991.00	-	-
4500037793	3/4/2021	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$112.94	-	-
4500037794	3/4/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$1,348.32	-	-
4500037795	3/4/2021	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$183.23	-	-
4500037796	3/4/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$177.49	-	-
4500037797	3/4/2021	Jeyco Products Inc		G150-FASTENERS	\$129.52	-	-
4500037798	3/4/2021	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	\$227.79	-	-
4500037799	3/4/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$91.61	-	-
4500037800	3/4/2021	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	\$120.59	-	-
4500037801	3/4/2021	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	\$690.21	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037802	3/4/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$313.76	-	-
4500037803	3/4/2021	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$270.00	-	-
4500037804	3/4/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$13.98	-	-
4500037805	3/4/2021	Home Depot USA Inc		G200-OFFICE SUPPLIES	\$117.45	-	-
4500037806	3/4/2021	Kaman Industrial Technologies		G150-FASTENERS	\$50.04	-	-
4500037807	3/4/2021	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$221.54	-	-
4500037808	3/4/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,039.59	-	-
4500037809	3/4/2021	Logicalis, Inc.		I110-INFORMATION TECH	\$85,606.96	-	-
4500037810	3/5/2021	Whitson Contracting &	Small Business	P260-TESTING & ANALYSIS	\$2,120.00	-	-
4500037811	3/5/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$2,212.89	-	-
4500037812	3/5/2021	Transit Holdings Inc		B130-BUS BODY	\$1,452.25	-	-
4500037813	3/5/2021	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$89.26	-	-
4500037814	3/5/2021	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$92.85	-	-
4500037815	3/5/2021	Gillig LLC		B160-BUS ELECTRICAL	\$4,832.09	-	-
4500037816	3/5/2021	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$288.63	-	-
4500037817	3/5/2021	M Power Truck & Diesel Repair		P130-EQUIP MAINT REPR SVC	\$432.53	-	-
4500037818	3/5/2021	W.W. Grainger Inc		G130-SHOP TOOLS	\$392.98	-	-
4500037819	3/5/2021	Mcmaster-Carr Supply Co		R120-RAIL/LRV CAR BODY	\$210.45	-	-
4500037820	3/5/2021	Daniels Tire Service		A110-AUTO/TRUCK TIRES	\$1,266.66	-	-
4500037821	3/5/2021	Fastenal Company		G120-SECURITY	\$10,499.06	-	-
4500037822	3/5/2021	R.B. Hornberger Co Inc		G120-SECURITY	\$2,421.15	-	-
4500037823	3/5/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$8,963.67	-	-
4500037824	3/5/2021	Airgas Inc		G140-SHOP SUPPLIES	\$114.17	-	-
4500037825	3/5/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$343.46	-	-
4500037826	3/5/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$28,261.75	-	-
4500037827	3/5/2021	Home Depot USA Inc		G130-SHOP TOOLS	\$1,368.09	-	-
4500037828	3/7/2021	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$125.53	-	-
4500037829	3/7/2021	Gillig LLC		B130-BUS BODY	\$277.34	-	-
4500037830	3/7/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$420.89	-	-
4500037831	3/7/2021	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$172.23	-	-
4500037832	3/7/2021	Waxie's Enterprises Inc.		G130-SHOP TOOLS	\$55.51	-	-
4500037833	3/7/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$88.15	-	-
4500037834	3/7/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$729.20	-	-
4500037835	3/7/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$28.77	-	-
4500037836	3/8/2021	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$2,333.87	-	-
4500037837	3/8/2021	Magaldi & Magaldi Inc		B250-BUS REPAIR PARTS	\$840.46	-	-
4500037838	3/8/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$957.88	-	-
4500037839	3/8/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$15.35	-	-
4500037840	3/8/2021	Transit Holdings Inc		B210-BUS TIRES & TUBES	\$1,349.75	-	-
4500037841	3/8/2021	Gillig LLC		B140-BUS CHASSIS	\$289.92	-	-
4500037842	3/8/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$2,934.03	-	-
4500037843	3/8/2021	Uline		G200-OFFICE SUPPLIES	\$135.77	-	-
4500037844	3/8/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$10,696.30	-	-
4500037845	3/8/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,509.16	-	-
4500037846	3/8/2021	W.W. Grainger Inc		G130-SHOP TOOLS	\$432.83	-	-
4500037847	3/8/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,163.90	-	-
4500037848	3/8/2021	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$530.24	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037849	3/8/2021	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	\$146.81	-	-
4500037850	3/8/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$388.54	-	-
4500037851	3/8/2021	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	\$1,136.39	-	-
4500037852	3/8/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$44.13	-	-
4500037853	3/8/2021	No-Spill Systems Inc		B120-BUS MECHANICAL PARTS	\$105.33	-	-
4500037854	3/8/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$174.49	-	-
4500037855	3/8/2021	Airgas Inc		G140-SHOP SUPPLIES	\$70.35	-	-
4500037856	3/8/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$1,426.29	-	-
4500037857	3/8/2021	Digicert, Inc.		I110-INFORMATION TECH	\$9,128.00	-	-
4500037858	3/8/2021	AAA Oil, Inc.	Minority Owned Business	G170-LUBRICANTS	\$4,110.44	-	-
4500037859	3/8/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$273.53	-	-
4500037860	3/8/2021	West-Lite Supply Co Inc	Small Business	R160-RAIL/LRV ELECTRICAL	\$793.46	-	-
4500037861	3/8/2021	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	\$300.59	-	-
4500037862	3/8/2021	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$83.92	-	-
4500037863	3/8/2021	Chromate Industrial Corporation		G150-FASTENERS	\$96.44	-	-
4500037864	3/8/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$226.98	-	-
4500037865	3/8/2021	Home Depot USA Inc		M130-CROSSING MECHANISM	\$319.95	-	-
4500037867	3/8/2021	HI-TEC Enterprises	Small Business	R140-RAIL/LRV DOORS/RAMP	\$22,789.13	-	-
4500037868	3/8/2021	Trashcans Unlimited, LLC		P280-GENERAL SVC AGRMNTS	\$544.24	-	-
4500037869	3/8/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,776.39	-	-
4500037870	3/8/2021	HD Supply Construction Supply, LTD.		G130-SHOP TOOLS	\$120.13	-	-
4500037871	3/9/2021	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$325.79	-	-
4500037872	3/9/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$422.57	-	-
4500037873	3/9/2021	Jeyco Products Inc		G140-SHOP SUPPLIES	\$118.16	-	-
4500037874	3/9/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$215.62	-	-
4500037875	3/9/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,519.62	-	-
4500037876	3/9/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$305.28	-	-
4500037877	3/9/2021	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$695.74	-	-
4500037878	3/9/2021	MCAS Miramar Vet		G120-SECURITY	\$88.70	-	-
4500037879	3/9/2021	Charter Industrial Supply Inc	Small Business	B200-BUS PWR TRAIN EQUIP	\$291.33	-	-
4500037880	3/9/2021	B & S Graphics Inc		B130-BUS BODY	\$86.20	-	-
4500037881	3/9/2021	Willy's Electronic Supply Co	Small Business	G270-ELECTRICAL/LIGHTING	\$273.69	-	-
4500037882	3/9/2021	Total Filtration Services Inc		R230-RAIL/LRV MECHANICAL	\$1,449.97	-	-
4500037883	3/9/2021	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$179.88	-	-
4500037884	3/9/2021	Waco Filters Corporation		F120-BUS/LRV PAINT BOOTHS	\$274.77	-	-
4500037885	3/9/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$82.43	-	-
4500037886	3/9/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$357.16	-	-
4500037887	3/9/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$275.86	-	-
4500037888	3/9/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$68.80	-	-
4500037889	3/9/2021	Fastenal Company		G140-SHOP SUPPLIES	\$209.46	-	-
4500037890	3/9/2021	Chromate Industrial Corporation		G150-FASTENERS	\$68.96	-	-
4500037891	3/9/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,936.80	-	-
4500037892	3/9/2021	BC Custom Design Services LLC		R120-RAIL/LRV CAR BODY	\$1,524.98	-	-
4500037893	3/9/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$218.20	-	-
4500037894	3/10/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$25.43	-	-
4500037895	3/10/2021	Transit Holdings Inc		B130-BUS BODY	\$69.37	-	-
4500037896	3/10/2021	Meritor, Inc.		B140-BUS CHASSIS	\$474.53	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037897	3/10/2021	Muncie Transit Supply		B160-BUS ELECTRICAL	\$2.48	-	-
4500037898	3/10/2021	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$2,673.05	-	-
4500037899	3/10/2021	Zen Industrial Services LLC	DBE	B160-BUS ELECTRICAL	\$41.70	-	-
4500037900	3/10/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$152.45	-	-
4500037901	3/10/2021	Meritor, Inc.		B140-BUS CHASSIS	\$1,553.54	-	-
4500037902	3/10/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$237.43	-	-
4500037903	3/10/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$377.75	-	-
4500037904	3/10/2021	NS Corporation		F110-SHOP/BLDG MACHINERY	\$2,193.18	-	-
4500037905	3/10/2021	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$224.96	-	-
4500037906	3/10/2021	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$152.26	-	-
4500037907	3/10/2021	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	\$210.19	-	-
4500037908	3/10/2021	Transit Holdings Inc		B150-BUS COMM EQUIP.	\$1,593.93	-	-
4500037909	3/10/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$40.68	-	-
4500037910	3/10/2021	Jeyco Products Inc		B190-BUS FARE EQUIP	\$65.49	-	-
4500037911	3/10/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$51.16	-	-
4500037912	3/10/2021	Kaman Industrial Technologies		G130-SHOP TOOLS	\$44.02	-	-
4500037914	3/10/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$640.14	-	-
4500037915	3/10/2021	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$33.08	-	-
4500037916	3/10/2021	Muncie Transit Supply		B120-BUS MECHANICAL PARTS	\$236.40	-	-
4500037917	3/10/2021	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$191.28	-	-
4500037918	3/10/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$714.38	-	-
4500037919	3/10/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$216.97	-	-
4500037920	3/10/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,590.97	-	-
4500037921	3/10/2021	Ace Uniforms & Accessories	Small Business	G120-SECURITY	\$91.59	-	-
4500037922	3/10/2021	Ace Uniforms & Accessories	Small Business	G120-SECURITY	\$516.94	-	-
4500037923	3/10/2021	Steven Timme		G230-PRINTED MATERIALS	\$2,963.13	-	-
4500037924	3/10/2021	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$1,200.36	-	-
4500037925	3/10/2021	VCA Animal Hospitals, Inc.		G120-SECURITY	\$119.34	-	-
4500037926	3/10/2021	Alliant Insurance Services, Inc.		P370-RISK MANAGEMENT	\$1,024.38	-	-
4500037927	3/10/2021	B&H Photo & Electronics Corp		G220-OFFICE EQUIPMENT	\$597.21	-	-
4500037928	3/10/2021	Steven Timme		G230-PRINTED MATERIALS	\$100.82	-	-
4500037929	3/10/2021	Southland Printing Company, Inc		G280-FARE MATERIALS	\$7,488.63	-	-
4500037930	3/10/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$2,155.00	-	-
4500037931	3/10/2021	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	\$28,419.07	-	-
4500037932	3/10/2021	Gillig LLC		B140-BUS CHASSIS	\$3,131.68	-	-
4500037933	3/10/2021	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$1,985.29	-	-
4500037934	3/10/2021	Allied Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$436.86	-	-
4500037935	3/10/2021	Kaman Industrial Technologies		R160-RAIL/LRV ELECTRICAL	\$47.08	-	-
4500037936	3/10/2021	OneSource Distributors, LLC		G190-SAFETY/MED SUPPLIES	\$116.37	-	-
4500037937	3/10/2021	SMC Electrical Products Inc		M110-SUB STATION	\$5,154.76	-	-
4500037938	3/10/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$5,350.22	-	-
4500037939	3/10/2021	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	\$265.07	-	-
4500037940	3/10/2021	Office Depot		G140-SHOP SUPPLIES	\$465.31	-	-
4500037941	3/10/2021	Total Filtration Services Inc		F120-BUS/LRV PAINT BOOTHS	\$376.06	-	-
4500037942	3/11/2021	Dell Marketing L.P.		I110-INFORMATION TECH	\$4,910.63	-	-
4500037943	3/11/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$3,731.64	-	-
4500037944	3/11/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$7,265.92	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037945	3/11/2021	Meritor, Inc.		B140-BUS CHASSIS	\$166.09	-	-
4500037946	3/11/2021	Louis Sardo Upholstery Inc		B130-BUS BODY	\$653.28	-	-
4500037947	3/11/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$159.28	-	-
4500037948	3/11/2021	Cubic Transportation Systems		B190-BUS FARE EQUIP	\$10,505.63	-	-
4500037949	3/11/2021	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$66.14	-	-
4500037950	3/11/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$1,160.77	-	-
4500037951	3/11/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$22.41	-	-
4500037952	3/11/2021	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$23.23	-	-
4500037953	3/11/2021	Gillig LLC		B120-BUS MECHANICAL PARTS	\$284.09	-	-
4500037954	3/11/2021	San Diego Convention & Tourist		P310-ADVERTISING SERVICES	\$25,500.00	-	-
4500037955	3/11/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$65.08	-	-
4500037956	3/11/2021	Charlie Shoaf		P310-ADVERTISING SERVICES	\$735.00	-	-
4500037957	3/11/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$2,632.73	-	-
4500037958	3/11/2021	Init Innovations in Transportation		I110-INFORMATION TECH	\$55,036.00	-	-
4500037959	3/11/2021	W.W. Grainger Inc		G150-FASTENERS	\$41.67	-	-
4500037960	3/11/2021	Wesco Distribution Inc		G270-ELECTRICAL/LIGHTING	\$110.55	-	-
4500037961	3/11/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$328.81	-	-
4500037962	3/11/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,091.89	-	-
4500037963	3/11/2021	Genuine Parts Co		B250-BUS REPAIR PARTS	\$103.01	-	-
4500037964	3/11/2021	Inland Kenworth (US) Inc		B140-BUS CHASSIS	\$1,844.04	-	-
4500037965	3/11/2021	Transit Holdings Inc		B130-BUS BODY	\$11.15	-	-
4500037966	3/11/2021	Enghouse Interactive Inc.		I140-IT CAPITAL SOFTWARE	\$77,906.00	-	-
4500037967	3/11/2021	OSI Hardware Inc		I110-INFORMATION TECH	\$3,462.01	-	-
4500037968	3/11/2021	Patco Industries Inc		M140-WAYSIDE SIGNALS	\$3,744.32	-	-
4500037969	3/11/2021	Super Welding of Southern CA	Small Business	P130-EQUIP MAINT REPR SVC	\$1,438.25	-	-
4500037970	3/11/2021	Graybar Electric Co Inc		M110-SUB STATION	\$2,268.68	-	-
4500037971	3/11/2021	HD Supply Construction Supply, LTD.		G140-SHOP SUPPLIES	\$148.27	-	-
4500037972	3/12/2021	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	\$7,206.05	-	-
4500037973	3/12/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$6,473.60	-	-
4500037974	3/12/2021	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$858.88	-	-
4500037975	3/12/2021	U.S. Train Products LLC		R120-RAIL/LRV CAR BODY	\$2,521.35	-	-
4500037976	3/12/2021	Siemens Mobility, Inc.		M110-SUB STATION	\$145.24	-	-
4500037977	3/12/2021	Fastenal Company		G190-SAFETY/MED SUPPLIES	\$481.36	-	-
4500037978	3/12/2021	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	\$603.87	-	-
4500037979	3/12/2021	Chromate Industrial Corporation		G150-FASTENERS	\$342.77	-	-
4500037980	3/12/2021	The Printing Organization, Inc.		I110-INFORMATION TECH	\$748.87	-	-
4500037981	3/12/2021	West-Lite Supply Co Inc	Small Business	M200-YARD FACILITIES	\$416.03	-	-
4500037983	3/12/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$224.07	-	-
4500037984	3/12/2021	Home Depot USA Inc		G140-SHOP SUPPLIES	\$257.57	-	-
4500037985	3/12/2021	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	\$2,236.89	-	-
4500037986	3/12/2021	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	\$110.17	-	-
4500037987	3/12/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$120.04	-	-
4500037988	3/12/2021	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$57.11	-	-
4500037989	3/12/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$2,248.88	-	-
4500037990	3/15/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$1,997.69	-	-
4500037991	3/15/2021	TK Services Inc		B250-BUS REPAIR PARTS	\$642.58	-	-
4500037992	3/15/2021	Magaldi & Magaldi Inc		G130-SHOP TOOLS	\$1,568.85	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037993	3/15/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$10,942.90	-	-
4500037994	3/15/2021	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$377.75	-	-
4500037995	3/15/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,539.98	-	-
4500037996	3/15/2021	Louis Sardo Upholstery Inc		B130-BUS BODY	\$828.76	-	-
4500037997	3/15/2021	TK Services Inc		B250-BUS REPAIR PARTS	\$90.94	-	-
4500037998	3/15/2021	Transit Holdings Inc		B130-BUS BODY	\$18.59	-	-
4500037999	3/15/2021	Cummins Pacific LLC		B140-BUS CHASSIS	\$3,811.98	-	-
4500038000	3/15/2021	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$226.70	-	-
4500038001	3/15/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$634.30	-	-
4500038002	3/15/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$326.59	-	-
4500038003	3/15/2021	Gillig LLC		B160-BUS ELECTRICAL	\$160.46	-	-
4500038004	3/15/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$103.85	-	-
4500038005	3/15/2021	Harbor Diesel & Equipment		B250-BUS REPAIR PARTS	\$2,583.42	-	-
4500038006	3/15/2021	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$40.41	-	-
4500038007	3/15/2021	Jeyco Products Inc		G150-FASTENERS	\$39.48	-	-
4500038008	3/15/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$84.60	-	-
4500038009	3/15/2021	Transit Holdings Inc		B210-BUS TIRES & TUBES	\$172.40	-	-
4500038010	3/15/2021	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$36.55	-	-
4500038011	3/15/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$568.95	-	-
4500038012	3/15/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$1,206.00	-	-
4500038013	3/15/2021	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$3,876.98	-	-
4500038014	3/15/2021	United Refrigeration Inc		B110-BUS HVAC SYSTEMS	\$569.37	-	-
4500038015	3/15/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$981.00	-	-
4500038016	3/15/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$977.00	-	-
4500038017	3/15/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$200.43	-	-
4500038018	3/15/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$20,139.33	-	-
4500038019	3/15/2021	R.S. Hughes Co Inc		B130-BUS BODY	\$67.45	-	-
4500038020	3/15/2021	Washington-Lincoln Laurels		P310-ADVERTISING SERVICES	\$1,000.00	-	-
4500038021	3/15/2021	Gillig LLC		B140-BUS CHASSIS	\$368.78	-	-
4500038022	3/15/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$3,232.50	-	-
4500038023	3/15/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$505.00	-	-
4500038024	3/15/2021	Kaman Industrial Technologies		G160-PAINTS & CHEMICALS	\$44.49	-	-
4500038025	3/15/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$135.11	-	-
4500038026	3/15/2021	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$695.74	-	-
4500038027	3/15/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$122.03	-	-
4500038028	3/15/2021	Asbury Environmental Services		B200-BUS PWR TRAIN EQUIP	\$3,070.88	-	-
4500038029	3/15/2021	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$38.28	-	-
4500038030	3/15/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$163.73	-	-
4500038031	3/15/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$257.85	-	-
4500038032	3/15/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$673.18	-	-
4500038033	3/15/2021	Steven Timme		G230-PRINTED MATERIALS	\$276.93	-	-
4500038034	3/16/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$2,827.36	-	-
4500038035	3/16/2021	Synco Chemical Corporation		G170-LUBRICANTS	\$15,784.95	-	-
4500038036	3/16/2021	Allied Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$253.85	-	-
4500038037	3/16/2021	Terminix International		P120-BLDG/FACILITY REPRS	\$2,400.00	-	-
4500038038	3/16/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$49.57	-	-
4500038039	3/16/2021	Vern Rose Inc		G140-SHOP SUPPLIES	\$224.01	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500038040	3/16/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$62.92	-	-
4500038041	3/16/2021	Tolar Manufacturing Co Inc		P280-GENERAL SVC AGRMNTS	\$18,856.25	-	-
4500038042	3/16/2021	Fastenal Company		G140-SHOP SUPPLIES	\$965.31	-	-
4500038043	3/16/2021	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$89.21	-	-
4500038044	3/16/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$316.16	-	-
4500038045	3/16/2021	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	\$10,642.37	-	-
4500038046	3/16/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$850.58	-	-
4500038047	3/16/2021	Transit Holdings Inc		G140-SHOP SUPPLIES	\$594.47	-	-
4500038048	3/16/2021	Gillig LLC		B160-BUS ELECTRICAL	\$1,283.73	-	-
4500038049	3/16/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,509.16	-	-
4500038050	3/16/2021	Jeyco Products Inc		G140-SHOP SUPPLIES	\$26.72	-	-
4500038051	3/16/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$248.79	-	-
4500038052	3/16/2021	Marco's Canopies Inc	Small Business	C120-SPECIALTY CONTRACTOR	\$1,400.00	-	-
4500038053	3/16/2021	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	\$6,095.81	-	-
4500038054	3/16/2021	Jankovich Company		G170-LUBRICANTS	\$3,457.98	-	-
4500038055	3/16/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$3,570.33	-	-
4500038056	3/16/2021	OneSource Distributors, LLC		G180-JANITORIAL SUPPLIES	\$567.11	-	-
4500038057	3/16/2021	General Signals Inc		M130-CROSSING MECHANISM	\$8,195.92	-	-
4500038058	3/16/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$412.15	-	-
4500038059	3/16/2021	Willy's Electronic Supply Co	Small Business	G270-ELECTRICAL/LIGHTING	\$202.57	-	-
4500038060	3/16/2021	Total Filtration Services Inc		R230-RAIL/LRV MECHANICAL	\$2,001.73	-	-
4500038061	3/17/2021	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$339.42	-	-
4500038062	3/17/2021	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$235.98	-	-
4500038063	3/17/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,685.61	-	-
4500038064	3/17/2021	Laplink Software Inc.		I110-INFORMATION TECH	\$3,451.00	-	-
4500038065	3/17/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$70.68	-	-
4500038066	3/17/2021	Gillig LLC		B130-BUS BODY	\$5,727.95	-	-
4500038067	3/17/2021	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	\$112.55	-	-
4500038068	3/17/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$844.81	-	-
4500038069	3/17/2021	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	\$827.74	-	-
4500038070	3/17/2021	Kaman Industrial Technologies		B200-BUS PWR TRAIN EQUIP	\$90.69	-	-
4500038071	3/17/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$445.70	-	-
4500038072	3/17/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$77.37	-	-
4500038073	3/17/2021	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$212.11	-	-
4500038074	3/17/2021	Team One Repair Inc		G290-FARE REVENUE EQUIP	\$5,732.30	-	-
4500038075	3/17/2021	Cummins-Allison		G290-FARE REVENUE EQUIP	\$1,423.10	-	-
4500038076	3/17/2021	Kenneth Place		P130-EQUIP MAINT REPR SVC	\$69.30	-	-
4500038077	3/17/2021	Home Depot USA Inc		F190-LANDSCAPING MAT'LS	\$844.94	-	-
4500038078	3/17/2021	Siemens Mobility, Inc.		R180-RAIL/LRV LIGHTING	\$1,808.15	-	-
4500038079	3/17/2021	General Signals Inc		M130-CROSSING MECHANISM	\$1,389.98	-	-
4500038080	3/17/2021	Synco Chemical Corporation		G170-LUBRICANTS	\$317.95	-	-
4500038081	3/17/2021	Allied Electronics Inc		G170-LUBRICANTS	\$673.87	-	-
4500038082	3/17/2021	Hanning & Kahl LP		M130-CROSSING MECHANISM	\$1,673.36	-	-
4500038083	3/17/2021	W.W. Grainger Inc		R220-RAIL/LRV TRUCKS	\$473.50	-	-
4500038084	3/17/2021	Uline		G140-SHOP SUPPLIES	\$1,025.35	-	-
4500038085	3/17/2021	Steven Timme		G230-PRINTED MATERIALS	\$68.49	-	-
4500038086	3/18/2021	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$463.00	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500038087	3/18/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$2,033.78	-	-
4500038088	3/18/2021	Zep Vehicle Care Inc		G180-JANITORIAL SUPPLIES	\$260.93	-	-
4500038089	3/18/2021	BriceHouse Outdoor Inc.		P310-ADVERTISING SERVICES	\$3,480.00	-	-
4500038090	3/18/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$1,123.29	-	-
4500038091	3/18/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$2,539.38	-	-
4500038092	3/18/2021	Transit Holdings Inc		B130-BUS BODY	\$877.56	-	-
4500038093	3/18/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$3,107.07	-	-
4500038094	3/18/2021	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$1,998.68	-	-
4500038095	3/18/2021	Pressnet Express Inc		G230-PRINTED MATERIALS	\$748.87	-	-
4500038096	3/18/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$156.07	-	-
4500038097	3/18/2021	Genuine Parts Co		B250-BUS REPAIR PARTS	\$103.01	-	-
4500038098	3/18/2021	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$49.17	-	-
4500038099	3/18/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$202.89	-	-
4500038100	3/18/2021	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$428.97	-	-
4500038101	3/18/2021	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$1,035.77	-	-
4500038102	3/18/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$568.58	-	-
4500038103	3/18/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,417.48	-	-
4500038104	3/18/2021	Kiel NA LLC		B250-BUS REPAIR PARTS	\$164.32	-	-
4500038105	3/18/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$285.53	-	-
4500038106	3/18/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$112.77	-	-
4500038107	3/18/2021	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$985.25	-	-
4500038108	3/18/2021	Vern Rose Inc		G140-SHOP SUPPLIES	\$217.87	-	-
4500038109	3/18/2021	Zep Vehicle Care Inc		G160-PAINTS & CHEMICALS	\$1,238.61	-	-
4500038110	3/18/2021	Valvoline Inc.		B120-BUS MECHANICAL PARTS	\$17,110.70	-	-
4500038111	3/18/2021	Home Depot USA Inc		F190-LANDSCAPING MAT'LS	\$989.94	-	-
4500038112	3/19/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$26,212.68	-	-
4500038113	3/19/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,478.77	-	-
4500038114	3/19/2021	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	\$149.71	-	-
4500038115	3/19/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$956.97	-	-
4500038116	3/19/2021	TK Services Inc		P190-REV VEHICLE REPAIRS	\$347.06	-	-
4500038117	3/19/2021	San Diego Community		P540-MAINTENANCE TRAINING	\$695.10	-	-
4500038118	3/19/2021	Uline		F110-SHOP/BLDG MACHINERY	\$132.54	-	-
4500038119	3/19/2021	Air & Lube Systems Inc	DBE	F110-SHOP/BLDG MACHINERY	\$1,086.12	-	-
4500038120	3/19/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$742.95	-	-
4500038122	3/19/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$751.72	-	-
4500038124	3/19/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$165.82	-	-
4500038125	3/19/2021	Aon Risk Insurance Srvcs West, Inc.		P370-RISK MANAGEMENT	\$15,500.00	-	-
4500038126	3/19/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$162.92	-	-
4500038127	3/19/2021	Vern Rose Inc		G140-SHOP SUPPLIES	\$58.12	-	-
4500038129	3/19/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$253.80	-	-
4500038131	3/19/2021	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	\$143.14	-	-
4500038132	3/19/2021	Jeyco Products Inc		G140-SHOP SUPPLIES	\$35.72	-	-
4500038133	3/19/2021	Graybar Electric Co Inc		I110-INFORMATION TECH	\$530.13	-	-
4500038134	3/22/2021	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$1,619.05	-	-
4500038135	3/22/2021	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$703.07	-	-
4500038136	3/22/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$10,480.50	-	-
4500038137	3/22/2021	Kenneth Place		F190-LANDSCAPING MAT'LS	\$301.68	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500038138	3/22/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,478.33	-	-
4500038139	3/22/2021	Home Depot USA Inc		F180-BUILDING MATERIALS	\$1,209.04	-	-
4500038140	3/22/2021	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	\$1,968.91	-	-
4500038141	3/22/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$1,679.60	-	-
4500038142	3/22/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$2,911.94	-	-
4500038143	3/22/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$283.77	-	-
4500038144	3/22/2021	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	\$210.20	-	-
4500038145	3/22/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$270.00	-	-
4500038146	3/22/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$24.56	-	-
4500038147	3/22/2021	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$114.22	-	-
4500038148	3/22/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$661.03	-	-
4500038149	3/22/2021	San Diego Glass, Inc.		P280-GENERAL SVC AGRMNTS	\$2,898.00	-	-
4500038150	3/22/2021	Transit Holdings Inc		B130-BUS BODY	\$36.40	-	-
4500038151	3/22/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$139.26	-	-
4500038152	3/22/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$344.80	-	-
4500038153	3/22/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$257.85	-	-
4500038154	3/22/2021	Marco's Canopies Inc	Small Business	P280-GENERAL SVC AGRMNTS	\$2,133.45	-	-
4500038155	3/22/2021	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$15.84	-	-
4500038156	3/22/2021	Sunbelt Rentals, Inc		P160-EQUIPMENT RENTALS	\$834.81	-	-
4500038157	3/22/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$3,232.50	-	-
4500038158	3/22/2021	Carlos Guzman Inc		R120-RAIL/LRV CAR BODY	\$1,493.42	-	-
4500038159	3/22/2021	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$248.41	-	-
4500038160	3/22/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$301.04	-	-
4500038161	3/22/2021	W.W. Grainger Inc		B120-BUS MECHANICAL PARTS	\$70.47	-	-
4500038162	3/22/2021	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$2,444.00	-	-
4500038163	3/22/2021	Fastenal Company		G140-SHOP SUPPLIES	\$6,663.05	-	-
4500038164	3/22/2021	Newark Corporation		R220-RAIL/LRV TRUCKS	\$46.16	-	-
4500038165	3/22/2021	Professional Contractors Supplies		G190-SAFETY/MED SUPPLIES	\$99.28	-	-
4500038166	3/22/2021	American Power Systems, LLC		M110-SUB STATION	\$8,642.64	-	-
4500038167	3/22/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$284.57	-	-
4500038168	3/22/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$114.94	-	-
4500038169	3/22/2021	Tribologik Corporation		G140-SHOP SUPPLIES	\$2,981.45	-	-
4500038170	3/22/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$439.64	-	-
4500038171	3/22/2021	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$954.65	-	-
4500038172	3/22/2021	Davra Networks USA		I110-INFORMATION TECH	\$58,800.00	-	-
4500038173	3/22/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$116.97	-	-
4500038174	3/22/2021	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	\$1,474.93	-	-
4500038175	3/22/2021	Mouser Electronics Inc		G130-SHOP TOOLS	\$40.77	-	-
4500038176	3/22/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$1,891.10	-	-
4500038177	3/22/2021	Neyenesch Printers Inc	Small Business	G230-PRINTED MATERIALS	\$2,938.80	-	-
4500038178	3/22/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$5,492.48	-	-
4500038179	3/22/2021	Transit Holdings Inc		B130-BUS BODY	\$75.90	-	-
4500038180	3/22/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$13.32	-	-
4500038181	3/22/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$28.86	-	-
4500038182	3/22/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$10,780.72	-	-
4500038183	3/22/2021	SC Commercial, LLC		G170-LUBRICANTS	\$1,911.22	-	-
4500038184	3/23/2021	Raphael's Party Rentals Inc		G210-OFFICE FURNITURE	\$470.40	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500038185	3/23/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$2,155.00	-	-
4500038186	3/23/2021	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$339.42	-	-
4500038187	3/23/2021	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$789.16	-	-
4500038188	3/23/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$6,662.55	-	-
4500038189	3/23/2021	Transit Holdings Inc		B130-BUS BODY	\$172.13	-	-
4500038190	3/23/2021	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	\$364.20	-	-
4500038191	3/23/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$5,492.48	-	-
4500038192	3/23/2021	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$625.34	-	-
4500038193	3/23/2021	NCH Corporation		R220-RAIL/LRV TRUCKS	\$391.14	-	-
4500038194	3/23/2021	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$293.22	-	-
4500038195	3/23/2021	R.B. Hornberger Co Inc		M150-PWR SWITCHES/LOCKS	\$1,266.07	-	-
4500038196	3/23/2021	Kaman Industrial Technologies		G130-SHOP TOOLS	\$59.61	-	-
4500038197	3/23/2021	Fastenal Company		G150-FASTENERS	\$268.17	-	-
4500038198	3/23/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$3,170.30	-	-
4500038199	3/23/2021	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$1,001.43	-	-
4500038200	3/23/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$2,118.19	-	-
4500038201	3/23/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$2,028.07	-	-
4500038202	3/23/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$14.85	-	-
4500038203	3/23/2021	Home Depot USA Inc		M180-STATION ELECTRICAL	\$969.99	-	-
4500038204	3/23/2021	Charter Industrial Supply Inc	Small Business	G150-FASTENERS	\$273.50	-	-
4500038205	3/23/2021	W.W. Grainger Inc		A140-AUTO/TRUCK REPAIR	\$42.93	-	-
4500038206	3/23/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$324.64	-	-
4500038207	3/23/2021	Urea-Z, Inc.		G180-JANITORIAL SUPPLIES	\$1,161.55	-	-
4500038208	3/23/2021	Genuine Parts Co		G170-LUBRICANTS	\$872.68	-	-
4500038209	3/23/2021	SPX Corporation		G290-FARE REVENUE EQUIP	\$1,953.85	-	-
4500038210	3/23/2021	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$1,228.14	-	-
4500038211	3/23/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,056.74	-	-
4500038212	3/23/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$28.43	-	-
4500038213	3/23/2021	Bear Communicatons, Inc.		R150-RAIL/LRV COMM EQUIP	\$2,000.92	-	-
4500038214	3/23/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$19.40	-	-
4500038215	3/23/2021	Pressnet Express Inc		G230-PRINTED MATERIALS	\$1,578.54	-	-
4500038216	3/23/2021	West End Holdings Inc		P280-GENERAL SVC AGRMNTS	\$375.00	-	-
4500038217	3/23/2021	AAA Oil, Inc.	Minority Owned Business	G170-LUBRICANTS	\$4,110.44	-	-
4500038218	3/24/2021	Taymark		G250-NOVELTIES & AWARDS	\$1,546.07	-	-
4500038219	3/24/2021	Transit Holdings Inc		B130-BUS BODY	\$2,046.56	-	-
4500038220	3/24/2021	Culligan of San Diego		G140-SHOP SUPPLIES	\$2,040.00	-	-
4500038221	3/24/2021	Willy's Electronic Supply Co	Small Business	M180-STATION ELECTRICAL	\$1,009.50	-	-
4500038222	3/24/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$9,619.31	-	-
4500038223	3/24/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$3,200.04	-	-
4500038224	3/24/2021	3 Degrees Group, Inc.		G270-ELECTRICAL/LIGHTING	\$72,926.00	-	-
4500038225	3/24/2021	OneSource Distributors, LLC		M180-STATION ELECTRICAL	\$1,179.21	-	-
4500038226	3/24/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$5,492.48	-	-
4500038227	3/24/2021	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$1,433.27	-	-
4500038228	3/24/2021	Home Depot USA Inc		G220-OFFICE EQUIPMENT	\$64.64	-	-
4500038229	3/24/2021	M Power Truck & Diesel Repair		P130-EQUIP MAINT REPR SVC	\$676.50	-	-
4500038230	3/24/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$95.75	-	-
4500038231	3/24/2021	Mohawk Mfg & Supply Co		B250-BUS REPAIR PARTS	\$279.61	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500038232	3/24/2021	West-Lite Supply Co Inc	Small Business	R180-RAIL/LRV LIGHTING	\$832.54	-	-
4500038233	3/24/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$35.80	-	-
4500038234	3/24/2021	Genuine Parts Co		B250-BUS REPAIR PARTS	\$83.98	-	-
4500038235	3/24/2021	R.S. Hughes Co Inc		B130-BUS BODY	\$23.34	-	-
4500038236	3/24/2021	Transit Holdings Inc		B130-BUS BODY	\$302.67	-	-
4500038237	3/24/2021	Freeby Signs		B250-BUS REPAIR PARTS	\$222.74	-	-
4500038238	3/24/2021	Gillig LLC		B140-BUS CHASSIS	\$34.27	-	-
4500038239	3/24/2021	Veritech, Inc.	Small Business	B250-BUS REPAIR PARTS	\$522.60	-	-
4500038240	3/24/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,156.36	-	-
4500038241	3/24/2021	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	\$25,834.43	-	-