



## Agenda

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

May 12, 2022

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 email the Clerk of the Board, [ClerkoftheBoard@sdmts.com](mailto:ClerkoftheBoard@sdmts.com) at least two working days prior to the meeting. Meeting webinar/teleconference instructions can be accessed under '[Meeting Link and Webinar Instructions](#).' Click the following link to access the meeting: <https://zoom.us/j/98288032362>

Para solicitar la agenda en un formato alternativo o para solicitar acomodaciones de participación, por favor mande un correo a la Secretaria de la Junta, [ClerkoftheBoard@sdmts.com](mailto:ClerkoftheBoard@sdmts.com) al menos dos días hábiles antes de la reunión. Instrucciones para ingresar a la junta virtual están disponibles bajo '[Meeting Link and Webinar Instructions](#).' Use este enlace para acceder la reunión virtual: <https://zoom.us/j/98288032362>

### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - April 14, 2022 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.



## CONSENT ITEMS

6. [Authorization of Remote Teleconferenced Meetings](#) Approve  
Action would authorize remote teleconferenced meetings for any public meetings held by MTS, including all Brown Act committees, for the next thirty (30) days pursuant to Assembly Bill (AB) 361 and make the following findings: 1) The MTS Board has considered the current circumstances of the COVID-19 pandemic and its impact in San Diego County; and 2) State or local officials continue to recommend measures to promote social distancing. On September 23, 2021, County of San Diego Public Health Officer, Wilma J. Wooten, M.D., M.P.H., issued a recommendation supporting the use of teleconferencing for attendance at public meetings as “a social distancing measure that may help control transmission of the SARS-CoV-2 virus.”
7. [Downtown Parallel Feeder Cable Design Review - Work Order](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTS Doc. No. WOA1951-AE-75, with Mott MacDonald (MM), in the amount of \$348,521.30 to provide engineering design review for the Downtown Parallel Feeder Cable Project.
8. [Imperial Avenue Division \(IAD\) Miscellaneous Tools – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB349.0-22, with Air & Lube Systems, Inc., a Disadvantaged Business Enterprise (DBE), for procuring and installing IAD miscellaneous tools in the amount of \$105,133.00.
9. [Purchase Batteries for Bus Fleet – Contract Award](#) Approve  
Action would 1) Execute MTS Doc. No. B0738.0-22 (in substantially the same format as Attachment A), with Parts Authority LLC, for the as-needed purchase of 12-volt batteries for the bus fleet for a three-year base and two option years in the amount of \$646,148.75 (exclusive of sales taxes) (Attachment C); and 2) Exercise the option years in her discretion.
10. [On-Call Architecture and Engineering \(A&E\) Services Panel – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute seven (7) on-call A&E master agreements with the following qualified list of firms for a period of five (5) years:

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

11. [El Cajon Third Track Construction – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL341.0-22, with Shimmick Construction Company, Inc. (Shimmick) for the El Cajon Third Track Project in the amount of \$11,106,700.00 (\$10,097,000.00 plus 10% contingency of \$1,009,700.00).
12. [El Cajon Third Track Construction Management Services – Work Order](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA2498-CM02 under MTS Doc. No. G2498.0-21 with Kleinfelder Construction Services, Inc. for the El Cajon Third Track Construction Management (CM) Services in the amount of \$999,582.29.
13. [El Cajon Third Track Design Services – Work Order Amendment](#) Approve  
Action would 1) Ratify Work Order Amendment WOA1951-AE-61.01 under MTS Doc No. G1951.0-17 with Mott MacDonald, LLC (Mott) totaling \$0.55, to add Pacific Rail Enterprises, Inc. (PRE) classifications, hours and subsequent rates to the project team for the systems design; 2) Ratify Work Order Amendment WOA1951-AE-61.03 under MTS Doc No. G1951.0-17 with Mott totaling \$22,346.44, for additional design services for the E26 interlocking signal modifications; 3) Ratify Work Order Amendment WOA1951-AE-61.04 under MTS Doc No. G1951.0-17 with Mott totaling \$63,007.40, to complete the design requirements for configuring and relocating Americans with Disabilities Act (ADA) ramps, and additional design requirements for electrical and communications; and 4) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA1951-AE-61.05 under MTS Doc. No. G1951.0-17 with Mott, in the amount of \$541,627.06 for Design Services During Construction (DSDC) services for the El Cajon Third Track project.
14. [Investment Report – Quarter Ending March 31, 2022](#) Informational
15. [Proposed Revisions to MTS Board Policy No. 35 “Drug and Alcohol Policy”](#) Approve  
Action would approve the proposed revisions to Board Policy No. 35 “Drug and Alcohol Policy.”
16. [Fiscal Year \(FY\) 2021-2022 Low Carbon Transit Operations Program \(LCTOP\) Funding Allocation](#) Approve  
Action would adopt Resolution No. 22-05 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 Fiscal Year (FY) 2021-2022 LCTOP funding of \$8,103,037 in the FY24 Capital Improvement Program (CIP) for the procurement of Battery Electric Buses (BEB), 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 DACs identified in Section 39711 of the Health and Safety Code.

## CLOSED SESSION

- |     |  |                 |
|-----|--|-----------------|
| 24. | a) CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL –<br>EXISTING LITIGATION Pursuant to California Government Code Section<br>54956.9(d)(1)<br>One Case: Alfred J. Merritt v. San Diego Transit Corp., Workers<br>Compensation Appeals Board Case No. ADJ11828554 | Possible Action |
|-----|--|-----------------|

## NOTICED PUBLIC HEARINGS

- |     |   |         |
|-----|---|---------|
| 25. | <a href="#"><u>Fiscal Year (FY) 2023 Operating Budget Discussion (Mike Thompson)</u></a><br>Action would 1) Receive testimony, review, and comment on the FY 2023<br>MTS Operating Budget (Attachment A) at a public hearing; and 2) Enact<br>Resolution No. 22-4 (in substantially the same format as Attachment B)<br>adopting the FY 2023 operating budget for the MTS, San Diego Transit<br>Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and<br>the Coronado Ferry. | Approve |
|-----|---|---------|

## DISCUSSION ITEMS

- |     |       |
|-----|-------|
| 30. | None. |
|-----|-------|

## REPORT ITEMS

- |     |  |               |
|-----|--|---------------|
| 45. | <a href="#"><u>Restroom Availability (Brent Boyd)</u></a>                      | Informational |
| 46. | <a href="#"><u>Grants Administration Report (Julia Tuer And Kena Teon)</u></a> | Informational |

## OTHER ITEMS

- |     |   |               |
|-----|---|---------------|
| 60. | <a href="#"><u>Chair Report</u></a>   | Informational |
| 61. | <a href="#"><u>Chief Executive Officer's Report</u></a>   | Informational |
| 62. | <a href="#"><u>Board Member Communications</u></a>  | Informational |
| 63. | <a href="#"><u>Additional Public Comments Not on the Agenda</u></a><br>If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this<br>agenda, additional speakers will be taken at this time. If you have a report to<br>present, please furnish a copy to the Clerk of the Board. Subjects of previous<br>hearings or agenda items may not again be addressed under Public<br>Comments. |               |
| 64. | <a href="#"><u>Next Meeting Date:</u></a> June 16, 2022 at 9:00 a.m.  |               |
| 65. | <a href="#"><u>Adjournment</u></a>  |               |



# DRAFT MINUTES

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

April 14, 2022

[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 9:02 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Chair Fletcher moved to approve the minutes of the March 10, 2022, MTS Board of Directors meeting. Board Member Salas seconded the motion, and the vote was 12 to 0 in favor with Board Member Gastil, Board Member Montgomery Steppe and Board Member Whitburn absent.

3. Public Comment

*Agnew Henry* – Provided a written statement to the Board prior to the meeting. The written comment is provided in the [final meeting packet](#).

*Alex Wong* – Provided a verbal statement to the Board during the meeting. Wong congratulated the region on choosing a San Diego people mover and asked that Blue and Green line frequencies be increased.

*Katheryn Rhodes* – Provided a verbal statement to the Board during the meeting. Rhodes supported the connection to the airport. Rhodes cited a grandfathered clause through the State Lands Commission which allows airport revenue to pay for transportation in the region.

### CONSENT ITEMS:

6. Authorization of Remote Teleconferenced Meetings

Action would authorize remote teleconferenced meetings for any public meetings held by MTS, including all Brown Act committees, for the next thirty (30) days pursuant to Assembly Bill (AB) 361 and make the following findings: 1) The MTS Board has considered the current circumstances of the COVID-19 pandemic and its impact in San Diego County; and 2) State or local officials continue to recommend measures to promote social distancing. On September 23, 2021, County of San Diego Public Health Officer, Wilma J. Wooten, M.D., M.P.H., issued a recommendation supporting the use of teleconferencing for attendance at public meetings as “a social distancing measure that may help control transmission of the SARS-CoV-2 virus.”

7. Purchase Eighty-Seven (87) 3 Position Bike Rack Systems – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0740.0-22, with Midwest Bus Corporation, for the purchase of eighty-seven (87) three-position bus bike rack systems in the amount of \$111,459.83.

8. Trolley On-Board Video Surveillance System (OBVSS) Preventative Maintenance, Repairs and All Related Support Services – Sole Source Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1603.0-22, a Sole Source contract, with Seon Design USA Corporation (“Seon”), to provide Trolley OBVSS preventative maintenance and all related support services in the amount of \$434,735.49, effective May 1, 2022, for two (2) base years and two (2) option years.
9. On-Call Communication and Low Voltage Wiring Services – Contract Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. PWG339.1-22 with Communication Wiring Specialist, Inc. (CWS), a Small Business (SB), to add additional funds of \$149,040.00 for support materials.
10. Spare Network Devices for Mid-Coast Trolley – Purchase Order (PO) Award  
Action would authorize the Chief Executive Officer (CEO) to authorize a PO to AT&T Corp for the provision of CISCO Network Equipment Spares for the Mid-Coast Trolley in the amount of \$183,471.78.
11. Iris Rapid Route & Stations Infrastructure Construction – Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB342.0.0-22, with Palm Engineering Construction Company Inc., for the Iris Rapid Route and Stations Infrastructure Construction in the amount of \$4,379,251.40 plus 10% contingency.
12. Light Rail Vehicle (LRV) Brake Overhauls – Sole Source Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1601.0-22, a Sole Source contract, with Knorr Brake Company (Knorr) to provide LRV brake overhaul services in the amount of \$6,674,370.00 for five (5) years effective May 1, 2022 to April 30, 2027.
13. Design Services for The Green Line Imperial Terminal (IMT) Double Track Project – Work Order Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA1949-AE-31.06 under MTS Doc. No. G1949.0-17 with Jacobs Engineering Group, Inc. (Jacobs) in the amount of \$191,646.65 for bid support, and design support during construction (DSDC) services for the Bayside Terminal Double Track project.
14. MS4 Phase II Municipal Permit- Work Order Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to Work Order 13.02 to MTS Doc. No. G1492.0-13, with WSP, in the amount of \$105,350.00 to extend the as-needed MS4 Phase II compliance services for one (1) additional year.
15. 40-Foot Low-Floor Electric Bus – Chargepoint CPE 250 Charger 3-Year Extended Warranty Contract Amendment  
Action would authorize the Chief Executive Officer (CEO) to 1) Ratify Amendment 5 to MTS Doc. No. B0688.0-18 in the amount of \$223.15, and 2) Execute Amendment No. 6 to MTS Doc. No. B0688.0-18 with New Flyer of America Inc. (New Flyer), in the amount of \$133,200.00 for a Chargepoint CPE 250 Charger 3-year warranty extension.

16. Purchase Of 18 Class E Propane Powered Medium Duty Minibuses - Contract Award  
Action would 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0744.0-22, with Creative Bus Sales (CBS) for the purchase of up to eighteen (18) propane powered Class E Minibuses in the amount of \$4,465,915.38; and 2) Approve the transfer of \$2.6 million from project 1001110101 - FY20 ADA Bus Procurement to project 1001111601 – FY22 Minibus Replacement to support the procurement of these Minibuses.
17. Proposed Revision to Mts Board Policy No. 48 “Transit Service Discrimination Complaints Procedures”  
Action would approve the proposed revisions to MTS Board Policy No. 48 “Transit Service Discrimination Complaint Procedures”.
18. California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2022 Federal Transit Administration (FTA) Intercity Bus Program 5311(F) - Competitive Funding  
Action would approve Resolution No. 22-03, authorizing the use of and application for \$273,466 of FFY 2022 Section 5311 (f) – Competitive funding for operating assistance in non-urbanized areas.

Action on Recommended Consent Items

Chair Fletcher moved to approve Consent Agenda Item Nos. 6 to 18. Board Member Sandke seconded the motion, and the vote was 13 to 0 in favor with Board Member Gastil and Board Member Montgomery Steppe absent.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS:

30. Fiscal Year (FY) 2023 Operating Budget Discussion (Mike Thompson)

Mike Thompson, MTS Director of Financial Planning and Analysis, presented on FY 2023 Operating Budget Discussion. He outlined the following items: budget development process, revenue assumptions for sales tax revenues, revenue assumptions - Federal Transit Administration (FTA), revenue assumptions - other subsidy revenue, passenger levels, passenger fare revenue, other operating revenue, revenue summary, service levels, expense assumptions personnel, expense assumptions - purchased transportation, outside services, energy, other, expenses summary, consolidated revenues less expenses, stimulus funding, budget development next steps and staff recommendation.

Chair Fletcher acknowledged the positive financial trends along with the structurally unbalanced budget with a significant deficit. He noted this as a challenge as the agency moves forward to build back ridership.

Board Member Moreno acknowledged a steady growth for ridership and passenger revenue is a prudent assumption. She reminded staff that there is a pending update to the Board on youth opportunity passes and stated it is the Budget Development Committee's intention to incorporate funding for the program.

Board Member Elo-Rivera thanked staff for the presentation and asked about prospective corporate sponsors for naming rights on the trolley lines and specifically, the Sycuan Green line. Sharon Cooney, MTS Chief Executive Officer, believed that additional sponsors would be interested in the Green line and other MTS assets. Board Member Elo-Rivera asked if the agency had a future sponsor to be incorporated in the budget. Ms. Cooney noted that there are no anticipated naming rights deals at this time.

Board Member Elo-Rivera acknowledged that every opportunity for revenue would help the agency tend to the structural deficit. He thanked Board Member Moreno for facilitating the operating budget and youth opportunity passes.

Board Member Sandke was excited about the projections and acknowledged revenue based on inflation-based sales tax; he hoped it was temporary inflation and that sales tax numbers can normalize. He commended the agency for the current climate compared to when he first joined the Board. He encouraged the Board to be mindful of the revenue percentage created by riders and encouraged the revenue burden to be put on other sources of income. He continued to express concerns with fringe benefit costs.

Board Member Shu was concerned about adding security staff as opposed to exploring alternative ideas. He suggested naming trolley lines after MTS programs in an effort to promote the program. Ms. Cooney acknowledged the feedback and clarified that staff is looking to conceptualize the administrative part of the program before efforts are pushed forward.

Board Member Shu listed several potential partners and encouraged the Board to think about ideas to increase revenue and ridership.

Board Member Goble asked if SDSU football season has been incorporated in the forecast. Mr. Thompson replied that the budget does not reflect such specificity.

Board Member Goble asked about the impact the Mid Coast trolley extension would have on ridership and revenue. He explained that seeing the data would allow the Board to showcase the value of the extension and template for future expansions. Mr. Thompson replied that data was available to incorporate in future presentations.

Board Member Goble lastly asked about the revenue generated by transit-oriented developments (TOD). Mr. Thompson noted that there is no projected additional TOD revenue in the FY 23 forecast. Board Member Goble asked if the agency did not have any projects to forecast. Karen Landers, MTS General Counsel, acknowledged that the TOD projects on MTS land are affordable housing projects that are subsidized by MTS and do not generally generate revenue. Board Member Goble asked if the projects should be considered an expense. Ms. Landers clarified that the land value does not generate revenue because of the nature of the affordable project. The agency will generally receive less than \$30,000 annually on these projects.

#### PUBLIC COMMENTS

*Noah Harris* – Provided a written statement to the Board prior to the meeting. The written comment is provided in the [final meeting packet](#).

*Katheryn Rhodes* – Provided a verbal statement to the Board during the meeting. She cited Governor Newsom's proposed three months of free transit. Rhodes asked for a Board Member

representative to ask the State Land Commission for a legal opinion whether the San Diego International airport is a grandfathered airport.

*Alex Wong* – Provided a verbal statement to the Board during the meeting. Wong acknowledged that revenue return rates are not high enough to support free transit programs like the youth opportunity pass. Wong suggested allocating funding to employing drivers in order to augment service rather than subsidize youth. Wong acknowledged that lack of service frequency created an obstacle to ridership.

#### Action Taken

Board Member Moreno moved to receive this report regarding FY 2023 operating budget development and provide guidance on budgetary issues: Steady growth Passenger Revenue assumption (\$70M target) as recommended by the Budget Development Committee. Chair Fletcher seconded the motion, and the vote was 14 to 0 in favor with Board Member Montgomery Steppe absent.

#### 31. Fiscal Year (FY) 2023 Capital Improvement Program (CIP) (Mike Thompson)

Mr. Thompson presented on the FY 2023 CIP. He outlined the following information: development of the FY 2023 CIP: guiding principles, development of the FY 2023 CIP, FY 2023-27 CIP – unconstrained project list, proposed FY 2023, proposed fiscal year 2023, FY bus revenue vehicles, facility & construction projects, rail infrastructure projects, other equipment & installation projects, five-year forecast – SGR, major initiatives, five-year summary, takeaways and staff recommendation.

#### PUBLIC COMMENTS

*Katheryn Rhodes* – Provided a verbal statement to the Board during the meeting. Rhodes noted concern about fault lines at the SANDAG bus stop over facility and asked for comprehensive review of the site before moving forward. Rhodes also advocated for a full tideland reclamation as part of the transit to the airport study and listed the benefits of the project.

*Mike Tenorio* – Provided a verbal statement to the Board during the meeting. Tenorio expressed excitement for the Division 6 project. Tenorio asked if the division would employ contract service or in-house operators.

*Alex Wong* – Provided a verbal statement to the Board during the meeting. Wong asked for clarity on the project to the airport with SANDAG's recent project to the airport announcement. Wong asked if MTS would revise the CIP to reflect that the trolley to the airport would no longer be a viable option.

#### BOARD COMMENTS

Board Member Bush pointed out that restroom availability was missing from the CIP list and listed various reasons to include restroom projects. He asked staff for a timeline to update the agency's transit amenity policy. Ms. Cooney acknowledged that the 24<sup>th</sup> street bathroom facility built by the National City Adult School was currently closed. However, Board Member Bush could potentially assist in requesting the restroom to be reopened. She assured the Board that staff is looking to improve bathroom access along the system. Board Member Bush clarified that the facility he was referring to was on MTS property. Ms. Cooney replied that the facility is operated by the school which however it is on MTS property. Board Member Bush proposed

facilitating a conversation with the school. He asked when additional info would be available for an update to the Board with existing and potential bathroom availability. Ms. Cooney noted she could forward the presentation that was given to the Board to Board Member Bush. She also offered to use the Social Equity Listening Tour to identify locations that would benefit from restroom availability.

Board Member Shu supported Board Member Bush's request.

Board Member Aguirre supported Board Member Bush's request. She acknowledged that providing amenities was valuable and would also like public safety amenities, particularly women riders who ride the system after-hours.

Board Member Sandke acknowledged that public safety was a concern when providing bathroom amenities.

#### Action Taken

Board Member Bush moved to 1) Approve the fiscal year 2023 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 2023 CIP (shown in Attachment A); 3) Recommend that the SANDAG Board of Directors approve amendment number 11 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2023 CIP recommendations. 4) provide an informational update report to the Board. Chair Fletcher seconded the motion, and the vote was 14 to 0 in favor with Board Member Montgomery Steppe absent.

#### REPORT ITEMS:

45. Zero Emission Bus (ZEB) Program and Transition Plan Update (Mike Wygant, Kyle Whatley, and Heather Furey)

Michael Wygant, MTS Chief Operations Officer – Bus, Kyle Whatley, MTS Zero Emission Vehicle (ZEV) and Sustainability Manager, Heather Furey, MTS Director of Capital Projects, presented on ZEB Program and Transition Plan Update. They presented on: policy history, MTS timeline, ZEB pilot program performance report, monthly fleet efficiency, average efficiency by route, efficiency vs. temperatures, Compressed Natural Gas (CNG) vs Battery Electric Bus (BEB) monthly mileage, efficiency summary, CNG vs BEB fuel and maintenance, availability, mean distance between failures, BEB pilot summary, ZEB deployment, construction at bus divisions, charging infrastructure renderings, South Bay maintenance facility, Imperial Ave. division, Kearny Mesa and East County, new all-ZEB division, funding, transition costs, upcoming milestones, upcoming ZEB procurement timeline, early adoption pathway and final summary.

#### Action Taken

No action taken. Informational item only.



46. Ridership Recovery Action Plan Update (Mark Olson)

Mark Olson, MTS Director of Marketing and Communications, presented on Ridership Recovery Action Plan Update. He provided details on: Ridership Update, November – March recap/results, and upcoming initiatives/promotions.

Board Member Shu asked about the 30% rider population who have not returned to the system. Mr. Olson described the percentage as choice riders, acknowledging that the agency is now competing against work from home schedules.

Ms. Cooney clarified that because that population is not riding our system, staff is unable to capture the data. Board Member Shu replied that other modes of transportation could be capturing the data. He was concerned riders were purchasing cars and hoped that information could allow the agency to capture or recover riders.

Action Taken

No action taken. Informational item only.

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

The Board deferred the staff report for this item to the next meeting.

OTHER ITEMS:

60. Chair Report

There was no Chair 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

*David Tasem* – Provided a verbal statement to the Board during the meeting. Tasem asked for Board approval on a gas surcharge for Taxi vehicles to help subsidize gas expenses in order to stay competitive with other on demand services.

64. Next Meeting Date

The next regularly scheduled Board meeting is May 12, 2022.

CLOSED SESSION (ITEMS TAKEN OUT OF ORDER):

24. Closed Session Items

The Board convened to Closed Session at 11:39 a.m.

- a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6

Agency: San Diego Trolley, Inc. ("SDTI")

Employee Organization: International Association of Sheet Metal, Air, Rail and Transportation Workers ("SMART")

Agency- Designated Representative: Jeffrey M. Stumbo, Chief Human Resources Officer (EEO Officer)

The Board reconvened to Open Session at 11:43 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board approved a tentative agreement with the SMART union representing train operators, electro mechanics, service person and clerical staff at San Diego Trolley. The vote was unanimous with 9 members present (Chair Fletcher, Board Member Bush, Board Member Aguirre, Board Member Elo-Rivera, Board Member Gastil, Board Member Whitburn, Board Member Moreno, Board Member Sandke and Board Member Shu voting yes and Board Member Frank, Board Member Galvez, Board Member Goble, Board Member Hall, Board Member Montgomery Steppe and Board Member Salas absent.)

65. Adjournment

The meeting was adjourned at 11:45am.

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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General Counsel  
San Diego Metropolitan Transit  
System

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE):	April 14, 2022	CALL TO ORDER (TIME):	9:02am
RECESS:		RECONVENE:	
CLOSED SESSION:	11:39am	RECONVENE:	11:43am
PUBLIC HEARING:		RECONVENE:	
ORDINANCES ADOPTED:		ADJOURN:	11:45am

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
FLETCHER	<input checked="" type="checkbox"/>	(Vargas)	<input type="checkbox"/>	9:02 am	11:45am
SOTELO-SOLIS	<input type="checkbox"/>	(Bush)	<input checked="" type="checkbox"/>	9:02 am	11:45am
AGUIRRE	<input checked="" type="checkbox"/>	(Leyba-Gonzalez)	<input type="checkbox"/>	9:02 am	11:45am
ELO-RIVERA	<input checked="" type="checkbox"/>	(LaCava)	<input type="checkbox"/>	9:02 am	11:45am
FRANK	<input checked="" type="checkbox"/>	(Mullin)	<input type="checkbox"/>	9:02 am	11:03 am
GALVEZ	<input checked="" type="checkbox"/>	(Cardenas)	<input type="checkbox"/>	9:02 am	11:39 am
GASTIL	<input checked="" type="checkbox"/>	(Mendoza)	<input type="checkbox"/>	9:13 am	11:45am
GLORIA	<input type="checkbox"/>	(Whitburn)	<input checked="" type="checkbox"/>	9:07 am	11:45am
GOBLE	<input checked="" type="checkbox"/>	(Ortiz)	<input type="checkbox"/>	9:02 am	11:35 am
HALL	<input checked="" type="checkbox"/>	(McNelis)	<input type="checkbox"/>	9:02 am	11:29 am
MONTGOMERY STEPPE	<input type="checkbox"/>	(Von Wilpert)	<input type="checkbox"/>	-	-
MORENO	<input checked="" type="checkbox"/>	(Campillo)	<input type="checkbox"/>	9:02 am	11:45am
SALAS	<input checked="" type="checkbox"/>	(Cardenas)	<input type="checkbox"/>	9:02 am	11:09 am
SANDKE	<input checked="" type="checkbox"/>	(Donovan)	<input type="checkbox"/>	9:02 am	11:45am
SHU	<input checked="" type="checkbox"/>	(Arapostathis)	<input type="checkbox"/>	9:02 am	11:45am

SIGNED BY THE CLERK OF THE BOARD:

/S/ Dalia Gonzalez

**Dalia Gonzalez**

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**From:** Dan Smith <drsmith9268@yahoo.com>  
**Sent:** Tuesday, May 10, 2022 5:27 PM  
**To:** ClerkoftheBoard  
**Subject:** Granville Station Emergency

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Honorable members, Ladies and Gentlemen

We have a renewed and bigger emergency at the Grantville Transit Station.

The annual flash flooding of the Alvarado Creek which will cause damage again to small businesses, property and will be a Health and Safety problem.

Presently over 400 low income and student housing units are being built on the MTS Grantville Station property. On the MTS property and adjacent properties are homeless camps, garbage, with the occasional fires There is more and more graffiti, drug use and crime at the MTS property.

The City of San Diego's Storm water channel travels through the Grantville properties and is inadequate for the amount of storm water.

The City of San Diego's storm water channel dirt section and concrete lined box are full of trash and non-native vegetation and is in very poor condition.

One such section has the embankment of concrete breaking away at an MTS overhead track support.

There is a serious Health and Safety issue for the thousands of residences living in the Transit area particularly, when it rains because the water in the storm drain is fast moving.  
Does anyone care about clean water, wetlands, pollution?

The City of San Diego has Millions \$ of dollars " Development Impac fees "on hand and millions \$ more forth coming with the thousands of new housing units being built.

When the Grantville Focus Plan Amendment, was approved in 2015 there were tens of millions \$ earmarked for storm water mitigations and improvement to the roadways to accommodate the 8000 of new residences who need access the Transit system.

Does anyone care about the very poor access to the transit station?

Please visit the Grantville Transit Station property to see for yourself the terrible and sad situation at and surrounding the Very Valuable and Needed transit facility.

Twenty years of photo and videos are available for you viewing.

Thank you for looking at the Grantville Transit station property.  
Be careful if you visit at night.

Respectfully Yours

Daniel Smith



## Agenda Item No. 6

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

May 12, 2022

#### SUBJECT:

AUTHORIZATION OF REMOTE TELECONFERENCED MEETINGS

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize remote teleconferenced meetings for any public meetings held by MTS, including all Brown Act committees, for the next thirty (30) days pursuant to Assembly Bill (AB) 361 and make the following findings:

- 1) The MTS Board has considered the current circumstances of the COVID-19 pandemic and its impact in San Diego County; and
- 2) State or local officials continue to recommend measures to promote social distancing. On September 23, 2021, County of San Diego Public Health Officer, Wilma J. Wooten, M.D., M.P.H., issued a recommendation supporting the use of teleconferencing for attendance at public meetings as “a social distancing measure that may help control transmission of the SARS-CoV-2 virus.” (Attachment A)

#### Budget Impact

None with this action.

#### DISCUSSION:

On March 17, 2020, Governor Newsom issued Executive Order N-29-20, suspending the teleconferencing rules set forth under the Ralph M. Brown Act (Brown Act), Government Code Section 54950 et seq. On June 11, 2021, Governor Newsom issued Executive Order N-08-21, clarifying the suspension of the teleconferencing rules set forth in the Brown Act, noting that those provisions would remain suspended through September 30, 2021. On September 16, 2021, Governor Newsom signed AB 361, which allows legislative bodies subject to the Brown Act to continue meeting by teleconference, provided they make certain findings, including that meeting in person would present imminent risks to the health or safety of attendees. AB 361 requires that certain findings be made by the legislative body every 30 days.



The purpose of this agenda item is for the MTS Board of Directors to make findings supporting the continuation of a teleconference option for Board or committee members and for teleconference attendance by members of the public at MTS Board and committee meetings consistent with the requirements of AB 361.

AB 361 added subdivision (e) to Government Code section 54953 (emphasis added), providing for streamlined teleconference attendance at public meetings subject to the Brown Act, subject to the governing board making specified findings:

**(e) (1) A local agency may use teleconferencing without complying with the requirements of paragraph (3) of subdivision (b) if the legislative body complies with the requirements of paragraph (2) of this subdivision in any of the following circumstances:**

**(A) The legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing.**

**(B) The legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.**

**(C) The legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, pursuant to subparagraph (B), that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.**

(2) A legislative body that holds a meeting pursuant to this subdivision shall do all of the following:

(A) The legislative body shall give notice of the meeting and post agendas as otherwise required by this chapter.

(B) The legislative body shall allow members of the public to access the meeting and the agenda shall provide an opportunity for members of the public to address the legislative body directly pursuant to Section 54954.3. In each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the legislative body shall also give notice of the means by which members of the public may access the meeting and offer public comment. The agenda shall identify and include an opportunity for all persons to attend via a call-in option or an internet-based service option. This subparagraph shall not be construed to require the legislative body to provide a physical location from which the public may attend or comment.

(C) The legislative body shall conduct teleconference meetings in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body of a local agency.



(D) In the event of a disruption which prevents the public agency from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the local agency's control which prevents members of the public from offering public comments using the call-in option or internet-based service option, the body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption which prevents the public agency from broadcasting the meeting may be challenged pursuant to Section 54960.1.

(E) The legislative body shall not require public comments to be submitted in advance of the meeting and must provide an opportunity for the public to address the legislative body and offer comment in real time. This subparagraph shall not be construed to require the legislative body to provide a physical location from which the public may attend or comment.

(F) Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the local legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate.

(G) (i) A legislative body that provides a timed public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to subparagraph (F), to provide public comment until that timed public comment period has elapsed.

(ii) A legislative body that does not provide a timed public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to subparagraph (F), or otherwise be recognized for the purpose of providing public comment.

(iii) A legislative body that provides a timed general public comment period that does not correspond to a specific agenda item shall not close the public comment period or the opportunity to register, pursuant to subparagraph (F), until the timed general public comment period has elapsed.

**(3) If a state of emergency remains active, or state or local officials have imposed or recommended measures to promote social distancing, in order to continue to teleconference without compliance with paragraph (3) of subdivision (b), the legislative body shall, not later than 30 days after teleconferencing for the first time pursuant to subparagraph (A), (B), or (C) of paragraph (1), and every 30 days thereafter, make the following findings by majority vote:**

**(A) The legislative body has reconsidered the circumstances of the state of emergency.**

**(B) Any of the following circumstances exist:**

**(i) The state of emergency continues to directly impact the ability of the members to meet safely in person.**

**(ii) State or local officials continue to impose or recommend measures to promote social distancing.**

(4) For the purposes of this subdivision, "state of emergency" means a state of emergency proclaimed pursuant to Section 8625 of the California Emergency Services Act (Article 1 (commencing with Section 8550) of Chapter 7 of Division 1 of Title 2).

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The circumstances set forth in Government Code section 54953(e)(1)(A) and (e)(3) still apply and support the continuation of a teleconference option for Board or committee members and for teleconference attendance by members of the public at MTS Board and committee meetings for the upcoming 30-day period. Staff recommends that the Board make the following findings:

- 1) The MTS Board has considered the current circumstances of the COVID-19 pandemic and its impact in San Diego County; and
- 2) State or local officials continue to recommend measures to promote social distancing. On September 23, 2021, County of San Diego Public Health Officer, Wilma J. Wooten, M.D., M.P.H., issued a recommendation supporting the use of teleconferencing for attendance at public meetings as "a social distancing measure that may help control transmission of the SARS-CoV-2 virus." (Attachment A) That recommendation remains in effect.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. September 23, 2021 County of San Diego Health Officer Teleconferencing Recommendation



# County of San Diego

NICK MACCHIONE, FACHE  
AGENCY DIRECTOR

HEALTH AND HUMAN SERVICES AGENCY  
PUBLIC HEALTH SERVICES

WILMA J. WOOTEN, M.D.  
PUBLIC HEALTH OFFICER


## HEALTH OFFICER TELECONFERENCING RECOMMENDATION

COVID-19 disease prevention measures, endorsed by the Centers for Disease Control and Prevention, include vaccinations, facial coverings, increased indoor ventilation, handwashing, and physical distancing (particularly indoors).

Since March 2020, local legislative bodies—such as commissions, committees, boards, and councils—have successfully held public meetings with teleconferencing as authorized by Executive Orders issued by the Governor. Using technology to allow for virtual participation in public meetings is a social distancing measure that may help control transmission of the SARS-CoV-2 virus. Public meetings bring together many individuals (both vaccinated and potentially unvaccinated), from multiple households, in a single indoor space for an extended time. For those at increased risk for infection, or subject to an isolation or quarantine order, teleconferencing allows for full participation in public meetings, while protecting themselves and others from the COVID-19 virus.

Utilizing teleconferencing options for public meetings is an effective and recommended social distancing measure to facilitate participation in public affairs and encourage participants to protect themselves and others from the COVID-19 disease. This recommendation is further intended to satisfy the requirement of the Brown Act (specifically Gov't Code Section 54953(e)(1)(A)), which allows local legislative bodies in the County of San Diego to use certain available teleconferencing options set forth in the Brown Act.

September 23, 2021

  
Wilma J. Wooten, M.D., M.P.H.  
Public Health Officer  
County of San Diego



## Agenda Item No. 7

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

May 12, 2022

#### SUBJECT:

DOWNTOWN PARALLEL FEEDER CABLE DESIGN REVIEW - WORK ORDER

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTS Doc. No. WOA1951-AE-75 (in substantially the same format as Attachment A), with Mott MacDonald (MM), in the amount of \$348,521.30 to provide engineering design review for the Downtown Parallel Feeder Cable Project.

#### Budget Impact

The total budget for this project shall not exceed \$348,521.30. The project is funded by the Fiscal Year (FY) 2023 Capital Improvement Program (CIP) 2006114701 – Downtown Parallel Feeder Cable Project.

#### DISCUSSION:

MTS's trolley system is powered by electricity, through a system that uses feeder cables and contact wire. On some portions of the operating right-of-way, the overhead catenary system (OCS) is composed of both a feeder cable and a contact wire above the train, with both under constant tension with wayside concrete weights attached to the OCS preventing sag in the wire. In the downtown area (C Street /Park Blvd. and Commercial Street), trolleys operate at slower speeds and only the actual contact wire is present above the train. In these locations, the feeder cable runs parallel to the tracks under the street and feeds the contact wire with cables that run up the poles that support the contact wire.

The downtown parallel feeder cables are over 40 years old, and overdue for replacement. The cables were part of the original installation of the downtown trolley system. During their lifetime, the cables have likely been overheated and submerged in water. Furthermore, the cable insulations have become brittle and broken, thus, exposing the conductive cables. The San Diego Association of Governments (SANDAG) conducted load flow studies, that determined that the existing feeder cables were undersized for the new headways, and number of trains now running in the system.



The Project is necessary to address the aforementioned concerns and ensure that the downtown parallel feeder meet the current demand of Trolley operations. MTS is currently using MM to perform a study of power supply in the yard traction power substation (TPSS), and would like to continue the engineering design review study for the downtown parallel feeder for consistency in the design.

On January 12, 2016, SANDAG and MTS issued a joint Request for Statement of Qualifications (RFSQ) for On-Call Architectural and Engineering (A&E) Design Consulting services. The RFSQ resulted in the approval of eight (8) firms qualified to perform A&E services. Tasks are assigned to the firms through a work order process.

MTS staff reviewed the approved A&E firms and recommends utilizing MM, to perform the requisite services since they are providing similar services with regards to the power supply in the Yard TPSS for MTS. For this work order, there will not be any subcontractors.

MM's proposed amount of \$348,521.30 is less than MTS's Independent Cost Estimate (ICE) of \$350,000.00 and determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTS Doc. No. WOA1951-AE-75 (in substantially the same format as Attachment A), with MM, in the amount of \$348,521.30 to provide engineering design review for the Downtown Parallel Feeder Cable Project.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. Work Order Draft



# Metropolitan Transit System

May 12, 2022

MTS Doc. No. G1951.0-17  
Work Order No. WOA1951-AE-75

Mr. Farhad Nourbakhsh  
Vice President  
Mott MacDonald, LLC  
401 B Street, Suite 1520  
San Diego, CA 92101

Dear Mr. Nourbakhsh:

Subject: WORK ORDER WOA1951-AE-75, TO MTS DOC. NO. G1951.0-17, GENERAL  
ENGINEERING SERVICES FOR DOWNTOWN PARALLEL FEEDERS

This letter shall serve as our agreement for Work Order WOA1951-AE-75 to MTS Doc. No. G1951.0-17, for engineering services for MTS Yard Issues.

## SCOPE OF SERVICES

Prepare plans, specifications and cost estimate for the replacement of parallel feeders. Work provided under this Work Order shall be performed in accordance with the attached Scope of Services (Attachment A).

## SCHEDULE

The Scope of Services, as described above, shall be for a period of eight (8) months from the date of the Notice to Proceed.

## PAYMENT

Payment shall be based on actual costs in the amount not to exceed \$348,521.30 without prior authorization of MTS (Attachment B).





Please sign below, and return the document to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect.

Sincerely,

Accepted:

Sharon Cooney  
Chief Executive Officer

Mr. Farhad Nourbakhsh, Vice President  
Mott MacDonald, LLC

Date:

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

MTS Doc. No. G1951.0-17

Work Order No. WOA1951-AE-75

**WORK ORDER TITLE: DOWNTOWN PARALLEL FEEDER****I. PROJECT DESCRIPTION**

Light rail transit (LRT) service in San Diego (also referred to as "The Trolley") is operated provided by Metropolitan Transit System (MTS) is on four lines with a total of 62 stations and 65 miles of rail.

Through downtown San Diego, the Blue and Orange lines overlap on double tracks that run along C Street and Park Boulevard. The existing infrastructure within this corridor includes a parallel traction power feeder system consisting primarily of a buried conduit carrying two sets of 2-500kcmil cables.

This system has been in place for over 40 years and is need of replacement. In addition, over the years several facility and operational changes have been made that have increased train throughput in this corridor, leading to increased traction power demand loads that may exceed the system's capacity at various locations.

A load flow analysis for this corridor was completed in 2013. However, the improvements recommended as a result of this analysis were not constructed due to funding restrictions. Since that time, MTS has secured funding to update the design for the project. However, more facility and operational changes have been made, and so a new load flow analysis must be completed to identify any areas along the corridor where demand may exceed capacity and to determine the appropriate improvements that may need be made to accommodate the demands of the current and planned system.

**II. EXPECTED RESULTS**

The goals of this project are to prepare plans, specifications and cost estimate for the replacement of parallel feeders described above. In order to arrive at a robust system it will be necessary to analyze the current and anticipated demand on the traction power system for the portion of MTS's LRT network in downtown San Diego between America Plaza and the rail yard adjacent to the 12<sup>th</sup> / Imperial Avenue Transit Center, identify areas where demand may exceed capacity, provide recommendations for increasing the capacity in these areas, and prepare bid-ready construction documents for the improvements associated with these recommendations. These improvements will allow MTS to continue providing electric LRT service to the San Diego Region for generations to come.

**III. SCOPE OF WORK**

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

**Task 1 - Project Management and Coordination**

This task includes management and administration activities required to deliver the project. The Consultant's Project Manager (PM) will be the single point of contact for MTS and will be responsible for all aspects of the project, including the delivery of project milestones within schedule and budget.

- 1.1 Work Order Management: Consultant shall provide project management services including the preparation of a Project Plan of Work (PPW) immediately following work order NTP, as well as invoicing, info-gathering for monthly project progress reporting, and administration of the Consultant's team.
- 1.2 Monthly Project Development Team (PDT) Meetings: Consultant shall work with the MTS PM to identify the members of the Project Development Team (PDT). Consultant shall then arrange and facilitate monthly PDT meetings throughout the life of the project. As part of this task, Consultant shall prepare meeting agendas, meeting minutes, supplemental materials, and sign-in sheets for all meetings.

- 1.3 Project Status Meetings: Consultant shall meet with the MTS PM either virtually or in-person on a biweekly basis to discuss project progress, pending decisions, upcoming work, changes to project schedule, and information/coordination needed from the agency. This task includes the preparation and distribution of meeting notes.
- 1.4 Agency/Stakeholder Communication: At MTS's direction, Consultant shall communicate regularly with approving agencies and other stakeholders regarding project schedule, task status, and decisions requiring their input or direction, Consultant shall coordinate with MTS staff regarding ownership, easements, and joint-use agreements.
- 1.5 Project Schedule: Consultant shall develop and implement a critical path method (CPM) project schedule including all activities required to complete the scope of work. Consultant shall maintain and update the schedule throughout the life of the project, distribute updated versions of the schedule to all team members following updates, and send out schedule notifications to responsible parties in anticipation of critical tasks to ensure resources are available to perform them when necessary.
- 1.6 Monthly Reporting: Consultant shall prepare monthly progress reports to be submitted with invoices per MTS reporting requirements. Prior to submission of the first task order invoice, Consultant shall submit a draft progress report to the MTS PM for review and approval.
- 1.7 Quality Assurance / Quality Control: Prior to submission to MTS, Consultant shall perform thorough quality control and quality assurance for all deliverables according to the Project Quality Plan (PQP) completed as part of the PPW in task 1.2 and in compliance with our internal Business Management System (BMS), which is ISO 9001:2015-compliant.

Assumptions:

- The task order duration will be 10 months.
- MTS will prepare any permits and pay any review or permitting fees required by outside agencies.

## **Task 2 – Investigations and Recommendations**

2.1 Field Investigation: The existing parallel feeder installation requires field investigation to determine both the as-built configuration and the condition of the cables and connections. An in-person field investigation of all relevant existing installations is expected to take approximately one week and will provide the design team with the necessary baseline information to conduct the load flow analysis and establish the as-built basis of design.

Many of the manholes requiring investigation are located in the roadway adjacent to the tracks and will require traffic control measures to ensure a safe working condition.

Assumptions:

- Investigations will be limited to 30 minutes, and MTS vehicles and personnel will provide all traffic control required. Any further investigations requiring extended traffic interruptions will be negotiated at the time they become necessary.

### 2.2 Load Flow Analysis:

Consultant shall conduct Traction Power (TP) load flow analysis using Mott MacDonald's proprietary simulation software known as TRAIN. TRAIN can be used to model the behavior of traction power system parameters by looking at system performance based on track physical and electrical parameters, traction power substations, train motor characteristics, and train timetabling and headways. Output data from TRAIN simulations can be used to confirm the suitability of a design or identify locations/components where the design fails to meet any traction power design criteria.

2.2.1: Input Data Document Preparation: Using TRAIN, Consultant shall build a TP model to simulate a load flow study. The model will be based on as-built drawings provided by MTS and supplemented with field investigation. Where as-built data is not available, the most current track design drawings shall be utilized instead. All inputs will be organized into an Input Data Document that will be submitted to MTS for review and approval prior to building the model.

Detailed input data requirements for the model can be found in Appendix A of this scope of work. Key parameters include the following:

1. Limits of the study: Blue, Orange, and Green Line operations within the downtown area. Rail lines connected to the Downtown Line will be modelled up to two (2) substations beyond the downtown limits
2. All substations within the limits of the study will be modelled. Contingency scenarios (see below) will be modelled for substations directly connected onto the Downtown Line, and for the first substation on connecting lines
3. Vehicle Type(s): MTS to provide
4. Timetable/Headways: MTS to provide
5. Operational Conditions:
  - Normal Operation: all substations in service
  - Contingency Operations: a single substation is taken out of service by disconnecting the transformer-rectifier unit from the positive busbar. Each substation on the Downtown Line and the first substation removed from the Downtown Line on connected lines will be modeled as a separate scenario
6. Yard Modeling: A and C Yard operations will be modeled as static loads. Yard movement will not be modeled

#### 2.2.2 Configuration 1 (Base Case) Load Flow Analysis

- a. Consultant shall develop a model that integrates the as-built conditions as outlined in the Input Data Document with the 2015 design
- b. Consultant shall run this traction power configuration simulation to determine whether the integrated design meets all design criteria
- c. Consultant shall present the results of the Configuration 1 simulation to MTS for review. Consultant shall meet with MTS to discuss possible design improvement elements to address deficiencies.

#### 2.2.3 Configuration 2 (if required) Load Flow Analysis

- a. Consultant shall develop a model that incorporates the design improvement elements agreed upon with MTS following the Configuration 1 simulation
- b. Consultant shall run this traction power configuration simulation to determine whether the capacity of the improved configuration meets the system demands

#### 2.2.4 Summary of Results: Consultant shall document the results of the load flow analysis (LFA) for the two TP configurations in a Summary of Results. This document will include the following sections:

- Simulation methodology, software, and configuration models
- All system inputs and assumptions used in the analysis including data related to vehicles, track/conduit alignment, traction power substations (TPSS), positive and negative DC distribution systems, and train operations plans
- Evaluation criteria used to identify areas of concern
- Simulation results and key findings
- Recommended upgrades to the system

Consultant shall submit a draft document to MTS for review at the conclusion of the LFA for review. Once the draft is reviewed, Consultant shall set up a meeting with MTS staff to resolve questions and comments and to discuss results, recommended near-term and long-term upgrades, and which of these upgrades MTS wishes to initiate at that time.

Consultant shall incorporate the results of this meeting into the summary and submit a final version to MTS.

Based on the results of field investigations, Consultant shall identify and recommend for MTS approval a single segment of the work that is the highest priority for replacement. The 'design documents' referenced in the following tasks will be for the identified segment only.

### **Task 3 – 65% Design**

Based on the results of the LFA and review meeting with MTS, Consultant shall review and validate all relevant available as-built information and prepare 65% design documents compliant with MTS standards.

The anticipated plan sections and sheet counts included in the remaining tasks of this scope of work are based on the following overall project assumptions:

- The improvements required to replace the existing system and upgrade the areas not meeting demand will be limited to the replacement of underground cables; replacement or installation of new OCS cable; installation of manholes/vaults; and replacement or installation of OCS structures, supports, risers and taps.
- Proposed improvements will not include new conduit trenching, roadway improvements, track improvements, or any other improvements requiring soil disturbance.
- Design for Improvements beyond those listed above may be negotiated may be negotiated at the time they become necessary.

#### **3.1 Ductbank Layouts (10 sheets)**

- Consultant shall design ductbank upgrades based on LFA and field investigations
- Consultant will develop layout plans for all locations of proposed ductbank upgrades
- In locations determined during site surveys, Consultant shall evaluate existing conduits and manholes to verify capacity to support staged pulling of new cables
- Consultant shall evaluate manholes to confirm capacity for additional parallel feeder cables and/or substation feeder cables where required based on the LFA
- Consultant shall conduct a thermal evaluation of any parallel feeder sections of concern based on the LFA. Cable ampacity (maximum current) will be determined based on the size and quantity of cables and the configuration within the ductbank.

Assumptions:

- MTS will provide necessary CAD files for existing right-of-way information and topography, including roadway improvements, track improvements and facilities, stations, and systems installations.

#### **3.2 Sectioning Diagram (2 sheets)**

- Consultant shall develop sectioning diagrams showing as-built conditions and stationing of both relocated substations and new stations
- Consultant shall revise traction power design with upgrades based on the LFA

Assumptions:

No sectionalizing changes required. Sectioning diagrams will be included to confirm current conditions only.

### 3.3 Ductbank/Manhole Details (6 sheets)

- Consultant shall perform cable pulling and conduit fill calculations to confirm existing ductbank capacity for parallel feeder upgrades.

#### Assumptions:

MTS will provide CAD files representing standard details where applicable, preferred details where applicable, and configurations for new manhole and pullbox installations.

### 3.4 Parallel Cable Installation Diagram (2 sheets)

- Consultant shall develop parallel cable diagrams showing as-built conditions, including stationing and connections for both relocated substations and new stations.
- Consultant shall revise parallel design including cable sizes, cable quantities, and points of connections/splice points based on the LFA.

### 3.5 OCS Plans

- Consultant shall review and validate the available as-built documentation for existing OCS
- Consultant shall design proposed OCS upgrades based on the LFA and field investigations
- Consultant shall develop OCS layout plans for all proposed OCS upgrades (including any re-sectionalizing plans)
- Consultant shall evaluate existing OCS structures and supports to confirm compatibility with any new loads associated with additional feeder risers and taps
- Consultant shall review all proposed OCS riser locations and develop design for risers and routing of feeder cables to catenary
- Consultant shall design additional feeder cable supports where necessary to facilitate feeder cable routing to catenary (i.e. additional span wires to allow for feeder drops at a single wire cross span)

#### 3.5.1 OCS Layout Plans (8 sheets)

#### 3.5.2 OCS Details (20 sheets)

#### Assumptions:

- MTS will provide CAD files representing standard details and configurations for new feeder taps, feeder cable supports and conduit risers.

### 3.6 TPSS Plans (4 sheets)

- Consultant shall develop TPSS plans showing location and routing of any new feeders to be brought from the substations to wayside based on the LFA
- Consultant shall perform cable pulling and conduit fill calculations to confirm viability of any new feeder cables for these runs
- Consultant shall review and validate the available as-built documentation regarding cable and conduit runs from the substation to wayside

#### Assumptions:

MTS will provide CAD files representing standard details and configurations for TPSSs.

### 3.7 65% Specifications

- Consultant shall develop specifications for all sections listed in the 65% submittal package in conformance with MTS standards and existing installations.



*Assumptions:*

*MTS will prepare the general specification, or “front end” sections.*

3.8 65% Construction Cost Estimate

Consultant will develop an order of magnitude construction cost estimate based on the 65% design

*Assumptions:*

- *One construction cost estimate will be completed that includes all improvements agreed upon by MTS and reflected in the plans and specifications described above.*

**Task 4.0 – Final Design**

Consultant shall compile all comments received on the 65% submittal package from MTS, City of San Diego, and utility companies in a comment review matrix. Consultant shall attend design review meetings to discuss and resolve the 65% review comments from MTS and City of San Diego, then incorporate all resolved comments into the Final design documents, compliant with MTS standards and City of San Diego standards where applicable.

At the Final design level, Consultant shall perform the following for all plans sections listed below:

- Review the ongoing design for constructability and safety
- Advance the design and iterate all 65% calculations for design elements that are affected by the updates
- Coordinate all updates between disciplines to ensure design is fully integrated
- Perform all final Invitation for Bid (IFB) checks as required by MTS

4.1 Ductbank Layouts (10 sheets)

4.2 Sectioning Diagram (2 sheets)

4.3 Ductbank/Manhole Details (6 sheets)

4.4 Parallel Cable Installation Diagram (2 sheets)

4.5 OCS Plans

5.5.1 OCS Layouts (8 sheets)

5.5.2 OCS Details (20 sheets)

4.6 TPSS Plans (4 sheets)

4.7 Final Specifications

Consultant shall update all specification sections as needed to accommodate design changes and comments received on the 65% submittal package

4.8 Final Construction Cost Estimate

Consultant shall update the order of magnitude cost estimate prepared at the 65% design stage to accommodate design changes and comments received and expand it into a detailed engineer's estimate for the selected segment of the works. Current available cost data from the region will be used to establish unit prices for each item of work.

*Assumptions:*

- This task does not include an independent bottom-up estimate.
- One construction cost estimate will be completed that includes all improvements agreed upon by MTS and reflected in the plans and specifications described above.

**IV. PERIOD OF PERFORMANCE**

This scope of work included in this task order is expected to be completed within eight (8) months following issuance of a Notice to Proceed (NTP).

**V. DELIVERABLES**

Task 1: Meeting agendas (Word, PDF), meeting minutes (Word, PDF), sign-in sheets (Word, PDF), project schedule (PDF), project-specific Quality Management Plan (PDF)

Task 2: Field review notes (Word), field review photos (jpg, PDF), LFA modeling output (PDF), and draft and final LFA Summary of Results (Word, PDF)

Task 3: 65% design drawings (DWG, 11x17 PDF), 65% design specifications (Word, PDF), 65% design calculations (PDF), 65% construction cost estimate (Excel, PDF), and 65% QA/QC documentation (PDF)

Task 4: 65% comment review matrix (Excel, PDF), final design drawings (DWG, 11x17 PDF), final design specifications (Word, PDF), updated design calculations (PDF), engineer's estimate of construction cost (Excel, PDF), and final QA/QC documentation (PDF)

**VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES****A. Tasks Schedule**

<b>Task</b>	<b>Begin/End Dates</b>
1.0 Project Management and Coordination	NTP / Completion of work
2.0 Investigations and Recommendations	NTP / NTP+10 weeks
3.0 65% Design	NTP+10 weeks / NTP+18 weeks
4.0 Final Design	NTP+18 weeks / NTP+32 weeks

**B. Milestones/Deliverables Schedule**

<b>Milestone/Deliverable</b>	<b>Due Date</b>
Task 2.2 – LFA Summary of Results	NTP + 10 weeks
Task 3.0 – 65% PS&E	NTP + 18 weeks
Task 4.0 – Final PS&E	NTP + 32 weeks

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

- Vehicle, existing track, roadway, utilities, geotechnical, catenary and TPSS data as described under the scope items and in Appendix A.
- Current and anticipated operation plans and headways for the portion of the network included in this task order.
- CAD and survey files for existing conditions and design work previously performed for this corridor.

**VIII. SPECIAL CONDITIONS**

Specific exclusions are included within the scope items. Additional exclusions include:

- Field and right-of-way surveys
- Records requests outside those described in the scope, including those related to real property
- Railroad safety training / certification
- Utility coordination, mapping, and potholing
- Environmental studies and compliance work, including stormwater treatment design, water pollution control plans, and SWPPP preparation
- Geotechnical investigation and soils studies
- Permit applications and fees
- Traffic studies
- Preparation of traffic control plans
- Preparation of existing utility and utility relocation plans
- Construction staging plans and delivery method analysis
- Attendance at MTS Board and Committee meetings
- Coordination and plan review with City of San Diego
- Public outreach
- Bid and Construction phase services
- Participation in formal constructability reviews

#### **IX. MTS ACCEPTANCE OF SERVICES:**

Contractor shall not be compensated at any time for unauthorized work outside of this Work Order. Contractor shall provide notice to MTS' Project Manager upon 100% completion of this Work Order. Within five (5) business days from receipt of notice of Work Order completion, MTS' Project Manager shall review, for acceptance, the 100% completion notice. If Contractor provides final service(s) or final work product(s) which are found to be unacceptable due to Contractors and/or Contractors subcontractors negligence and thus not 100% complete by MTS' Project Manager, Contractor shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice. Moreover, 100% acceptance and final completion will be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments.

Monthly progress payments shall be based on hours performed for each person/classification identified in the attached Fee Schedule and shall at no time exceed the NTE. Contractor shall only be compensated for actual performance of services and at no time shall be compensated for services for which MTS does not have an accepted deliverable or written proof and MTS acceptance of services performed.

#### **X. DEFICIENT WORK PRODUCT:**

Throughout the construction management and/or implementation phases associated with the services rendered by the Contractor, if MTS finds any work product provided by Contractor to be deficient and the deficiently delays any portion of the project, Contractor shall bear the full burden of their deficient work and shall be responsible for taking all corrective actions to remedy their deficient work product including but not limited to the following:

- Revising provided documents

At no time will MTS be required to correct any portion of the Contractors deficient work product and shall bear no costs or burden associated with Contractors deficient performance and/or work product.

#### **XI. DELIVERABLE REQUIREMENTS**

Contractor will be required to submit any and all documentation required by the Scope of Work. The deliverables furnished shall be of a quality acceptable to MTS. The criteria for acceptance shall be a product of neat appearance, well-organized, and procedurally, technically and grammatically correct.

MTS reserves the right to request a change in the format if it doesn't satisfy MTS's needs. All work products will become the property of MTS. MTS reserves the right to disclose any reports or material provided by the Contractor to any third party.

Contractor shall provide with each task, a work plan showing the deliverables schedule as well as other relevant date needed for Contractor's work control, when and as requested by MTS.

Contractor's computer data processing and work processing capabilities and data storage should be compatible with Windows compatible PC's, text files readable in Microsoft Word, and standard and customary electronic storage. Contractor shall maintain backup copies of all data conveyed to MTS.

Contractor shall provide MTS with hard copy or electronic versions of reports and/or other material as requested by MTS.

**XII. PRICING**

Pricing shall be firm and fixed for the duration of the Work Order and any subsequent Change Orders/Amendments to the Work Order. There shall be no escalation of rates or fees allowed.

**XIII. ADDITIONAL INFORMATION**

List additional information as applicable to the specific Work Order scope of services.

**XIV. PREVAILING WAGE**

Prevailing wage rates apply to certain personnel for these services? ☐ Yes ☒ No

If yes, please list classification subject to prevailing wage rates:


# A. APPENDIX A – MODELING METHODOLOGY AND REQUIRED INPUT DATA

The following summarizes the general methodology and necessary data for conducting the TRAIN and MATLAB modeling.

## Vehicle Data

A complete model of the MTS traction system (for the section being simulated) will need to be built in TRAIN before the traction simulations can be performed. The extent of the TRAIN model will accommodate for two substations bordering the substations of interest. The study will be focused on the Green and Blue Line from the perspective of stub end feeding and by-pass feeding from the green to the blue lines. For the rolling stock, input data to TRAIN is as follows:

### Rolling Stock data

- Train mass, length, auxiliary power and rotating mass factor
- Acceleration and deceleration rates, including jerk rate if applicable.
- Train motor characteristics (braking and motoring) including how the performance varies with varying line voltage
- Train resistance to motion curves (inside and outside of tunnels)
- Passenger movement on and off trains at stations

Confirmation will be required from MTS on which type of rolling stock will be modeled. Note that the MM budget has included for modelling of one vehicle type only: the simulation of more than one vehicle type would lead to an increase in costs.

## Wayside Data

For the infrastructure model in TRAIN, the following inputs would be required for all lines, prior to the commencement of this study

### Line data

- Track layout
- Station positions
- Speed limits
- Gradients
- Signaling data
- Timetable (or trains per hour to model)
- Junction modelling characteristics including clearance times and distances
- OCS electrical properties including what wear to model
- Running rail electrical properties including rail to ground resistance and any negative return feeders and cross bond information.

### TPSS data

- Number and size of transformer rectifiers
- Number, size and length of track feeders and negative return cables
- No load and nominal voltage
- Position of track feeder connections
- Normal sectioning diagram

It is anticipated that a workshop will be carried out with the MTS team to agree on:

- input data to the model,
- assumptions to be made for the modelling
- rolling stock to be modelled
- service perturbations to be modelled

To ensure that the input data received and any associated assumptions to the input data are consistent with MTS's expectations the information gathered and concluded at the workshop will be collated and submitted to MTS for either further discussions or confirmation. The confirmation of scope may include requirement for more effort than currently envisaged: Mott MacDonald will confirm or adjust the price ceiling, with MTS agreement, at this point.

### Preliminary Model Construction Assumptions

The preliminary assumptions used during TRAIN model construction are as follows:

- Simulation studies will be conducted over a 3.5-hour simulation window with the use of the peak service frequency (which is understood to correspond to a 7.5-minute service frequency on the blue line).
- It is understood that the Normal operating condition shall have All TPSS in operation and for Contingency operations one TPSS will be taken out of service, by-pass feeding would have Tie Switches closed and DC Breakers Open.
- MM will, as part of the data gathering exercise, confirm with MTS that no additional service perturbations of Train bunching scenarios are envisaged for modelling.
- The traction power system will be evaluated using the criteria given in the relevant engineering standards and on the criteria given in the MTS Specifications.
- The simulation study will accommodate for a zone of influence of a minimum of two TPSSs between the mainline and Yard A traction electrification system.
- All simulation studies will be carried out with regenerative braking disabled. Clarification will be required from MTS on this issue.

### Run Simulations

Outputs from the TRAIN program will include:

Plots - Virtually anything about any train, substation, or line to be plotted out of the TRAIN program throughout the simulation. Typical plots from a simulation include:

- OCS maximum and minimum voltage against stationing;
- Running rail maximum touch voltage against stationing;
- TPSS busbar voltage against time
- TPSS instantaneous rectifier current against time;
- TPSS RMS (over any time period) rectifier current vs time;
- TPSS instantaneous track feeder current against time;
- TPSS RMS (over any time period) track feeder current vs time

Individual Values - The simulations will take cognizance of the following specific outputs:

- Worst-Case 15 Minute RMS Power Demand
- Worst-Case Minimum and Maximum Instantaneous Train Voltage
- Worst-Case Maximum Rail to Ground Voltage
- Worst-Case Transient and Steady State Contact Wire Temp
- Worst-Case Transient and Steady State Messenger Wire Temp
- Worst-Case Positive and Negative Feeder Cable Temperature

The output of the simulation studies and conclusions drawn will be subject to a peer review / independent checking by MM traction power staff independent of the project and the modelling.

### Findings

Following a review and analysis of the simulation outputs, Mott MacDonald will prepare a simulation report which encompasses the findings/conclusions from the study and any recommendations envisaged. The findings of the first stage of modeling will be presented to MTS in the form of a PowerPoint presentation. Mott MacDonald will prepare presentation materials and will participate in any MTS discussions that are required for refinement of the model.

MM will conduct a final set of simulation runs based on the output of MTS presentation / workshop of the simulation findings

# Work Order Estimate Summary

Att.A, AI 7, 05/12/22

MTS Doc. No. **G1951.0-17**

Work Order No. **WOA1951-AE-75**

Attachment: **B**

Work Order Title: **Downtown Parallel Feeder**

Project No: **TBD**

**Table 1 - Cost Codes Summary (Costs & Hours)**

Item	Cost Codes	Cost Codes Description	Total Costs
1		Downtown Parallel Feeder	\$348,521.30

Totals = **\$348,521.30**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 1	Project Management and Coordination	175.0	\$47,499.40
2	Task 2	Load Flow Analysis & Field Investigations	554.0	\$108,044.36
3	Task 3	65% Design	562.0	\$103,289.28
4	Task 4	Final Design	412.0	\$89,688.26
5				

Totals = **1,703.0** **\$348,521.30**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				Mott MacDonald, LLC	1,703.0	\$348,521.30

Totals = **1,703.0** **\$348,521.30**

Work Order Estimate  
Summary

Att.A, AI 7, 05/12/22

Total Hours =		1,703	Consultant/Subconsultant:	Mott MacDonald, LLC	MTS Doc. No.:	G1951.0-17
Total Costs =		\$348,521.30	Work Order Title:	Downtown Parallel Feeders	Work Order No.:	WOA1951-AE-75
					Attachment:	B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	Engineer 4 (Rail / Systems)	Principal Engineer (Rail and Transit)	Principal Engineer (Rail / Systems)	Project Engineer (Senior Estimator)	Senior CAD	Senior Project Engineer (Rail / Systems)	Senior Project Engineer (Rail / Systems)	Admin	CAD	Total Hours	Totals	
				\$ 312.64	\$ 158.71	\$ 293.50	\$ 280.74	\$ 165.89	\$ 152.09	\$ 248.83	\$ 248.83	\$ 92.52	\$ 124.42			
1	DELETE NAMES PRIOR TO SUBMITTAL			Bethany	Khushali	Kwaku	John	Paul Dutton	Abe	Cody	Raquel	Jessica				
	Task 1	Project Management and Coordination														
	1.1 Task Order Management	\$5,982.00	8			12				8		6		26	\$12,407.12	
	1.2 Monthly PDT Meetings		8		6	8			8					30	\$8,498.68	
	1.3 Project Status Meetings					8			8					16	\$4,236.56	
	1.4 Agency / Stakeholder Communication		4		2	4			8					18	\$4,951.16	
	1.5 Project Schedule		2		2	8								12	\$3,458.20	
	1.6 Monthly Reporting		2			8			4		30			44	\$6,642.12	
	1.7 Quality Assurance / Quality Control		3		6	8			8		4			29	\$7,305.56	
</																



**Work Order Estimate  
Summary**

Att.A, AI 7, 05/12/22

Consultant/ Subconsultant: **Mott MacDonald, LLC**

Contract No: **G1951.0-17**

Task Order No. **WOA1951-AE-75**

Work Order Title: **Downtown Parallel Feeders**

Attachment: **B**

**TASKS/WBS (1-5)**

ODC Item	Description	Unit	Unit Cost	Task 1 - Project Management and Coordination		Task 2 - Load Flow Analysis & Field Investigations		Task 3 - 65% Design				Task 5 -	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Travel - Airfare	ea	\$600.00	6	\$3,600.00								
2	Hotels - 3 people, 1 night	ea	\$167.00	10	\$1,670.00								
3	Per Diem - site visit days	ea	\$64.00	10	\$640.00								
4	Mileage	ea	\$0.60	120	\$72.00								
5													
6													
7													
8													
9													
10													

Task 1 - Project Management and Coordination

Subtotal = **\$5,982.00**    Subtotal =    Subtotal =    Subtotal =    Subtotal =

**TASKS/WBS (6-10)**

ODC Item	Description	Task 6 -		Task 7 -		Task 8 -		Task 9 -		Task 10 -		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Travel - Airfare											6	\$3,600.00
2	Hotels - 3 people, 1 night											10	\$1,670.00
3	Per Diem - site visit days											10	\$640.00
4	Mileage											120	\$72.00
5													
6													
7													
8													
9													
10													

Subtotal =    Subtotal =    Subtotal =    Subtotal =    Subtotal =    Totals = **\$5,982.00**



## Agenda Item No. 8

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

May 12, 2022

#### SUBJECT:

IMPERIAL AVENUE DIVISION (IAD) MISCELLANEOUS TOOLS – 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. PWB349.0-22 (in substantially the same format as Attachment A), with Air & Lube Systems, Inc., a Disadvantaged Business Enterprise (DBE), for procuring and installing IAD miscellaneous tools in the amount of \$105,133.00.

#### Budget Impact

The total budget for this project shall not exceed \$105,133.00 and is funded by MTS Capital Improvement Project (CIP) 3008114101 – Miscellaneous Shop Equipment Replacement.

#### DISCUSSION:

The current shop compressors, air dryer and steam machine at IAD have exceeded their useful life and require replacement. These tools are vital shop equipment that are utilized for bus maintenance purposes. This project aims to revitalize our existing assets through new equipment procurement and installation as well as providing new utility connections as needed to ensure the long life of these tools.

On January 6, 2022, MTS issued an Invitation for Bids (IFB) (ref: MTS Doc. No. PWB345.0-22) for the purchase and install of miscellaneous tools and equipment. Bids were due on February 16, 2022 but no bids were received and the solicitation was canceled.

On March 3, 2022, this project was resolicited a second time (MTS Doc. No. PWB349.0-22). On March 15, 2022, only a single bid was received from Air & Lube Systems, Inc. as reflected below:



Proposer Name	Overall Total Amount
Air & Lube Systems, Inc. (Disadvantaged Business Enterprise (DBE), Minority Business Enterprise (MBE))	\$105,133.00
<i>MTS Independent Cost Estimate (ICE)</i>	<i>\$89,139.00</i>

MTS conducted a post-bid survey from firms that had previously expressed interest in the project, asking them their reason/s for not bidding. The results indicated that neither the IFB nor MTS's procurement processes played a role in their decision not to respond. Staff determined that the bid price of \$105,133.00 is fair and reasonable based on a comparison with the ICE.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWB349.0-22 (in substantially the same format as Attachment A), with Air & Lube Systems, Inc., a Disadvantaged Business Enterprise (DBE), for procuring and installing IAD Miscellaneous Tools in the amount of \$105,133.00.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. Agreement MTS Doc. No. PWB349.0-22 Draft  
B. Bid Price Form



**Metropolitan  
Transit  
System**

**STANDARD CONSTRUCTION AGREEMENT**

**FOR**

**MTS DOC. NO. PWB349.0-22**

**IMPERIAL AVENUE DIVISION PURCHASE & INSTALL MISC. TOOLS & EQUIPMENT**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2022, 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: AIR & LUBE SYSTEMS, INC. Address: 8353 DEMETRE AVE.

Form of Business: CORP.  
(Corporation, Partnership, Sole Proprietor, etc.) Email: mmichelletorena@airandlube.com

Telephone: 916-642-7201

Authorized person to sign contracts	<u>Miguel Micheltorena</u>	<u>OWNER AND SECRETARY</u>
	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:

**IMPERIAL AVENUE DIVISION PURCHASE & INSTALL MISC. TOOLS & EQUIPMENT**

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 **182 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 Dollars (\$105,133.00). 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	AIR & LUBE SYSTEMS, INC.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

## ATT 2 BID PRICE FORM IAD PURCHASE AND INSTALL MISC. TOOLS &amp; EQUIPMENT

BID ITEM	DESCRIPTION	UOM	QTY.	TOTAL
<b>Shop Air Compressor</b>				
1	Shop Air Compressor	EA	2	\$ 24,495.00
2	Installation	LS	1	\$ 13,765.00
<b>Refrigerated Air Dryer</b>				
3	Refrigerated Air Dryer	LS	1	\$ 4,061.00
4	Installation	LS	1	\$ 3,018.00
<b>Steam Machine</b>				
5	Steam Machine	LS	1	\$ 24,441.00
6	Installation	LS	1	\$ 29,642.00
7	Contractor Mobilization	LS	1	\$ 2,548.00
8	Bid Bond	LS	1	\$ -
9	Payment and Performance Bond	LS	1	\$ 3,163.00
<b>Grand Total</b>				<b>\$ 105,133.00</b>



## Agenda Item No. 9

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

May 12, 2022

#### SUBJECT:

PURCHASE BATTERIES FOR BUS FLEET – CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to:

- 1) Execute MTS Doc. No. B0738.0-22 (in substantially the same format as Attachment A), with Parts Authority LLC, for the as-needed purchase of 12-volt batteries for the bus fleet for a three-year base and two option years in the amount of \$646,148.75 (exclusive of sales taxes) (Attachment C); and
- 2) Exercise the option years in her discretion.

#### Budget Impact

The total cost of this project shall not exceed \$646,148.75 (exclusive of sales taxes). This project would be funded under the MTS Bus Maintenance operating budget 311014-545100.

#### DISCUSSION:

The MTS Bus Maintenance department requires the Contractor to furnish and deliver new, unused batteries that are made within the United States. The batteries are used for starting and operating buses. All supplied batteries must meet the Battery Council International (BCI) and Society of Automotive Engineering (SAE) specifications, and number/sizing system to MTS for use in its MTS bus fleet.

Contractor will also be responsible for the pick-up of any possible warranty batteries and recycle all recyclable (junk/cores) that are provided through the term of this contract.

On February 14, 2022, MTS issued an Invitation for Bids (IFB) for the supply of bus fleet batteries for a five-year period (July 1, 2022 to June 30, 2027), broken up in a three-year base contract, with two options years. Estimated quantity each year is four hundred twenty five (425)



12-volt batteries. Six (6) bids were received by the deadline of March 19, 2022 and are summarized as follows:

Company Name	Bid Amount	Responsiveness	Disadvantage Business Enterprise (DBE)/Small Business (SB)/Minority Business Enterprise (MBE)
Cummins	\$351,985.00	Non-Responsive	N/A
<b>Parts Authority LLC</b>	<b>\$646,148.75</b>	<b>Lowest Responsive &amp; Responsible Bidder</b>	N/A
Battery Power	\$669,375.00		N/A
Battery Systems	\$732,806.25		N/A
Jamison	\$845,422.75		DBE, MBE
Oceanside Industrial	\$913,750.00		DBE, SB
MTS – Independent Cost Estimate (ICE)	\$573,182.33		N/A

*The bid amount is exclusive of California sales tax.*

MTS staff has deemed Parts Authority LLC to be the lowest responsive and responsible bidder. Based on the bids received and in comparison, to the MTS' ICE, staff deemed Parts Authority LLC's pricing to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to:

- 1) Execute MTS Doc. No. B0738.0-22 (in substantially the same format as Attachment A), with Parts Authority LLC, for the as-needed purchase of 12-volt batteries for the bus fleet for a three-year base and two option years in the amount of \$646,148.75 (exclusive of sales taxes) (Attachment C); and
- 2) Exercise the option years in her discretion.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. Agreement MTS Doc. No. B0738.0-22 Draft  
B. Scope of Work  
C. Bid Form





**Metropolitan  
Transit  
System**

Att.A, AI 9, 05/12/22

**STANDARD AGREEMENT  
FOR  
MTS DOC. NO. B0738.0-22  
BATTERIES FOR BUS FLEET**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: Parts Authority LLC Address: 3 Dakota Drive, Ste 110  
New Hyde Park, NY 11042

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

Telephone: (908) 800-1925

Authorized person to sign contracts  
Christopher Hill National Sales Manager –  
Gov't and Strategic Accounts  
Name Title

The Contractor agrees to provide goods as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Bid/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 for 3 base years with 2 option years, exercisable at MTS's sole discretion, for a total of 5 years. Base period shall be effective July 1, 2022 through June 30, 2025 and option years shall be effective July 1, 2025 through June 30, 2027, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$379,988.25 (exclusive of sales taxes) for the base years and \$266,160.50 (exclusive of sales taxes) for the option years, for a contract total not to exceed \$646,148.75 (exclusive of sales taxes) without the express written consent of MTS.

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



# 1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

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## 1.1. GENERAL OVERVIEW

MTS is looking for a Contractor to furnish and deliver new, unused, batteries meeting the Battery Council International (BCI) and Society of Automotive Engineering (SAE) specifications, and number/sizing system to MTS for use in its MTS bus fleet.

Bidders must use these forms and must provide pricing for all five years (3 base years and 2 option years). Failure to use the provided forms will cause your bid to be deemed non-responsive and rejected.

- 12-Volt BCI Group 31 Absorbed Glass Mat (AGM) Batteries

Batteries must be furnished as specified. If Bidder would like to request an "approved equal," the deadline for submitting written questions, clarifications, or Request for Approved Equals is shown in the Calendar of Events.

*NOTE: The successful Contractor shall furnish only batteries that are made in the United States.*

Contractor shall pick-up any possible warranty batteries and recycle all recyclable (junk/cores) that are provided through this contract. No core charge shall be assessed by either party.

Pick-ups shall either occur at the time new batteries are delivered or at a time and frequency determined by MTS. A means of tracking all warranty and junk/core batteries removed from either property shall be the responsibility of the Contractor. A pick-up slip shall be provided at every pick-up indicating location, quantity of batteries picked-up and removed from property. The pick-up slip shall also indicate if the batteries are possible warranty or junk/cores. At least once per quarter, the Contractor shall provide documentation (i.e., spreadsheet), indicating all batteries removed quarter-to-date and year-to-date from either property. Said documentation shall categorize battery quantities by type, whether they were possible warranties or junk/cores, and shall also include warranty returns or warranty replacement quantities and shall be reconciled by the Project Manager on a quarterly basis.

Separate of pick-ups and/or deliveries, a Contractor's Representative shall visit each of the two MTS properties a minimum of once per month. During said visits, the Contractor's Representative shall meet with a designated MTS contact (contacts to be determined after award of contract) to determine any immediate needs or issues at both locations. The addresses of the two locations are as follows:

- 100 16th Street, San Diego, CA 92101
- 4630 Ruffner Street, San Diego, CA 92111

To ensure an optimum life span of batteries installed into MTS vehicles, the Contractor shall be required to provide for a 90-day rotation of unused stock, to maintain battery performance, at no additional cost to MTS.

The term of the contract shall be three (3) base years with two (2) 1-year options, exercisable at MTS' sole discretion, for a total of five (5) years.

## **1.2. TECHNICAL SPECIFICATIONS**

- A. BCI - Group 31 Odyssey 31-PC2150, or approved equal.
- B. 12 Volts: MTS will use batteries hooked up in "series" or "series/parallel" depending on vehicle application.
- C. Minimum one thousand one hundred fifty (1,150) Cold Cranking Amps (CCA) @ 0°F based on SAE J537 rating system.
- D. Minimum two hundred five (205) minute Reserve Capacity (RC) based on SAE J537 rating system.
- E. Load Test Rating: Fifty (50%) percent of rated CCA at 10 volts.
- F. Polypropylene Casing: Must be permanently sealed to prevent electrolyte leakage and contamination.
- G. Vibration Resistance: Must meet or exceed SAE J930 and TMC 125 vibration resistance standards.
- H. Post/Terminal configuration: BCI Type T threaded post studs must be stainless steel with 3/8"-16 threads on POS and NEG posts.
- I. Venting System: Battery must vent away from case and terminals to reduce corrosion.
- J. Flame Arrestor: Battery shall have a permanently mounted flame arrestor to protect against battery explosion due to external sparks or flame.
- K. Center Lug Design: Battery should have the main lug grid designed into the center of the battery to provide a shorter current path, and to provide resistance against vibration.
- L. Markings: Battery must be clearly marked with the BCI Group Number, CCA rating, and reserve capacity. Positive and Negative terminals must be permanently marked (raised or embossed on case) "POS" and "NEG." Date of manufacture must also be permanently marked (branded) on the case.
- M. Battery Removal: Battery must have finger grip slots, handles, or straps to aid in lifting and removal.
- N. An adhesive dating system signifying the month and year in which the battery was delivered must be included.
- O. An adhesive dating system signifying the month and year the battery was put into service must be included.

**1.3. NON-EXCLUSIVITY**

MTS reserves the right to purchase batteries not specifically listed in this contract from other suppliers as may be required.

**1.4. VARIATION OF SPECIFICATIONS**

It is not the intent of MTS to exclude any potential contractor because of a slight variation from the specifications. Therefore, MTS reserves the right to waive such a variation if in its opinion the variation does not materially change the item. Any Bidder deviation from these specifications must list each deviation as part of their bid, and each must be approved by MTS during the Request for Approved Equals evaluation period.

**1.5. 12 VOLT BATTERY OVERVIEW**

The batteries will be used by the MTS Fleet Maintenance Department in transit bus applications. These batteries will be required to properly start and operate transit buses. The battery specifications and standards must be in compliance with the BCI.

**1.6. CHARGE AND CHECK SERVICE**

Under normal circumstances MTS personnel will perform in-house charging and checking of all batteries supplied under this contract. If in an emergency or for some unforeseen reason including, but not limited to, personnel shortages, equipment problems, etc., MTS is unable to meet its demands, the Contractor shall be called upon to assist in this function at no additional cost to MTS.

**1.7. INVOICES**

Invoices must be sent to the MTS Accounting Department, via email, at [ap@sdmts.com](mailto: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(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.

**1.8. WARRANTY**

BCI Group 31 AGM batteries - Minimum forty-eight (48) months free replacement.

The Contractor shall pick-up all warranty or potential warranty batteries within seventy-two (72) hours of being notified by MTS. Although all batteries deemed warrantable by MTS will have been charged and checked by MTS personnel, the Contractor shall be given reasonable time to make their own assessment. Within ten (10) working days of pick-up, all batteries picked-up for warranty assessment shall either be returned, replaced, or a credit voucher/invoice issued to MTS. A means of tracking all warranty batteries removed from either property shall be the responsibility of the Contractor. A pick-up slip shall be provided at every pick-up indicating location, quantity, and type(s) of battery picked-up and removed from property. At least once per quarter, the Contractor shall provide documentation (i.e., spreadsheet) indicating all warranty batteries removed, quarter-to-

date and year-to-date, from either property. Said documentation shall include and account for all pick-ups, returns, replacements, and/or credits.

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.

#### **1.9. REPLACEMENT PARTS**

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

#### **1.10. DELIVERY AND ACCEPTANCE**

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to MTS, 100 16th Street, San Diego, California 92101 unless otherwise specified, in first class condition, complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery.

Contractor shall indicate delivery date on the Bid Form unless already specified, in which case, shall be made within the time set forth. Delivery is part of the consideration and must be adhered to as specified.

Contractor will not be held liable for failure to make delivery because of strikes, construction of property, governmental regulations, acts of God or any other causes beyond his control, provided a written extension of time is obtained from MTS.

Upon delivery, MTS will acknowledge receipt of said items or products. Delivery shall not constitute acceptance. Upon inspection and testing (if necessary) by MTS, a determination will be made whether said items or products are in conformance with contract requirements. If found in conformance, MTS shall approve the Contractor's invoice for payment; thereby constituting acceptance. Payment terms begin from this point. If the delivered items or products are found not in compliance, MTS will immediately notify the Contractor, and furnish all details of deficiencies. Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS), and resubmit for inspection and testing (if necessary).

## ATT 1 BID FORM - BATTERIES FOR BUS FLEET

Bidder: Parts Authority, LLC

#	Base Years	Estimated Annual Quantity	Unit Cost	Extended Annual Cost
1	FY 23 (7/1/22 – 6/30/23)	425	\$ 292.15	\$ 124163.75
2	FY 24 (7/1/23 – 6/30/24)	425	\$ 297.99	\$ 126645.75
3	FY 25 (7/1/24 – 6/30/25)	425	\$ 303.95	\$ 129178.75
4	Subtotal (lines 1, 2 & 3)			\$ 379988.25
5	CA sales tax 7.75%			\$ 29449.09
6	Total base years (lines 4 & 5)			\$ 409437.34

	Option Years	Estimated Annual Quantity	Unit Cost	Extended Annual Cost
7	FY 26 (7/1/25 – 6/30/26)	425	\$ 310.03	\$ 131762.75
8	FY 27 (7/1/26 – 6/30/27)	425	\$ 316.23	\$ 134397.75
9	Subtotal (lines 7 & 8)			\$ 266160.50
10	CA sales tax 7.75%			\$ 20627.44
11	Total option years (lines 9 & 10)			\$ 286787.94

<b>TOTAL CONTRACT AMOUNT (LINES 6 + 11)</b>	
<b>BASIS FOR AWARD (ALL 5 YEARS)</b>	\$ <u>696225.28</u>



## Agenda Item No. 10

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

May 12, 2022

**SUBJECT:**

ON-CALL ARCHITECTURE AND ENGINEERING (A&E) SERVICES PANEL – CONTRACT  
AWARD

**RECOMMENDATION:**

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute seven (7) on-call A&E master agreements with the following qualified list of firms (in substantially the same format as Attachments A through G) for a period of five (5) years:

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



### Budget Impact

The total aggregate value for the seven (7) master agreements over the five year period is estimated to be \$20,500,000.00, and is allocated by category below:

<b>Category</b>	<b>Aggregate Value</b>
A - Comprehensive	\$15,000,000.00
B – Small Business Set Aside	\$4,500,000.00
C – Specialty	\$1,000,000.00

Funding and budget allocations shall be determined per Work Order issued under the separate Master Agreements.

### DISCUSSION:

MTS currently utilizes a list of qualified A&E firms to design high-quality public transportation improvements from inception through construction, under eight (8) master agreements. These master agreements expire on June 30, 2022. Thus, the agreements need to be replaced with new contracts to ensure continuous design support is available to meet MTS projects.

Under the proposed agreements, the pre-qualified consultants will perform A&E services on an "on-call, as needed" basis to support the design and construction of MTS CIP projects. The MTS Contract Officer (CO), under the direction of the assigned MTS Project Manager (PM), will assign specific projects, or work efforts related to a specific project, to the consultants through the issuance of Work Orders. The Work Orders will be issued using one of the following methods:

- 1) Direct Award - providing a Work Order for response to an identified Consultant or Consultant team deemed to be most qualified for the particular service based on previous experience with the proposed project.
- 2) Rotation - providing a work order to one of the qualified firms for response and negotiation. Projects deemed suitable by MTS for the rotation method will be distributed to firms based on the ranked order. The top ranked firm will be offered the first available project, and the next highest ranked firm will be offered the next available project, and so on and so forth. Should MTS not accept a Firm's proposal for an offered project, MTS will offer the project to the next highest ranked firm.
  - a. MTS may deviate from this process should a Firm's performance on previous projects with MTS be scored as either "below average," or "poor."
- 3) Competitive Request for Proposals - providing a work order via a "Mini- Request for Proposal (RFP)" for a response from all qualified firms.

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



- Category A: Comprehensive/Full Service - Five (5) prime contracts  
 Category B: Small Business Set Aside- Three (3) prime contracts awarded to a certified Small Business (SB) or a Disadvantaged Business Enterprise (DBE) certified firm, (which is also considered to be a Small Business)  
 Category C: Specialty Prime – Up to Five (5) specialty service contracts

On October 28, 2021, MTS received fifteen (15) Statements of Qualifications (SOQ) from each of the following firms in the respective category:

A - Comprehensive		B – Small Business Set Aside		C – Specialty	
1.	CK Group	1.	BA, Inc.	1.	CL Surveying
2.	Cordoba	2.	CRA	2.	RailPros
3.	EXP	3.	PRE		
4.	Dokken				
5.	HDR				
6.	Jacobs Engineering				
7.	Mott MacDonald				
8.	PGH Wong, Inc.				
9.	Psomas				
10.	TY Lin				

All firms were deemed responsive and responsible by MTS. A selection committee, consisting of representatives from MTS Capital Projects, Planning, and Finance departments met for initial evaluations and scored the RFSQ's based on the criteria below:

Criteria	%
Project Team	35%
Project Experience	35%
Proposed Methodology and Approach to Work	30%
<b>Total Possible Score</b>	<b>100%</b>

During the initial evaluation, the selection committee scored and ranked the firms as follows:

A - Comprehensive			B – Small Business Set Aside			C – Specialty		
Rank	Firm	Score	Rank	Firm	Score	Rank	Firm	Score
1.	Dokken	94.80	1.	PRE	86.80	1.	RailPros	83.40
2.	Mott MacDonald	94.60	2.	CRA	74.80	2.	CL Surveying	83.00
3.	HDR	90.80	3.	BA, Inc.	58.40			
4.	Jacobs Engineering	81.60						
5.	TY Lin	81.60						
6.	Psomas	80.80						
7.	Cordoba	78.60						
8.	PGH Wong, Inc.	72.00						
9.	EXP	71.40						
10.	CK Group	53.60						

As a result of the initial evaluation, the panel deemed eleven (11) firms to be within the competitive range in their respective categories, and eliminated four (4) firms – PGH Wong, Inc., EXP, CK Group, and BA Inc. from further consideration. Additionally, the evaluation committee invited the seven (7) highest ranked firms in Category A for interviews. The committee determined that the remaining firms in Category B were both qualified, and interviews would not likely affect the current ranking. For Category C, the panel concluded that interviews would not be useful, as both CL Surveying and RailPros were competing for completely different service areas (surveying and right-of-entry (ROE) permit engineering support).

Following the completion of the initial evaluations, the committee conducted interviews with the seven highest ranked firms in Category A.

On January 6, 2022, following the completion of all interviews, the committee reconvened to rescore seven (7) remaining firms in Category A using the same aforementioned criteria. Additionally, the committee, using the same aforementioned criteria, reviewed the scores of the remaining firms in Categories B and C, to ensure the initial scores were commensurate with the SOQ each firm submitted.

The final ranking for the remaining firms in each category were as follows:

A - Comprehensive			B – Small Business Set Aside			C – Specialty		
Rank	Firm	Score	Rank	Firm	Score	Rank	Firm	Score
1.	HDR	100.00	1.	PRE	86.80	1.	CL Surveying	83.00
2.	Dokken	94.80	2.	CRA	74.80	2.	RailPros*	75.40
3.	Mott MacDonald	94.60						
4.	Psomas	93.20						
5.	Jacobs Engineering	70.40						
5.	TY Lin	66.60						
7.	Cordoba	57.00						

*\*The committee unanimously agreed to not pursue a contract with RailPros, because it believed more competition was needed to determine the types of innovation, namely tracking software in the service area of “right-of-entry permit engineering support.” Staff intends to solicit this service in the near future*

As a result of the second and final evaluation, the committee concluded that the firms in the categories below were the most qualified, and commenced negotiations with the following firms:

A - Comprehensive			B – Small Business Set Aside			C – Specialty		
Rank	Firm	Score	Rank	Firm	Score	Rank	Firm	Score
1.	HDR	100.00	1.	PRE	86.80	1.	CL Surveying	83.00
2.	Dokken	94.80	2.	CRA	74.80			
3.	Mott MacDonald	94.60						
4.	Psomas	93.20						

Pursuant to the federal Brooks Act and the State of California Government Code §§ 4525 et seq., which governs negotiations for A&E related services, MTS entered into negotiations, with each of the remaining firms to establish fair and reasonable indirect rates and profit for future Work Order Agreements under a Master Agreement.

On or around March 9, 2022, the committee concluded negotiations with each firm, and established fair and reasonable indirect rates and profit for future Work Orders under separate Master Agreements.

Today's proposed action would authorize the CEO to enter into master agreements. For projects requiring A&E Services, work orders will be issued to the firms on the applicable on-call list for the service area identified in Attachment I. Work Orders will include such items as a statement of work, period of performance, pricing, deliverable(s), schedule, and any other essential commitments and provisions that support MTS operations and future design needs. Individual Work Orders awarded to firms on the on-call list will be processed according to the Signature Authority amounts included in Board Policy No. 41, with all work orders over \$100,000 requiring Board approval. The estimate spending for A&E Services over the five year on-call panel contract period (July 1, 2022 to June 30, 2027) is \$20,500,000.00. No specific spending is guaranteed to any firm.

A separate list of on-call prime consultants and their respective subconsultants, including any classifications is provided in Attachment J.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute seven (7) on-call A&E master agreements with the following qualified list of firms (in substantially the same format as Attachments A through G) for a period of five (5) years:

<b>Firm Name</b>	<b>Certification Status</b>	<b>Contract Number</b>	<b>Category</b>	<b>Attachment</b>
HDR Engineering, Inc. (HDR)		PWL352.0-22	A - Comprehensive	A
Dokken Engineering, Inc. (Dokken)		PWL353.0-22	A - Comprehensive	B
Mott MacDonald Group, Inc. (Mott)		PWL354.0-22	A - Comprehensive	C
Psomas		PWL355.0-22	A - Comprehensive	D
Pacific Railway Enterprises, Inc. (PRE)	Small Business (SB), Disadvantaged Business Enterprise (DBE)	PWL356.0-22	B - Small Business Set Aside	E
CR Associates (CRA)	SB, DBE	PWL357.0-22	B - Small Business Set Aside	F
CL Surveying and Mapping (CL)	SB, DBE	PWL358.0-22	C - Specialty	G

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

- Attachments:
- A. PWL352.0-22 Draft Master Agreement Cover Page – HDR
  - B. PWL353.0-22 Draft Master Agreement Cover Page – Dokken
  - C. PWL354.0-22 Draft Master Agreement Cover Page – Mott Mac
  - D. PWL355.0-22 Draft Master Agreement Cover Page – Psomas
  - E. PWL356.0-22 Draft Master Agreement Cover Page – PRE
  - F. PWL357.0-22 Draft Master Agreement Cover Page – CRA
  - G. PWL358.0-22 Draft Master Agreement Cover Page – CL Surveying
  - H. Service Area by Category
  - I. Prime and Subconsultants Service Areas
  - J. Prime and Subconsultant Classifications



**Metropolitan  
Transit  
System**

Att.A, AI 10, 05/12/22

**STANDARD AGREEMENT**

**FOR**

**MTS DOC. NO. PWL352.0-22**

**ON-CALL ARCHITECTURE AND ENGINEERING SERVICES**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: HDR Engineering, Inc. Address: 401 B Street, Suite 1110  
San Diego CA 92101  
City State Zip  
Form of Business: Corporation  
(Corporation, Partnership, Sole Proprietor, etc.) Email: [Tom.Kim@hdrinc.com](mailto:Tom.Kim@hdrinc.com)  
Telephone: 714.504.8860

Authorized person to sign contracts Thomas T. Kim, PE Senior Vice President  
Name Title

The Contractor agrees to provide services as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E), Forms (Exhibit D), and MTS Policy 44C Travel Guidelines for Contractors (Exhibit F).

The contract term is for five (5) years effective July 1, 2022 through June 30, 2027.

Payment terms shall be net 30 days from invoice date. Payment for actual performance of services shall be in accordance with Work Orders awarded under this master agreement.

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





**Metropolitan  
Transit  
System**

**STANDARD AGREEMENT**

**FOR**

**MTS DOC. NO. PWL353.0-22**

**ON-CALL ARCHITECTURE AND ENGINEERING SERVICES**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: Dokken Engineering, Inc. Address: 1450 Frazee Road, Suite 100  
San Diego CA 92108  
City State Zip  
 Form of Business: Corporation  
 (Corporation, Partnership, Sole Proprietor, etc.) Email: jkleumunes@dokkenengineering.com  
 Telephone: 916.858.0642

Authorized person to sign contracts	John A. Klemunes Jr., PE	President
	_____ Name	_____ Title

The Contractor agrees to provide services as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E), Forms (Exhibit D), and MTS Policy 44C Travel Guidelines for Contractors (Exhibit F).

The contract term is for five (5) years effective July 1, 2022 through June 30, 2027.

Payment terms shall be net 30 days from invoice date. Payment for actual performance of services shall be in accordance with Work Orders awarded under this master agreement.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	DOKKEN ENGINEERING, INC.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____





# STANDARD AGREEMENT

## FOR

**MTS DOC. NO. PWL354.0-22**

### ON-CALL ARCHITECTURE AND ENGINEERING SERVICES

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: Mott MacDonald Group, Inc. Address: 750 B Street, Suite 2880  
San Diego CA 92108  
City State Zip  
 Form of Business: C Corporation  
 (Corporation, Partnership, Sole Proprietor, etc.) Email: Farhad.Nourbakhsh@mottmac.com  
 Telephone: 619.881.0404

Authorized person to sign contracts	Farhad Nourbakhsh, PE	Vice President, Contract Manager
	Name	Title

The Contractor agrees to provide services as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E), Forms (Exhibit D), and MTS Policy 44C Travel Guidelines for Contractors (Exhibit F).

The contract term is for five (5) years effective July 1, 2022 through June 30, 2027.

Payment terms shall be net 30 days from invoice date. Payment for actual performance of services shall be in accordance with Work Orders awarded under this master agreement.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	MOTT MACDONALD GROUP, INC.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____





**Metropolitan  
Transit  
System**

Dtt.D, AI 10, 05/12/22

**STANDARD AGREEMENT**

**FOR**

**MTS DOC. NO. PWL355.0-22**

**ON-CALL ARCHITECTURE AND ENGINEERING SERVICES**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: Psomas Address: 401 B Street, Suite 1600  
San Diego CA 92101  
City State Zip  
Form of Business: Corporation  
(Corporation, Partnership, Sole Proprietor, etc.) Email: Kimberly.Wender@Psomas.com  
Telephone: 619.961.2835  
Authorized person to sign contracts Kimberly Wender, PE, QSD, ENV SP Vice President  
Name Title

The Contractor agrees to provide services as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E), Forms (Exhibit D), and MTS Policy 44C Travel Guidelines for Contractors (Exhibit F).

The contract term is for five (5) years effective July 1, 2022 through June 30, 2027.

Payment terms shall be net 30 days from invoice date. Payment for actual performance of services shall be in accordance with Work Orders awarded under this master agreement.

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







# STANDARD AGREEMENT

## FOR

MTS DOC. NO. PWL356.0-22

### ON-CALL ARCHITECTURE AND ENGINEERING SERVICES

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: Pacific Railway Enterprises, Inc. Address: 3560 University Avenue, Suite F  
Riverside CA 92501  
City State Zip  
 Form of Business: Corporation  
 (Corporation, Partnership, Sole Proprietor, etc.) Email: [japurcell@pacrail.com](mailto:japurcell@pacrail.com)  
 Telephone: 951.784.4630, Ext. 110  
 Authorized person to sign contracts Jennifer A. Purcell, PE President/CEO  
Name Title

The Contractor agrees to provide services as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E), Forms (Exhibit D), and MTS Policy 44C Travel Guidelines for Contractors (Exhibit F).

The contract term is for five (5) years effective July 1, 2022 through June 30, 2027.

Payment terms shall be net 30 days from invoice date. Payment for actual performance of services shall be in accordance with Work Orders awarded under this master agreement.

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





# STANDARD AGREEMENT

## FOR

**MTS DOC. NO. PWL357.0-22**

### ON-CALL ARCHITECTURE AND ENGINEERING SERVICES

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: CR Associates Address: 3900 Fifth Avenue, Suite 310  
San Diego CA 92103  
City State Zip  
 Form of Business: Corporation  
 (Corporation, Partnership, Sole Proprietor, etc.) Email: [mcapuzzi@cramobility.com](mailto:mcapuzzi@cramobility.com)  
 Telephone: 610.405.3929

Authorized person to sign contracts Matt Capuzzi, PE Executive Vice President/Principal  
Name Title

The Contractor agrees to provide services as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E), Forms (Exhibit D), and MTS Policy 44C Travel Guidelines for Contractors (Exhibit F).

The contract term is for five (5) years effective July 1, 2022 through June 30, 2027.

Payment terms shall be net 30 days from invoice date. Payment for actual performance of services shall be in accordance with Work Orders awarded under this master agreement.

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





**Metropolitan  
Transit  
System**

**STANDARD AGREEMENT**

**FOR**

**MTS DOC. NO. PWL358.0-22**

**ON-CALL ARCHITECTURE AND ENGINEERING SERVICES**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: CL Surveying & Mapping, Inc. Address: 8920 Activity Road, Suite K  
San Diego CA 92126  
City State Zip  
 Form of Business: S Corporation  
 (Corporation, Partnership, Sole Proprietor, etc.) Email: [dan@cl-survey.com](mailto:dan@cl-survey.com)  
 Telephone: 909.544.9546

Authorized person to sign contracts Daniel Calvillo Vice President  
 Name Title

The Contractor agrees to provide services as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E), Forms (Exhibit D), and MTS Policy 44C Travel Guidelines for Contractors (Exhibit F).

The contract term is for five (5) years effective July 1, 2022 through June 30, 2027.

Payment terms shall be net 30 days from invoice date. Payment for actual performance of services shall be in accordance with Work Orders awarded under this master agreement.

<b>SAN DIEGO METROPOLITAN TRANSIT SYSTEM</b>	<b>CL SURVEYING &amp; MAPPING, INC.</b>
By:  _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By:  _____ Karen Landers, General Counsel	Title: _____



**2.2.1. CONTRACT AND SERVICE CATEGORY SELECTION**

Respondents seeking consideration for the “Comprehensive” or “Small Business Set Aside” contract categories must be able to assemble a team experienced and qualified in performing the services identified below. See RFQ Attachment, Scope of Work for descriptions of the service categories. These are minimum requirements. It is not necessary for the prime to be experienced and qualified to perform all of the minimum requirements and can rely on subconsultants to meet the minimum requirements. If the team can provide more than the minimum requirements, please note in your submission. However, the prime consultant must be able to perform at least 20 percent of the work they are awarded, if any, over the entire contract period. It is not necessary for Respondents to demonstrate experience in categories other than the minimum required service areas.

<b>Item No.</b>	<b>Minimum Requirements by Contract Category</b>	<b>Comprehensive</b>	<b>Small Business Set Aside</b>	<b>Specialty</b>
1.	Transit Guideway Design	X		
2.	Railroad Track Design	X		
3.	Transit and Railroad Station Design	X		
4.	Transit and Railroad Systems Engineering Design	X		
5.	Transit and Railroad Train Signaling Design	X	X	
6.	Transit and Railroad Traction Power Design	X		
7.	Transit and Railroad Maintenance and Operations Facilities Design	X		
8.	Transit and Railroad Vehicle Design	X		
9.	Electric Vehicle Charging Facility Design for Heavy Duty Vehicles	X		
10.	Architecture/Building Design/Interior Design	X	X	
11.	Environmental Documents	X	X	
12.	Structures	X	X	
13.	Traffic Design	X		
14.	Traffic Electrical	X		
15.	Utilities	X	X	

<b>Item No.</b>	<b>Minimum Requirements by Contract Category</b>	<b>Comprehensive</b>	<b>Small Business Set Aside</b>	<b>Specialty</b>
16.	Landscape Architecture and Irrigation Design	X	X	
17.	Surveying	X	X	X
18.	ADA Compliance	X	X	
19.	Building Rehabilitation and Code Compliance		X	X
20.	Railroad Modeling	X		
21.	Service Life Modeling	X		
22.	Coastal Engineering	X		
23.	Forensic Engineering	X		
24.	Right of Entry Permit Engineering Support			X
25.	Right of Way Engineering and Acquisition Services			X
26.	Transportation Planning	X	X	X

[illegible]

[illegible]

FIRM NAME	CL SURVEYING	CR ASSOCIATES	DOKKEN	HDR	MOTT MACDONALD	PRE	PSOMAS	DBE	MBE	WBE	DVBE	SB	LBGT	OTHER
AARK ENGINEERING, INC.		X										X		
AECOM TECHNICAL SERVICES, INC.						X								
AGUIRRE & ASSOCIATES		X	X	X	X			X	X			X		
ANIL VERMA ASSOCIATES, INC.							X	X	X			X		
AP ENGINEERING AND TESTING, INC.				X				X	X					
ARROYO IRRIGATION, INC.				X										
ATLAS TECHNICAL CONSULTANTS, LLC				X										
BANNING ARCHITECTURE				X										
BERGGREN & ASSCOCIATES					X			X						
BRG CONSULTING, INC.						X				X		X		
BURNS ENGINEERING, INC.						X								
BYRNE COMMUNICATIONS CONSULTING		X						X						
C2 GROUP							X	X		X		X		
CAMBRIDGE SYSTEMATICS, INC.		X												
CARRIER JOHNSON + CULTURE		X												
CL SURVEYING & MAPPING, INC.	X							X				X		
COFFMAN ENGINEERS, INC.		X												
COGSTONE			X					X		X		X		
CR ASSOCIATES		X						X	X	X		X		
CUMMING MANAGEMENT GROUP, INC.				X										
DB ENGINEERING & CONSULTING USA, INC.		X												
DIAZ YOURMAN & ASSOCIATES						X		X	X			X		
DOKKEN ENGINEERING			X											
DUDEK		X												
EARTH MECHANICS, INC.			X					X				X		
ENTECH CONSULTING GROUP			X					X	X	X		X		
EPIC LAND SOLUTIONS		X												
ESTRADA LAND PLANNING					X			X						
GANNETT FLEMING, INC.				X										
GATEWAY PACIFIC MANAGEMENT, INC.				X				X						
GEOCON, INC.			X											
GHD, INC.		X												
GLOBAL SIGNALS GROUP, INC.						X	X					X		
GUIDA SURVEYING, INC.						X						X		
HARRIS MILLER MILLER & HANSON, INC.				X				X				X		
HATCH ASSOCIATES CONSULTANTS, INC.							X							
HATCH LTK							X							



FIRM NAME	CL SURVEYING	CR ASSOCIATES	DOKKEN	HDR	MOTT MACDONALD	PRE	PSOMAS	DBE	MBE	WBE	DVBE	SB	LBGT	OTHER
HDR ENGINEERING, INC.				X										
HELIX ENVIRONMENTAL PLANNING, INC.					X									
IBI GROUP		X												
ICF JONES & STOKES, INC.		X												
INLAND AERIAL SURVEYS, INC.	X											X		
JENSEN HUGHES			X											
KTU&A			X				X					X		
LEIGHTON CONSULTING, INC.				X										
LOPEZ ENGINEERING, INC.					X			X	X			X		
MCLEAN & SCHULTZ					X			X	X					
MICHAEL BAKER INTERNATIONAL							X							
MOFFATT & NICHOL			X											
MONUMENT ROW, INC.				X				X						
MOTT MACDONALD GROUP, INC.					X									
NINYO & MOORE GEOTECHNICAL AND ENVIRONMENTAL SCIENCES CONSULTANTS					X		X		X					
NV5, INC.		X												
PACIFIC RAIL ENTERPRISES			X	X	X	X		X				X		
PSOMAS			X				X							
RAILPROS, INC.							X							
REDDY ENGINEERING SERVICES, INC.		X						X	X			X		
R.E.Y. ENGINEERS, INC.	X											X		
RICK ENGINEERING COMPANY				X										
ROESLING NAKAMURA TERADA ARCHITECTS, INC.		X							X			X		
SAFDIE RABINES ARCHITECTS			X						X			X		
SCHMIDT DESIGN GROUP		X										X		
STC TRAFFIC, INC.		X		X	X	X						X		
STEVE POLICAR, LLC				X				X						
STV INCORPORATED		X				X								
SWCA, INC.					X									
SYSTRA CONSULTING, INC.				X										
TRANSPORTATION MANAGEMENT AND DESIGN		X		X			X	X				X		
TRI-COUNTY DRILLING, INC.				X				X		X				X
T.Y. LIN INTERNATIONAL		X												
VRPA TECHNOLOGIES, INC.			X					X		X		X		
WSP USA, INC.			X											
CATEGOR A - COMPREHENSIVE														
CATEGORY B - SMALL BUSINESS SET ASIDE														
CATEGORY C - SPECIALTY PRIME														



## Agenda Item No. 11

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

May 12, 2022

**SUBJECT:**

EL CAJON THIRD TRACK 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. PWL341.0-22 (in substantially the same format as Attachment A), with Shimmick Construction Company, Inc. (Shimmick) for the El Cajon Third Track Project in the amount of \$11,106,700.00 (\$10,097,000.00 plus 10% contingency of \$1,009,700.00).

**Budget Impact**

The total budget for this project shall not exceed \$11,106,700.00 (\$10,097,000.00 plus 10% contingency of \$1,009,700.00) over the duration of the construction services as shown below:

DESCRIPTION	TOTAL BID AMOUNT	BID WITH 10% CONTINGENCY
El Cajon Third Track	\$8,279,540.00	\$9,107,494.00
INT E26 Signal Upgrade	\$1,817,460.00	\$1,999,206.00
<b>Grand Total</b>	<b>\$10,097,000.00</b>	<b>\$11,106,700.00</b>

This project is funded by MTS Capital Improvement Project (CIP) 2005113501 – El Cajon Third Track and CIP 2005104101 – Interlocking E26 Signal Upgrade.

**DISCUSSION:**

This project adds a new siding track and a 23-foot platform extension at the El Cajon Transit Center (ECTC). This will bring the total tracks at the ECTC to three – the first for westbound Orange Line and Green Line service, the second for eastbound Orange Line and Green Line service, and a new third track between the ECTC and the Green Line terminal station in Santee. This project is accordingly called the El Cajon Third Track Project.

A new turnout will be installed on the mainline and approximately 480 feet of new track will be constructed to connect the new siding track to the mainline. An additional crossover will be constructed for operational flexibility north of the station on the current MTS mainline south of



Wagner Drive. This project will improve operational efficiencies between ECTC and Santee Town Center Station.

On December 28, 2021, staff issued an Invitation for Bids (IFB) inclusive of the El Cajon Third Track and the following Bids were received:

IMT Double Tracks		
COMPANY NAME	Disadvantage Business Enterprise (DBE)/Small Business (SB)/Minority Business Enterprise (MBE) Certifications	BID AMOUNT
<b>Shimmick Construction Company, Inc.</b>	<b>N/A</b>	<b>\$10,097,000.00</b>
WCGG/HMS, A Joint Venture	<b>N/A</b>	\$10,993,511.29
Herzog Contracting Corp.	<b>N/A</b>	\$11,046,200.00
Reyes Construction, Inc.	<b>N/A</b>	\$11,716,131.00
Griffith Company	<b>N/A</b>	\$12,466,466.00
Granite Construction Company	<b>N/A</b>	\$13,164,000.00
MTS – Independent Cost Estimate (ICE)		\$8,899,054.00

Although more than 10% higher than the MTS Independent Cost Estimate, the bids received provided a sufficient picture of the current market conditions that resulted from the COVID-19 pandemic and global supply chain issues. Based on this data, and in comparison with the ICE, MTS staff determined Shimmick's price to be fair and reasonable. (Attachment C includes Shimmick's Subcontractor Listing).

Therefore, staff recommends that the MTS Board authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL341.0-22 (in substantially the same format as Attachment A), with Shimmick for the El Cajon Third Track Project in the amount of \$11,106,700.00 (\$10,097,000.00 plus 10% contingency of \$1,009,700.00).

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. Draft Agreement MTS. Doc. No. PWL341.0-22  
B. Bid Price Form  
C. Subcontractor Listing



**Metropolitan  
Transit  
System**

Att.A, AI 11, 05/12/22

**STANDARD CONSTRUCTION AGREEMENT  
FOR  
MTS DOC. NO. PWL341.0-22  
EL CAJON THIRD TRACK**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2022, 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: SHIMMICK CONSTRUCTION COMPANY, INC. Address: 530 TECHNOLOGY DR. STE. 300

IRVINE, CA 92618

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

Email: ASLOANE@SHIMMICK.COM

Telephone: 949-333-1500

Authorized person to sign contracts W. ANDREW SLOANE III EXECUTIVE VP  
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:

**EL CAJON THIRD TRACK**

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 **360 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 ten million ninety-seven thousand Dollars (\$10,097,000.00). 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	SHIMMICK CONSTRUCTION COMPANY INC.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

EL CAJON TRANSIT CENTER THIRD TRACK CONSTRUCTION					
ATT 2 BID PRICE FORM ADDENDUM 3					
Line No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
MOBILIZATION / DEMOBILIZATION					
1	Mobilization / Demobilization	1	LS	\$ 950,000.00	\$ 951,185.90
SUBTOTAL MOBILIZATION / DEMOBILIZATION					\$ 951,185.90
CIVIL					
2	Remove Landscape and Irrigation	1	LS	\$ 50,000.00	\$ 50,000.00
3	Remove Tree	8	EA	\$ 1,750.00	\$ 14,000.00
4	Remove AC Pavement and Base	6020	SF	\$ 5.50	\$ 33,110.00
5	Remove Concrete	5647	SF	\$ 7.00	\$ 39,529.00
6	Remove Concrete Curb	511	LF	\$ 6.00	\$ 3,066.00
7	Remove Fence	58	LF	\$ 25.00	\$ 1,450.00
8	Remove Wall and Foundation	1375	SF	\$ 35.00	\$ 48,125.00
9	Remove Thermoplastic Pavement Markings	120	LF	\$ 1.00	\$ 120.00
10	Sawcut	485	LF	\$ 6.50	\$ 3,152.50
11	ADA Directional & Braille Station Signage	4	EA	\$ 750.00	\$ 3,000.00
12	Relocate Bike Locker	1	EA	\$ 2,500.00	\$ 2,500.00
13	Landscape and Complete Irrigation System	1	LS	\$ 30,000.00	\$ 30,000.00
14	Curb Ramp with Truncated Dome	2	EA	\$ 6,500.00	\$ 13,000.00
15	Detectable Warning Surface	15	SF	\$ 45.00	\$ 675.00
16	Minor Concrete (sidewalk)	72	CY	\$ 1,000.00	\$ 72,000.00
17	Minor Concrete (v-ditch)	1.5	CY	\$ 1,200.00	\$ 1,800.00
18	Minor Concrete ( ductbank)	80	CY	\$ 400.00	\$ 32,000.00
19	Minor Concrete (gravity wall, type A)	48	CY	\$ 775.00	\$ 37,200.00
20	Minor Concrete (Curb)	485	LF	\$ 45.00	\$ 21,825.00
21	Asphalt Concrete Pavement	2225	SF	\$ 10.00	\$ 22,250.00
22	Cold Plane Asphalt Concrete Pavement	1020	SF	\$ 3.00	\$ 3,060.00
23	6ft Chainlink Fence	121	LF	\$ 95.00	\$ 11,495.00
24	4ft Swing Gate	1	EA	\$ 4,250.00	\$ 4,250.00
25	8ft Double Swing Gate	1	EA	\$ 7,000.00	\$ 7,000.00
26	3ft Swing Gate	1	EA	\$ 4,250.00	\$ 4,250.00
27	Parking bumper	8	EA	\$ 500.00	\$ 4,000.00
28	Relocate Bus Shelter (Sycuan)	1	EA	\$ 4,500.00	\$ 4,500.00
29	Bus Stop Sign	2	EA	\$ 600.00	\$ 1,200.00
30	MTS Parking Sign	4	EA	\$ 600.00	\$ 2,400.00
31	ADA Parking Sign	4	EA	\$ 600.00	\$ 2,400.00
32	Paint Curb (2-coat)	545	LF	\$ 2.50	\$ 1,362.50
33	Thermoplastic Pavement Markings	1	LS	\$ 12,000.00	\$ 12,000.00
34	Bollard Post	3	EA	\$ 1,500.00	\$ 4,500.00
35	Construction Area Sign	2	EA	\$ 3,000.00	\$ 6,000.00
36	Import Fill	3100	CY	\$ 38.00	\$ 117,800.00

EL CAJON TRANSIT CENTER THIRD TRACK CONSTRUCTION					
ATT 2 BID PRICE FORM ADDENDUM 3					
Line No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
<b>MOBILIZATION / DEMOBILIZATION</b>					
1	Mobilization / Demobilization	1	LS	\$ 950,000.00	\$ 951,185.90
37	Bar Reinforcing Steel (wall and utility pad)	248463	LB	\$ 1.50	\$ 372,694.50
38	Structural Concrete (wall and utility pad)	1285	CY	\$ 610.00	\$ 783,850.00
39	Structural Concete (Platform)	29	CY	\$ 1,750.00	\$ 50,750.00
40	Bar Reinforcing Steel (Platform)	4900	LB	\$ 1.80	\$ 8,820.00
41	Pervious Backfill	340	CY	\$ 115.00	\$ 39,100.00
42	Structural Backfill	3564	CY	\$ 47.00	\$ 167,508.00
43	Structural Excavation	1424	CY	\$ 58.00	\$ 82,592.00
44	Stray Current Protection (Wall)	8766	SF	\$ 0.60	\$ 5,259.60
45	Wall Treatment - Fractured Fin	8766	SF	\$ 14.00	\$ 122,724.00
46	Galvanized Handrail	730	LF	\$ 325.00	\$ 237,250.00
47	Handrail (Platform Extension)	55	LF	\$ 25.00	\$ 1,375.00
48	Detectable Warning Strip (platform)	475	SF	\$ 210.00	\$ 99,750.00
49	6" Black "Stand Behind the Line" Paver	187	LF	\$ 318.00	\$ 59,466.00
50	Paver	1710	SF	\$ 215.00	\$ 367,650.00
<b>SUBTOTAL CIVIL</b>					\$ 3,013,809.10
<b>UTILITIES</b>					
51	Complete Storm Drain Conveyance System	1	LS	\$ 85,000.00	\$ 85,000.00
52	Complete Track Underdrain Conveyance System	1	LS	\$ 85,000.00	\$ 85,000.00
<b>SUBTOTAL UTILITIES</b>					\$ 170,000.00
<b>TRACKWORK</b>					
53	Furnish and Install Ballasted Track 115 RE High Strength Rail	620	TF	\$ 1,300.00	\$ 806,000.00
54	Concrete Ties	280	EA	\$ 275.00	\$ 77,000.00
55	Realigned Track	705	TF	\$ 60.00	\$ 42,300.00
55A	Rail Plug (40ft long)	2	EA	\$ 4,500.00	\$ 9,000.00
56	Remove Existing Track	305	TF	\$ 60.00	\$ 18,300.00
57	Remove Existing Crossover	1	EA	\$ 20,000.00	\$ 20,000.00
58	Furnish and Install Bumping Post	1	EA	\$ 40,000.00	\$ 40,000.00
59	Install No. 10 Single Crossover with Switch Machine	1	EA	\$ 125,000.00	\$ 125,000.00
60	Install No. 10 Turnout with Switch Machine	1	EA	\$ 60,000.00	\$ 60,000.00
61	Ballasted No. 3 (Mainline Track)	410	CY	\$ 175.00	\$ 71,750.00
62	Ballasted No. 5 (Walkway)	175	CY	\$ 230.00	\$ 40,250.00
63	Subballast (Class 2 aggregate)	173	CY	\$ 135.00	\$ 23,355.00
<b>SUBTOTAL TRACKWORK</b>					\$ 1,332,955.00
<b>ELECTRICAL</b>					
64	Remove Existing Cables	1	LS	\$ 11,500.00	\$ 11,500.00
65	Electrical Conduit	1	LS	\$ 155,000.00	\$ 155,000.00
66	Install and furnish Electrical cables	1	LS	\$ 155,000.00	\$ 155,000.00

EL CAJON TRANSIT CENTER THIRD TRACK CONSTRUCTION					
ATT 2 BID PRICE FORM ADDENDUM 3					
Line No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
MOBILIZATION / DEMOBILIZATION					
1	Mobilization / Demobilization	1	LS	\$ 950,000.00	\$ 951,185.90
67	Relocated lights and Pullbox	2	EA	\$ 1,700.00	\$ 3,400.00
68	Light and Pullbox	7	EA	\$ 8,200.00	\$ 57,400.00
69	Recessed light (Ramp)	5	EA	\$ -	\$ -
70	Relocate Electrical Pedestal	1	LS	\$ 45,000.00	\$ 45,000.00
SUBTOTAL ELECTRICAL					\$ 427,300.00
SYSTEMS					
71	E27 Interlocking Installation	1	LS	\$ 680,000.00	\$ 680,000.00
72	E1682RC Modifications	1	LS	\$ 9,500.00	\$ 9,500.00
73	E1710RC Modifications	1	LS	\$ 8,000.00	\$ 8,000.00
74	E1722RC Modifications	1	LS	\$ 950.00	\$ 950.00
75	E1730RC Modifications	1	LS	\$ 8,000.00	\$ 8,000.00
76	E1731RC Modifications	1	LS	\$ 950.00	\$ 950.00
77	E1742RC-Wagner Xing Modifications	1	LS	\$ 50,000.00	\$ 50,000.00
78	E28 Interlocking Modifications	1	LS	\$ 210,000.00	\$ 210,000.00
79	E1760RC-Arnelles Xing Modifications	1	LS	\$ 950.00	\$ 950.00
80	E1766RC Petree Street Xing Modifications	1	LS	\$ 950.00	\$ 950.00
81	E1788RC Modifications	1	LS	\$ 6,500.00	\$ 6,500.00
82	Various Pole Junction Modifications	1	LS	\$ 5,000.00	\$ 5,000.00
83	E27 to E28 Interconnect Cable	4	LS	\$ -	\$ -
84	Relocate Communication Cabinet	1	LS	\$ 50,000.00	\$ 50,000.00
85	E26 Interlocking	1	LS	\$ 1,600,000.00	\$ 1,600,000.00
86	WAN Fiber Phasing ( including 3 phases)	1	LS	\$ 350,000.00	\$ 350,000.00
87	Advance Call Signal Modifications	1	LS	\$ 17,000.00	\$ 17,000.00
88	Removal and Disposal of Existing Poles, Foundation and Catenary	1	LS	\$ 12,500.00	\$ 12,500.00
89	Transport and Install Owner Supplied OCS Poles	6	EA	\$ 1,700.00	\$ 10,200.00
90	Supply and Install PT-B1 Type OCS Poles	2	EA	\$ 19,500.00	\$ 39,000.00
91	Supply and Install PT-B2 Type OCS Poles	1	EA	\$ 20,000.00	\$ 20,000.00
92	Supply and Install PT-C1 Type OCS Poles	1	EA	\$ 20,500.00	\$ 20,500.00
93	Supply and Install FD-A1 Type OCS Pole Foundations	2	EA	\$ 4,000.00	\$ 8,000.00
94	Supply and Install FD-B2 Type OCS Pole Foundations	1	EA	\$ 4,500.00	\$ 4,500.00
95	Supply and Install FD-C1 Type OCS Pole Foundations	1	EA	\$ 5,000.00	\$ 5,000.00
96	Supply and Install FW-A1 Type OCS Pole Foundations	1	EA	\$ 2,000.00	\$ 2,000.00
97	Supply and Install FW-A2 Type OCS Pole Foundations	3	EA	\$ 3,000.00	\$ 9,000.00
98	Supply and Install FW-B1 Type OCS Pole Foundations	1	EA	\$ 2,000.00	\$ 2,000.00
99	Supply and Install OCS Cantilever Pole Brackets	11	EA	\$ 1,000.00	\$ 11,000.00
100	Supply and Install OCS Termination Bracket	10	EA	\$ 900.00	\$ 9,000.00
101	Supply and Install OCS Cantilevers	13	EA	\$ 2,750.00	\$ 35,750.00



EL CAJON TRANSIT CENTER THIRD TRACK CONSTRUCTION					
ATT 2 BID PRICE FORM ADDENDUM 3					
Line No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
MOBILIZATION / DEMOBILIZATION					
1	Mobilization / Demobilization	1	LS	\$ 950,000.00	\$ 951,185.90
102	Supply and Install OCS 2-track Cantilevers	1	EA	\$ 11,000.00	\$ 11,000.00
103	Supply and Install OCS Pull-off	1	EA	\$ 4,500.00	\$ 4,500.00
104	Supply and Install OCS Balance Weights	2	EA	\$ 27,500.00	\$ 55,000.00
105	Supply and Install OCS Section Insulators	2	EA	\$ 7,500.00	\$ 15,000.00
106	Supply and Install OCS In-Span Insulators	1	EA	\$ 4,500.00	\$ 4,500.00
107	Supply and Install OCS Hangers	80	EA	\$ 325.00	\$ 26,000.00
108	Supply and Install OCS Contact Bridges	2	EA	\$ 2,500.00	\$ 5,000.00
109	Supply and Install OCS Disconnect Switch	1	EA	\$ 4,250.00	\$ 4,250.00
110	Supply and Install OCS Jumpers	3	EA	\$ 1,750.00	\$ 5,250.00
111	Supply and Install OCS Messenger Wire	1	LS	\$ 42,500.00	\$ 42,500.00
112	Supply and Install OCS Contact Wire	1	LS	\$ 50,000.00	\$ 50,000.00
113	Fiber Optic Relocation	1	LS	\$ 25,000.00	\$ 25,000.00
114	Systems Testing and Acceptance	1	LS	\$ 650,000.00	\$ 650,000.00
115	Provisionally Supply PT-A1-C Type OCS Poles	3	EA	\$ 9,500.00	\$ 28,500.00
116	Provisionally Supply PT-A2-C Type OCS Poles	3	EA	\$ 9,500.00	\$ 28,500.00
SUBTOTAL SYSTEMS					\$ 4,141,250.00
117	BID BOND				\$ 500.00
118	PAYMENT AND PERFORMANCE BOND				\$ 60,000.00
GRAND TOTAL BASIS OF AWARD (INCLUDES BONDS)					\$ 10,097,000.00

Subcontractor							Any time there is a change to a Subcontractor resubmit this attachment. Any change to these forms after bid submittal must be made in accordance with Public Contract Code sections 4100 et seq., as applicable, and as permitted by MTS.						
Company Name	Type of DBE	% of Work	DIR Number	Dollar Value	Description of Work	Point of Contact First Name	Point of Contact Last Name	Email	Phone Number	Street Address	City	State	Zip
Loram Maintenance of Way	N/A	1.0%	1000017527	\$ 102,212.00	Rail Grinding	Tyson	Brownlee	tyson.k.brownlee@loram.com	612-280-9443	3900 Arrowhead Dr	Hamel	MN	55340
AZ Construction Inc. dba Ace Fence Company	DBE; MBE; WBE	2.1%	1000004092	\$ 212,885.00	Fencing/Handrail	Ben	Layos	blayos@acefencecompany.com	626-333-0727	727 Glendora Ave	La Puente	CA	91744
T & D Services Inc. dba T & D Trenchless	SB	1.8%	1000033990	\$ 178,000.00	Directional Boring	Tom	Van Dyke	tomvandyke1000@gmail.com	951-304-1190	42371 Guava St.	Murrieta	CA	92562
Harris Arizona Rebar Inc. dba Harris Rebar Southern California	N/A	3.1%	1000007035	\$ 315,314.00	Rebar	Adolpho	Velazquez	avelazquez@harrisrebar.com	619-560-3366	12751 Vigilante Rd	Lakeside	CA	92040



## Agenda Item No. 12

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

May 12, 2022

#### SUBJECT:

EL CAJON THIRD TRACK CONSTRUCTION MANAGEMENT SERVICES – WORK ORDER

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA2498-CM02 under MTS Doc. No. G2498.0-21 (in substantially the same format as Attachment A) with Kleinfelder Construction Services, Inc. for the El Cajon Third Track Construction Management (CM) Services in the amount of \$999,582.29.

#### Budget Impact

The total budget for this project shall not exceed \$999,582.29. This contract is funded by MTS Capital Improvement Project (CIP) 2005113501 – El Cajon Third Track.

#### DISCUSSION:

This project adds a new siding track and a 23-foot platform extension at the El Cajon Transit Center (ECTC). This will bring the total tracks at the ECTC to three – the first for westbound Orange Line and Green Line service, the second for eastbound Orange Line and Green Line service, and a new third track to accommodate a 2-car train that may be operated as a shuttle between the ECTC and the Green Line terminal station in Santee. This project is accordingly called the El Cajon Third Track Project.

A new turnout will be installed on the mainline and approximately 480 feet of new track will be constructed to connect the new siding track to the mainline. An additional crossover will be constructed for operational flexibility north of the station on the current MTS mainline south of Wagner Drive. This project will improve operational efficiencies between ECTC and Santee Town Center Station.

Agenda Item No. 11 on today's agenda seeks approval to award the construction contract for this project.



As part of that construction project, MTS requires CM services to assist staff with the coordination, control and oversight of the construction contractor from beginning of work through completion (collectively "CM Services"). The proposed Work Order for CM Services includes civil, track, signaling, and catenary power inspections, and the assistance of a resident engineer and field inspector at various times throughout construction.

On January 11, 2021, San Diego Association of Governments (SANDAG) and MTS issued a joint Request for Statement of Qualifications (RFSQ) for On-Call CM Services. The RFSQ resulted in the approval of 6 firms qualified to perform CM services. Tasks are assigned to the firms through a work order process.

MTS sought mini-proposals from the On-Call List firms to provide CM Services for the El Cajon Third Track Project. MTS evaluated proposals from four (4) CM firms (2 firms chose not to propose), and after scoring each firm based on the required criteria, Kleinfelder Construction Services, Inc. was chosen as the highest qualified.

Ranking	Proposer Name	Total Score
1	<b>KLEINFELDER</b>	<b>98.33</b>
2	JACOBS	87.67
3	AECOM	82.33
4	PGH WONG	74.00

Kleinfelder Services Inc.'s proposed amount of \$999,582.29 is deemed to be fair and reasonable in comparison to \$880,920, MTS's Independent Cost Estimate (ICE). The list of subconsultants is included within Attachment A.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. WOA2498-CM02 under MTS Doc. No. G2498.0-21 (in substantially the same format as Attachment A) with Kleinfelder Construction Services, Inc. for the El Cajon Third Track Construction Management (CM) Services in the amount of \$999,582.29.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. Draft Work Order WOA2498-CM02 - MTS Doc. No. G2498.0-21

May 12, 2022

MTS Doc. No. G2498.0-21  
Work Order No. WOA2498-CM02

Marc McIntyre  
Project/Task Order Manager  
Kleinfelder Construction Services, Inc.  
5761 Copley Drive Ste.100  
San Diego, CA 92101

Dear Mr. McIntyre:

Subject: MTS DOC. NO. G2498.0-21, WOA2498-CM02, EL CAJON THIRD TRACK, CONSTRUCTION MANAGEMENT (CM) SERVICES WORK ORDER AGREEMENT

This letter shall serve as our agreement MTS Doc. No. G2498.0-21, WOA2498-CM02, for Construction Management services under the Construction Management Consultant Agreement, as further described below.

#### SCOPE OF SERVICES

Provide construction management and inspection staff for El Cajon Third Track Construction, in accordance with MTS and SANDAG policies and procedures. Please see Attachment A, Scope of Services, for a detailed summary of the services to be provided.

#### SCHEDULE

The project schedule shall follow contract PWL341.0-22 El Cajon Third Track Construction.

#### PAYMENT

Payment shall be based on actual costs in the amount not-to-exceed \$880,920.00 without prior written authorization of MTS

Please sign below, and return the document to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect.

Sincerely,

Accepted:

---

Sharon Cooney  
Chief Executive Officer

Mark McIntyre, Project/Task Order Manager  
Kleinfelder Construction Services, Inc.

Date:

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

## **SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)**

### **SCOPE OF WORK**

#### **EL CAJON THIRD TRACK CM AND INSPECTION SERVICES**

##### **I. QUALIFICATIONS**

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

##### **II. DETAILED SCOPE OF WORK:**

##### **III. PROJECT DESCRIPTION**

The project adds a new siding track and a 23-foot platform extension to accommodate a 2-car train, to be operated as a shuttle between the El Cajon Transit Center and the Green Line terminal station in Santee. A number 8 turnout will be used on the mainline and approximately 480 feet of new track to be constructed to connect the new siding track to the mainline. An additional Number 10 crossover will be constructed for operational flexibility north of the station on the current MTS mainline south of Wagner Drive.

Limited Notice-to-Proceed (LNTP) for the construction contract is expected to be issued in May 2022. Within the period from LNTP to two months after LNTP, the contractor is to transmit specified project submittals, including the baseline schedule and working drawings for long-lead materials. Notice-to-Proceed (NTP) is to be issued one month after LNTP. Construction is to begin at NTP and is specified to be completed within 360 calendar days from NTP.

##### **IV. EXPECTED RESULTS**

Provide construction management services to manage and administer the construction contract. Services include part-time project controls, contract administration, field inspection, special inspection, as-needed quality assurance materials testing, and as-needed specialty services. Should project demands exceed the staffing depicted in our revised staffing plan, we will work with MTS' Project Manager to allocate resources as necessary. Services shall be performed in accordance with MTS and SANDAG policies and procedures and under the management of MTS. Key staff shall include:

- Project Manager – Part Time
- Track/Operations Assistant Resident Engineer – Full Time
- Office Engineer – Part Time
- Signal Engineer and Inspector – As Needed
- Electrical and Communications Inspector – As Needed
- Overhead Catenary System (OCR) Inspector – As Needed

## **V. SCOPE OF WORK**

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

### **1.0 Project/Task Order Manager**

#### **Project/Task Order Manager**

The project manager will provide periodic supervision of the team, manage CM contract budget and schedule, and serve as MTS' point of contact for conduct and performance of CM services. Tasks include:

- Verify that the assigned field personnel are trained in the skills that are needed to manage each task
  - Administer personnel action, coordinate personnel matters with MTS' Contract Manager
- Review monthly invoices prior to submission to MTS

### **2.0 Track and Operations Assistant Resident Engineer**

- Resident Engineer will be assigned specifically to this Project and work under the direction of MTS Project Manager
- Perform quality assurance inspection of the work to verify general compliance with the contract documents
- Prepare daily reports noting work description, materials, quantities, pertinent decisions
- Manage the track and operational elements of the project improvements
- Perform inspection on track elements, as well as intermittent inspection for station improvements, utilities, and surface improvements
- Perform up to two source inspection visits, inspections, and documentation for manufacture of the special trackwork
- Regular tasks include:
  - On T&M change orders, keep a daily record of contractor's equipment, labor, and material on Tentative Agreements
  - Obtain regular photo documentation
  - Arrange for material tests for soils, concrete, hot mix asphalt, and other materials incorporated in the work, on an as-needed basis
  - Identify non-compliant work to the Contractor and report to the MTS Project Manager
  - Maintain accounting of daily quantities of contract bid item or change order work performed. Assist MTS Project Manager in reviewing Contractor's Pay App and assist in determining quantities to be included for payment in the monthly progress payment.
  - If observed work does not meet contract or change order requirements, prepare, and submit Non-Conformance Report (NCR) to the MTS Project Manager

- Attend weekly progress meeting as well as additional meetings as requested by the MTS Project Manager
- Monitor the construction progress with the approved construction schedule and advise the MTS Project Manager of inconsistencies or non-conformance with critical path activities
- Coordinate construction activities with MTS operations
- Coordinate/verify Contractor's flagging requests with MTS
- Perform submittal reviews for track elements
- Manage and coordinate work windows
- Support MTS Project Manager in management of the construction contract
- Coordinate with Design Team to resolve issues
- Assist with contract administration duties, Attend or lead weekly progress meetings, as required
- Work with OE to prepare agenda, RFI and Submittal logs for weekly progress meeting

### **3.0 Office Engineer**

- Perform part-time contract administration duties
- Assist with progress pay estimates as requested
- Assist with contract change orders as requested
- Manage RFI and submittal process, support RFI and submittal reviews
- Maintain project files per standard filing system, or MTS preferred system

### **4.0 Scheduling Engineer**

- Review and comment on Contractor's CPM baseline schedule and the Contractor's monthly CPM schedule updates
- Perform independent Time-Impact Analysis if necessary
- Analyze and assess project schedule to determine if concurrent delays exist

### **5.0 Overhead Catenary System (OCS) Inspection and Testing**

- Review submittals for OCS elements of the work as requested
- Review OCS phasing, construction work plans, and cutover plans OCS installations
- Perform field inspections for OCS installations, including pole foundations, poles, messenger and contact wire, insulators, disconnect switches, and other OCS devices
- Oversee testing and activation for OCS cutovers
- Perform tasks provided in "Field Inspection Staff"

### **6.0 Track Signal Engineering and Inspection**

- Review submittals for signals elements of the work, as requested
- Review construction work plans and cutover plans for signal installations
- Perform field inspections for signal installations, including conduits, foundations, signal cases, track circuits, switch machines and other signal devices
- Oversee testing for signal installations and cutovers

## **VI. PERIOD OF PERFORMANCE**

420 calendar days from NTP, which includes both the 60 calendar days from LNTP and the 360 calendar days from NTP time period(s) under the construction contract.

## **VII. DELIVERABLES**



- a. Inspection reports, inspection daily diaries, and pay estimates in accordance with MTS procedures
- b. Meeting agendas, RFI, and Submittal Logs
- c. Project records in accordance with MTS procedures or Caltrans categorical filing system

### **VIII. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES**

#### Tasks Schedule

<b>Task</b>	<b>Begin/End Dates</b>
Project management/Coordination/ Inspection Services	Approximately 360 calendar days. Follows El Cajon Third Track Construction Project PWL341.0-22.

### **IX. MATERIALS TO BE PROVIDED BY MTS AND/OR THE OTHER AGENCY**

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

### **X. SPECIAL CONDITIONS**

Scope of services excludes:

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

### **XI. MTS ACCEPTANCE OF SERVICES:**

Firm shall not be compensated at any time for unauthorized work outside of this Work Order. Firm shall provide notice to MTS' Project Manager upon 100% completion of this Work Order. Within five (5) business days from receipt of notice of Work Order completion, MTS' Project Manager shall review, for acceptance, the 100% completion notice. If Firm provides final service(s) or final work product(s) which are found to be unacceptable due to Firms and/or Firms subcontractors negligence and thus not 100% complete by MTS' Project Manager, Firm shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right

to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice. Moreover, 100% acceptance and final completion will

be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments.

Monthly progress payments shall be based on hours performed for each person/classification identified in the attached Fee Schedule and shall at no time exceed the NTE. Firm shall only be compensated for actual performance of services and at no time shall be compensated for services for which MTS does not have an accepted deliverable or written proof and MTS acceptance of services performed.

## **XII. DEFICIENT WORK PRODUCT:**

Throughout the design and/or implementation phases associated with the services rendered by the Firm, if MTS finds any work product provided by Firm to be deficient and the deficiently delays any portion of the project, Firm shall bear the full burden of their deficient work and shall be responsible for taking all corrective actions to remedy their deficient work product including but not limited to the following:

1. Paying applicable delay fees,
2. Revising provided documents,

At no time will MTS be required to correct any portion of the Firms deficient work product and shall bear no costs or burden associated with Firms deficient performance and/or work product.

## **XIII. DELIVERABLE REQUIREMENTS**

Firm will be required to submit any and all documentation required by the Scope of Work. The deliverables furnished shall be of a quality acceptable to MTS. The criteria for acceptance shall be a product of neat appearance, well-organized, and procedurally, technically and grammatically correct. MTS reserves the right to request a change in the format if it doesn't satisfy MTS's needs. All work products will become the property of MTS. MTS reserves the right to disclose any reports or material provided by the Firm to any third party.

Firm shall provide with each task, a work plan showing the deliverables schedule as well as other relevant date needed for Firm's work control, when and as requested by MTS.

Firm's computer data processing and work processing capabilities and data storage should be compatible with Windows compatible PC's, text files readable in Microsoft Word, and standard and customary electronic storage. Firm shall maintain backup copies of all data conveyed to MTS.

Firm shall provide MTS with hard copy or electronic versions of reports and/or other material as requested by MTS.

## **XII. PREVAILING WAGE**

Prevailing wage rates apply to certain personnel for these services? ☒ Yes ☐ No

## ECTC (CONCURRENT WITH BAYSIDE)

**MTS EL CAJON THIRD TRACK PROJECT**  
**KLEINFELDER CONSTRUCTION SERVICES TEAM STAFFING PLAN/SCHEDULE**  
**REVISION 0 - ASSUMES THIS WORK OVERLAPS WITH IMT BAYSIDE**

Name	Position	SANDAG CATEGORY (Per Approved Cost Template)	Firm	FY21/22		FY22/23													FY23/24							
				-1	21/22	1	2	3	4	5	6	7	8	9	10	11	12	22/23	13	14	15	23/24	TOTALS			
				PRE/LIMITED-NTP												CONSTRUCTION						CLOSEOUT				
				Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep							
Hank Gentile	Project Manager	QA/QC, Technical Expert	KCS	4	4	2	2	2	2	2	2	2	2	2	2	2	24	2	2		4	32				
Hassan Mustafa	Asst Resident Engineer	Engineer, Supervising		45	45	75	75	75	75	75	75	75	60	60	60	855	75	75		150	1050					
Keith Kranda	Asst Resident Engineer	Building Inspector Group 2		24	24	24	24	24	24	24	24	24	24	24	24	288	24	24		48	360					
Christian Magallon	Office Engineer	Engineer I			0	24	24	24	24	24	24	24	24	24	24	288	18	18		36	324					
Mark Plotnikiewicz	Schedule Engineer	Scheduler, Technical Expert		16	16	8	4	4	4	4	4	4	4	4	4	52				0	68					
Randy Lewis	Civil/Station Inspector	Building Inspector Group 2			0	60	90	90	90	90	60					570				0	570					
Matt Burris	Structures Inspector	Engineer, Associate, Building Inspector Group 2			0			60	120	120	60					480				0	480					
Roberto Becerra	Track Inspector	Building Inspector Group 2			0									60	60	60	180				0	180				
Leia Cabrera	SWPPP Coordinator	Engineer II			0	8	8	8	16	16	16	16	16	16	8	8	152	16	8		24	176				
Michalle Beringhaus	Task Order Manager	Task Order Manager			8	8	4	4	4	4	4	4	4	4	4	4	48	8	8		16	72				
Chuck Wehsener	System Testing Engineer	Engineer, Supervising	CAW	8	8	8	8	8		8			8	16	16	16	88				0	96				
Thomas Wehsener	Electrical & Comms Inspector	Building Inspector Group 2		8	8	40	40	40			40			64	40	64	328	8			8	344				
Javier Rangel	Electrical & OCS Inspector	Building Inspector Group 2	DE	16	16	40	40	40		16				40	120	120	416	16			16	448				
Marcy Szarama	Task Manager	Task Order Manager			0	4	2	4	2	2	4	2	2	2	6	6	4	40				0	40			
Mark Crowley	Signal Engineer	Building Inspector Group 2	KLF		0	8	8	8	8	8	16	16	16	24	108	96	96	412				0	412			
Marty Maggard	Signal Inspector	Building Inspector Group 2			0	8	8	8	8	8	16	16	16	16	72	70	66	312				0	312			
Chad Davis	Materials Engineer	Engineer, Supervising	KLF		0	4	4	4	4	2	2	2	2	2	2	2	32				0	32				
Carl de la Torre	Field Materials Tester	Building Inspector Group 1			0	8	16	16	16	16	16	16	16	16	8	8	8	160				0	160			
ECTC SUBTOTALS:				129	129	325	357	419	397	395	477	321	201	217	510	544	562	4725	167	135	0	302	5156			

# **Work Order Estimate Summary**

Att.A, AI 12, 05/12/22

MTS Doc. No.	TBD
Work Order No.	TBD
Attachment:	B

Work Order Title: **El Cajon Third Track CM**

Project No:

**Table 1 - Cost Codes Summary (Costs & Hours)**

Item	Cost Codes	Cost Codes Description	Total Costs
1	0270	Construction Management and Inspection Services	\$999,582.29
Totals =			<b>\$999,582.29</b>

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	ODC	Total Costs
1	1	Project / Task Order Management	112.0	\$ -	\$23,059.40
2	2	Engineering / Inspection	4,852.0	\$32,985.45	\$926,522.88
3	3	Materials Sampling and Testing	192.0	\$11,329.92	\$50,000.00
Totals =			<b>5,156.0</b>	<b>44,315.37</b>	<b>\$999,582.29</b>

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

(If Applicable, Select One)					Consultant	ODC	Labor Hrs	Total Costs
PW	DBE	DVBE	SBE	Other				
X				X	Kleinfelder Construction Services *	\$27,884.25	3,312.0	\$650,955.13
X			X		CA Wehsener Engineering		888.0	\$145,954.23
X				X	Kleinfelder	\$11,329.92	192.0	\$50,000.00
X	X		X		Destination Enterprises	\$5,101.20	764.0	\$152,672.93
Totals =						\$44,315.37	5,156.0	\$999,582.29

## **NOTES**

- Field inspection and materials testing rates have been adjusted as necessary to comply with prevailing wage DIR Determination SD-23-63-3-2021-1D. Rates are calculated using assumed fringe value of \$12/hr. Actual rates are calculated monthly per SANDAG direction.
- Billing rates included in this cost proposal are based upon the published rate table incorporated into Contract G2498.0-21 and as finalized by SANDAG under Contract 550870

## **ASSUMPTIONS**

## Work Order Estimate Summary

Total Hours =		97										MTS Doc. No.:		TBD	
Total Costs =		\$21,026.51										Work Order No.:		TBD	
		Work Order Title: El Cajon Third Track CM										Attachment:		B	
		ODCs (See Attachment)	Hank Gentile - QAQC Technical Extert	Hassan Mustafa - Engineer Supervising	Keith Kranda - Building Inspector Group 2 PW	Christian Magallon - Engineer I	Mark Plotnikiewicz - Scheduler, Technical Expert	Randy Lewis - Building Inspector Group 2 PW	Matt Burris - Engineer, Associate and Building Inspector Grp 2 PW	Roberto Becorra - Building Inspector Group 2 PW	Michaile Beringhaus - Task Order Manager	Leia Cabrera - Engineer II, Building Inspector Group 2	Total Hours	Totals	
			\$ 236.87	\$ 225.59	\$ 168.00	\$ 114.41	\$ 219.08	\$ 159.49	\$ 162.43	\$ 202.22	\$ 203.03	\$ 164.60			
TASKS/WBS		TASKS/WBS Description													
Task 1		Project / Task Order Management													
Project / Task Order Management											8		8	\$1,624.24	
		Subtotals (Hours) =	N/A								8		8	\$1,624.24	
		Subtotals (Costs) =									\$1,624.24		8	\$1,624.24	
Task 2		Engineering / Inspection													
Engineering / Inspection		\$765.96	4	45	24		16						89	\$19,402.27	
		Subtotals (Hours) =	N/A	4	45	24		16					89	\$19,402.27	
		Subtotals (Costs) =	\$765.96	\$947.48	\$10,151.55	\$4,032.00	\$3,505.28						89	\$19,402.27	
Task 3		Materials Sampling and Testing													
Materials Sampling and Testing															
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
Totals (Summary) =		Totals =													
Total (Hours) =		N/A	4	45	24		16				8		97	\$21,026.51	
Total (Costs) =			\$947.48	\$10,151.55	\$4,032.00		\$3,505.28				\$1,624.24			\$21,026.51	
Percentage of Total (Hours) =			4%	46%	25%		16%				0.082474227		100%		
Percentage of Total (Costs) =			4%	48%	19%		17%				0.07724726			100%	

Total Hours =		2,937										MTS Doc. No.:		TBD	
Total Costs =		\$570,541.53										Work Order No.:		TBD	
		Kleinfelder Construction Services, Inc										Attachment:		B	
		El Cajon Third Track CM													
Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Hank Gentile - QAQC Technical Expert	Hassan Mustafa - Engineer Supervising	Keith Kranda - Building Inspector Group 2 PW	Christian Magallon - Engineer I	Mark Plotnikiewicz - Scheduler, Technical Expert	Randy Lewis - Building Inspector Group 2 PW	Matt Burris - Engineer, Associate and Building Inspector Grp 2 PW	Roberto Becerra - Building Inspector Group 2 PW	Michalle Beringhaus - Task Order Manager	Leia Cabrera - Engineer II, Building Inspector Group 2	Total Hours	Totals
				\$ 243.27	\$ 231.68	\$ 172.54	\$ 117.50	\$ 225.00	\$ 163.80	\$ 166.82	\$ 207.68	\$ 208.51	\$ 169.05		
1	Task 1	Project / Task Order Management												48	\$10,008.57
		Project / Task Order Management												0	\$0.00
		Subtotals (Hours) =	N/A	0	0	0	0	0	0	0	0	48	0	48	\$10,008.57
		Subtotals (Costs) =	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10,008.57	\$0.00	48	\$10,008.57
2	Task 2	Engineering / Inspector													
		Engineering / Inspection	\$24,863.46	24	855	288	288	52	570	480	180		152	2,889	\$560,532.96
														0	\$0.00
		Subtotals (Hours) =	N/A	24	855	288	288	52	570	480	180	0	152	2,889	\$560,532.96
		Subtotals (Costs) =	\$24,863.46	\$5,838.37	\$198,087.20	\$49,690.37	\$33,839.73	\$11,699.75	\$93,365.10	\$80,071.49	\$37,382.18	\$0.00	\$25,695.32	2,889	\$560,532.96
3	Task 3	Materials Sampling and Testing													
		Materials Sampling and Testing	\$0.00											0	\$0.00
														0	\$0.00
		Subtotals (Hours) =	N/A	0	0	0	0	0	0	0	0	0	0	0	\$0.00
		Subtotals (Costs) =	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0	\$0.00
Totals (Summary) =													Totals =	2,937	\$570,541.53
Total (Hours) =				N/A	24	855	288	288	52	570	480	180	48	152	2937
Total (Costs) =				\$0.00	\$5,838.37	\$198,087.20	\$49,690.37	\$33,839.73	\$11,699.75	\$93,365.10	\$80,071.49	\$37,382.18	\$10,008.57	\$25,695.32	\$570,541.53
Percentage of Total (Hours) =				0%	1%	29%	10%	10%	2%	19%	16%	6%	2%	5%	100%
Percentage of Total (Costs) =				4%	1%	35%	9%	6%	2%	16%	14%	7%	2%	5%	100%

Total Hours =		278		Consultant/Subconsultant: Kleinfelder Construction Services, Inc										MTS Doc. No.:		TBD									
														Work Order No.:		TBD									
Total Costs =		\$60,359.79		Work Order Title: El Cajon Third Track CM												Attachment: B									
				ODCs (See Attachment)	Hank Gentile - QA/QC Technical Extert	Hassan Mustafa - Engineer Supervising	Keith Kranda - Building Inspector Group 2 PW	Christian Magallon - Engineer I	Mark Plotnikiewicz - Scheduler, Technical Expert	Randy Lewis - Building Inspector Group 2 PW	Matt Burris - Engineer, Associate and Building Inspector Grp 2 PW	Roberto Becerra - Building Inspector Group 2 PW	Michaille Beringhaus - Task Order Manager	Leia Cabrera - Engineer II, Building Inspector Group 2	Total Hours	Totals									
				\$	249.83	\$	237.94	\$	177.19	\$	120.67	\$	231.07	\$	168.22	\$	171.32	\$	213.29	\$	214.14	\$	173.61		
Item	TASKS/WBS			TASKS/WBS Description																					
1	Task 1	Project / Task Order Management																							
	Project / Task Order Management																								
	Subtotals (Hours) =			N/A	0	0	0	0	0	0	0	0	0	16											
Subtotals (Costs) =			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$3,426.27												
2	Task 2	Engineering / Inspection																							
	Engineering / Inspection			\$2,254.84	4	150	48	36	0	0	0	0	0	24											
	Subtotals (Hours) =			N/A	4	150	48	36	0	0	0	0	0	24											
Subtotals (Costs) =			\$2,254.84	\$999.33	\$35,690.45	\$8,505.33	\$4,344.18	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$5,139.40												
3	Task 3	Materials Sampling and Testing																							
	Materials Sampling and Testing			\$0.00																					
	Subtotals (Hours) =			N/A	0	0	0	0	0	0	0	0	0	0											
Subtotals (Costs) =			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00												
Totals (Summary) =																		Totals =							
Total (Hours) =				N/A	4	150	48	36	0	0	0	0	16	24											
Total (Costs) =					\$0.00	\$999.33	\$35,690.45	\$8,505.33	\$4,344.18	\$0.00	\$0.00	\$0.00	\$0.00	\$3,426.27	\$5,139.40										
Percentage of Total (Hours) =					0%	1%	54%	17%	13%	0%	0%	0%	0%	6%	9%	100%									
Percentage of Total (Costs) =					4%	2%	59%	14%	7%	0%	0%	0%	0%	6%	9%										

### Work Order Estimate Summary

 Consultant/ Subconsultant: **Kleinfelder Construction Services, Inc**

 Contract No: **TBD**

 Task Order No. **TBD**

 Work Order Title: **El Cajon Third Track CM**

 Attachment: **B**

#### TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Field Vehicle	Month	\$1,377.00			20.25	\$27,884.25						
2													
3													
4													
5													
6													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	
						<b>\$27,884.25</b>							

#### TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Field Vehicle											20.25	\$27,884.25
2													
3													
4													
5													
6													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	
												<b>\$27,884.25</b>	



## Work Order Estimate Summary

			Consultant/Subconsultant: CA Wehsener Engineering									MTS Doc. No.: TBD																			
Total Hours =			888											Work Order No.: 02																	
Total Costs =			\$145,954.23		Work Order Title: EI Cajon Third Track CM									Attachment: B																	
			ODCs (See Attachment)	Chuck Wehsener - Engineer, Supervising 21/22	Chuck Wehsener - Engineer, Supervising 22/23	Chuck Wehsener - Engineer, Supervising 23/24	Thomas Wehsener - Building Inspection Group 2 PW 21/22	Thomas Wehsener - Building Inspection Group 2 PW 22/23	Thomas Wehsener - Building Inspection Group 2 PW 23/24	Javier Rangel - Building Inspection Group 2 PW 21/22	Javier Rangel - Building Inspection Group 2 PW 22/23	Javier Rangel - Building Inspection Group 2 PW 23/24	Total Hours	Totals																	
			\$	217.86	\$	223.74	\$	229.78	\$	154.18	\$	158.34	\$	162.62	\$	152.25	\$	156.36	\$	160.58											
Task 1			Project / Task Order Management																												
Project / Task Order Management																															
			Subtotals (Hours) =			N/A																									
			Subtotals (Costs) =																												
Task 2			Engineering / Inspection																												
Engineering / Inspection				8		88		8		328		8		16		416		16		888	\$145,954.23										
			Subtotals (Hours) =			N/A			8			328			8			16			416			16			888	\$145,954.23			
			Subtotals (Costs) =			\$1,742.88			\$19,689.12			\$1,233.44			\$51,936.46			\$1,300.94			\$2,436.00			\$65,046.07			\$2,569.32			888	\$145,954.23
Task 3			Materials Sampling and Testing																												
Materials Sampling and Testing																															
			Subtotals (Hours) =			N/A																									
			Subtotals (Costs) =																												
			Subtotals (Hours) =			N/A																									
			Subtotals (Costs) =																												
Totals (Summary) =																															
Total (Hours) =			N/A	8	88	8	328	8	16	416	16	888	\$145,954.23																		
Total (Costs) =				\$1,742.88	\$19,689.12	\$1,233.44	\$51,936.46	\$1,300.94	\$2,436.00	\$65,046.07	\$2,569.32		\$145,954.23																		
Percentage of Total (Hours) =			N/A	1%	10%	1%	37%	1%	2%	47%	0.018018018	100%																			
Percentage of Total (Costs) =				1%	13%	1%	36%	1%	2%	45%	0.017603599		100%																		

## Work Order Estimate Summary

Consultant/Subconsultant: **Kleinfelder, Inc.**MTS Doc. No.: **TBD**Total Hours = **192**Work Order No.: **02**Total Costs = **\$50,000.00**Work Order Title: **El Cajon Third Track CM**Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Chad Davis - Engineer, Supervising 21/22	Chad Davis - Engineer, Supervising 22/23	Chad Davis - Engineer, Supervising 23/24	Carl De La Torre Building Inspection Grp 1 PW 21/22	Carl De La Torre - Building Inspection Grp 1 PW 22/23	Carl De La Torre Torre - Building Inspection Grp 1 PW 23/24	Total Hours	Totals
				\$ 249.02	\$255.74	\$262.65	\$ 190.54	\$ 190.54	\$ 190.54		
1	<b>Task 1</b>	<b>Project / Task Order Management</b>									
		Project / Task Order Management									
		Subtotals (Hours) =	N/A								
		Subtotals (Costs) =									
2	<b>Task 2</b>	<b>Engineering / Inspection</b>									
		Engineering / Inspection									
		Subtotals (Hours) =	N/A								
		Subtotals (Costs) =									
3	<b>Task 3</b>	<b>Materials Sampling and Testing</b>									
		Materials Sampling and Testing	\$11,329.92		32			160		192	\$50,000.00
		Subtotals (Hours) =	N/A		32			160		192	\$50,000.00
		Subtotals (Costs) =	\$11,329.92		\$8,183.68			\$30,486.40		192	\$50,000.00
		Subtotals (Hours) =	N/A								
		Subtotals (Costs) =									
		<b>Totals (Summary) =</b>								<b>192</b>	<b>\$50,000.00</b>
		Total (Hours) =	N/A		32			160		192	
		Total (Costs) =	\$11,329.92		\$8,183.68			\$30,486.40			\$50,000.00
		Percentage of Total (Hours) =	N/A		17%			83%		100%	
		Percentage of Total (Costs) =		23%	16%			61%			100%

### Work Order Estimate Summary

Consultant/ Subconsultant: **Kleinfelder**Contract No: **TBD**Task Order No. **TBD**Work Order Title: **El Cajon Third Track CM**Attachment: **B**

#### TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Lab Fees (various testing)	Estimate	\$10,116.72					1.0	\$10,116.72				
2	Field Vehicle	Month	\$1,011.00					1.2	\$1,213.20				
3													
4													
5													
6													
7													
8													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	
								<b>\$11,329.92</b>					

#### TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1												1	\$10,116.72
2												1	\$1,213.20
3													
4													
5													
6													
7													
8													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	
												<b>\$11,329.92</b>	

# Work Order Estimate Summary

Att.A, AI 12, 05/12/22

Total Hours =	764
Total Costs =	\$152,672.93

Consultant/Subconsultant: Destination Enterprises

MTS Doc. No.: TBD

Work Order No.: 02

Work Order Title: El Cajon Third Track CM

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Marcy Szarama Task Manager 21/22	Marcy Szarama- Task Manager 22/23	Marcy Szarama Task Manager 23/24	Mark Crowley- Building Inspection Group 2 - PW 21/22	Mark Crowley- Building Inspection Group 2 - PW 22/23	Mark Crowley- Building Inspection Group 2 - PW 23/24	Marty Maggard - Building Inspection Group 2 PW 21/22	Marty Maggard- Building Inspection Group 2 PW 22/23	Marty Maggard - Building Inspection Group 2 PW 23/24		Total Hours	Totals
1	Task 1	Project / Task Order Management		\$ 194.75	\$ 200.01	\$ 205.41	\$ 187.71	\$ 192.78	\$ 197.98	\$ 187.71	\$ 192.78	\$ 197.98			
		Project / Task Order Management			40									40	\$8,000.33
		Subtotals (Hours) =	N/A											40	\$8,000.33
		Subtotals (Costs) =												40	\$8,000.33
2	Task 2	Engineering / Inspection						412			312			724	\$139,571.40
		Engineering / Inspection													
			\$5,101.20												\$5,101.20
		Subtotals (Hours) =	N/A				412				312			724	\$144,672.60
		Subtotals (Costs) =					\$79,424.61				\$60,146.79			724	\$144,672.60
3	Task 3	Materials Sampling and Testing													
		Materials Sampling and Testing													
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =	N/A												
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
		Totals (Summary) =													
		Total (Hours) =	N/A		40			412			312			764	\$152,672.93
		Total (Costs) =		\$8,000.33			\$79,424.61				\$60,146.79			764	\$152,672.93
		Percentage of Total (Hours) =	N/A		5%			54%			41%			100%	
		Percentage of Total (Costs) =		3%	5%			52%			39%				100%

Consultant/ Subconsultant: **Destination**Contract No: **TBD**Task Order No. **TBD**Work Order Title: **El Cajon Third Track CM**Attachment: **B**

## TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Vehicle Mileage	Mile	\$0.585					8,720.0	\$5,101.20		\$0.00		\$0.00
2											\$0.00		\$0.00
3											\$0.00		\$0.00
4											\$0.00		\$0.00
5											\$0.00		\$0.00
6											\$0.00		\$0.00
7											\$0.00		\$0.00
8											\$0.00		\$0.00
Subtotal =					<b>\$0.00</b>	Subtotal =	<b>\$0.00</b>	Subtotal =	<b>\$5,101.20</b>	Subtotal =	<b>\$0.00</b>	Subtotal =	<b>\$0.00</b>

## TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	0		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	8,720.0	\$5,101.20
2	0		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
3	0	0	\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
4	0		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
5	0		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
6	0		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
7	0		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
8	0		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	0	\$0.00
Subtotal =			<b>\$0.00</b>	Subtotal =	<b>\$0.00</b>	Subtotal =	<b>\$0.00</b>	Subtotal =	<b>\$0.00</b>	Subtotal =	<b>\$0.00</b>	Totals =	<b>\$5,101.20</b>



## Agenda Item No. 13

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

May 12, 2022

**SUBJECT:**

EL CAJON THIRD TRACK DESIGN SERVICES – WORK ORDER AMENDMENT

**RECOMMENDATION:**

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

- 1) Ratify Work Order Amendment WOA1951-AE-61.01 under MTS Doc No. G1951.0-17 (Attachment A) with Mott MacDonald, LLC (Mott) totaling \$0.55, to add Pacific Rail Enterprises, Inc. (PRE) classifications, hours and subsequent rates to the project team for the systems design;
- 2) Ratify Work Order Amendment WOA1951-AE-61.03 under MTS Doc No. G1951.0-17 (Attachment B) with Mott totaling \$22,346.44, for additional design services for the E26 interlocking signal modifications;
- 3) Ratify Work Order Amendment WOA1951-AE-61.04 under MTS Doc No. G1951.0-17 (Attachment C) with Mott totaling \$63,007.40, to complete the design requirements for configuring and relocating Americans with Disabilities Act (ADA) ramps, and additional design requirements for electrical and communications; and
- 4) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA1951-AE-61.05 under MTS Doc. No. G1951.0-17 (in substantially the same format as Attachment D) with Mott, in the amount of \$541,627.06 for Design Services During Construction (DSDC) services for the El Cajon Third Track project.

**Budget Impact**

The project shall be increased by \$541,627.06 as reflected below with a total contract not-to-exceed amount of \$1,346,926.14. The project is funded by the following Capital Improvement Project (CIP) account numbers:



	El Cajon Third Track (2005113501)	SDTI MOW – INT E26 Signal Upgrade for El Cajon 3 <sup>rd</sup> Track (2005104101)	Total
WOA1951-AE-61.05 (New Funding)	\$455,779.17	\$85,847.89	\$541,627.06
Current Contract	\$805,299.08		\$805,299.08
		<b>Total</b>	<b>\$1,346,926.14</b>

#### DISCUSSION:

This project adds a new siding track and a 23-foot platform extension at the El Cajon Transit Center (ECTC). This will bring the total tracks at the ECTC to three – the first for westbound Orange Line and Green Line service, the second for eastbound Orange Line and Green Line service, and a new third track between the ECTC and the Green Line terminal station in Santee. This project is accordingly called the El Cajon Third Track Project.

A new turnout will be installed on the mainline and approximately 480 feet of new track will be constructed to connect the new siding track to the mainline. An additional crossover will be constructed for operational flexibility north of the station on the current MTS mainline south of Wagner Drive. This project will improve operational efficiencies between ECTC and Santee Town Center Station.

On October 15, 2020, the MTS Board approved Mott MacDonald for design services for design services for the construction of an additional track and platform for the El Cajon Third Track Project.

On March 8, 2021, under the authority provided by Board Policy No. 41, the CEO approved Amendment No. 1 which added PRE-classifications, hours, and subsequent rates to the project team for the systems design.

Amendment No. 2 was cancelled prior to execution.

On June 8, 2021, the CEO approved Amendment No. 3 which provided additional design services for the E26 interlocking signal modifications.

On September 21, 2021, the CEO approved Amendment No. 4 which provided additional design services to complete the design requirements for configuring and relocating ADA ramps, and additional design requirements for electrical and communications for the project.

Today's proposed action would ratify the above CEO-approved amendments, and also authorize the CEO to execute Amendment No. 5 to provide DSDC from the award of the construction contract through completion of the El Cajon Third Track Project. For this Work Order, Mott will utilize the following subconsultants:

Subconsultant Firm Name	Classification	Value
Ninyo & Moore	Minority Business Enterprise (MBE)	\$12,188.92
PRE	Disadvantaged Business Enterprise (DBE)	\$256,875.00
Estrada Land Planning	DBE	\$5,244.97
<b>Total Subconsultant Value:</b>		<b>\$274,308.89</b>

The Work Order and amendments are summarized below:

Work Order No.	Purpose	Amount	Board Approval Date
WOA1951-AE-61	Original Work Order	\$719,944.69	10/15/2020, Item 14
WOA1951-AE-61.01	Added PRE as a subconsultant to the Work Order	\$0.55	CEO approval 3/8/21 per Board Policy No. 41
WOA1951-AE-61.02	CANCELLED	N/A	N/A
WOA1951-AE-61.03	Added E26 Interlocking Signal Modifications	\$22,346.44	CEO approval 6/8/21 per Board Policy No. 41
WOA1951-AE-61.04	Added design requirements for configuring and relocating ADA ramps, and additional design requirements for electrical and communications.	\$63,007.40	CEO approval 9/21/21 per Board Policy No. 41
WOA1951-AE-61.05	Design Support During Construction (DSDC)	\$ 541,627.06	Today's Proposed Action
<b>Total:</b>		<b>\$1,346,926.14</b>	

Based on the level of effort and the design work involved for this project, staff determined the contract price to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors:

- 1) Ratify Work Order Amendment WOA1951-AE-61.01 under MTS Doc No. G1951.0-17 (Attachment A) with Mott MacDonald, LLC (Mott) totaling \$0.55, to add Pacific Rail Enterprises, Inc. (PRE) classifications, hours and subsequent rates to the project team for the systems design;
- 2) Ratify Work Order Amendment WOA1951-AE-61.03 under MTS Doc No. G1951.0-17 (Attachment B) with Mott totaling \$22,346.44, for additional design services for the E26 interlocking signal modifications;
- 3) Ratify Work Order Amendment WOA1951-AE-61.04 under MTS Doc No. G1951.0-17 (Attachment C) with Mott totaling \$63,007.40, to complete the design requirements for



configuring and relocating Americans with Disabilities Act (ADA) ramps, and additional design requirements for electrical and communications; and

- 4) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA1951-AE-61.05 under MTS Doc. No. G1951.0-17 (in substantially the same format as Attachment D) with Mott, in the amount of \$541,627.06 for Design Services During Construction (DSDC) services for the El Cajon Third Track project.

/S/ Sharon Cooney

Sharon Cooney

Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. Executed Work Order WOA1951-AE-61.01  
B. Executed Work Order WOA1951-AE-61.03  
C. Executed Work Order WOA1951-AE-61.04  
D. Draft Work Order WOA1951-AE-61.05

February 17, 2020

MTS Doc. No. G1951.0-17  
Work Order No. WOA1951-AE-61.01

Mr. Dan Tempelis  
Senior Vice President  
Mott MacDonald, LLC  
401 B Street, Suite 1520  
San Diego, CA 92101

Dear Mr. Tempelis:

Subject: AMENDMENT NO. 1, TO WORK ORDER WOA1951-AE-61, TO MTS DOC. NO. G1951.0-17  
GENERAL ENGINEERING SERVICES FOR EL CAJON TRANSIT CENTER THIRD TRACK FINAL DESIGN

This letter shall serve as Amendment No. 1 to our agreement for Work Order WOA1951-AE-61 to MTS Doc. No. G1951.0-17, for engineering services for El Cajon Transit Center Third Track Final Design.

#### SCOPE OF SERVICES

There shall be no change to the Scope of Services as a result of this Amendment. This Amendment shall add Pacific Rail Enterprises, Inc. (PRE) to the project team (Attachment B).

#### SCHEDULE

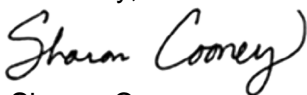
There shall be no change to the schedule as a result of this Amendment. The Scope of Services, as described above, shall for a period of seven (7) months from the date of the Notice to Proceed (Attachment B).

#### PAYMENT

This Amendment shall increase the Work Order by \$0.55. Payment shall be based on actual costs in the amount not to exceed \$719,945.24 without prior authorization of MTS.

Please sign below, and return the document to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect.

Sincerely,



Sharon Cooney  
Chief Executive Officer

Accepted:

DocuSigned by:



D2596D33267C4A8...  
Dan Tempelis, Senior Vice President  
Mott MacDonald, LLC

3/23/2021

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

Attachments: Attachment B, Revised Negotiated Fee Proposal

**ATTACHMENT B**  
**REVISED**  
**NEGOTIATED FEE PROPOSAL**

# Work Order Estimate Summary

Att.A, AI 13, 5/12/22

MTS Doc. No. **G1951.0-17**

Work Order No. WOA1951-AE-61.01

Attachment: **B**

Work Order Title: **El Cajon Transit Center Third Track Final Design**

Project No:

**Table 1 - Cost Codes Summary (Costs & Hours)**

Item	Cost Codes	Cost Codes Description	Total Costs
1		El Cajon Transit Center Third Track	\$719,945.24
2			

Totals = **\$719,945.24**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 1	Project Management	332.0	\$62,494.52
2	Task 2	Track Alignment	117.0	\$18,221.25
3	Task 3	Civil Design	1116.0	\$146,858.84
4	Task 4	Retaining Wall and Platform Design	396.0	\$53,424.12
5	Task 5	Systems Design	1602.0	\$243,028.68
6	Task 6	Construction Staging	98.0	\$17,412.90
7	Task 7	Specification	225.0	\$43,402.13
8	Task 8	Cost Estimate	205.0	\$41,695.69
9	Task 9	Basis of Design report	89.0	\$17,927.25
10	Task 10	Bid Support	92.0	\$16,432.88
11	Task 11	Geotechnical Memo	252.0	53,186.96
12	Task 12	Survey	36.0	\$5,860.02

Totals = **4,560.0** **\$719,945.24**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				MOTT MACDONALD GROUP	3,124.0	\$502,049.02
				Ninyo & Moore	252.0	\$53,186.96
x				Aguirre and Associates	36.0	\$5,860.02
				Pacific Railway Enterprises, Inc.	1,148.0	\$158,849.24

Totals = **4,560.0** **\$719,945.24**

Work Order Estimate Summary

Total Hours =	3,124
Total Costs =	\$502,049.02

Consultant/Subconsultant: MOTT MACDONALD GROUP

MTS Doc. No.: G1951.0-17

Work Order No.: WOA1951-AE-61.01

Work Order Title: EI Cajon Transit Center Third Track Final Design

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	QA/QC Manager	Senior CAD	CAD	Engineer 2	Engineer 3	Engineer 4	Engineer 4 - Geotechnica I	Engineer 4 - Rail Systems	Engineer 4 - Structural	Cost Estimator	Senior Project Engineer - Rail and Transit	Senior Project Engineer Rail System	Senior Project Engineer -	Principal Engineer - Rail & Transit	Principal Engineer - Rail Systems	Principal Engineer - Structural	Accounting / Admin	Total Hours	Totals
				\$ 295.87	\$ 229.45	\$ 143.93	\$ 117.74	\$ 96.16	\$ 104.16	\$ 122.27	\$ 127.55	\$ 150.20	\$ 132.84	\$ 200.46	\$ 187.18	\$ 235.49	\$ 194.73	\$ 277.75	\$ 265.68	\$ 229.45	\$ 87.55		
1	Task 1	Project Management																					
	1.1	Project Management		32													40				32	104	\$20,058.64
	1.2	Project Coordinaion with MTS		32													40				32	104	\$20,058.64
	1.3	Quality Mangement and Control		32	4												40				48	124	\$22,377.24
	Subtotals (Hours) =			96	4												120				112	332	\$62,494.52
Subtotals (Costs) =			\$28,403.52	\$917.80													\$23,367.60				\$9,805.60	332	\$62,494.52
2	Task 2	Track Alignment																					
	2.1	Track		4	1	8	16		24			24			16		24					117	\$18,221.25
	Subtotals (Hours) =			4	1	8	16		24			24			16		24					117	\$18,221.25
	Subtotals (Costs) =			\$1,183.48	\$229.45	\$1,151.44	\$1,883.84		\$2,499.84			\$3,604.80			\$2,994.88		\$4,673.52					117	\$18,221.25
	3	Task 3	Civil Design																				
3.1		Civil		2	1	8	100	100	88	60							100					459	\$59,337.91
3.2		Utilities		2	1	8	40	64	32								40					187	\$23,958.79
3.3		Drainage		2	1	8	40	64	32								40					187	\$23,958.79
3.4		Electrical		2	1	4	56	60	60			16			8	8	60		8			283	\$39,603.35
Subtotals (Hours) =			8	4	28	236	288	212	60		16			8	8	240		8			1,116	\$146,858.84	
Subtotals (Costs) =			\$2,366.96	\$917.80	\$4,030.04	\$27,786.64	\$27,694.08	\$22,081.92	\$7,336.20		\$2,403.20			\$1,497.44	\$1,883.92	\$46,735.20		\$2,125.44				1,116	\$146,858.84
4	Task 4	Retaining Wall and Platform Design																					
	4.1	Structure		10	2	4	100	80			60		80				60					396	\$53,424.12
	Subtotals (Hours) =			N/A	10	4	100	80			60		80				60					396	\$53,424.12
	Subtotals (Costs) =			\$2,958.70	\$458.90	\$575.72	\$11,774.00	\$7,692.80			\$7,653.00		\$10,627.20				\$11,683.80					396	\$53,424.12
	5	Task 5	Systems Design																				
5.1		OCS		2	1	1	40	60				80				40	40		32			296	\$49,170.88
5.2		Communication		2	1							4				12	15		15			49	\$11,154.02
5.3		Train Control - Signals		2								3				20	28		26			79	\$18,112.26
5.4		Control Modification		2	2		6					8				4	4		4			30	\$5,742.28
Subtotals (Hours) =			N/A	8	4	1	46	60			95				76	87		77			454	\$84,179.44	
Subtotals (Costs) =			\$2,366.96	\$917.80	\$143.93	\$5,416.04	\$5,769.60				\$14,269.00				\$17,897.24	\$16,941.51		\$20,457.36			454	\$84,179.44	
6	Task 6	Construction Staging																					
	6.1	Construction Staging		8	1	1	32										56					98	\$17,412.90
	Subtotals (Hours) =			N/A	8	1	32										56					98	\$17,412.90
	Subtotals (Costs) =			\$2,366.96	\$229.45	\$143.93	\$3,767.68										\$10,904.88					98	\$17,412.90
	7	Task 7	Specification																				
7.1		Specification		16	1							16			20	20	80		32		40	225	\$43,402.13
Subtotals (Hours) =			N/A	16	1					16			20	20	80		32		40	225	\$43,402.13		
Subtotals (Costs) =			\$4,733.92	\$229.45						\$2,403.20			\$3,743.60	\$4,709.80	\$15,578.40		\$8,501.76		\$3,502.00	225	\$43,402.13		
8		Task 8	Cost Estimate																				
	8.1	Cost Estimate		8	1							20		120			40		16			205	\$41,695.69
	Subtotals (Hours) =			N/A	8	1					20		120			40		16			205	\$41,695.69	
	Subtotals (Costs) =			\$2,366.96	\$229.45						\$3,004.00		\$24,055.20			\$7,789.20		\$4,250.88			205	\$41,695.69	
	9	Task 9	Basis of Design report																				
9.1		Basis of Design report		4	1				8			8			4	8	24	8	16		8	89	\$17,927.25
Subtotals (Hours) =			N/A	4	1			8		8			4	8	24	8	16		8	89	\$17,927.25		
Subtotals (Costs) =			\$1,183.48	\$229.45				\$833.28			\$1,201.60			\$748.72	\$1,883.92	\$4,673.52	\$2,222.00	\$4,250.88		\$700.40	89	\$17,927.25	
10		Task 10	Bid Support																				
	10.1	Bid Support		8					24			20			16	8	8		8			92	\$16,432.88
	Subtotals (Hours) =			N/A	8				24			20			16	8	8		8			92	\$16,432.88
	Subtotals (Costs) =			\$2,366.96					\$2,499.84			\$3,004.00			\$2,994.88	\$1,883.92	\$1,557.84		\$2,125.44			92	\$16,432.88
	Totals (Summary) =																					3,124	\$502,049.02
Total (Hours) =				170	19	42	430	428	268	60	60	199	80	120	64	120	739	8	157		160	3124	
Total (Costs) =				\$50,297.90	\$4,359.55	\$6,045.06	\$50,628.20	\$41,156.48	\$27,914.88	\$7,336.20	\$7,653.00	\$29,889.80	\$10,627.20	\$24,055.20	\$11,979.52	\$28,258.80	\$143,905.47	\$2,222.00	\$41,711.76		\$14,008.00		\$502,049.02
Percentage of Total (Hours) =				N/A	5%	1%	1%	14%	14%	9%	2%	2%	6%	3%	4%	2%	4%	24%	0%	5%	5%	100%	
Percentage of Total (Costs) =					10%	1%	1%	10%	8%	6%	1%	2%	6%	2%	5%	2%	6%	29%	0%	8%	3%		100%

# Work Order Estimate Summary

Att.A, AI 13, 5/12/22

Consultant/ Subconsultant: **MOTT MACDONALD GROUP**

Contract No: **G1951.0-17**

Task Order No. **WOA1951-AE-61.01**

Work Order Title: **El Cajon Transit Center Third Track Final Design**

Attachment: **B**

## TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage												
2	Repro & Graphics												
3	Roll Plots												
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

## TASKS/WBS (6-10)

ODC Item	Description	Task 6										Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage												
2	Repro & Graphics												
3	Roll Plots												
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

Work Order Estimate  
Summary

Total Hours =

36

Total Costs =

\$5,860.02

Consultant/Subconsultant:

Aguirre & Associates

MTS Doc. No.:

G1951.0-17

Work Order No.:

WOA1951-AE-61.01

Work Order Title:

El Cajon Transit Center Third Track

Attachment:

B

		ODCs (See Attachment)	Chainman (Prevailing Wage)	Party Chief (Prevailing Wage)	Principal Land Surveyor	Project Land Surveyor	Survey Technician	NA	NA	NA	NA	NA	Total Hours	Totals
Item	TASKS/WBS	TASKS/WBS Description	\$ 190.67	\$ 194.95	\$ 183.38	\$ 144.81	\$ 100.74	\$ -	\$ -	\$ -	\$ -	\$ -		
1	Task 12	Survey												
		12.1 Topographical Survey	8	8	6	6	8						36	\$5,860.02
		Subtotals (Hours) =	N/A	8	8	6	6	8					36	\$5,860.02
		Subtotals (Costs) =		\$1,525.36	\$1,559.60	\$1,100.28	\$868.86	\$805.92					36	\$5,860.02
3														
		Subtotals (Hours) =	N/A											
		Subtotals (Costs) =												
		Subtotals (Hours) =	N/A											
		Subtotals (Costs) =												
		Subtotals (Hours) =	N/A											
		Subtotals (Costs) =												
		Subtotals (Hours) =	N/A											
		Subtotals (Costs) =												
		Totals (Summary) =											36	\$5,860.02
		Total (Hours) =	N/A	8	8	6	6	8					36	
		Total (Costs) =		\$1,525.36	\$1,559.60	\$1,100.28	\$868.86	\$805.92					Total (Labor)	\$5,860.02
		Percentage of Total (Hours) =	N/A	22%	22%	17%	17%	22%					Total (ODCs)	
		Percentage of Total (Costs) =		26%	27%	19%	15%	14%					100%	100%

Work Order Estimate  
Summary

Total Hours =		252		Consultant/Subconsultant: Ninyo & Moore Geotechnical & Environmental Sciences Cons														MTS Doc. No.: G1951.0-17			
Total Costs =		\$53,186.96		Work Order Title: EL CAJON TRANSIT CENTER THIRD TRACK FINAL DESIGN														Work Order No.: WOA1951-AE-61.01			
				Attachment: B																	
				ODCs (See Attachment)	Accounting	Administrative / Word Processor / Office Assistant	Field Tester	GIS Specialist	Inspector	Laboratory Manager	Laboratory Technician	Principal Engineer/Geologist/Environmental Scientist	Project Engineer/Geologist/Environmental Scientist	Senior Engineer/Geologist/Environmental Scientist	Senior Project Engineer/Geologist/Environmental Scientist	Senior Staff Engineer/Geologist/Environmental Scientist	Staff Engineer/Geologist/Environmental Scientist	Technical Illustrator	Total Hours	Totals	
					\$ 74.82	\$ 83.73	\$ 147.27	\$ 121.12	\$ 156.33	\$ 97.49	\$ 61.21	\$ 205.86	\$ 109.60	\$ 151.60	\$ 141.46	\$ 94.67	\$ 78.29	\$ 82.96			
Item	TASKS/WBS	TASKS/WBS Description																			
1	Task 11	Geotechnical																			
	11.1	Project Management	\$992.00									8	32				8			48	\$6,903.44
	11.2	Site Visits											4							4	\$438.40
	11.3	Geotechnical Memo	\$22,480.00		16	8						24	64		16	56		16	200	\$45,845.12	
Subtotals (Hours) =				N/A	16	8					32	100		16	64		16	252	\$53,186.96		
Subtotals (Costs) =				\$23,472.00	\$1,339.68	\$1,178.16					\$6,587.52	\$10,960.00		\$2,263.36	\$6,058.88		\$1,327.36	252	\$53,186.96		
2																					
Subtotals (Hours) =				N/A																	
Subtotals (Costs) =																					
3																					
Subtotals (Hours) =				N/A																	
Subtotals (Costs) =																					
4																					
Subtotals (Hours) =				N/A																	
Subtotals (Costs) =																					
5																					
Subtotals (Hours) =				N/A																	
Subtotals (Costs) =																					
6																					
Subtotals (Hours) =				N/A																	
Subtotals (Costs) =																					
Totals (Summary) =																					
Total (Hours) =				N/A	16	8					32	100		16	64		16	252			
Total (Costs) =				\$23,472.00	\$1,339.68	\$1,178.16					\$6,587.52	\$10,960.00		\$2,263.36	\$6,058.88		\$1,327.36	Total (Labor)	\$29,714.96		
Percentage of Total (Hours) =				N/A	6%	3%					13%	40%		0.06349206	0.25396825		0.06349206	100%			
Percentage of Total (Costs) =				44%	3%	2%					12%	21%		0.04255479	0.11391664		0.02495649		86%		



# Work Order Estimate Summary

Att.A, AI 13, 5/12/22

Consultant/ Subconsultant: **Ninyo & Moore Geotechnical & Environmental Sciences Consultants**

Contract No: **G1951.0-17**

Task Order No. **WOA1951-AE-61.01**

Work Order Title: **EL CAJON TRANSIT CENTER THIRD TRACK FINAL DESIGN**

Attachment: **B**

## TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Boring Permit - County of SD	1	\$248.00	4	\$992.00								
2	Drill Rig - Subcontractor	1	\$3,400.00							4	\$13,600.00		
3	Drum Disposal of Boring Cuttings	1	\$800.00							4	\$3,200.00		
4	Laboratory Testing	1	\$1,420.00							4	\$5,680.00		
5													
6													
7													
8													
9													
10													

Subtotal = **\$992.00** Subtotal = Subtotal = Subtotal = **\$22,480.00** Subtotal =

## TASKS/WBS (6-10)

ODC Item	Description	Task 6		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals	
		Quantity	Total									Quantity	Total
1	Boring Permit - County of SD											4	\$992.00
2	Drill Rig - Subcontractor											4	\$13,600.00
3	#VALUE!											4	\$3,200.00
4	#VALUE!											4	\$5,680.00
5	#VALUE!												
6	#VALUE!												
7	#VALUE!												
8	#VALUE!												
9	#VALUE!												
10	#VALUE!												

Subtotal = Subtotal = Subtotal = Subtotal = Subtotal = Totals = **\$23,472.00**

Work Order Estimate  
Summary

Consultant/Subconsultant: Pacific Railway Enterprises, Inc.

MTS Doc. No.: G1951.0-17

Work Order No.: WOA1951-AE-61.01

Total Hours =	1,148
Total Costs =	\$158,849.24

Work Order Title: El Cajon Transit Center Third Track

Attachment: B

		ODCs (See Attachment)	Sr. Systems Engineer	Sr. Railroad Systems Technologist I	Signal Designer III	Sr. Railroad Systems Technologist III	NA	NA	NA	NA	NA	NA	Total Hours	Totals
Item	TASKS/WBS	TASKS/WBS Description		\$238.67	\$132.58	\$79.57	\$172.37	\$-	\$-	\$-	\$-	\$-		
1	Task 1	Field Survey & Investiagation												
	Field Survey			8	8	8							24	\$4,348.96
		Subtotals (Hours) =	N/A	8	8	8							24	\$4,348.96
		Subtotals (Costs) =		\$1,909.36	\$1,060.64	\$1,378.96							24	\$4,348.96
2	Task 2	Project Meeting												
	Project meetings (assume 12 mts. @ 1 hr. each)			12		12							24	\$4,932.48
		Subtotals (Hours) =	N/A	12		12							24	\$4,932.48
		Subtotals (Costs) =		\$2,864.04		\$2,068.44							24	\$4,932.48
3	Task 3	Signal Design												
	65% Signal Design			4	40	40	40						124	\$16,335.48
	95% Signal Design			8	200	200	120						528	\$65,023.76
	100% Signal Design			8	40	40	40						128	\$17,290.16
		Subtotals (Hours) =	N/A	20	280	280	200						780	\$98,649.40
4	Task 4	Station Communications Design												
	65% Station Communications Design			40		40							80	\$12,729.60
	95% Station Communications Design			80		80							160	\$25,459.20
	100% Station Communications Design			40		40							80	\$12,729.60
		Subtotals (Hours) =	N/A	160		160							320	\$50,918.40
		Subtotals (Costs) =		\$38,187.20		\$12,731.20							320	\$50,918.40
		Totals (Summary) =											1,148	\$158,849.24
		Total (Hours) =	N/A	200	288	440	220						1148	
		Total (Costs) =		\$47,734.00	\$38,183.04	\$35,010.80	\$37,921.40							\$158,849.24
		Percentage of Total (Hours) =	N/A	17%	25%	38%	19%						100%	
		Percentage of Total (Costs) =		30%	24%	22%	24%							100%

June 2, 2021

MTS Doc. No. G1951.0-17  
Work Order No. WOA1951-AE-61.03

Mr. Dan Tempelis  
Senior Vice President  
Mott MacDonald, LLC  
401 B Street, Suite 1520  
San Diego, CA 92101

Dear Mr. Tempelis:

Subject: AMENDMENT NO. 3, TO WORK ORDER WOA1951-AE-61, TO MTS DOC. NO. G1951.0-17,  
GENERAL ENGINEERING SERVICES FOR EL CAJON TRANSIT CENTER THIRD TRACK  
FINAL DESIGN

This letter shall serve as Amendment No. 3 to our agreement for Work Order WOA1951-AE-61 to MTS Doc. No. G1951.0-17, for engineering services for El Cajon Transit Center Third Track Final Design.

#### SCOPE OF SERVICES

This Amendment shall add E26 interlocking signal modifications to the Scope of Services (Attachment A).

#### SCHEDULE

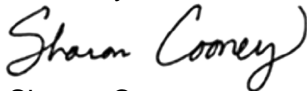
This Amendment shall add two (2) months to the Work Order schedule. The Scope of Services, as described above, shall for a period of nine (9) months from the date of the Notice to Proceed.

#### PAYMENT

This Amendment shall increase the Work Order by \$22,346.44. Payment shall be based on actual costs in the amount not to exceed \$742,289.28 without prior authorization of MTS (Attachment B).

Please sign below, and return the document to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect.

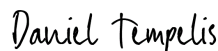
Sincerely,



Sharon Cooney  
Chief Executive Officer

Accepted:

DocuSigned by:



D2596D33267C4A8...  
Dan Tempelis, Senior Vice President  
Mott MacDonald, LLC

6/9/2021

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

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

## **ATTACHMENT A SCOPE OF SERVICES**

MTS Doc. No. G1951.0-17

Work Order No. WOA1951-AE-61.03

**WORK ORDER TITLE: El Cajon Transit Center Third Track Final Design – Amendment No. 3: Add E26 Interlocking Signal Modifications****III. SCOPE OF WORK**

The scope of work shall include work order management as directed by the MTS Project Manager (PM), which include the tasks/subtasks identified below.

**Task 1: Project Management and Coordination**

Provide project management services including the requirements for invoicing, scheduling and monthly project progress reports.

**Task 5: System Design****Task 5.5: E26 Interlocking Signal Modifications**

Develop design modifications to the existing E26 Interlocking design to incorporate reverse run capability between E26 Interlocking and E28 Interlocking on the East Bound Track, including implementation of ElectrologIXS devices.

**IV. PERIOD OF PERFORMANCE**

The work described is expected to be complete 2 months.

**V. DELIVERABLES**

Deliverable for design modification to E26 will be included in the Plan, Specification and Cost Estimate for El Cajon Transit Center Third Track Final Design. The related construction costs will be itemized separately.

**VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES****A. Tasks Schedule**

<b>Task</b>	<b>Begin/End Dates</b>
Task Order Management	2 months
Design Modification to E26	2 months

**B. Milestones/Deliverables Schedule**

<b>Milestone/Deliverable</b>	<b>Due Date</b>
95% Design	1 month following
100% Design	2 months following

# **ATTACHMENT B NEGOTIATED FEE PROPOSAL**

MTS Doc. No. G1951.0-17

Work Order No. WOA1951-AE-61.03

**WORK ORDER TITLE: El Cajon Transit Center Third Track Final Design – Amendment No. 3: Add E26 Interlocking Signal Modifications****III. SCOPE OF WORK**

The scope of work shall include work order management as directed by the MTS Project Manager (PM), which include the tasks/subtasks identified below.

**Task 1: Project Management and Coordination**

Provide project management services including the requirements for invoicing, scheduling and monthly project progress reports.

**Task 5: System Design****Task 5.5: E26 Interlocking Signal Modifications**

Develop design modifications to the existing E26 Interlocking design to incorporate reverse run capability between E26 Interlocking and E28 Interlocking on the East Bound Track, including implementation of ElectrologIXS devices.

**IV. PERIOD OF PERFORMANCE**

The work described is expected to be complete 2 months.

**V. DELIVERABLES**

Deliverable for design modification to E26 will be included in the Plan, Specification and Cost Estimate for El Cajon Transit Center Third Track Final Design. The related construction costs will be itemized separately.

**VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES****A. Tasks Schedule**

<b>Task</b>	<b>Begin/End Dates</b>
Task Order Management	2 months
Design Modification to E26	2 months

**B. Milestones/Deliverables Schedule**

<b>Milestone/Deliverable</b>	<b>Due Date</b>
95% Design	1 month following
100% Design	2 months following

# Work Order Estimate Summary

Att.B, AI 13, 05/12/22

MTS Doc. No. **G1951.0-17**

Work Order No. WOA1951-AE-61.03

Attachment: **B**

Work Order Title: **El Cajon Transit Center Third Track Final Design**

Project No:

**Table 1 - Cost Codes Summary (Costs & Hours)**

Item	Cost Codes	Cost Codes Description	Total Costs
1		El Cajon Transit Center Third Track	\$22,346.44
2			

Totals = **\$22,346.44**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 1	Project Management	10.0	\$1,822.00
2	Task 5.5	Signal Design (E26 Modifications)	166.0	\$20,524.44

Totals = **176.0** **\$22,346.44**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				MOTT MACDONALD GROUP	10.0	\$1,822.00
				Pacific Railway Enterprises, Inc.	166.0	\$20,524.44

Totals = **176.0** **\$22,346.44**



Work Order Estimate  
Summary

MOTT MACDONALD GR

MTS Doc. No.: G1951.0-17

Work Order No.: WOA1951-AE-61.03

Total Hours =

10

Total Costs =

\$1,822.00

El Cajon Transit Center Third Track  
Final Design

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	Engineer 4 - Geotechnica l	Engineer 4 - Rail Systems	Engineer 4 - Structural	Senior Project Engineer -	Principal Engineer - Structural	Accounting / Admin	Total Hours	Totals
				\$ 295.87	\$ 127.55	\$ 150.20	\$ 132.84	\$ 194.73	\$ 229.45	\$ 87.55		
1	Task 1	Project Management										
	1.1	Project Management		3				3		4	10	\$1,822.00
Subtotals (Hours) =				3				3		4	10	\$1,822.00
Subtotals (Costs) =				\$887.61				\$584.19		\$350.20	10	\$1,822.00
Totals (Summary) =											10	\$1,822.00
Total (Hours) =				3				3		4	10	
Total (Costs) =				\$887.61				\$584.19		\$350.20		\$1,822.00
Percentage of Total (Hours) =				N/A	30%			30%		40%	100%	
Percentage of Total (Costs) =					49%			32%		19%		100%

Work Order Estimate  
Summary

Consultant/Subconsultant: Pacific Railway Enterprises, Inc.

MTS Doc. No.: G1951.0-17

Work Order No.: WOA1951-AE-61.03

Total Hours =	166
Total Costs =	\$20,524.44

Work Order Title: E26 Modifications

Attachment: B

		ODCs (See Attachment)	Sr. Systems Engineer	Sr. Railroad Systems Technologist I	Signal Designer III	Sr. Railroad Systems Technologist III	NA	NA	NA	NA	NA	NA	Total Hours	Totals
Item	TASKS/WBS	TASKS/WBS Description		\$238.66	\$132.59	\$79.55	\$172.36	\$ -	\$ -	\$ -	\$ -	\$ -		
3	Task 3	Signal Design (E26 Modifications)												
	95% Signal Design			4	40	40	24						108	\$13,576.88
	100% Signal Design			2	24	24	8						58	\$6,947.56
		Subtotals (Hours) =	N/A	6	64	64	32						166	\$20,524.44
		Subtotals (Costs) =		\$1,431.96	\$8,485.76	\$5,091.20	\$5,515.52						166	\$20,524.44
		Totals (Summary) =											166	\$20,524.44
		Total (Hours) =	N/A	6	64	64	32						166	
		Total (Costs) =		\$1,431.96	\$8,485.76	\$5,091.20	\$5,515.52							\$20,524.44
		Percentage of Total (Hours) =	N/A	4%	39%	39%	19%						100%	
		Percentage of Total (Costs) =		7%	41%	25%	27%							100%



September 1, 2021

MTS Doc. No. G1951.0-17  
Work Order No. WOA1951-AE-61.04

Mr. Farhad Nourbakhsh  
Vice President  
Mott MacDonald, LLC  
401 B Street, Suite 1520  
San Diego, CA 92101

Dear Mr. Nourbakhsh:

Subject: AMENDMENT NO. 4, TO WORK ORDER WOA1951-AE-61, TO MTS DOC. NO. G1951.0-17,  
GENERAL ENGINEERING SERVICES FOR EL CAJON TRANSIT CENTER THIRD TRACK  
FINAL DESIGN

This letter shall serve as Amendment No. 4 to our agreement for Work Order WOA1951-AE-61 to MTS Doc. No. G1951.0-17, for engineering services for El Cajon Transit Center Third Track Final Design.

#### SCOPE OF SERVICES

There shall be no change to the Scope of Services as a result this Amendment. This Amendment adds funds to the work order for the increased level of effort necessary to complete the design requirements for configuring and relocating ADA ramps, and additional design required for electrical and communication due to incomplete and outdated as-built drawings.

#### SCHEDULE

This Amendment shall increase the schedule from nine (9) months from the date of the Notice to Proceed through the end of construction of the project.

#### PAYMENT

As a result of this Amendment payment shall be increased by \$63,007.40. Payment shall be based on actual costs in the amount not to exceed \$805,296.68 without prior authorization of MTS (Attachment B).

Please sign below, and return the document to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect.

Sincerely,

A handwritten signature in black ink that reads 'Sharon Cooney'.

Sharon Cooney  
Chief Executive Officer

Accepted:

DocuSigned by:

A handwritten signature in black ink that reads 'Farhad Nourbakhsh'.

63B7A54E0F32482...  
MR. FARHAD NOURBAKHSH, Vice President  
Mott MacDonald, LLC

Date: 06 October 2021

Attachments: B, Revised Negotiated Fee Proposal



**ATTACHMENT B**  
**REVISED NEGOTIATED FEE PROPOSAL**

# **Work Order Estimate Summary**

Att.C, AI 13, 05/12/22

MTS Doc. No. **G1951.0-17**

Work Order No. WOA1951-AE-61.04

Attachment: **B**

Work Order Title: **El Cajon Transit Center Third Track Final Design**

Project No:

**Table 1 - Cost Codes Summary (Costs & Hours)**

Item	Cost Codes	Cost Codes Description	Total Costs
1		El Cajon Transit Center Third Track	\$805,296.68
2			

Totals = **\$805,296.68**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 1	Project Management	355.0	\$67,438.25
2	Task 2	Track Alignment	135.0	\$21,146.73
3	Task 3	Civil Design	1415.0	\$198,512.77
4	Task 4	Retaining Wall and Platform Design	480.0	\$68,521.48
5	Task 5	Systems Design	2098.0	\$322,331.48
6	Task 6	Construction Staging	110.0	\$20,154.22
7	Task 7	Specification	160.0	\$32,113.11
8	Task 8	Cost Estimate	107.0	\$23,794.69
9	Task 9	Basis of Design report	30.0	\$7,855.61
10	Task 10	Bid Support	92.0	\$16,432.88
11	Task 11	Geotechnical Memo	120.0	19,935.08
12	Task 12	Survey	36.0	\$5,860.02
13	Task 13	Landscaping	8.0	\$1,200.36

Totals = **5,146.0** **\$805,296.68**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				MOTT MACDONALD GROUP	3,512.0	\$577,405.58
				Ninyo & Moore	120.0	\$19,935.08
x				Aguirre and Associates	36.0	\$5,860.02
				Pacific Railway Enterprises, Inc.	1,470.0	\$200,895.64
x				Estrada Land Planning	8.0	\$1,200.36

Totals = **5,146.0** **\$805,296.68**

Work Order Estimate  
Summary

		Consultant/Subconsultant:	MOTT MACDONALD GROUP	MTS Doc. No.: G1951.0-17	
Total Hours =	3,512				Work Order No.: XXXXXXX-XX-XX
Total Costs =	\$577,405.58	Work Order Title:	El Cajon Transit Center Third Track Final Design	Attachment:	B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	QA/QC Manager	Senior CAD	CAD	Engineer 2	Engineer 3	Engineer 4	Engineer 4 - Geotechnical	Engineer 4 - Rail Systems	Engineer 4 - Structural	Cost Estimator	Senior Project Engineer - Rail and Transit	Senior Project Engineer Rail System	Senior Project Engineer -	Principal Engineer - Rail & Transit	Principal Engineer - Rail Systems	Principal Engineer - Structural	Accounting / Admin	Total Hours	Totals
				\$ 295.87	\$ 229.45	\$ 143.93	\$ 117.74	\$ 96.16	\$ 104.16	\$ 122.27	\$ 127.55	\$ 150.20	\$ 132.84	\$ 200.46	\$ 187.18	\$ 235.49	\$ 194.73	\$ 277.75	\$ 265.68	\$ 229.45	\$ 87.55		
1	Task 1	Project Management																					
	1.1	Project Management		37													46				36	119	\$23,056.57
	1.2	Submittal Management		32													40				32	104	\$20,058.64
	1.3	Cost Control		32	9												45				46	132	\$24,323.04
		Subtotals (Hours) =		101	9												131				114	355	\$67,438.25
		Subtotals (Costs) =		\$29,882.87	\$2,065.05												\$25,509.63				\$9,980.70	355	\$67,438.25
2	Task 2	Track Alignment																					
	2.1	Track		4	1	8	16		24			36			22		24					135	\$21,146.73
		Subtotals (Hours) =		4	1	8	16		24			36			22		24					135	\$21,146.73
		Subtotals (Costs) =		\$1,183.48	\$229.45	\$1,151.44	\$1,883.84		\$2,499.84			\$5,407.20			\$4,117.96		\$4,673.52					135	\$21,146.73
3	Task 3	Civil Design																					
	3.1	Civil		3	10	10	100	108	114	60							106					511	\$66,632.51
	3.2	Utilities		2	8	8	60	64	40								60					242	\$32,647.62
	3.3	Drainage		2	8	8	40	64	32								40					194	\$25,564.94
	3.4	Electrical		3	10	12	80	72	70			20			62	8	87		44			468	\$73,667.70
		Subtotals (Hours) =		10	36	38	280	308	256	60		20			62	8	293		44			1,415	\$198,512.77
		Subtotals (Costs) =		\$2,958.70	\$8,260.20	\$5,469.34	\$32,967.20	\$29,617.28	\$26,664.96	\$7,336.20		\$3,004.00			\$11,605.16	\$1,883.92	\$57,055.89		\$11,689.92			1,415	\$198,512.77
4	Task 4	Retaining Wall and Platform Design																					
	4.1	Structure		14	12	8	120	80			64		80				102					480	\$68,521.48
		Subtotals (Hours) =	N/A	14	12	8	120	80			64		80				102					480	\$68,521.48
		Subtotals (Costs) =		\$4,142.18	\$2,753.40	\$1,151.44	\$14,128.80	\$7,692.80			\$8,163.20		\$10,627.20				\$19,862.46					480	\$68,521.48
5	Task 5	Systems Design																					
	5.1	OCS		6	8		64	60				96				52	80		94	10		470	\$86,427.28
	5.2	Communication		2	1							4				12	15		15			49	\$11,154.02
	5.3	Train Control - Signals		2								3				20	28		26			79	\$18,112.26
	5.4	Control Modification		2	2		6					8				4	4		4			30	\$5,742.28
		Subtotals (Hours) =	N/A	12	11		70	60				111			88	127		139	10			628	\$121,435.84
		Subtotals (Costs) =		\$3,550.44	\$2,523.95		\$8,241.80	\$5,769.60				\$16,672.20			\$20,723.12	\$24,730.71		\$36,929.52	\$2,294.50			628	\$121,435.84
6	Task 6	Construction Staging																					
	6.1	Construction Staging		12	1	1	32										64					110	\$20,154.22
		Subtotals (Hours) =	N/A	12	1	1	32										64					110	\$20,154.22
		Subtotals (Costs) =		\$3,550.44	\$229.45	\$143.93	\$3,767.68										\$12,462.72					110	\$20,154.22
7	Task 7	Specification																					
	7.1	Specification		15	1							9					80		32		23	160	\$32,113.11
		Subtotals (Hours) =	N/A	15	1							9					80		32		23	160	\$32,113.11
		Subtotals (Costs) =		\$4,438.05	\$229.45							\$1,351.80					\$15,578.40		\$8,501.76		\$2,013.65	160	\$32,113.11
8	Task 8	Cost Estimate																					
	8.1	Cost Estimate		10	3									74					20			107	\$23,794.69
		Subtotals (Hours) =	N/A	10	3									74					20			107	\$23,794.69
		Subtotals (Costs) =		\$2,958.70	\$688.35									\$14,834.04				\$5,313.60				107	\$23,794.69
9	Task 9	Basis of Design report																					
	9.1	Basis of Design report		4	1										3	2		8	12			30	\$7,855.61
		Subtotals (Hours) =	N/A	4	1										3	2		8	12			30	\$7,855.61
		Subtotals (Costs) =		\$1,183.48	\$229.45										\$561.54	\$470.98		\$2,222.00	\$3,188.16			30	\$7,855.61
10	Task 10	Bid Support																					
	10.1	Bid Support		8				24				20			16	8	8		8			92	\$16,432.88
	10.2	Shop Drawing Review																					
		Subtotals (Hours) =	N/A	8			24					20			16	8	8		8			92	\$16,432.88
		Subtotals (Costs) =		\$2,366.96			\$2,499.84					\$3,004.00			\$2,994.88	\$1,883.92	\$1,557.84		\$2,125.44			92	\$16,432.88
Totals (Summary) =																						3,512	\$577,405.58
Total (Hours) =				190	75	55	518	448	304	60	64	196	80	74	103	106	829	8	255	10	137	3512	
Total (Costs) =				\$66,215.30	\$17,208.75	\$7,916.15	\$60,989.32	\$43,079.68	\$31,664.64	\$7,336.20	\$8,163.20	\$29,439.20	\$10,627.20	\$14,834.04	\$19,279.54	\$24,961.94	\$161,431.17	\$2,222.00	\$67,748.40	\$2,294.50	\$11,994.35		\$577,405.58
Percentage of Total IN/A				5%	2%	2%	15%	13%	9%	2%	2%	6%	2%	2%	3%	3%	24%	0%	7%	0%	4%	100%	
Percentage of Total I				10%	3%	1%	11%	7%	5%	1%	1%	5%	2%	3%	3%	4%	28%	0%	12%	0%	2%		100%

# Work Order Estimate Summary

Att.C, AI 13, 05/12/22

Consultant/ Subconsultant: **MOTT MACDONALD GROUP**

Contract No: **G1951.0-17**

Task Order No. **XXXXXXXX-XX-XX**

Work Order Title: **El Cajon Transit Center Third Track Final Design**

Attachment: **B**

## TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage												
2	Repro & Graphics												
3	Roll Plots												
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

## TASKS/WBS (6-10)

ODC Item	Description	Task 6										Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage												
2	Repro & Graphics												
3	Roll Plots												
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

**TBD**

36

**\$5,860.02**

**Attachment:** **B**

**Attachment:** **B**

C-6



Work Order Estimate  
Summary

Total Hours =		120		Consultant/Subconsultant: Ninyo & Moore Geotechnical & Environmental Sciences Const													MTS Doc. No.:		
Total Costs =		\$19,935.08		Work Order Title: EL CAJON TRANSIT CENTER THIRD TRACK FINAL DESIGN													Work Order No.:		
				Attachment: B															
Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Accounting	Administrative / Word Processor / Office	Field Tester	GIS Specialist	Inspector	Laboratory Manager	Laboratory Technician	Principal Engineer/Geologist/Environmental	Project Engineer/Geologist/Environmental	Senior Engineer/Geologist/Environmental	Senior Project Engineer/Geologist/Environmental	Senior Staff Engineer/Geologist/Environmental	Staff Engineer/Geologist/Environmental	Technical Illustrator	Total Hours	Totals
			\$ 74.82	\$ 83.73	\$ 147.27	\$ 121.12	\$ 156.33	\$ 97.49	\$ 61.21	\$ 205.86	\$ 109.60	\$ 151.60	\$ 141.46	\$ 94.67	\$ 78.29	\$ 82.96			
1	Task 11	Geotechnical																	
	11.1	Project Management	\$248.00								4	16			4			24	\$3,203.72
	11.2	Site Visits										4						4	\$438.40
	11.3	Geotechnical Memo	\$5,620.00		8	4					10	30		8	24		8	92	\$16,292.96
Subtotals (Hours) =			N/A	8	4						14	50		8	28		8	120	\$19,935.08
Subtotals (Costs) =			\$5,868.00	\$669.84	\$589.08						\$2,882.04	\$5,480.00		\$1,131.68	\$2,650.76		\$663.68	120	\$19,935.08
2																			
Subtotals (Hours) =			N/A																
Subtotals (Costs) =																			
3																			
Subtotals (Hours) =			N/A																
Subtotals (Costs) =																			
4																			
Subtotals (Hours) =			N/A																
Subtotals (Costs) =																			
5																			
Subtotals (Hours) =			N/A																
Subtotals (Costs) =																			
6																			
Subtotals (Hours) =			N/A																
Subtotals (Costs) =																			
Totals (Summary) =																			
Total (Hours) =			N/A		8	4					14	50		8	28		8	120	
Total (Costs) =			\$5,868.00	\$669.84	\$589.08						\$2,882.04	\$5,480.00		\$1,131.68	\$2,650.76		\$663.68	Total (Labor)	\$14,067.08
Percentage of Total (Hours) =			N/A		7%	3%					12%	42%		0.06666667	0.23333333		0.06666667	100%	
Percentage of Total (Costs) =			29%		3%	3%					14%	27%		0.05676827	0.13296962		0.03329207		83%

# Work Order Estimate Summary

Att.C, AI 13, 05/12/22

Consultant/ Subconsultant: **Ninyo & Moore Geotechnical & Environmental Sciences Consultants**

Contract No:

Task Order No.

Work Order Title: **EL CAJON TRANSIT CENTER THIRD TRACK FINAL DESIGN**

Attachment: **B**

## TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Boring Permit - County of SD	1	\$248.00	1	\$248.00								
2	Drill Rig - Subcontractor	1	\$3,400.00							1	\$3,400.00		
3	Drum Disposal of Boring Cuttings	1	\$800.00							1	\$800.00		
4	Laboratory Testing	1	\$1,420.00							1	\$1,420.00		
5													
6													
7													
8													
9													
10													
Subtotal =					<b>\$248.00</b>	Subtotal =				Subtotal =			
										Subtotal =			<b>\$5,620.00</b>

## TASKS/WBS (6-10)

ODC Item	Description	Task 6		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals	
		Quantity	Total									Quantity	Total
1	Boring Permit - County of SD											1	\$248.00
2	Drill Rig - Subcontractor											1	\$3,400.00
3	#VALUE!											1	\$800.00
4	#VALUE!											1	\$1,420.00
5	#VALUE!												
6	#VALUE!												
7	#VALUE!												
8	#VALUE!												
9	#VALUE!												
10	#VALUE!												
Subtotal =				Subtotal =				Subtotal =				Subtotal =	
												Totals =	
												<b>\$5,868.00</b>	

Work Order Estimate  
Summary

Total Hours =

1,470

Total Costs =

\$200,895.64

Consultant/Subconsultant:

Pacific Railway Enterprises, Inc.

MTS Doc. No.:

Work Order No.:

Work Order Title:

El Cajon Transit Center Third Track

Attachment:

B

			ODCs (See Attachment)	Sr. Systems Engineer	Sr. Railroad Systems Technologist I	Signal Designer III	Sr. Railroad Systems Technologist III	NA	NA	NA	NA	NA	NA	Total Hours	Totals
Item	TASKS/WBS	TASKS/WBS Description		\$238.66	\$132.59	\$79.55	\$172.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
1	Task 1	Field Survey & Investiagation													
		Field Survey		8	8		8							24	\$4,348.88
		Subtotals (Hours) =	N/A	8	8		8							24	\$4,348.88
		Subtotals (Costs) =		\$1,909.28	\$1,060.72		\$1,378.88							24	\$4,348.88
2	Task 2	Project Meeting													
		Project meetings (assume 12 mts. @ 1 hr. each)		12			12							24	\$4,932.24
		Subtotals (Hours) =	N/A	12			12							24	\$4,932.24
		Subtotals (Costs) =		\$2,863.92			\$2,068.32							24	\$4,932.24
3	Task 3	Signal Design													
		65% Signal Design		4	40	40	40							124	\$16,334.64
		95% Signal Design		8	200	200	120							528	\$65,020.48
		100% Signal Design		8	40	40	40							128	\$17,289.28
		Signal Design (E26 Modifications)													
		95% Signal Design		4	40	40	24							108	\$13,576.88
		100% Signal Design		6	48	48	32							134	\$17,130.20
		Bid Support		4	8	8	8							28	\$4,030.64
		Subtotals (Hours) =	N/A	34	376	376	264							1,050	\$133,382.12
		Subtotals (Costs) =		\$8,114.44	\$49,853.84	\$29,910.80	\$45,503.04							1,050	\$133,382.12
4	Task 4	Station Communications Design													
		65% Station Communications Design		40		40								80	\$12,728.40
		95% Station Communications Design		80		80								160	\$25,456.80
		100% Station Communications Design		52		64								116	\$17,501.52
		Bid Support		8		8								16	\$2,545.68
		Subtotals (Hours) =	N/A	180		192								372	\$58,232.40
		Subtotals (Costs) =		\$42,958.80		\$15,273.60								372	\$58,232.40
Totals (Summary) =														1,470	\$200,895.64
	Total (Hours) =		N/A	234	384	568	284							1470	
	Total (Costs) =			\$55,846.44	\$50,914.56	\$45,184.40	\$48,950.24								\$200,895.64
	Percentage of Total (Hours) =		N/A	16%	26%	39%	19%							100%	
	Percentage of Total (Costs) =			28%	25%	22%	24%								100%

Work Order Estimate  
Summary

Total Hours =

8

Total Costs =

\$1,200.36

Consultant/Subconsultant:

Estrada Land Planning

MTS Doc. No.:

G1951.0-17

Work Order No.:

WOA1951-AE-61.04

Work Order Title:

EL CAJON TRANSIT CENTER THIRD TRACK FINAL DESIGN

Attachment:

B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Admin 2	Admin 3	Designer / CADD Specialist	Landscape Architect	Landscape Designer	Principal	Sr. Landscape Architect	Sr. Landscape DESIGNER	NA	Total Hours	Totals
				\$ 72.40	\$ 114.80	\$ 74.69	\$ 99.96	\$ 78.09	\$ 237.01	\$ 130.33	\$ 112.01	\$ -		
13	Task 13	Landscaping												
	13.1	Landscape				1			2	5			8	\$1,200.36
Subtotals (Hours) = N/A						1			2	5			8	\$1,200.36
Subtotals (Costs) =						\$74.69			\$474.02	\$651.65			8	\$1,200.36
Totals (Summary) =													8	\$1,200.36
Total (Hours) =			N/A			1			2	5			8	
Total (Costs) =						\$74.69			\$474.02	\$651.65			Total (Labor)	\$1,200.36
Percentage of Total (Hours) =			N/A			13%			25%	63%			Total (ODCs)	
Percentage of Total (Costs) =						6%			39%	54%			100%	100%

# Work Order Estimate Summary

Att.C, AI 13, 05/12/22

Consultant/ Subconsultant: Estrada Land Planning

Contract No: G1951.0-17

Task Order No. WOA1951-AE-61.04

Work Order Title: EL CAJON TRANSIT CENTER THIRD TRACK FINAL DESIGN

Attachment: B

TASKS/WBS (1-5)													
ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	test 1	ea											
2	test 2	ea											
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)											
ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	test 1										
2	test 2										
3											
4											
5											
6											
7											
8											
9											
10											
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (11-15)													
ODC Item	Description	Task 11		Task 12		Task 13		Task 14		Task 15		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	test 1												
2	test 2												
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

May 12, 2022

MTS Doc. No. G1951.0-17  
Work Order No. WOA1951-AE-61.05

Mr. Farhad Nourbakhsh  
Vice President  
Mott MacDonald, LLC  
401 B Street, Suite 1520  
San Diego, CA 92101

Dear Mr. Nourbakhsh:

Subject: AMENDMENT NO. 5, TO WORK ORDER WOA1951-AE-61, TO MTS DOC. NO. G1951.0-17,  
GENERAL ENGINEERING SERVICES FOR EL CAJON TRANSIT CENTER THIRD TRACK  
FINAL DESIGN

This letter shall serve as Amendment No. 5 to our agreement for Work Order WOA1951-AE-61 to MTS Doc. No. G1951.0-17, for engineering services for El Cajon Transit Center Third Track Final Design.

#### SCOPE OF SERVICES

This Amendment shall add Design Services During Construction (DSDC) and design services for the development of vital and non-vital application software for E26 Interlocking services to the Scope of Work (Attachment A).

#### SCHEDULE

As a result of this Amendment, the Scope of Services, as described above, shall be in effect through the completion of construction services.

#### PAYMENT

As a result of this Amendment payment shall be increased by \$541,627.06. Payment shall be based on actual costs. The revised amount shall not exceed \$1,346,926.14 without prior authorization of MTS (Attachment B).

Please sign below, and return the document to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect.

Sincerely,

Accepted:

Sharon Cooney  
Chief Executive Officer

\_\_\_\_\_  
Mr. Farhad Nourbakhsh, Vice President  
Mott MacDonald, LLC

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

Attachments: A, Scope of Work  
B, Negotiated Fee Proposal

## **ATTACHMENT A SCOPE OF WORK**

MTS Doc. No. G1951.0-17

Work Order No. WOA1951-AE-61.05

**WORK ORDER TITLE: El Cajon Transit Center Third Track – Design Services During Construction****I. PROJECT DESCRIPTION**

This work order is for Design Services during Construction (DSDC) for the El Cajon Transit Center Third Track and Platform project, for which the Mott MacDonald team previously completed final design and prepared the plans, specifications, and estimate (PS&E) issued for bid and awarded for construction. The construction of these improvements will allow three- and four-car trains along the Green and Orange Lines to terminate at the El Cajon Transit Center (ECTC) and for one- and two-car trolley shuttles to provide service for the remaining segment of these lines to Santee Town Center Station (STCS) by utilizing the new third track and turnout adjacent to ECTC and a new crossover approximately 0.8 mi to the north. Although this change will require single-track operations between ECTC and STCS, it will alleviate other operational constraints currently impacting the entire line.

**II. EXPECTED RESULTS**

Under this work order, the Mott MacDonald team will provide DSDC throughout the entire construction phase of the ECTC Third Track and Platform project. Project management and subconsultant coordination will also be provided in support of this effort.

**III. SCOPE OF WORK****Task 1: Project Management and Coordination**

Provide project management services including the requirements for invoicing, scheduling, subconsultant coordination, and monthly project progress reports.

This task assumes the construction phase duration will be 12 months.

**Task 2: Design Services During Construction Services****Task 2.1: Weekly Construction Meetings**

Consultant will attend construction progress meetings (virtual) at the request of the MTS Project Manager. Appropriate representatives will attend when requested depending on progress and phase of construction.

**Task 2.2: Review and Approve Submittals**

At the direction of MTS or the MTS Construction Management (CM) Team, Consultant will review and take appropriate action in respect to Contractor-prepared submittals required by the specifications, including shop drawings, product catalog cut sheets, certificates of compliance, samples, and other data which the Contractor is required to submit, but only for conformance with the information given in the contract documents. Such review and responsive action will not extend to means, methods, techniques, equipment choice and usage, sequences, schedules, or procedures of construction or to related safety precautions and programs.

Consultant will have ten working days for review of each submittal. The completed review will include a review stamp indicating results of the review with notes for additional action by the Contractor as may be deemed necessary.

**Task 2.3: Respond to Requests for Information (RFI)**



At the direction of MTS or the MTS CM Team, Consultant will review and respond to Construction Contractor RFIs. Issue necessary clarifications and interpretations of the contract documents, as appropriate. Any orders authorizing variations from the contract documents will be made by the MTS CM Team.

#### **Task 2.4: Field Observations**

At the direction of MTS or the MTS CM Team, Consultant will perform site visits to assist responding to RFIs, gather data for developing Construction Change Orders (CCOs), or to perform other specific tasks such as observation of change in condition, contractor implementation for substitution, field verifications, pre-testing and in-service testing, etc.

#### **Task 2.5: Prepare Design Revisions/Design Change Notices (DCNs)**

Consultant will prepare revisions to design plans and technical specifications as directed. Consultant will work with MTS and the MTS CM Team to assess the purpose for implementing a potential change, develop an appropriate solution, and develop corresponding revisions to the design plans and technical specifications.

Design revisions may be in response to action required by an RFI, CCO, an unforeseen site condition, value-engineering, etc. If requested by MTS, Consultant will develop cost estimates to coincide with the proposed changes. Design revisions will be transmitted in PDF file format.

#### **Task 2.6: Punchlist and Closeout Activities**

**2.6.1 Punchlist / Closeout:** As the project nears Substantial Completion, the Consultant will assist the CM team in preparing a punchlist of items to be addressed by the Contractor. Assistance with the punchlist will entail site walks as directed by MTS and/or the MTS CM Team.

**2.6.2 Project As-built Drawings:** Once the CM team verifies the accuracy and completion of Contractor's as-built redlines and they are transmitted to the design team, Consultant will prepare draft and final as-built drawings to be reviewed and approved by MTS. As-built plans prepared under this Work Order will not include any work performed by the Construction contractor subsequent to Completion of Work.

### **Task 3: Software Development**

Consultant shall develop vital and non-vital application software for E26 Interlocking (E1653RC), E27 Interlocking (E1680RC) & E28 Interlocking (E1751RC). The Consultant shall have a minimum of three (3) of software development sessions with MTS. The Consultant shall simulate the developed software and rack test prior to handing software over to Contractor. The Consultant shall be present during FAT testing to assist the Contractor assuming FAT testing is performed in Southern California. The Consultant shall provide software field support during in-service testing (approximately two-three weeks).

## **IV. PERIOD OF PERFORMANCE**

The scope of work is expected to be complete 13 months from NTP.

## **V. DELIVERABLES**

Expected deliverables under this work order include:

#### **Task 1.0**

- Monthly progress reports

- Internal team meeting notes as needed

**Task 2.0**

- Stamped submittal reviews
- Responses to RFIs
- Field notes as needed
- Revisions to design plans and technical specifications with corresponding cost estimates, as needed
- Punchlist
- Draft and final as-built drawings

**Task 3.0**

- Software for E26, E27, and E28 Interlockings

**VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES****A. Schedule**

<b>Task No.</b>	<b>Task</b>	<b>Due Date or Begin / End Dates*</b>
1	Project Management	NTP / NTP + 13 months
2.1	DSDC – Weekly Construction Meetings	NTP / NTP + 12 months
2.2	DSDC – Submittal Review	NTP / NTP + 12 months
2.3	DSDC – Respond to RFIs	NTP / NTP + 12 months
2.4	DSDC – Field Visits	NTP / NTP + 12 months
2.5	DSDC – Design Revisions / DCNs	NTP / NTP + 12 months
2.6	DSDC – Punchlist / Closeout / As-builts	NTP / NTP + 13 months
3	Software (Development)	NTP / NTP + 7 weeks
3	Software (Simulation / Testing)	2-3 weeks following software development
3	Software (In-service Testing)	Start of testing / 2-3 weeks

**B. Milestones/Deliverables Schedule:**

<b>Task</b>	<b>Milestone/Deliverable</b>	<b>Due Date*</b>
1	Progress Reports	Monthly
2.2	Submittal Reviews	Within 10 days of receipt
2.3	Responses to RFIs	Within 5 days of receipt
2.4	Field Meeting Notes	Within 5 days of meeting
2.5	Design Revisions	Varies based on complexity/ coordination needs
2.6	Punchlist	Within 10 days of substantial completion
2.6	Draft As-Built Drawings	Within 15 days of receipt of redlines
2.6	Final As-Built Drawings	Within 5 days of receipt of review comments
3	Software (development only)	7 weeks from start of development

\*Durations provided in working days

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

Not Applicable.

**VIII. SPECIAL CONDITIONS**

Not Applicable.

**IX. MTS ACCEPTANCE OF SERVICES:**

Contractor shall not be compensated at any time for unauthorized work outside of this Work Order. Contractor shall provide notice to MTS's Project Manager upon 100% completion of this Work Order. Within five (5) business days from receipt of notice of Work Order completion, MTS's Project Manager shall review, for acceptance, the 100% completion notice. If Contractor provides final service(s) or final work product(s) which are found to be unacceptable due to Contractors' and/or subcontractors' negligence and thus not 100% complete by MTS's Project Manager, Contractor shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice. Moreover, 100% acceptance and final completion will be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments.

Monthly progress payments shall be based on hours performed for each person/classification identified in the attached Fee Schedule and shall at no time exceed the NTE. Contractor shall only be compensated for actual performance of services and at no time shall be compensated for services for which MTS does not have an accepted deliverable or written proof and MTS acceptance of services performed.

**X. DEFICIENT WORK PRODUCT:**

Throughout the construction management and/or implementation phases associated with the services rendered by the Contractor, if MTS finds any work product provided by Contractor to be deficient and the deficiently delays any portion of the project, Contractor shall bear the full burden of their deficient work and shall be responsible for taking all corrective actions to remedy their deficient work product including but not limited to the following:

- Revising provided documents

At no time will MTS be required to correct any portion of the Contractors deficient work product and shall bear no costs or burden associated with Contractors deficient performance and/or work product.

**XI. DELIVERABLE REQUIREMENTS**

Contractor will be required to submit any and all documentation required by the Scope of Work. The deliverables furnished shall be of a quality acceptable to MTS. The criteria for acceptance shall be a product of neat appearance, well-organized, and procedurally, technically and grammatically correct. MTS reserves the right to request a change in the format if it doesn't satisfy MTS's needs. All work products will become the property of MTS. MTS reserves the right to disclose any reports or material provided by the Contractor to any third party.

Contractor shall provide with each task, a work plan showing the deliverables schedule as well as other relevant date needed for Contractor's work control, when and as requested by MTS.

Contractor's computer data processing and work processing capabilities and data storage should be compatible with Windows compatible PC's, text files readable in Microsoft Word, and standard and customary electronic storage. Contractor shall maintain backup copies of all data conveyed to MTS.

Contractor shall provide MTS with hard copy or electronic versions of reports and/or other material as requested by MTS.

**XII. PRICING**

Pricing shall be firm and fixed for the duration of the Work Order and any subsequent Change Orders/Amendments to the Work Order. There shall be no escalation of rates or fees allowed.

**XIII. ADDITIONAL INFORMATION**

Not Applicable

**XIV. PREVAILING WAGE**

Prevailing wage rates apply to certain personnel for these services? ☐ Yes ☒ No

If yes, please list classification subject to prevailing wage rates:


**ATTACHMENT B  
NEGOTIATED FEE PROPOSAL**

# Work Order Estimate Summary

Att. D, AI 13, 05/12/22

MTS Doc. No.	G1951.0-17
Work Order No.	WOA1951-AE-61.05
Attachment:	B

Work Order Title: El Cajon Transit Center Third Track DSDC

Project No:

**Table 1 - Cost Codes Summary (Costs & Hours)**

Item	Cost Codes	Cost Codes Description	Total Costs
1		El Cajon Transit Center Third Track DSDC	\$541,627.06
2			

Totals = **\$541,627.06**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 1	Project Management	164.0	\$37,172.64
2	Task 2	Design Services During Construction	1780.0	\$367,150.79
3	Task 3	Software Development	624.0	\$137,303.63

Totals = **2,568.0** **\$541,627.06**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				MOTT MACDONALD GROUP	1,152.0	\$267,318.17
				Ninyo & Moore	76.0	\$12,188.92
x				Pacific Railway Enterprises, Inc.	1,308.0	\$256,875.00
x		x		Estrada Land Planning	32.0	\$5,244.97

Totals = **2,568.0** **\$541,627.06**

Work Order Estimate  
Summary

Att. D, AI 13, 05/12/22

Consultant/Subconsultant: MOTT MACDONALD GROUP

MTS Doc. No.: G1951.0-17

Work Order No.: WOA1951-AE-61.05

Total Hours	1,152
Total Costs	\$267,318.17

Work Order Title: El Cajon Transit Center Third Track DSDC

Attachment: B

		ODCs (See Attachment)	Contract Manager	Sr. Project Engineer - Rail Transit (QA/QC)	Senior Project Engineer - Utilities	Senior CAD	Engineer 2	Engineer 4 - Structural	Engineer 4 - Rail Systems	Sr. Project Engineer - Rail Transit	Cost Estimator	Principal Engineer - Rail & Transit	Sr. Project Engineer - Rail Systems	Principal Engineer - Rail Systems	Admin	Total Hours	Totals
Item	TASKS/WBS TASKS/WBS Description		\$ 312.64	\$ 197.79	\$ 205.77	\$ 152.09	\$ 101.61	\$ 140.37	\$ 158.71	\$ 197.79	\$ 204.66	\$ 293.50	\$ 248.83	\$ 280.74	\$ 92.52		
1	Task 1 Project Management																
1.1	Project Management and Controls		8									52		52	52	164	\$37,172.64
	Subtotals (Hours) =		8									52		52	52	164	\$37,172.64
	Subtotals (Costs) =		\$2,501.12									\$15,262.00		\$14,598.48	\$4,811.04	164	\$37,172.64
2	Task 2 Design Services During Construction																
2.1	Construction Progress Meetings		8							52		52				112	\$28,048.20
2.2	Review and Approve Submittals		8						48	48			96	48		248	\$56,976.32
2.3	Respond to RFIs		8						32	64			64	24		192	\$42,901.28
2.4	Field Visits	\$1,310.40	16						48			24		24		112	\$27,712.48
2.5	Prepare Design Revisions/DCNs		16	16	40			24		48			40			184	\$39,213.68
2.6	Construction Closeout																
2.6.1	Punchlist / Closeout		4									24		24		52	\$15,032.32
2.6.2	Construction As-Built Drawings		4	8	4	32				2		2		4		56	\$10,628.38
	Subtotals (Hours) =		64	24	44	32		24	128	214		102	200	124		956	\$220,512.66
	Subtotals (Costs) =	\$1,310.40	\$20,008.96	\$4,746.96	\$9,053.88	\$4,866.88		\$3,368.88	\$20,314.88	\$42,327.06		\$29,937.00	\$49,766.00	\$34,811.76		956	\$220,512.66
3	Task 3 Software Development																
3.1	Oversight	\$87.75	8									24				32	\$9,632.87
3.2	Software Development and Testing																
	Subtotals (Hours) =		8									24				32	\$9,632.87
	Subtotals (Costs) =	\$87.75	\$2,501.12									\$7,044.00				32	\$9,632.87
	Totals (Summary) =															1,152	\$267,318.17
	Total (Hours) =		80	24	44	32		24	128	214		178	200	176	52	1152	
	Total (Costs) =	\$1,398.15	\$25,011.20	\$4,746.96	\$9,053.88	\$4,866.88		\$3,368.88	\$20,314.88	\$42,327.06		\$52,243.00	\$49,766.00	\$49,410.24	\$4,811.04		\$267,318.17
	Percentage of Total (Hours) =	N/A	7%	2%	4%	3%		2%	11%	19%		15%	17%	15%	5%	100%	
	Percentage of Total (Costs) =	1%	9%	2%	3%	2%		1%	8%	16%		20%	19%	18%	2%		100%

# Work Order Estimate Summary

Att. D, AI 13, 05/12/22

Consultant/ Subconsultant: **MOTT MACDONALD GROUP**

Contract No: **G1951.0-17**

Task Order No. **WOA1951-AE-61.05**

Work Order Title: **El Cajon Transit Center Third Track DSDC**

Attachment: **B**

## TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	1	\$0.585			2,240	\$1,310.40	150	\$87.75				
2	Repro & Graphics												
3	Roll Plots												
4													
5													
6													
7													
8													
9													
10													

Subtotal = Subtotal = **\$1,310.40** Subtotal = **\$87.75** Subtotal = Subtotal =

## TASKS/WBS (6-10)

ODC Item	Description	Task 6										Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage											2,390	\$1,398.15
2	Repro & Graphics												
3	Roll Plots												
4													
5													
6													
7													
8													
9													
10													

Subtotal = Subtotal = Subtotal = Subtotal = Subtotal = **Totals = \$1,398.15**



## Work Order Estimate Summary

Att. D, AI 13, 05/12/22

Consultant/Subconsultant: **Ninyo & Moore Geotechnical & Environmental Sciences Consu**

MTS Doc. No.:

Work Order No.:

Total Hours =	<b>76</b>
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Total Costs =	<b>\$12,188.92</b>
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Work Order Title: **EL CAJON TRANSIT CENTER THIRD TRACK DSDC**

Attachment: B

			ODCs (See Attachment)	Accounting	Administrative / Word Processor / Office Assistant	Field Tester	GIS Specialist	Inspector	Laboratory Manager	Laboratory Technician	Principal Engineer/Ge ologist/Envir onmental	Project Engineer/Ge ologist/Envir onmental	Senior Engineer/G eologist/En vironmenta	Senior Project Engineer/G eologist/En		Total Hours	Totals
Item	TASKS/WBS	TASKS/WBS Description		\$ 79.06	\$ 88.47	\$ 155.62	\$ 127.99	\$ 165.20	\$ 103.02	\$ 64.68	\$ 217.53	\$ 115.81	\$ 160.20	\$ 149.48			
2	Task 2	Design Services During Construction															
2.1	Construction Progress Meetings										4			4		8	\$1,468.04
2.2	Review and Approve Submittals				4						6	8		8		26	\$3,781.38
2.3	Respond to RFIs				4						6	8		8		26	\$3,781.38
2.4	Field Visits		\$491.40								8	8				16	\$3,158.12
2.5	Prepare Design Revisions/DCNs																
2.6	Construction Closeout																
2.6.1	Punchlist / Closeout																
2.6.2	Construction As-Built Drawings																
Subtotals (Hours) =			N/A		8						24	24		20		76	\$12,188.92
Subtotals (Costs) =			\$491.40		\$707.76						\$5,220.72	\$2,779.44		\$2,989.60		76	\$12,188.92
Totals (Summary) =																	
Total (Hours) =			N/A		8						24	24		20		Totals =	
Total (Costs) =			\$491.40		\$707.76						\$5,220.72	\$2,779.44		\$2,989.60		Total (Labor)	\$12,188.92
																Total (ODCs)	\$491.40
Percentage of Total (Hours)			N/A		11%						32%	32%		26%		100%	
Percentage of Total (Costs)			4%		6%						43%	23%		25%			100%

# Work Order Estimate Summary

Att. D, AI 13, 05/12/22

Consultant/ Subconsultant: **Ninyo & Moore Geotechnical & Environmental Sciences Consultants**

Contract No:

Task Order No.

Work Order Title: **EL CAJON TRANSIT CENTER THIRD TRACK DSDC**

Attachment: **B**

## TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	1	\$0.59			840	\$491.40						
2													
3													
4													
5													
6													
7													
8													
9													
10													

Subtotal =  Subtotal =  Subtotal =  Subtotal =  Subtotal =

## TASKS/WBS (6-10)

ODC Item	Description	Task 6										Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage											840	\$491.40
2													
3	#VALUE!												
4	#VALUE!												
5	#VALUE!												
6	#VALUE!												
7	#VALUE!												
8	#VALUE!												
9	#VALUE!												
10	#VALUE!												

Subtotal =  Subtotal =  Subtotal =  Subtotal =  Subtotal =  Totals =

Work Order Estimate  
Summary

Att. D, AI 13, 05/12/22

Total Hours =			Consultant/Subconsultant: Pacific Railway Enterprises, Inc.				MTS Doc. No.:	
Total Costs =			Work Order Title: El Cajon Transit Center Third Track DSDC				Work Order No.:	
							Attachment: B	

**Work Order Estimate  
Summary**

Att. D, AI 13, 05/12/22

Consultant/ Subconsultant: **Pacific Railway Enterprises, Inc.**

Contract No: **G1951.0-17**

Work Order Title: **El Cajon Transit Center Third Track DSDC**

Task Order No. **WOA1951-AE-61.05**

Attachment: **B**

TASKS/WBS (1-5)													
ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage	1	\$0.59			1,680	\$982.80	840	\$491.40				
2	test 2	ea											
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)											
ODC Item	Description	Task 6		Task 7		Task 8		Task 9		Task 10	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage										
2	test 2										
3											
4											
5											
6											
7											
8											
9											
10											
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (11-15)													
ODC Item	Description	Task 11		Task 12		Task 13		Task 14		Task 15		Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Mileage											2,520	\$1,474.20
2	test 2												
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

Work Order Estimate  
Summary

Att. D, AI 13, 05/12/22

Total Hours	32
Total Costs	\$5,244.97

Consultant/Subconsultant: Estrada Land Planning

MTS Doc. No.: G1951.0-17

Work Order No.: WOA1951-AE-61.05

Work Order Title: EL CAJON TRANSIT CENTER THIRD TRACK DSDC

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Admin 2	Admin 3	Designer / CADD Specialist	Landscape Architect	Landscape Designer	Principal	Sr. Landscape Architect	Sr. Landscape DESIGNER		Total Hours	Totals
				\$ 76.51	\$ 121.30	\$ 78.92	\$ 105.62	\$ 82.52	\$ 250.45	\$ 137.72	\$ 118.36			
2	Task 2	Design Services During Construction												
2.1	Construction Progress Meetings													
2.2	Review and Approve Submittals			3					2	3			8	\$1,143.59
2.3	Respond to RFIs								6	6			12	\$2,329.02
2.4	Field Visits													
2.5	Prepare Design Revisions/DCNs							6	4	2			12	\$1,772.36
2.6	Construction Closeout													
2.6.1	Punchlist / Closeout													
2.6.2	Construction As-Built Drawings													
		Subtotals (Hours) =	N/A	3				6	12	11			32	\$5,244.97
		Subtotals (Costs) =		\$229.53				\$495.12	\$3,005.40	\$1,514.92			32	\$5,244.97
		Totals (Summary) =											32	\$5,244.97
		Total (Hours) =	N/A	3				6	12	11			32	
		Total (Costs) =		\$229.53				\$495.12	\$3,005.40	\$1,514.92			Total (Labor)	\$5,244.97
		Percentage of Total (Hours) =	N/A	9%				19%	38%	34%			Total (ODCs)	
		Percentage of Total (Costs) =		4%				9%	57%	29%			100%	100%



## Agenda Item No. 14

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

May 12, 2022

#### SUBJECT:

INVESTMENT REPORT – QUARTER ENDING MARCH 31, 2022

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of March 31, 2022. The combined total of all investments has decreased quarter to quarter from \$156.7 million to \$137.4 million. This \$19.3 million decrease is attributable to \$23.1 million in capital expenditures, partially offset by \$10.2 million in Federal Transit Administration 5307 capital revenue, as well as normal timing differences between other payments and receipts.

The first column provides details about investments restricted for capital improvement projects and Pronto Stored Value.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.

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

/S/ Sharon Cooney \_\_\_\_\_

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. Investment Report for the Quarter Ending March 31, 2022



**San Diego Metropolitan Transit System  
Investment Report  
March 31, 2022**

<b>Institution / Issuer</b>	<b>Function</b>	<b>Investment Type</b>	<b>Restricted</b>	<b>Unrestricted</b>	<b>Total</b>	<b>Avg. Rate of Return</b>		<b>Benchmark</b>
J.P. Morgan Chase	Operating Funds	Depository Bank	-	38,937,497	38,937,497	0.01%	*	0.080% WSJ Money Market
U.S. Bank - Retention Trust Account	Restricted for Capital Support	Depository Bank	8,531,874	-	8,531,874	N/A	**	-
Local Agency Investment Fund (LAIF)	Restricted (Stored Value)	Investment Pool	2,322,541		2,322,541	0.365%		0.057% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	State Grant Funds	Investment Pool	16,218,795	-	16,218,795	0.710%		0.057% S&P US T-Bill 0-3 Mth Index
<b>Subtotal: Restricted for Capital Support / Stored Value</b>			<b>27,073,210</b>	<b>-</b>	<b>27,073,210</b>			
Local Agency Investment Fund (LAIF)	Investment of Surplus Funds	Investment Pool	-	45,576,625	45,576,625	0.365%		0.057% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	Investment of Surplus Funds	Investment Pool	-	25,828,700	25,828,700	0.710%		0.057% S&P US T-Bill 0-3 Mth Index
<b>Subtotal: Investment Surplus Funds</b>			<b>-</b>	<b>71,405,325</b>	<b>71,405,325</b>			
<b>Grand Total Cash and Investments</b>			<b>\$ 27,073,210</b>	<b>\$ 110,342,822</b>	<b>\$ 137,416,032</b>			

\*-The .01% is an annual percentage yield on the average daily balance that exceeds \$30 million

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



## Agenda Item No. 15

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

May 12, 2022

#### SUBJECT:

PROPOSED REVISIONS TO MTS BOARD POLICY NO. 35 “DRUG AND ALCOHOL POLICY”

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve the proposed revisions to Board Policy No. 35 “Drug and Alcohol Policy” (Attachment A).

#### Budget Impact

None with this action.

#### DISCUSSION:

The Federal Transit Administration (“FTA”) requires that recipients of federal financial assistance, such as San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI) and MTS, maintain a drug and alcohol policy that complies with FTA regulations, 49 CFR Parts 40 and 655, and the Drug Free Workplace Act, on preventing prohibited drug use and alcohol misuse in transit operations.

MTS periodically updates its policy to ensure full compliance with FTA regulations. On April 13, 2017, the MTS Board approved updates to the Drug and Alcohol Policy (Attachment C), that were intended to supplant Board Policy No. 35 (Attachment D), but the changes were not described as an update to Board Policy No. 35 in the April 13, 2017 Agenda Item. The attached revised Board Policy No. 35 incorporates the changes the Board approved on April 13, 2017, as well as position title changes, changes in contact information, and changes in FTA nomenclature and testing methodology necessary to comply with the most-recent FTA regulations.

FTA regulations require that the governing board of the organization approve the drug and alcohol policy. Today’s action would revise Board Policy 35 to incorporate the revisions previously approved by the Board on April 13, 2017, as well as the additional changes described above.





Therefore, staff recommends that the MTS Board of Directors approve the proposed revisions to Board Policy No. 35 “Drug and Alcohol Policy” (Attachment A).

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. Draft Board Policy No. 35 – Clean copy  
B. Draft Board Policy No. 35 – Redline copy including all changes from 8/18/2011 version  
C. Drug and Alcohol Policy – Approved 4/13/2017  
D. Board Policy No. 35 as amended on 8/18/2011



## **Policies and Procedures No. 35**

**Board Approval: 5/12/22**

**SUBJECT:**

**DRUG AND ALCOHOL POLICY**

### **I.**

#### **PURPOSES**

- A. To maintain a safe and efficient public transportation system;
- B. To maintain a safe, healthy working environment for all employees;
- C. To reduce the incidence of accidental injury to person or property;
- D. To reduce absenteeism, tardiness and indifferent job performance;
- E. To maintain a work environment free of alcohol and drug related performance problems, accidents and injuries; and
- F. To comply with the Federal Transit Administration ("FTA") regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Parts 655 and 40 and the Drug Free Workplace Act of 1988.

### **II.**

#### **APPLICATION OF POLICY**

This policy applies to applicants and employees of the San Diego Metropolitan Transit System's ("MTS") operating entities, San Diego Trolley, Inc. ("MTS Rail or SDTI") and San Diego Transit Corporation ("MTS Bus" or "SDTC") [MTS, SDTI and SDTC are collectively referred to as "the Agency"], and to certain contract personnel who have been notified of the applicability of this policy to their work and contractors who have chosen to incorporate this policy as their own based on contractual agreement with the Agency. The word "employee" as used in this policy includes all such designated personnel including contract employees. This policy also applies to employees of the Metropolitan Transit System who work in the positions listed below and/or perform safety-sensitive functions as defined below.

Some of the drug and alcohol testing and procedures required in this policy are mandated by FTA regulations preventing prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Parts 655 and 40. The drug testing and alcohol testing mandated by FTA is applicable to "safety-sensitive employees" of the Agency, which includes those who:



1. Operate revenue service vehicles, including when such vehicles are not in revenue service;
2. Operate a non-revenue service vehicle, when such vehicle is required to be operated by a holder of a Commercial Driver's License;
3. Control dispatch or movement of a revenue service vehicle;
4. Maintain a revenue service vehicle or equipment used in revenue service;
5. Security personnel who carry firearms;
6. Supervisors of the aforementioned employees since these supervisors may perform safety-sensitive duties.

The Agency has reviewed the actual duties performed by employees and determined that the following jobs functions may require the performance of safety-sensitive duties:

### **MTS Rail**

Train Operator, Electromechanic, Linemen, Assistant Linemen, Track Serviceperson, LRV Maintainers, Wayside Maintainers, Serviceperson, Construction Safety Flagperson, Controller, Superintendent and Assistant Superintendent of Transportation, Central Control Supervisor, Assignments Supervisor, Training Coordinator/Supervisor, Transportation Supervisor, Superintendent and Assistant Superintendent of LRV Maintenance, LRV Maintenance Supervisor, Superintendent and Assistant Superintendent of MOW, Track Supervisor, Manager of Track and Structure, Superintendent of Facilities, Facilities Manager, Assistant Manager of Facilities, Facilities Supervisor, and System Safety Manager.

### **MTS Bus**

Bus Operators (student and part-time included), Service Operations Supervisors, all hourly Maintenance employees, Maintenance Manager, Assistant Maintenance Managers, Maintenance Foremen, Quality Assurance Manager/ Asst. Manager, Quality Assurance Supervisor, Dispatchers, Dispatch Clerks, Communications/Operations Supervisors, Operations Trainer, Maintenance Instructor, Manager/Asst. Manager Transportation Communication and Technology, Manager of Transportation, Assistant Transportation Managers, Senior Transportation Supervisor, Director of Transportation and Director of Fleet and Facility Maintenance, Manager of Training, Part Time Training Instructor, Safety Manager, Facilities Manager, and Facilities Foremen.

### **MTS Security**

Director of Transit Security and Passenger Safety, Deputy Director of Transit Enforcement, Manager of Transit Field Operations – Transit Enforcement, Asst. Manager of Field Operations – Transit Enforcement, Code Compliance Supervisor, Code Compliance Inspector, and all contract officers or supervisors of contract security officers who carry firearms regardless of title or rank.

The drug and alcohol testing required by this policy for employees who are not safety-sensitive employees as defined above is required by the Agency, not the FTA. This policy specifies which testing is mandated by FTA and which is required by the Agency.

Upon implementation, this policy supersedes all previously issued Drug and Alcohol Policies for SDTC, SDTI and MTS.

### **III.**

## **ILLEGAL DRUGS, LEGAL DRUGS AND ALCOHOL**

### **A. Illegal Drugs**

The sale, offer to sell, purchase, use, manufacture, transfer or possession of illegal drugs while on Agency business or on Agency premises, property or vehicles is prohibited. Further, no employee shall bring drug paraphernalia onto Agency premises or property or into company vehicles. Violation of these rules will result in disciplinary action, up to and including termination; termination is likely for any violation, even a first offense.

Illegal drug means any drug (a) which is not legally obtainable or (b) which is legally obtainable but has not been legally obtained. The term includes marijuana, cocaine, opioids (codeine, morphine, heroin, semi-synthetic opioids), phencyclidine[“ PCP”], and amphetamines (amphetamine, methamphetamine, MDMA, MDA). Regardless of any State laws protecting the medicinal or recreational use of Marijuana, federal regulations forbid its use by safety-sensitive employees, and Agency policy forbids its use for all other employees. The term also includes prescribed drugs not legally obtained, prescribed drugs not being used for prescribed purposes and any substance which a person holds out or represents to another as an illegal drug.

### **B. Legal Drugs**

The use of legal drugs at a level, or in a manner, combination or quantity which impedes an employee’s ability to perform his job is prohibited and will lead to disciplinary action, up to and including termination. Agency policy (not FTA regulations) also deems failure to report the use of legal drugs per the procedure described below as a violation of this policy that will result in discipline up to and including termination of employment.

It is the employee’s responsibility to insure that any legal drug(s) they are taking allow them to safely perform their duties. Employees have an affirmative obligation to report any drug or medication which they are taking to their immediate supervisor, using the “Prescription Drug Notification Form”, or in their supervisor’s absence, directly to the Director of Human Resources, so that a determination can be made by the company’s physicians as to the ability of the employee to perform their particular job safely while using that drug or combination of drugs. If, after consulting with its physicians, the Agency has determined that the employee does not pose a threat to his or her own safety, public safety, or the safety of coworkers, and that the employee’s job performance will not be significantly affected by the legal drug, the employee may continue to work while taking that particular legal drug. Any employee using a prescription drug must provide the prescription and the medication itself (if requested) to the designated Agency medical facility as soon as possible (but in any case within 24 hours) after notification by Agency management or its physicians.

### **C. Alcohol**

No employee shall consume alcoholic beverages in Agency vehicles, on Agency premises or property, within four hours before performing safety-sensitive functions, while on Agency business, or while in uniform. Violation of these rules will result in disciplinary action, up to and including termination, even for a first offense.

No employee who is on call and therefore subject to being called into work shall consume alcohol within four hours of or during those on call hours. In the event such an employee is called and must report for duty, the employee has the opportunity to acknowledge that they have used alcohol and therefore are not able to perform their safety-sensitive function. In such a case, that employee shall not be required to perform work, but may be disciplined for the use of alcohol during on call hours based on Agency policy (not FTA regulations). FTA regulations mandate that employees with a breath-alcohol concentration between 0.02 percent and 0.039 percent not be allowed to perform any safety-sensitive function until the start of the employee's next regularly scheduled duty period that is at least eight hours following the administration of the alcohol test. The Agency's policy is that any employee who is tested for alcohol and has a breath-alcohol content of 0.02 percent or greater will be terminated, even for a first offense.

#### IV.

#### **PROHIBITION AGAINST EMPLOYEES HAVING ILLEGAL DRUGS OR ALCOHOL IN THEIR BODIES DURING WORKING TIME**

All employees must report for work with no illegal drugs or their metabolites or alcohol in their bodies. Employees must not have illegal drugs or their metabolites or alcohol in their bodies at any time while on the job and employees may be tested for the presence of drugs and/or alcohol at any time while on duty or at an Agency facility. Alcohol tests on safety-sensitive employees who are performing, are about to perform or who have just completed performing safety-sensitive duties are FTA mandated tests; all other alcohol tests are required by MTS policy. Drug tests on safety-sensitive employees are FTA-mandated tests except those specifically identified by this Policy as MTS tests; all drug tests on non-safety-sensitive employees are required by MTS policy, not FTA regulations. FTA regulations prohibit safety-sensitive employees from using alcohol within four hours prior to their shift or while on call, and from having a breath-alcohol concentration of 0.04 or higher while performing safety-sensitive duties. Agency policy prohibits employees from having a breath-alcohol concentration while on duty of 0.02 percent or higher; any employee with a breath-alcohol concentration of 0.02 percent or higher will be terminated. Compliance with these rules is considered an essential job qualification for all employees. **Termination of employment will occur for a violation of any of these rules, even for a first offense. This is a zero tolerance policy. No employee who violates this policy will be given a second chance.**

#### V.

#### **ENFORCEMENT OF RULE PROHIBITING EMPLOYEES FROM HAVING ILLEGAL DRUGS OR ALCOHOL IN THEIR BODIES DURING WORKING TIME**

##### **A. Pre-employment Drug Testing.**

All Agency applicants are subject to pre-employment drug testing. Those who are applying for safety-sensitive positions are subject to an FTA pre-employment drug test. Those who are not applying for a safety-sensitive position may be subject to an Agency pre-employment drug test. All drug tests will be administered by a medical facility designated by the Agency. If the drug test is cancelled by the Medical Review Officer ("MRO"), the employee must retake and pass the drug test before being hired. The Agency extends conditional offers of employment to successful candidates contingent on their passing a pre-employment drug test; any prospective employee refusing to submit to the drug test will not be hired by the Agency. Any prospective employee with a positive drug test will be rejected from further consideration for

employment with the Agency. Further, any applicant or employee who has previously failed or refused a drug test must provide proof to the Agency, prior to being considered for employment, that they have successfully completed a referral, evaluation and substance abuse treatment plan compliant with the requirements in 49 C.F.R. Part 40 and 655. The Agency will provide each applicant or employee who fails a drug test with a list of names, addresses and telephone numbers of locally available Substance Abuse Professionals ("SAP(s)") qualified under 49 C.F.R. Part 40 requirements. Agency policy, not FTA regulations, requires that all fees, other than the cost of the drug test itself, including but not limited to referral, counseling and treatment fees will be paid by the candidate/employee.

## **B. Reasonable Suspicion Alcohol and Drug Testing**

All Agency employees are subject to reasonable suspicion alcohol testing and drug testing. Those who work in safety-sensitive positions are subject to an FTA alcohol test and drug test. Those who do not work in a safety-sensitive position are subject to an Agency alcohol test and drug test. When the Agency has reasonable suspicion to believe that an employee has violated the prohibitions set forth in this policy, the employee will be required to submit to an alcohol test and/or a drug test immediately upon demand by the Agency. Reasonable suspicion testing will be based on specific, contemporaneous, articulable observations concerning the appearance, behavior, speech or body odors of an employee. One or more supervisors or company officials trained in detecting the signs and symptoms of drug use and alcohol misuse must make the required observations. For FTA reasonable suspicion alcohol tests, the alcohol testing authorized in this section (and the observations required by the supervisors or company officials referred to above) must occur during, just before or just after the employee being tested performs a safety-sensitive function. Observations leading to Agency alcohol tests will likewise be made during, just before or just after the workday of the employee being tested. Observations leading to FTA drug tests may occur any time a safety-sensitive employee is on duty. Observations leading to MTS drug tests may occur any time a non-safety-sensitive employee is on duty.

FTA regulations require that any employee with a positive drug test or an alcohol concentration measure of 0.02 percent or higher be immediately removed from service, and that an employee with an alcohol concentration measure of 0.02 to 0.039 percent will, at a minimum, not be allowed to perform a safety-sensitive function until the start of the employee's next regularly scheduled duty period that is at least eight hours following the administration of the alcohol test.

Agency policy, not FTA regulations, requires that all employees who are required to submit to a reasonable suspicion drug and alcohol test (Agency or FTA) be removed from working until the results of both tests are known. Further, any employee with a positive drug test or having a breath alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling and treatment fees will be paid by the candidate/employee.

Refusal to submit to any testing required by this section will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately.

### C. Post-Accident Alcohol and Drug Testing

FTA regulations require drug and alcohol testing following certain accidents. In addition, the Agency requires post-accident testing for accidents in circumstances when such testing is not required by the FTA. The following guidelines describe when a test is required by the FTA versus when the test is required by Agency policy. Employees will be informed whether the test is an FTA test or an Agency test. Agency tests will not be conducted using FTA testing forms.

1. FTA Definition of "Accident." An accident, as defined by the FTA, is an occurrence associated with the operation of a vehicle, if as a result:
  - a. An individual dies; or
  - b. An individual suffers a bodily injury and immediately receives medical treatment away from the scene of the accident; or
  - c. With respect to an occurrence in which the public transportation vehicle involved is a bus, van or automobile, one or more vehicles (including non-FTA funded vehicles) incurs disabling damage as a result of the occurrence and such vehicle or vehicles are transported away from the scene by a tow truck or other vehicle; or
  - d. With respect to an occurrence in which the public transportation vehicle involved is a trolley car, the public transportation vehicle is removed from operation.
  - e. Disabling damage means damage that precludes departure of a motor vehicle from the scene of the accident in its usual manner in daylight after simple repairs. Disabling damage includes damage to a motor vehicle, where the vehicle could have been driven, but would have been further damaged if so driven. Disabling damage does not include damage that can be remedied temporarily at the scene of the accident without special tools or parts, tire disablement without other damage even if no spare tire is available or damage to headlights, tail lights, turn signals, horns, or windshield wipers that makes the vehicle inoperative.
2. Fatal Accidents. As soon as practicable following an accident involving the loss of human life, each surviving employee operating the public transportation vehicle at the time of the accident shall submit to an alcohol test and a drug test. Further, any other employee whose performance could have contributed to the accident (e.g., a mechanic in the case of brake failure causing the accident), as determined by the Agency using the best information available at the time of the decision, shall also be required to submit to an alcohol test and a drug-screen test.
3. Non-fatal Accidents. As soon as practicable following an accident not involving the loss of human life, each employee operating the public transportation vehicle at the time of the accident shall submit to an alcohol test and a drug-screen test, unless Agency management determines, using the best information available at the time of the decision, that the employee's performance can be completely discounted as a contributing factor to the accident. In addition, any employee whose performance could have contributed to the accident, as determined by the Agency, using the best information available at the time of the decision, will be required to submit to an alcohol test and a drug-screen test.
4. Agency Definition of "Accident." The Agency defines an accident as any incident which is not subject to FTA-mandated post-accident alcohol or drug testing, but involves damage

to company property or an injury to any person. Any employee who is involved in an accident may, at Management's discretion, be required to submit to a non-DOT breath alcohol test and drug test. The definition of "involvement" in an accident includes, but is not limited to, an employee who is in a bus, trolley or other Agency vehicle at the time of an accident. Further, any other employee whose performance could have contributed to the accident, as determined by Agency management using the best information available at the time of the decision, shall also be required to submit to a non-DOT alcohol test and a drug test. The procedures and rules outlined in the remainder of this section apply uniformly regardless of whether the test is an Agency test or a FTA test, however, the Agency sets the procedures for its own testing based on its own authority, not FTA authority.

5. Post-Accident Testing Procedures.

- a. Any employee involved in an accident is prohibited from using alcohol for eight hours following the accident or until he or she undergoes a post-accident alcohol test and drug test. Any employee involved in an accident who fails to remain readily available for the testing required by this section, including notifying company officials of his or her location if he or she leaves the scene of the accident prior to submission to such tests, will be deemed to have refused to submit to testing.
- b. Post-accident testing will occur after the employee assists in resolution of the accident or receives medical attention following the accident. The Agency will complete the post-accident drug testing as soon as possible, and such testing will occur no later than 32 hours after the accident. The Agency will attempt to complete the post-accident alcohol testing within two hours of the accident. If the testing is not completed within two hours, the Agency will continue to attempt to complete the test and will prepare a report explaining why the breath specimen was not collected within two hours. If the alcohol test is not completed within eight hours of the accident, the Agency shall cease attempts to complete the test and update the report as to why the test was not completed.
- c. Refusal to submit to a test required by this section will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately. Based on FTA regulations, any employee with a positive drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency.
- d. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling and treatment fees will be paid by the employee/former employee.

**D. Random Alcohol Testing and Drug Testing**

(The testing in this section applies only to safety-sensitive employees as defined above.) All safety-sensitive employees will be subject to unannounced, random alcohol testing and random drug testing in accordance with 49 C.F.R. Part 655. The selection of employees for



random alcohol testing and random drug testing shall be made randomly by the Agency. The selection of employees for random alcohol testing and random drug testing shall be by a scientifically valid method, such as a random number table or a computer-based random number generator. Each employee will have an equal chance of being tested each time selections are made. These tests will not be announced in advance and will be administered on all days and at during all work hours throughout the year. The testing rates will meet or exceed the minimum annual percentage rates set each year by the FTA Administrator. The current year testing rates can be viewed online at: [www.transportation.gov/odapc/random-testing-rates](http://www.transportation.gov/odapc/random-testing-rates).

Each employee selected for random alcohol testing and/or random drug testing must proceed to the test site immediately. Refusal to submit to such testing will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately. Based on FTA regulations, any employee failing a drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or a finding of an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations requires that all costs, other than the cost of the drug test itself, including but not limited to referral, counseling and treatment fees will be paid by the employee/former employee.

#### **E. Drug Testing for Employees Assuming Safety-Sensitive Duties**

Any employee who accepts a position with the Agency involving safety-sensitive duties, who has previously been engaged in non-safety-sensitive duties, will be required to submit to and pass a pre-employment drug test prior to assumption of the safety-sensitive duties. In addition, any employee who has not performed a safety-sensitive function for 90 consecutive calendar days regardless of the reason, and where that employee has not been in the Agency's random drug testing selection pool during that time, shall be required to take a pre-employment drug test in accordance with Section V(A) above, with a verified negative result before returning to duty.

If the drug test is cancelled by the MRO, the employee must retake and pass the test before assuming safety-sensitive duties. Refusal to submit to such testing will be sufficient grounds for termination of employment. Any employee failing a drug test will be immediately removed from service. Further, failure of a drug test will subject the employee to termination from employment with the Agency. Any employee who has a positive DOT drug test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling and treatment fees will be paid by the employee/former employee.

#### **F. Return to Duty and Follow-Up Alcohol Testing and Drug Testing**

Any safety-sensitive employee who is allowed to return to duty after failing or refusing an alcohol test or a drug test must first provide a negative drug, alcohol (or both) test result. Employees returning to duty after failing or refusing an alcohol test or a drug test will be required to undergo unannounced follow-up alcohol and/or drug testing as directed by a substance abuse professional ("SAP"). The number and frequency of such follow-up testing shall be directed by the SAP. The employee will be subject to follow-up testing for as long as prescribed by the SAP, but such testing shall not continue beyond five years from the date the employee returns to safety-sensitive duties.

Agency policy, not FTA regulations, requires that any employee who is allowed to return to duty following leave for substance abuse rehabilitation must first provide a negative drug, alcohol (or both) test result. Employees returning to duty following leave for substance abuse rehabilitation will be required by Agency policy to undergo unannounced follow-up alcohol and/or drug testing as determined by a counselor who has earned the DOT Substance Abuse Professional (“SAP”) qualification. The number and frequency of such follow-up testing, and whether or not the testing will be observed, shall be directed by the SAP-qualified counselor. The employee will be subject to follow-up testing for as long as prescribed by the DAPM, but such testing shall not continue beyond five years from the date the employee returns to their duties. The follow-up testing following a leave of absence specified in this paragraph is required by Agency policy, not FTA regulations.

Based on FTA regulations, any employee with a positive drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated test will be referred to the Substance Abuse Professional (“SAP”) for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling and treatment fees will be paid by the employee/former employee.

#### **G. Alcohol Testing and Drug Testing Following Injuries**

(The alcohol testing and drug testing required in this section is required by the Agency; these are not FTA-mandated tests.) Any employee who sustains an injury on the job will be required to submit to an alcohol test and a drug test as part of the physician’s examination of the employee for the injury. Refusal to submit to such alcohol tests or drug tests will result in the employee being relieved of his or her duties immediately and will subject the employee to termination of employment. Any employee with a positive drug test or an alcohol concentration measure of 0.02 percent or higher will be terminated by the Agency.

### **VI.**

#### **FALSIFICATION, FAILURE TO TIMELY ARRIVE FOR TESTING, AND FAILURE TO NOTIFY**

Any employee who provides false information in connection with an alcohol test or drug test administered under this policy, or who attempts to falsify test results through tampering, contamination, adulteration or substitution, shall be terminated by the Agency.

Any employee who fails to appear for a drug test or alcohol test within a reasonable time when required by this policy, or to remain at the testing site until the testing process is completed, or to cooperate fully in the testing process, will be deemed to have refused to be tested, and will be considered to have a positive test.

Under the federal Drug Free Workplace Act, all employees are required to notify the Human Resources department in writing immediately, but in any event within five days, after they have been convicted of violating a criminal drug statute that occurred in the workplace or while working. Any employee who fails to provide such notification shall be subject to termination of employment.

## VII.

### BEHAVIOR CONSTITUTING A REFUSAL TO SUBMIT TO A TEST

The behaviors outlined in this section apply to all tests administered under this policy regardless of if they are FTA-mandated or required by the Agency's authority; however, Agency tests will not be conducted on DOT testing forms.

**A. Actions considered a refusal to submit to an alcohol test include:**

1. Failure to appear for any test within a reasonable time, as determined by the Agency, after being directed to do so by the Agency or failure to remain readily available following an accident;
2. Failure to remain at the testing site until the testing process is complete;
3. Failure to cooperate with any part of the testing process;
4. Refusal by an employee to complete and sign the certification at Step 2 of the ATF (Alcohol Testing Form) for an FTA-mandated test (or an Agency form, if it is a non-FTA test);
5. Failure to provide an adequate breath specimen for testing without a valid medical explanation; or
6. Refusal to undergo a medical examination or evaluation as directed by the MRO or as directed by a Designated Employer Representative ("DER").

**B. Actions considered a refusal to submit to a drug screen test include:**

1. Failure to appear for any test (except a pre-employment test) within a reasonable time, as determined by the employer, after being directed to do so by the employer or failure to remain readily available following an accident;
2. Failure to remain at the testing site until the testing process is complete;
3. Failure to cooperate with any part of the testing process (e.g., refusal to empty pockets when so directed by the collector, behaving in a confrontational way that disrupts the collection process);
4. Failure to provide a sufficient urine sample as required without a valid medical cause established in writing by a physician;
5. Refusal to undergo a medical examination or evaluation as directed by the MRO or as directed by a Designated Employer Representative ("DER");
6. Failure or refusal by an employee to take a second drug screen test if a DER or the MRO has directed the employee to do so;
7. Failure to permit the observation or monitoring of the collection of the specimen in the case where a directly observed or monitored collection of a urine specimen is required;

8. For an observed collection, failure to follow the observer's instructions to raise your clothing above the waist, lower clothing and underpants, and to turn around to permit the observer to determine if you have any type of prosthetic or other device that could be used to interfere with the collection process, or to possess or wear such a device that could be used to interfere with the collection process; or
9. The MRO reports to the Drug and Alcohol Program Manager that an employee has a verified adulterated, diluted or substituted test result.
10. Admitting to the Collector or MRO that the specimen was substituted or adulterated.

Refusal to submit to a drug screen test constitutes a verified positive drug test result, which will result in termination of employment according to Agency policy.

## **VIII.**

### **PROCEDURES FOR ALCOHOL AND DRUG TESTING**

#### **A. Procedure for Alcohol Tests**

All FTA-mandated alcohol testing called for in this policy shall be conducted in accordance with 49 C.F.R. Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended. All Agency-mandated breath alcohol testing will follow the same procedures but Agency-mandated tests are not required or governed by 49 C.F.R. Part 40. However, the results of FTA-mandated breath alcohol testing will be compiled on a U.S. Department of Transportation ("DOT") Alcohol Testing Form ("ATF"). The results of breath alcohol testing required by the Agency (and not FTA) will be on non-DOT testing forms. Agency management will inform the collection facility whether the test is an FTA or an Agency test. The alcohol testing in this policy applies regardless of whether the alcohol was ingested as beverage alcohol or in a medicinal or other preparation.

The alcohol tests will be administered by a breath alcohol technician ("BAT"), using an evidential breath testing device ("EBT"). The BAT will be trained to proficiency in the operation of the EBT. The EBTs are subject to a quality assurance plan developed by the manufacturers of EBTs. In order to insure that the test results are attributed to the correct employee, the BAT will require the employee to provide photo identification before tests are conducted. If the result of the alcohol screening test is an alcohol concentration of less than 0.02 percent, the employee will be deemed to have passed the FTA and Agency alcohol test. If the initial result of an FTA screening test is a breath alcohol concentration of 0.02 percent or higher, a confirmation test shall be performed under the FTA's authority. If the initial result of an Agency screening test is a breath alcohol concentration of 0.02 percent or higher, a confirmation test shall be performed under the Agency's authority. All alcohol confirmation tests shall be conducted within thirty minutes of the completion of the screening test.

#### **B. Procedure for Drug Tests**

All FTA-mandated drug tests called for in this policy shall be conducted in accordance with 49 C.F.R. Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended. All Agency-mandated drug tests will follow the same procedures but Agency-mandated tests are not required or governed by 49 C.F.R. Part 40. The DOT drug

testing custody and control form will be used in connection with all FTA-mandated drug tests administered pursuant to this policy. The results of drug testing required by the Agency (and not FTA) will be on non-DOT testing forms. Agency management will inform the collection facility whether the test is an FTA or an Agency test.

The drugs tested for will be marijuana, cocaine, opioids, phencyclidine, and amphetamines. When an employee arrives at the collection site, the collection site person shall positively identify the employee through the presentation of photo identification. Collection personnel will be trained to ensure employee privacy in providing the urine specimen. Urine specimens collected for drug testing will be split into two containers at the collection site. Collection site personnel will be trained to maintain the integrity of the specimen collection and transfer process. In order to maintain the integrity of the urine specimen, the specimen shall remain under the direct control of the collection site person from delivery to its being sealed in the mailer to the laboratory conducting the testing on the urine specimen. A tamper-proof sealing system will be utilized to ensure against undetected opening. The specimen bottle shall be identified with a unique identifying number identical to that appearing on the urine custody and control form.

Transfer of urine specimens will be accomplished through appropriate chain of custody procedures. The forms accompanying the specimens will have unique preprinted specimen ID numbers and the employee will sign or initial certifying that the specimen was taken from that employee. All drug tests that are positive will be retested in a confirmation test prior to the laboratory specifying a positive result on a drug test. All drug testing done under this policy will be done by a laboratory that has been certified by the federal Department of Health and Human Services ("DHHS"). The Agency's DHHS certified laboratory is Quest Diagnostics, Inc. All confirmatory tests will be performed using GC/MS techniques. There are federally mandated cut-off limits for the minimum quantity of drug that must be detected in order for a positive test on the initial and confirming test. The current cut-off limits expressed in nanograms per milliliter (ng/ml) are as follows:

Initial test analyte	Initial test cutoff <sup>1</sup>	Confirmatory test analyte	Confirmatory test cutoff concentration
Marijuana metabolites (THCA) <sup>2</sup> .....	50 ng/mL <sup>3</sup> .....	THCA .....	15 ng/mL.
Cocaine metabolite (Benzoylecgonine) ...	150 ng/mL <sup>3</sup> .....	Benzoylecgonine .....	100 ng/mL.
Codeine/ .....	2000 ng/mL .....	Codeine .....	2000 ng/mL.
Morphine .....		Morphine .....	2000 ng/mL.
Hydrocodone/ .....	300 ng/mL .....	Hydrocodone .....	100 ng/mL.
Hydromorphone .....		Hydromorphone .....	100 ng/mL.
Oxycodone/ .....	100 ng/mL .....	Oxycodone .....	100 ng/mL.
Oxymorphone .....		Oxymorphone .....	100 ng/mL.
6-Acetylmorphine .....	10 ng/mL .....	6-Acetylmorphine .....	10 ng/mL.
Phencyclidine .....	25 ng/mL .....	Phencyclidine .....	25 ng/mL.
Amphetamine/ .....	500 ng/mL .....	Amphetamine .....	250 ng/mL.
Methamphetamine .....		Methamphetamine .....	250 ng/mL.
MDMA /MDA <sup>5</sup> .....	500 ng/mL .....	MDMA .....	250 ng/mL.
		MDA .....	250 ng/mL.

<sup>1</sup> For grouped analytes (i.e., two or more analytes that are in the same drug class and have the same initial test cutoff):

In order to protect the Agency's employees and the integrity of the drug screen testing process, the Agency has retained the services of a Medical Review Officer ("MRO"). The Agency's MRO is Richard Weinstein, M.D., of University Services. Dr. Weinstein's phone number is 800-624-3784. The MRO is a licensed physician with knowledge of drug abuse disorders. If the laboratory results are confirmed positive, the MRO will interview the employee and review all information provided by the employee to determine whether the results are indicative of illegal or illicit drug use. If the employee provides an adequate explanation, the MRO will verify the test results as negative with the Drug and Alcohol Program Manager and take no further action. If the test result of the primary specimen is positive, the employee may request that the MRO direct that the second split specimen be tested in a different DHHS

laboratory. Agency policy requires that employees bear all expenses related to verification tests they request. The MRO shall honor such request if it is made within 72 hours of the employee having been notified of a verified positive test. If an employee has not contacted the MRO within 72 hours, the employee may present to the MRO information documenting that serious illness, injury, inability to contact the MRO, lack of actual notice of the verified positive test, or other circumstances unavoidably prevented the employee from timely contacting the MRO. If the MRO concludes that there is a legitimate explanation for the employee's failure to contact the MRO within 72 hours, the MRO shall direct that analysis of the split specimen be performed. The results of the test at the second DHHS-approved laboratory will be forwarded to the MRO. If the results of the second test fail to confirm the presence of the drugs or drug metabolites found in the primary specimen, the MRO shall cancel the test.

If the MRO advises the Agency that the result of the drug test was negative, but that the test was dilute because the specimen contained a creatinine concentration greater than or equal to 2mg/dL, but less than or equal to 5mg/dL, the employee will be required to take another drug screen test immediately; the new test will be an observed collection. In this circumstance, the employee will be given as little advance notice as possible that he or she must return to the collection site. The test result from this test will be used to determine if the employee passes the drug test.

If the MRO advises the Agency that the result of the drug test was negative, but that the test was dilute and the specimen contained a creatinine concentration greater than 5mg/dL, the employee will be required to take another drug screen test immediately; the new test will not be an observed collection. In this circumstance, the employee will be given as little advance notice as possible that he or she must return to the collection site. The test result from this test will be used to determine if the employee passes the drug test.

The drug testing laboratory shall report test results to the MRO in writing, identifying the results of the test. The MRO will report to the DAPM whether the test is positive or negative, and will report the drug for which there was a positive test, but shall not disclose the quantitation of the test results (except in the case of a grievance, lawsuit, or other proceeding or inquiry initiated by the employee arising out of the verified positive drug test). All records pertaining to urine specimens shall be retained by the drug testing laboratory for a minimum of two (2) years. The drug testing laboratory shall retain all urine specimens confirmed as positive and place them into properly secured long-term frozen storage for a minimum of one (1) year.

MTS policy, not FTA regulations, require that employees who are waiting to provide a breath or urine sample refrain from using electronic devices such as cell phones, ipods, and PDAs. Employees violating this rule will be suspended for a minimum of one day.

## **IX.**

### **POLICY REGARDING TREATMENT FOR DRUG OR ALCOHOL ADDICTION**

A. (The following policy on treatment for drug and alcohol addiction, follow-up testing and the associated consequences is an Agency policy, not an FTA policy.) Any employee who feels that he or she has developed an addiction to, dependence upon or problem with alcohol or drugs, legal or illegal, is encouraged to seek assistance. No disciplinary action will be issued against any employee who (1) comes forward to management with their problem prior to being requested to submit to an alcohol test or a drug screen test and before the Agency learns of a violation of the drug and alcohol policy, and (2) provided the employee has not violated the policy before coming to management. If an employee comes forward to management regarding a drug or alcohol problem seeking assistance, but management learns

that the employee violated this policy before coming forward, the Agency will discipline the employee for violating the policy, up to and including termination of employment. Further, if the company learns of a violation of this policy before the employee comes forward, or if the employee comes forward with the problem only after being requested to submit to an alcohol test or a drug screen test, the employee will be subject to termination.

**B. How to Seek Assistance.** To seek assistance for a problem with drugs or alcohol, you may contact MTS's Director of Human Resources (See "Contact Person" listed below), or you may directly contact MHN, the Agency's Employee Assistance Program ("EAP"), by calling 800-535-4985. Information concerning the EAP is posted on company bulletin boards and is available in the Human Resources offices. All requests for assistance will be kept confidential.

**C.** The Agency has worked with the EAP to develop a list of resources (hospitals and community organizations) offering alcohol or drug treatment programs. The EAP will refer employees seeking assistance to a facility covered by their healthcare (if applicable) or another appropriate treatment organization. Any employee failing an alcohol test or drug test required under this policy will be provided the above-referenced list of resources. The referral to the EAP is independent of any disciplinary action that the company may impose and the employee is responsible for all costs associated with analysis and treatment.

**D.** Rehabilitation itself is the responsibility of the employee. However, any employee seeking medical attention for alcoholism or drug addiction will be entitled to benefits available under the company's group medical insurance plan applicable to that employee, subject to the restrictions and limits stated in the applicable plan document and/or Collective Bargaining Agreement. Furthermore, rehabilitation leave will be available only to those employees whose employment is not terminated for misconduct prior to coming forward. Rehabilitation leave requests are subject to the leave of absence provisions of the applicable collective bargaining agreement, the Agency's medical leave policy (or the applicable administrative leave policies, if the employee is an administrative employee or member of management). Rehabilitation leave will be available on a one-time-only basis, subject to the conditions for continuing employment in Paragraph E below. **The Agency will not offer rehabilitation leave on a second occasion. The recurrence of an alcohol or drug problem will result in termination of employment.**

**E.** To be eligible for continuation of employment following a rehabilitation leave, the employee must:

1. Undergo evaluation by a SAP, who will recommend a course of rehabilitation. (This is an Agency-mandated evaluation, not an FTA requirement.)
2. Begin a program of rehabilitation, strictly follow the rules and guidelines of that program, and sign a release of all medical information, including that relating to drug and alcohol treatment, so the company can monitor his or her progress.
3. Remain continuously enrolled in a treatment program and actively participate in that program.
4. Not reject treatment or leave the treatment program prior to being properly discharged therefrom.

5. Agree that the SAP will determine whether the employee has successfully completed the program.
  6. Not violate the Drug and Alcohol Policy.
- F. Any employee suffering from an alcohol or drug problem who rejects treatment or who leaves a treatment program prior to being properly discharged there from will be terminated from employment.
- G. All employees returning to active employment from rehabilitation will be required to sign a "Return to Work Agreement" requiring:
1. That the employee must pass a non-DOT alcohol test and non- DOT drug screen test before returning to work;
  2. That a SAP must determine that the employee has properly followed an appropriate rehabilitation program and is capable of returning to duty;
  3. That the employee agrees to unannounced alcohol testing and drug testing. The number and frequency of follow-up testing shall be determined by the SAP (this is required by Agency policy, not FTA regulations). The employee will be subject to follow-up testing for as long as prescribed by the SAP, but such tests shall not continue beyond five years from the date of the employee's return to duty;
  4. That failure of any drug test or alcohol test or refusal to immediately submit to such testing during this period shall be grounds for immediate termination based on Agency policy (not FTA regulations);
  5. That the employee must maintain an acceptable attendance and performance record, not violate the Drug and Alcohol Policy, and comply with all other company rules and policies upon their return to work.

**X.**

**MISCELLANEOUS INFORMATION REGARDING THIS DRUG  
AND ALCOHOL POLICY**

**A. Contact Person – Drug and Alcohol Program Manager (DAPM)**

Any employees having questions about the Agency's Drug and Alcohol Policy should contact Brendan Shannon, MTS's Director of Human Resources and Drug and Alcohol Program Manager, located at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101-7492, telephone number 619-557-4569. If any of the personnel (e.g. EAP, SAP or MRO) listed in this Policy change, or their contact information changes, the DAPM is authorized to update their name and/or contact information as necessary, without requiring the Policy return back to the MTS Board of Directors for approval.

**B. Training**

The Agency provides training for all of its supervisors in order for them to be able to make a determination of whether reasonable suspicion exists for an employee to be required to submit to reasonable suspicion alcohol testing and drug testing. This training includes a minimum of 60 minutes of supervisor training on the effects of drug use and 60 minutes of



supervisor training on the effects alcohol use and this policy. Training of newly promoted or hired supervisors will occur before they assume supervisory duties (unless they are under the direct supervision of a trained supervisor or manager). All Safety-Sensitive employees will receive at least 60 minutes of training on the effects and consequences of prohibited drug use on personal health, safety, and the work environment, and on the signs and symptoms that may indicate prohibited drug use or alcohol misuse.

### **C. Notice of Certain Requirements in Addition to FTA-Mandated Requirements**

The policy is designed in part to comply with the Federal Transit Administration (“FTA”) regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Part 655. However, MTS has added certain additional requirements to this policy, including the following:

1. This policy applies to all employees of MTS and its operating divisions (MTS Bus and MTS Rail), not just safety-sensitive employees as defined by the FTA. As such, Agency employees who are not safety-sensitive employees are subject to pre-employment drug testing and to reasonable suspicion, post-accident and post-injury drug testing and alcohol testing.
2. The Agency requires post-accident alcohol and drug testing in cases where such testing is not required by the FTA. The FTA regulations limit the circumstances under which post-accident alcohol and drug testing will occur, as set forth in Article V(C) above. The Agency requires post-accident alcohol and drug testing using a much broader definition of accident.
3. The Agency requires alcohol testing and drug testing following work injuries, which is not required by FTA regulations.
4. This policy requires employees using prescription drugs to report the prescription to their supervisor or Human Resources, and to provide the medication itself (if requested) to the Agency medical facility.
5. This policy sets forth the disciplinary action for violations of the policy, which is an Agency decision, and is not part of the FTA regulations.
6. This policy requires that all costs of drug treatment and/or SAP evaluation be paid by the employee or former employee. This is an Agency decision, not an FTA requirement.

### **D. Substance Abuse Professional**

The Agency has secured the services of a Substance Abuse Professional (“SAP”). The Agency’s Substance Abuse Professional is Johnny Guinn, who can be reached at 619-228-1715. Mr. Guinn is a Certified Substance Abuse Professional who specializes in evaluating and treating individuals with substance abuse disorders. Mr. Guinn will evaluate employees who come forward with substance abuse problems, employees returning to duty after failing an alcohol or drug test or following leave for substance abuse rehabilitation, and will direct the frequency of follow-up drug testing and alcohol testing for employees.

**E. Right to Examine Records**

Every employee has the right to review his/her drug and alcohol testing records (except SAP-determined DOT follow-up testing plans), provide information to dispute the results of a drug or alcohol test and, upon written request, to obtain copies of any records pertaining to his or her drug and alcohol tests, including records pertaining to equipment calibration and laboratory certifications.

**APPROVAL OF POLICY BY MTS**

This policy has been approved by the MTS Board of Directors and Chief Executive Officer.

DATED: \_\_\_\_\_

\_\_\_\_\_  
Nathan Fletcher  
Chairman, MTS Board of Directors

DATED: \_\_\_\_\_

\_\_\_\_\_  
Sharon Cooney  
Chief Executive Officer

**ACKNOWLEDGMENT OF RECEIPT OF  
METROPOLITAN TRANSIT SYSTEM DRUG AND ALCOHOL POLICY  
(EFFECTIVE 5/12/2022)**

I hereby acknowledge receipt of a copy of the **METROPOLITAN TRANSIT SYSTEM** Drug and Alcohol Policy, effective 5/12/2022. I understand that I am responsible for reading the policy and in consideration of my employment with the Agency (MTS, SDTC or SDTI), I hereby agree to comply with the policy in all respects and consent to the alcohol testing and drug screen testing required by this policy.

DATED: \_\_\_\_\_

\_\_\_\_\_  
Employee Signature

\_\_\_\_\_  
Employee ID Number

\_\_\_\_\_  
Employee Name (Please Print)

Original Policy was adopted on 1/12/89.  
Policy revised on 2/8/93.  
Policy revised on 3/25/04.  
Policy revised on 8/18/11.  
Policy revised on 4/13/17.  
Policy revised on 5/12/22.



## Policies and Procedures No. 35

Board Approval: ~~8/18/11~~5/12/22

### SUBJECT:

DRUG AND ALCOHOL POLICY

#### ~~55-1I.~~

#### PURPOSES

- A. To maintain a safe and efficient public transportation system;
- B. To maintain a safe, healthy working environment for all employees;
- C. To reduce the incidence of accidental injury to person or property;
- D. To reduce absenteeism, tardiness and indifferent job performance;
- E. To maintain a work environment free of alcohol and drug related performance problems, accidents and injuries; and
- F. To comply with the Federal Transit Administration ("FTA") regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Parts 655 and 40 and the Drug Free Workplace Act of 1988.

#### ~~55-2II.~~

#### APPLICATION OF POLICY

This policy applies to applicants and employees of the San Diego Metropolitan Transit System's ("MTS") operating entities, San Diego Trolley, Inc. ("MTS Rail or SDTI") and San Diego Transit Corporation ("MTS Bus" or "SDTC") [MTS, SDTI and SDTC are collectively referred to as "the Agency"], and to certain contract personnel

[MTS 2022 D/A Policy](#)



who have been notified of the applicability of this policy to their work and contractors who have chosen to incorporate this policy as their own based on contractual agreement with the Agency. The word “employee” as used in this policy includes all such designated personnel including contract employees. This policy also applies to employees of the Metropolitan Transit System who work in the [titlespositions](#) listed below and/or perform safety-sensitive functions as defined below.

Some of the drug and alcohol testing and procedures required in this policy are mandated by FTA regulations preventing prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Parts 655 and 40. The drug testing and alcohol testing mandated by FTA is applicable to “safety-sensitive employees” of the Agency, which includes those who:

1. Operate revenue service vehicles, including when such vehicles are not in revenue service;
2. Operate a non-revenue service vehicle, when such vehicle is required to be operated by a holder of a Commercial Driver’s License;
3. Control dispatch or movement of a revenue service vehicle;
4. Maintain a revenue service vehicle or equipment used in revenue service;
5. Security personnel who carry firearms;
6. Supervisors of the aforementioned employees since these supervisors may perform safety-sensitive duties.

The Agency has reviewed the actual duties performed by employees and determined that the following jobs functions may require the performance of safety-sensitive duties:

### **MTS Rail**

Train Operator, Electromechanic, Linemen, Assistant Linemen, Track Serviceperson, LRV Maintainers, Wayside Maintainers, Serviceperson, [Construction Safety](#) Flagperson, Controller, Superintendent and Assistant Superintendent of Transportation, Central Control Supervisor, [Assignments Supervisor](#), Training Coordinator/[Supervisor](#), Transportation Supervisor, Superintendent and Assistant Superintendent of [LRV Maintenance](#), [LRV Maintenance Supervisor](#), [Superintendent and Assistant Superintendent of MOW](#), Track Supervisor, [Manager of Track and Structure](#), [Superintendent of Facilities Manager and](#), [Facilities Supervisor](#), [Manager, Assistant Manager of Facilities](#), [Facilities Supervisor](#), and [System Safety Manager](#).

### **MTS Bus**

Bus Operators (student and part-time included), Service Operations Supervisors, all hourly Maintenance employees, Maintenance Manager, Assistant Maintenance Managers, Maintenance Foremen, Quality Assurance Manager/[Asst. Manager](#), Quality Assurance Supervisor, Dispatchers, Dispatch Clerks, Communications/Operations Supervisors, Operations Trainer, Maintenance Instructor, Manager/[Asst. Manager Transportation Communication and Technology](#), [Manager](#) of Transportation, Assistant Transportation Managers, Senior Transportation Supervisor, Director of Transportation and Director of [Fleet and Facility](#) Maintenance, Manager of Training, Part Time Training Instructor, Safety Manager, Facilities Manager, and Facilities Foremen.

### **MTS Security**

Director of Transit ~~System Security, Assistant and Passenger Safety, Deputy~~  
 Director of Transit ~~System Security Enforcement~~, Manager of Transit ~~System Security~~  
 Field Operations, ~~– Transit System Security Enforcement, Asst. Manager of Field~~  
~~Operations – Transit Enforcement, Code Compliance~~ Supervisor, ~~Code Compliance~~  
~~Inspector~~, and all contract officers or supervisors of contract security officers who carry  
 firearms regardless of title or rank.

The drug and alcohol testing required by this policy for employees who are not safety-sensitive employees as defined above is required by the Agency, not the FTA. This policy specifies which testing is mandated by FTA and which is required by the Agency.

Upon implementation, this policy supersedes all previously issued Drug and Alcohol Policies for SDTC, SDTI, and MTS.

### ~~55.3~~ III.

## **ILLEGAL DRUGS, LEGAL DRUGS AND ALCOHOL**

### **A. Illegal Drugs**

The sale, offer to sell, purchase, use, manufacture, transfer, or possession of illegal drugs while on Agency business or on Agency premises, property, or vehicles is prohibited. Further, no employee shall bring drug paraphernalia onto Agency premises or property or into company vehicles. Violation of these rules will result in disciplinary action, up to and including termination; termination is likely for any violation, even a first offense.

Illegal drug means any drug (a) which is not legally obtainable or (b) which is legally obtainable but has not been legally obtained. The term includes marijuana, cocaine, ~~opiates~~opioids (codeine, morphine, heroin, semi-synthetic opioids), phencyclidine [“PCP”], and amphetamines (amphetamine, methamphetamine, MDMA, MDA, MDEA [“ecstasy”]). Regardless of any State laws protecting the medicinal or recreational use of Marijuana, federal regulations forbid its use by safety-sensitive employees, and Agency policy forbids its use for all other employees. The term also includes prescribed drugs not legally obtained, prescribed drugs not being used for prescribed purposes and any substance which a person holds out or represents to another as an illegal drug.

### **B. Legal Drugs**

The use of legal drugs at a level, or in a manner, combination, or quantity which impedes an employee's ability to perform his job is prohibited and will lead to disciplinary action, up to and including termination. Agency policy (not FTA regulations) also deems failure to report the use of legal drugs per the procedure described below as a violation of this policy that will result in discipline up to and including termination of employment.



It is the employee's responsibility to insure that any legal drug(s) they are taking allow them to safely perform their duties. Employees have an affirmative obligation to report any drug or medication which they are taking to their immediate supervisor, using the "Prescription Drug Notification Form", or in their supervisor's absence, directly to the [Director of Human Resources-Manager](#), so that a determination can be made by the company's physicians as to the ability of the employee to perform their particular job safely while using that drug or combination of drugs. If, after consulting with its physicians, the Agency has determined that the employee does not pose a threat to his or her own safety, public safety, or the safety of coworkers, and that the employee's job performance will not be significantly affected by the legal drug, the employee may continue to work while taking that particular legal drug. Any employee using a prescription drug must provide the prescription and the medication itself (if requested) to the designated Agency medical facility as soon as possible (but in any case within 24 hours) after notification by Agency management or its physicians.

### **C. Alcohol**

No employee shall consume alcoholic beverages in Agency vehicles, on Agency premises or property, within four hours before performing safety-sensitive functions, while on Agency business, or while in uniform. Violation of these rules will result in disciplinary action, up to and including termination, even for a first offense.

No employee who is on call and therefore subject to being called into work shall consume alcohol within four hours of or during those on call hours. In the event such an employee is called and must report for duty, the employee has the opportunity to acknowledge that they have used alcohol and therefore are not able to perform their safety-sensitive function. In such a case, that employee shall not be required to perform work, but may be disciplined for the use of alcohol during on call hours based on Agency policy (not FTA regulations). FTA regulations mandate that employees with a breath-alcohol concentration between 0.02 percent and 0.039 percent not be allowed to perform any safety-sensitive function until the start of the employee's next regularly scheduled duty period that is at least eight hours following the administration of the alcohol test. The Agency's policy is that any employee who is tested for alcohol and has a breath-alcohol content of 0.02 percent or greater will be terminated, even for a first offense.

### **55.4IV.**

### **PROHIBITION AGAINST EMPLOYEES HAVING ILLEGAL DRUGS OR ALCOHOL IN THEIR BODIES DURING WORKING TIME**

All employees must report for work with no illegal drugs or their metabolites or alcohol in their bodies. Employees must not have illegal drugs or their metabolites or alcohol in their bodies at any time while on the job and employees may be tested for the presence of drugs and/or alcohol at any time while on duty or at an Agency facility. Alcohol tests on safety-sensitive employees who are performing, are about to perform or who have just completed performing safety-sensitive duties are FTA mandated tests; all other alcohol tests are required by MTS policy. Drug tests on safety-sensitive employees are FTA-mandated tests except those specifically identified by this Policy as MTS tests; all drug tests on non-safety-sensitive employees are required by MTS policy,

not FTA regulations. FTA regulations prohibit safety-sensitive employees from using alcohol within four hours prior to their shift or while on call, and from having a breath-alcohol concentration of 0.0204 or higher while performing safety-sensitive duties. Agency policy likewise prohibits employees from having a breath-alcohol concentration while on duty of 0.02 percent or higher; any employee with a breath-alcohol concentration of 0.02 percent or higher will be terminated. Compliance with these rules is considered an essential job qualification for all employees. **Termination of employment will occur for a violation of any of these rules, even for a first offense. This is a zero tolerance policy. No employee who violates this policy will be given a second chance.**

### ~~55.5~~V.

## **ENFORCEMENT OF RULE PROHIBITING EMPLOYEES FROM HAVING ILLEGAL DRUGS OR ALCOHOL IN THEIR BODIES DURING WORKING TIME**

### **A. Pre-employment Drug Testing.**

All Agency applicants are subject to pre-employment drug testing. Those who are applying for safety-sensitive positions are subject to an FTA pre-employment drug test. Those who are not applying for a safety-sensitive position may be subject to an Agency pre-employment drug test. All drug tests will be administered by a medical facility designated by the Agency. If the drug test is cancelled by the Medical Review Officer ("MRO"), the employee must retake and pass the drug test before being hired. The Agency extends conditional offers of employment to successful candidates contingent on their passing a pre-employment drug test; any prospective employee refusing to submit to the drug test will not be hired by the Agency. Any prospective employee with a positive drug test will be rejected from further consideration for employment with the Agency. Further, any applicant or employee who has previously failed or refused a drug test must provide proof to the Agency, prior to being considered for employment, that they have successfully completed a referral, evaluation and substance abuse treatment plan compliant with the requirements in 49 C.F.R. Part 40 and 655. The Agency will provide each applicant or employee who fails a drug test with a list of names, addresses, and telephone numbers of locally available Substance Abuse Professionals ("SAP(s)") qualified under 49 C.F.R. Part 40 requirements. Agency policy, not FTA regulations, requires that all fees, other than the cost of the drug test itself, including but not limited to referral, counseling, and treatment fees will be paid by the candidate/employee.

### **B. Reasonable Suspicion Alcohol and Drug Testing**

All Agency employees are subject to reasonable suspicion alcohol testing and drug testing. Those who work in safety-sensitive positions are subject to an FTA alcohol test and drug test. Those who do not work in a safety-sensitive position are subject to an Agency alcohol test and drug test. When the Agency has reasonable suspicion to believe that an employee has violated the prohibitions set forth in this policy, the employee will be required to submit to an alcohol test and/or a drug test immediately upon demand by the Agency. Reasonable suspicion testing will be based

on specific, contemporaneous, articulable observations concerning the appearance, behavior, speech, or body odors of an employee. One or more supervisors or company officials trained in detecting the signs and symptoms of drug use and alcohol misuse must make the required observations. For FTA reasonable suspicion alcohol tests, the alcohol testing authorized in this section (and the observations required by the supervisors or company officials referred to above) must occur during, just before or just after the ~~workday of the~~ employee being tested performs a safety-sensitive function. Observations leading to Agency alcohol tests will likewise be made during, just before or just after the workday of the employee being tested. Observations leading to FTA drug tests may occur any time a safety-sensitive employee is on duty. Observations leading to MTS drug tests may occur any time a non-safety-sensitive employee is on duty.

FTA regulations require that any employee with a positive drug test or an alcohol concentration measure of 0.02 percent or higher be immediately removed from service, and that an employee with an alcohol concentration measure of 0.02 to 0.039 percent will, at a minimum, not be allowed to perform a safety-sensitive function until the start of the employee's next regularly scheduled duty period that is at least eight hours following the administration of the alcohol test.

Agency policy, not FTA regulations, requires that all employees who are required to submit to a reasonable suspicion drug and alcohol test (Agency or FTA) be removed from working until the results of both tests are known. Further, any employee with a positive drug test or having a breath alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling, and treatment fees will be paid by the candidate/employee.

Refusal to submit to any testing required by this section will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately.

### **C. Post-Accident Alcohol and Drug Testing**

FTA regulations require drug and alcohol testing following certain accidents. In addition, the Agency requires post-accident testing for accidents in circumstances when such testing is not required by the FTA. The following guidelines describe when a test is required by the FTA versus when the test is required by Agency policy. Employees will be informed whether the test is an FTA test or an Agency test. Agency tests will not be conducted using FTA testing forms.

1. FTA Definition of "Accident." An accident, as defined by the FTA, is an occurrence associated with the operation of a vehicle, if as a result:

- ~~1.a.~~ 1.a. An individual dies; or

- ~~2.b.~~ 2.b. An individual suffers a bodily injury and immediately receives

medical treatment away from the scene of the accident; or

- 3-c. With respect to an occurrence in which the ~~mass transit~~public transportation vehicle involved is a bus, van or automobile, one or more vehicles (including non-FTA funded vehicles) incurs disabling damage as a result of the occurrence and such vehicle or vehicles are transported away from the scene by a tow truck or other vehicle; or
  - 4-d. With respect to an occurrence in which the ~~mass transit~~public transportation vehicle involved is a trolley car, the ~~mass transit~~public transportation vehicle is removed from operation.
  - 5-e. Disabling damage means damage that precludes departure of a motor vehicle from the scene of the accident in its usual manner in daylight after simple repairs. Disabling damage includes damage to a motor vehicle, where the vehicle could have been driven, but would have been further damaged if so driven. Disabling damage does not include damage that can be remedied temporarily at the scene of the accident without special tools or parts, tire disablement without other damage even if no spare tire is available or damage to headlights, tail lights, turn signals, horns, or windshield wipers that makes the vehicle inoperative.
2. Fatal Accidents. As soon as practicable following an accident involving the loss of human life, each surviving employee operating the ~~mass transit~~public transportation vehicle at the time of the accident shall submit to an alcohol test and a drug test. Further, any other employee whose performance could have contributed to the accident (e.g., a mechanic in the case of brake failure causing the accident), as determined by the Agency using the best information available at the time of the decision, shall also be required to submit to an alcohol test and a drug-screen test.
  3. Non-fatal Accidents. As soon as practicable following an accident not involving the loss of human life, each employee operating the ~~mass transit~~public transportation vehicle at the time of the accident shall submit to an alcohol test and a drug-screen test, unless Agency management determines, using the best information available at the time of the decision, that the employee's performance can be completely discounted as a contributing factor to the accident. In addition, any employee whose performance could have contributed to the accident, as determined by the Agency, using the best information available at the time of the decision, will be required to submit to an alcohol test and a drug-screen test.
  4. Agency Definition of "Accident". The Agency defines an accident as any incident which is not subject to FTA-mandated post-accident alcohol or drug testing, but involves damage to company property or an injury to any person. Any employee who is involved in an accident may, at Management's discretion, be required to submit to a non-DOT breath alcohol test and drug test. The definition of "involvement" in an accident includes, but is not limited to, an employee who is in a bus, trolley or other Agency vehicle at the time of an accident. Further, any other employee whose performance could have contributed to the accident, as determined by Agency management using the best information available at the time of the decision, shall also be required to submit to a non-DOT alcohol test

and a drug test. The procedures and rules outlined in the remainder of this section apply uniformly regardless of whether the test is an Agency test or a FTA test, however, the Agency sets the procedures for its own testing based on its own authority, not FTA authority.

#### 5. Post-Accident Testing Procedures.

- a. Any employee involved in an accident is prohibited from using alcohol for eight hours following the accident or until he or she undergoes a post-accident alcohol test and drug test. Any employee involved in an accident who fails to remain readily available for the testing required by this section, including notifying company officials of his or her location if he or she leaves the scene of the accident prior to submission to such tests, will be deemed to have refused to submit to testing.
- b. Post-accident testing will occur after the employee assists in resolution of the accident or receives medical attention following the accident. The Agency will complete the post-accident drug testing as soon as possible, and such testing will occur no later than 32 hours after the accident. The Agency will attempt to complete the post-accident alcohol testing within two hours of the accident. If the testing is not completed within two hours, the Agency will continue to attempt to complete the test and will prepare a report explaining why the breath specimen was not collected within two hours. If the alcohol test is not completed within eight hours of the accident, the Agency shall cease attempts to complete the test and update the report as to why the test was not completed.
- c. Refusal to submit to a test required by this section will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately. Based on FTA regulations, any employee with a positive drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency.
- d. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling, and treatment fees will be paid by the employee/former employee.

#### **D. Random Alcohol Testing and Drug Testing**

(The testing in this section applies only to safety-sensitive employees as defined above.) All safety-sensitive employees will be subject to unannounced, random alcohol testing and random drug testing in accordance with 49 C.F.R. Part 655. The selection of employees for random alcohol testing and random drug testing shall be made randomly by the Agency. The selection of employees for random alcohol testing and random drug testing shall be by a scientifically valid method, such as a random number



table or a computer-based random number generator. Each employee will have an equal chance of being tested each time selections are made. These tests will not be announced in advance and will be administered on all days and at during all work hours throughout the year. ~~The current minimum testing requirement is to annually perform drug tests on 25% and alcohol tests on 10% of the safety-sensitive employees. The Agency's Drug and Alcohol Program Manager ("DAPM") will adjust the number of tests periodically to ensure the Agency conducts no fewer than the FTA-mandated number of tests. The testing rates will meet or exceed the minimum annual percentage rates set each year by the FTA Administrator. The current year testing rates can be viewed online at: [www.transportation.gov/odapc/random-testing-rates](http://www.transportation.gov/odapc/random-testing-rates).~~

Each employee selected for random alcohol testing and/or random drug testing must proceed to the test site immediately. Refusal to submit to such testing will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately. Based on FTA regulations, any employee failing a drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or a finding of an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations requires that all costs, other than the cost of the drug test itself, including but not limited to referral, counseling, and treatment fees will be paid by the employee/former employee.

#### **E. Drug Testing for Employees Assuming Safety-Sensitive Duties**

Any employee who accepts a position with the Agency involving safety-sensitive duties, who has previously been engaged in non-safety-sensitive duties, will be required to submit to and pass a pre-employment drug test prior to assumption of the safety-sensitive duties. In addition, any employee who has not performed a safety-sensitive function for 90 consecutive calendar days regardless of the reason, and where that employee has not been in the Agency's random drug testing selection pool during that time, shall be required to take a pre-employment drug test in accordance with Section V(A) above, with a verified negative result before returning to duty.

If the drug test is cancelled by the MRO, the employee must retake and pass the test before assuming safety-sensitive duties. Refusal to submit to such testing will be sufficient grounds for termination of employment. Any employee failing a drug test will be immediately removed from service. Further, failure of a drug test will subject the employee to termination from employment with the Agency. Any employee who has a positive DOT drug test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling, and treatment fees will be paid by the employee/former employee.

#### **F. Return to Duty and Follow-Up Alcohol Testing and Drug Testing**

Any safety-sensitive employee who is allowed to return to duty after failing or refusing an alcohol test or a drug test must first provide a negative drug, alcohol, (or

both) test result. Employees returning to duty after failing or refusing an alcohol test or a drug test will be required to undergo unannounced follow-up alcohol and/or drug testing as directed by a substance abuse professional ("SAP"). The number and frequency of such follow-up testing shall be directed by the SAP. The employee will be subject to follow-up testing for as long as prescribed by the SAP, but such testing shall not continue beyond five years from the date the employee returns to safety-sensitive duties.

Agency policy, not FTA regulations, requires that any employee who is allowed to return to duty following leave for substance abuse rehabilitation must first provide a negative drug, alcohol, (or both) test result. Employees returning to duty following leave for substance abuse rehabilitation will be required by Agency policy to undergo unannounced follow-up alcohol and/or drug testing as determined by a counselor who has earned the DOT Substance Abuse Professional ("SAP") qualification. The number and frequency of such follow-up testing, and whether or not the testing will be observed, shall be directed by the SAP-qualified counselor. The employee will be subject to follow-up testing for as long as prescribed by the DAPM, but such testing shall not continue beyond five years from the date the employee returns to their duties. The follow-up testing following a leave of absence specified in this paragraph is required by Agency policy, not FTA regulations.

Based on FTA regulations, any employee with a positive drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling, and treatment fees will be paid by the employee/former employee.

#### **G. Alcohol Testing and Drug Testing Following Injuries**

(The alcohol testing and drug testing required in this section is required by the Agency; these are not FTA-mandated tests.) Any employee who sustains an injury on the job will be required to submit to an alcohol test and a drug test as part of the physician's examination of the employee for the injury. Refusal to submit to such alcohol tests or drug tests will result in the employee being relieved of his or her duties immediately and will subject the employee to termination of employment. Any employee with a positive drug test or an alcohol concentration measure of 0.02 percent or higher will be terminated by the Agency.

### **55-6VI.**

#### **FALSIFICATION, FAILURE TO TIMELY ARRIVE FOR TESTING, AND FAILURE TO NOTIFY**

Any employee who provides false information in connection with an alcohol test or drug test administered under this policy, or who attempts to falsify test results through

tampering, contamination, adulteration, or substitution, shall be terminated by the Agency.

Any employee who fails to appear for a drug test or alcohol test within a reasonable time when required by this policy, or to remain at the testing site until the testing process is completed, or to cooperate fully in the testing process, will be deemed to have refused to be tested, and will be considered to have a positive test.

Under the federal Drug Free Workplace Act, all employees are required to notify the Human Resources department in writing immediately, but in any event within five days, after they have been convicted of violating a criminal drug statute that occurred in the workplace or while working. Any employee who fails to provide such notification shall be subject to termination of employment.

#### ~~55.7~~ **VII.**

### **BEHAVIOR CONSTITUTING A REFUSAL TO SUBMIT TO A TEST**

The behaviors outlined in this section apply to all tests administered under this policy regardless of if they are FTA-mandated or required by the Agency's authority; however, Agency tests will not be conducted on DOT testing forms.

#### **A. Actions considered a refusal to submit to an alcohol test include:**

1. Failure to appear for any test within a reasonable time, as determined by the Agency, after being directed to do so by the Agency or failure to remain readily available following an accident;
2. Failure to remain at the testing site until the testing process is complete;
3. Failure to cooperate with any part of the testing process;
4. Refusal by an employee to complete and sign the certification at Step 2 of the ATF (Alcohol Testing Form) for an FTA-mandated test (or an Agency form, if it is a non-FTA test);
5. Failure to provide an adequate breath specimen for testing without a valid medical explanation; or
6. Refusal to undergo a medical examination or evaluation as directed by the MRO or as directed by a Designated Employer Representative ("DER").

#### **B. Actions considered a refusal to submit to a drug screen test include:**



1. Failure to appear for any test (except a pre-employment test) within a reasonable time, as determined by the employer, after being directed to do so by the employer or failure to remain readily available following an accident;
2. Failure to remain at the testing site until the testing process is complete;
3. Failure to cooperate with any part of the testing process (e.g., refusal to empty pockets when so directed by the collector, behaving in a confrontational way that disrupts the collection process);
4. Failure to provide a sufficient urine sample as required without a valid medical cause established in writing by a physician;
5. Refusal to undergo a medical examination or evaluation as directed by the MRO or as directed by a Designated Employer Representative ("DER");
6. Failure or refusal by an employee to take a second drug screen test if a DER or the MRO has directed the employee to do so;
7. Failure to permit the observation or monitoring of the collection of the specimen in the case where a directly observed or monitored collection of a urine specimen is required;
8. For an observed collection, failure to follow the observer's instructions to raise your clothing above the waist, lower clothing and underpants, and to turn around to permit the observer to determine if you have any type of prosthetic or other device that could be used to interfere with the collection process, or to possess or wear such a device that could be used to interfere with the collection process; or
9. The MRO reports to the Drug and Alcohol Program Manager that an employee has a verified adulterated, diluted or substituted test result.
10. Admitting to the Collector or MRO that the specimen was substituted or adulterated.

Refusal to submit to a drug screen test constitutes a verified positive drug test result, which will result in termination of employment according to Agency policy.

### 55.8VIII.

## **PROCEDURES FOR ALCOHOL AND DRUG TESTING**

### **A. Procedure for Alcohol Tests**

All FTA-mandated alcohol testing called for in this policy shall be conducted in accordance with 49 C.F.R. Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended. All Agency-mandated breath alcohol testing

will follow the same procedures but Agency-mandated tests are not required or governed by 49 C.F.R. Part 40. However, the results of FTA-mandated breath alcohol testing will be compiled on a U.S. Department of Transportation ("DOT") Alcohol Testing Form ("ATF"). The results of breath alcohol testing required by the Agency (and not FTA) will be on non-DOT testing forms. Agency management will inform the collection facility whether the test is an FTA or an Agency test. The alcohol testing in this policy applies regardless of whether the alcohol was ingested as beverage alcohol or in a medicinal or other preparation.

The alcohol tests will be administered by a breath alcohol technician ("BAT"), using an evidential breath testing device ("EBT"). The BAT will be trained to proficiency in the operation of the EBT. The EBTs are subject to a quality assurance plan developed by the manufacturers of EBTs. In order to insure that the test results are attributed to the correct employee, the BAT will require the employee to provide photo identification before tests are conducted. If the result of the alcohol screening test is an alcohol concentration of less than 0.02 percent, the employee will be deemed to have passed the FTA and Agency alcohol test. If the initial result of an FTA screening test is a breath alcohol concentration of 0.02 percent or higher, a confirmation test shall be performed under the FTA's authority. If the initial result of an Agency screening test is a breath alcohol concentration of 0.02 percent or higher, a confirmation test shall be performed under the Agency's authority. All alcohol confirmation tests shall be conducted within thirty minutes of the completion of the screening test.

## **B. Procedure for Drug Tests**

All FTA-mandated drug tests called for in this policy shall be conducted in accordance with 49 C.F.R. Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended. All Agency-mandated drug tests will follow the same procedures but Agency-mandated tests are not required or governed by 49 C.F.R. Part 40. The DOT drug testing custody and control form will be used in connection with all FTA-mandated drug tests administered pursuant to this policy. The results of drug testing required by the Agency (and not FTA) will be on non-DOT testing forms. Agency management will inform the collection facility whether the test is an FTA or an Agency test.

The drugs tested for will be marijuana, cocaine, ~~opiates~~opioids, phencyclidine, and amphetamines. When an employee arrives at the collection site, the collection site person shall positively identify the employee through the presentation of photo identification. Collection personnel will be trained to ensure employee privacy in providing the urine specimen. Urine specimens collected for drug testing will be split into two containers at the collection site. Collection site personnel will be trained to maintain the integrity of the specimen collection and transfer process. In order to maintain the integrity of the urine specimen, the specimen shall remain under the direct control of the collection site person from delivery to its being sealed in the mailer to the laboratory conducting the testing on the urine specimen. A tamper-proof sealing system will be utilized to ensure against undetected opening. The specimen bottle shall be identified with a unique identifying number identical to that appearing on the urine custody and control form.

Transfer of urine specimens will be accomplished through appropriate chain of custody procedures. The forms accompanying the specimens will have unique preprinted specimen ID numbers and the employee will sign or initial certifying that the

specimen was taken from that employee. All drug tests that are positive will be retested in a confirmation test prior to the laboratory specifying a positive result on a drug test. All drug testing done under this policy will be done by a laboratory that has been certified by the federal Department of Health and Human Services ("DHHS"). The Agency's DHHS certified laboratory is Quest Diagnostics, Inc. All confirmatory tests will be performed using GC/MS techniques. There are federally mandated cut-off limits for the minimum quantity of drug that must be detected in order for a positive test on the initial and confirming test. The current cut-off limits expressed in nanograms per milliliter (ng/ml) are as follows:

Drug	Initial Screen	Confirming Test
<del>Marijuana (THC)</del>	50	15
<del>Cocaine</del>	150	100
<del>Opiates</del> <del>Codaine</del> <del>Morphine</del> <del>Heroin</del>	2000	2000
<del>Phencyclidine (PCP)</del>	25	25
<del>6-Acetylmorphine</del>	10	10
Amphetamines Amphetamine Methamphetamine MDMA MDA MDEA	500	250

Initial test analyte	Initial test cutoff <sup>1</sup>	Confirmatory test analyte	Confirmatory test cutoff concentration
Marijuana metabolites (THCA) <sup>2</sup>	50 ng/mL <sup>3</sup>	THCA	15 ng/mL
Cocaine metabolite (Benzoylecgonine) ...	150 ng/mL <sup>3</sup>	Benzoylecgonine	100 ng/mL
Codeine/	2000 ng/mL	Codeine	2000 ng/mL
Morphine		Morphine	2000 ng/mL
Hydrocodone/	300 ng/mL	Hydrocodone	100 ng/mL
Hydromorphone		Hydromorphone	100 ng/mL
Oxycodone/	100 ng/mL	Oxycodone	100 ng/mL
Oxymorphone		Oxymorphone	100 ng/mL
6-Acetylmorphine	10 ng/mL	6-Acetylmorphine	10 ng/mL
Phencyclidine	25 ng/mL	Phencyclidine	25 ng/mL
Amphetamine/	500 ng/mL	Amphetamine	250 ng/mL
Methamphetamine		Methamphetamine	250 ng/mL
MDMA <sup>4</sup> /MDA <sup>5</sup>	500 ng/mL	MDMA	250 ng/mL
		MDA	250 ng/mL

<sup>1</sup> For grouped analytes (i.e., two or more analytes that are in the same drug class and have the same initial test cutoff):

In order to protect the Agency's employees and the integrity of the drug screen testing process, the Agency has retained the services of a Medical Review Officer ("MRO"). The Agency's MRO is ~~Benjamin Gerson~~ Richard Weinstein, M.D., of University Services. Dr. ~~Gerson's~~ Weinstein's phone number is ~~215-637-6800~~ 800-624-3784. The MRO is a licensed physician with knowledge of drug abuse disorders. If the laboratory results are confirmed positive, the MRO will interview the employee and review all information provided by the employee to determine whether the results are indicative of illegal or illicit drug use. If the employee provides an adequate explanation, the MRO will verify the test results as negative with the Drug and Alcohol Program Manager and take no further action. If the test result of the primary specimen is positive, the employee may request that the MRO direct that the second split specimen be tested in a different DHHS laboratory. Agency policy requires that employees bear all expenses related to verification tests they request. The MRO shall honor such request if it is made within 72 hours of the employee having been notified of a verified positive test. If an employee has not contacted the MRO within 72 hours, the employee may present to the MRO information documenting that serious illness, injury, inability to contact the MRO, lack of actual notice of the verified positive test, or other circumstances unavoidably prevented the employee from timely contacting the MRO. If the MRO concludes that there is a legitimate explanation for the employee's failure to contact the MRO within 72 hours, the MRO shall direct that analysis of the split specimen be performed. The results of the test at the second DHHS-approved laboratory will be forwarded to the MRO. If the results of the second test fail to confirm the presence of the drugs or drug metabolites found in the primary specimen, the MRO shall cancel the test.

If the MRO advises the Agency that the result of the drug test was negative, but that the test was dilute because the specimen contained a creatinine concentration greater than or equal to 2mg/dL, but less than or equal to 5mg/dL, the employee will be required to take another drug screen test immediately; the new test will be an observed collection. In this circumstance, the employee will be given as little advance notice as possible that he or she must return to the collection site. The test result from this test will be used to determine if the employee passes the drug test.

If the MRO advises the Agency that the result of the drug test was negative, but that the test was dilute and the specimen contained a creatinine concentration greater than 5mg/dL, the employee will be required to take another drug screen test immediately; the new test will not be an observed collection. In this circumstance, the

employee will be given as little advance notice as possible that he or she must return to the collection site. The test result from this test will be used to determine if the employee passes the drug test.

The drug testing laboratory shall report test results to the MRO in writing, identifying the results of the test. The MRO will report to the DAPM whether the test is positive or negative, and will report the drug for which there was a positive test, but shall not disclose the quantitation of the test results (except in the case of a grievance, lawsuit, or other proceeding or inquiry initiated by the employee arising out of the verified positive drug test). All records pertaining to urine specimens shall be retained by the drug testing laboratory for a minimum of two (2) years. The drug testing laboratory shall retain all urine specimens confirmed as positive and place them into properly secured long-term frozen storage for a minimum of one (1) year.

MTS policy, not FTA regulations, require that employees who are waiting to provide a breath or urine sample refrain from using electronic devices such as cell phones, [iPedsipods](#), and PDAs. Employees violating this rule will be suspended for a minimum of one day.

## **IX.**

### **POLICY REGARDING TREATMENT FOR DRUG OR ALCOHOL ADDICTION**

A. (The following policy on treatment for drug and alcohol addiction, follow-up testing and the associated consequences is an Agency policy, not an FTA policy.) Any employee who feels that he or she has developed an addiction to, dependence upon or problem with alcohol or drugs, legal or illegal, is encouraged to seek assistance. No disciplinary action will be issued against any employee who (1) comes forward to management with their problem prior to being requested to submit to an alcohol test or a drug screen test and before the Agency learns of a violation of the drug and alcohol policy, and (2) provided the employee has not violated the policy before coming to management. If an employee comes forward to management regarding a drug or alcohol problem seeking assistance, but management learns that the employee violated this policy before coming forward, the Agency will discipline the employee for violating the policy, up to and including termination of employment. Further, if the company learns of a violation of this policy before the employee comes forward, or if the employee comes forward with the problem only after being requested to submit to an alcohol test or a drug screen test, the employee will be subject to termination.

B. **How to Seek Assistance.** To seek assistance for a problem with drugs or alcohol, you may contact MTS's [Director of Human Resources Manager](#) (See "Contact Person" listed below), or you may directly contact [Horizon HealthMHN](#), the Agency's Employee Assistance Program ("EAP"), by calling 800-~~342-8111~~[535-4985](#). Information concerning the EAP is posted on company bulletin boards and is available in the Human Resources offices. All requests for assistance will be kept confidential.

C. The Agency has worked with the EAP to develop a list of resources (hospitals and community organizations) offering alcohol or drug treatment programs. The EAP will refer employees seeking assistance to a facility covered by their healthcare (if applicable) or another appropriate treatment organization. Any employee failing an alcohol test or drug test required under this policy will be provided the above-

referenced list of resources. The referral to the EAP is independent of any disciplinary action that the company may impose and the employee is responsible for all costs associated with analysis and treatment.

D. Rehabilitation itself is the responsibility of the employee. However, any employee seeking medical attention for alcoholism or drug addiction will be entitled to benefits available under the company's group medical insurance plan applicable to that employee, subject to the restrictions and limits stated in the applicable plan document and/or Collective Bargaining Agreement. Furthermore, rehabilitation leave will be available only to those employees whose employment is not terminated for misconduct prior to coming forward. Rehabilitation leave requests are subject to the leave of absence provisions of the applicable collective bargaining agreement, the Agency's medical leave policy (or the applicable administrative leave policies, if the employee is an administrative employee or member of management). Rehabilitation leave will be available on a one-time-only basis, subject to the conditions for continuing employment in Paragraph E below. **The Agency will not offer rehabilitation leave on a second occasion. The recurrence of an alcohol or drug problem will result in termination of employment.**

- E. To be eligible for continuation of employment following a rehabilitation leave, the employee must:
1. Undergo evaluation by a SAP, who will recommend a course of rehabilitation. (This is an Agency-mandated evaluation, not an FTA requirement.)
  2. Begin a program of rehabilitation, strictly follow the rules and guidelines of that program, and sign a release of all medical information, including that relating to drug and alcohol treatment, so the company can monitor his or her progress.
  3. Remain continuously enrolled in a treatment program and actively participate in that program.
  4. Not reject treatment or leave the treatment program prior to being properly discharged therefrom.
  5. Agree that the SAP will determine whether the employee has successfully completed the program.
  6. Not violate the Drug and Alcohol Policy.
- F. Any employee suffering from an alcohol or drug problem who rejects treatment or who leaves a treatment program prior to being properly discharged there from will be terminated from employment.
- G. All employees returning to active employment from rehabilitation will be required to sign a "Return to Work Agreement" requiring:
1. That the employee must pass a non-DOT alcohol test and non-DOT drug screen test before returning to work;



2. That a SAP must determine that the employee has properly followed an appropriate rehabilitation program and is capable of returning to duty;
3. That the employee agrees to unannounced alcohol testing and drug testing. The number and frequency of follow-up testing shall be determined by the SAP (this is required by Agency policy, not FTA regulations). The employee will be subject to follow-up testing for as long as prescribed by the SAP, but such tests shall not continue beyond five years from the date of the employee's return to duty;
4. That failure of any drug test or alcohol test or refusal to immediately submit to such testing during this period shall be grounds for immediate termination based on Agency policy (not FTA regulations);
5. That the employee must maintain an acceptable attendance and performance record, not violate the Drug and Alcohol Policy, and comply with all other company rules and policies upon their return to work.

#### 55.9X.

### MISCELLANEOUS INFORMATION REGARDING THIS DRUG AND ALCOHOL POLICY

#### A. **Contact Person – Drug and Alcohol Program Manager (DAPM)**

Any employees having questions about the Agency's Drug and Alcohol Policy should contact Brendan Shannon, MTS's Human Resources Director of Human Resources and Drug and Alcohol Program Manager, located at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101-7492, telephone number 619-557-4569. If any of the personnel (e.g. EAP, SAP, or MRO) listed in this Policy change, or their contact information changes, the DAPM is authorized to update their name and/or contact information as necessary, without requiring that the Policy return back to the MTS Board of Directors for approval.

#### B. **Training**

The Agency provides training for all of its supervisors in order for them to be able to make a determination of whether reasonable suspicion exists for an employee to be required to submit to reasonable suspicion alcohol testing and drug testing. This training includes a minimum of 60 minutes of supervisor training on the effects of drug use and 60 minutes of supervisor training on the effects alcohol use and this policy. Training of newly promoted or hired supervisors will occur before they assume supervisory duties (unless they are under the direct supervision of a trained supervisor or manager). All Safety-Sensitive employees will receive at least 60 minutes of training on the effects and consequences of prohibited drug use on personal health, safety, and

the work environment, and on the signs and symptoms that may indicate prohibited drug use or alcohol misuse.

### **C. Notice of Certain Requirements in Addition to FTA-Mandated Requirements**

The policy is designed in part to comply with the Federal Transit Administration (“FTA”) regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Part 655. However, MTS has added certain additional requirements to this policy, including the following:

1. This policy applies to all employees of MTS and its operating divisions (MTS Bus and MTS Rail), not just safety-sensitive employees as defined by the FTA. As such, Agency employees who are not safety-sensitive employees are subject to pre-employment drug testing and to reasonable suspicion, post-accident and post-injury drug testing and alcohol testing.
2. The Agency requires post-accident alcohol and drug testing in cases where such testing is not required by the FTA. The FTA regulations limit the circumstances under which post-accident alcohol and drug testing will occur, as set forth in Article V(C) above. The Agency requires post-accident alcohol and drug testing using a much broader definition of accident.
3. The Agency requires alcohol testing and drug testing following work injuries, which is not required by FTA regulations.
4. This policy requires employees using prescription drugs to report the prescription to their supervisor or Human Resources, and to provide the medication itself (if requested) to the Agency medical facility.
5. This policy sets forth the disciplinary action for violations of the policy, which is an Agency decision, and is not part of the FTA regulations.
6. This policy requires that all costs of drug treatment and/or SAP evaluation be paid by the employee or former employee. This is an Agency decision, not an FTA requirement.

### **D. Substance Abuse Professional**

The Agency has secured the services of a Substance Abuse Professional (“SAP”). The Agency’s Substance Abuse Professional is ~~Peggy Wagner of Horizon Heath~~ Johnny Guinn, who can be reached at ~~858-571-1698. Ms. Wagner~~ 619-228-1715. Mr. Guinn is a Certified ~~Employee Assistance professional~~ Substance Abuse Professional who specializes in evaluating and treating individuals with substance abuse disorders. ~~Ms. Wagner~~ Mr. Guinn will evaluate employees who come forward with substance abuse problems, employees returning to duty after failing an alcohol or drug test or following leave for substance abuse rehabilitation, and will direct the frequency of follow-up drug testing and alcohol testing for employees.

### **E. Right to Examine Records**



Every employee has the right to review his/her drug and alcohol testing records (except SAP-determined DOT follow-up testing plans), provide information to dispute the results of a drug or alcohol test and, upon written request, to obtain copies of any records pertaining to his or her drug and alcohol tests, including records pertaining to equipment calibration and laboratory certifications.



## APPROVAL OF POLICY BY MTS

This policy has been approved by the MTS Board of Directors and Chief Executive Officer.

DATED: \_\_\_\_\_

\_\_\_\_\_  
Chair  
Nathan Fletcher  
Chairman, MTS Board of Directors

DATED: \_\_\_\_\_

\_\_\_\_\_  
Sharon Cooney  
Chief Executive Officer

\_\_\_\_\_



**ACKNOWLEDGMENT OF RECEIPT OF  
METROPOLITAN TRANSIT SYSTEM DRUG AND ALCOHOL POLICY  
(EFFECTIVE ~~9/1/11~~ 5/12/2022)**

I hereby acknowledge receipt of a copy of the **METROPOLITAN TRANSIT SYSTEM** Drug and Alcohol Policy, effective ~~9/1/2011~~ 5/12/2022. I understand that I am responsible for reading the policy and in consideration of my employment with the Agency (MTS, SDTC, or SDTI), I hereby agree to comply with the policy in all respects and consent to the alcohol testing and drug screen testing required by this policy.

DATED: \_\_\_\_\_

\_\_\_\_\_  
Employee Signature

\_\_\_\_\_  
Employee ID Number

\_\_\_\_\_  
Employee Name (Please Print)

Original Policy was adopted on 1/12/89.

Policy revised on 2/8/93.

Policy revised on 3/25/04.

Policy revised on 8/18/11.

Policy revised on 4/13/17.

Policy revised on 5/12/22.



Effective 4/13/2017

## **METROPOLITAN TRANSIT SYSTEM DRUG AND ALCOHOL POLICY**

### **I.**

#### **PURPOSES**

- A. To maintain a safe and efficient public transportation system;
- B. To maintain a safe, healthy working environment for all employees;
- C. To reduce the incidence of accidental injury to person or property;
- D. To reduce absenteeism, tardiness and indifferent job performance;
- E. To maintain a work environment free of alcohol and drug related performance problems, accidents and injuries; and
- F. To comply with the Federal Transit Administration ("FTA") regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Parts 655 and 40.

### **II.**

#### **APPLICATION OF POLICY**

This policy applies to applicants and employees of the San Diego Metropolitan Transit System's ("MTS") operating entities, San Diego Trolley, Inc. ("MTS Rail or SDTI") and San Diego Transit Corporation ("MTS Bus" or "SDTC") [MTS, SDTI and SDTC are collectively referred to as "the Agency"], and to certain contract personnel who have been notified of the applicability of this policy to their work and contractors who have chosen to incorporate this policy as their own based on contractual agreement with the Agency. The word "employee" as used in this policy includes all such designated personnel including contract employees. This policy also applies to employees of the Metropolitan Transit System who work in the positions listed below and/or perform safety-sensitive functions as defined below.

Some of the drug and alcohol testing and procedures required in this policy are mandated by FTA regulations preventing prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Parts 655 and 40. The drug testing and alcohol testing mandated by FTA is applicable to "safety-sensitive employees" of the Agency, which includes those who:

- 1. Operate revenue service vehicles, including when such vehicles are not in revenue service;
- 2. Operate a non-revenue service vehicle, when such vehicle is required to be operated by a holder of a Commercial Driver's License;

3. Control dispatch or movement of a revenue service vehicle;
4. Maintain a revenue service vehicle or equipment used in revenue service;
5. Security personnel who carry firearms;
6. Supervisors of the aforementioned employees since these supervisors may perform safety-sensitive duties.

The Agency has reviewed the actual duties performed by employees and determined that the following jobs functions may require the performance of safety-sensitive duties:

### **MTS Rail**

Train Operator, Electromechanic, Linemen, Assistant Linemen, Track Serviceperson, LRV Maintainers, Wayside Maintainers, Serviceperson, Flagperson, Controller, Superintendent and Assistant Superintendent of Transportation, Central Control Supervisor, Training Coordinator, Transportation Supervisor, Superintendent and Assistant Superintendent of Maintenance, Maintenance Supervisor, Track Supervisor, Facilities Manager and Facilities Supervisor.

### **MTS Bus**

Bus Operators (student and part-time included), Service Operations Supervisors, all hourly Maintenance employees, Maintenance Manager, Assistant Maintenance Managers, Maintenance Foremen, Quality Assurance Manager, Quality Assurance Supervisor, Dispatchers, Dispatch Clerks, Communications/Operations Supervisors, Operations Trainer, Maintenance Instructor, Manager of Transportation, Assistant Transportation Managers, Senior Transportation Supervisor, Director of Transportation and Director of Maintenance, Manager of Training, Part Time Training Instructor, Safety Manager, Facilities Manager, and Facilities Foremen.

### **MTS Security**

Director of Transit System Security, Assistant Director of Transit System Security, Manager of Transit System Security Field Operations, Transit System Security Supervisor, Code Compliance Inspector, and all contract officers or supervisors of contract security officers who carry firearms regardless of title or rank.

The drug and alcohol testing required by this policy for employees who are not safety-sensitive employees as defined above is required by the Agency, not the FTA. This policy specifies which testing is mandated by FTA and which is required by the Agency.

Upon implementation, this policy supersedes all previously issued Drug and Alcohol Policies for SDTC, SDTI and MTS.

### III.

## ILLEGAL DRUGS, LEGAL DRUGS AND ALCOHOL

### A. Illegal Drugs

The sale, offer to sell, purchase, use, manufacture, transfer or possession of illegal drugs while on Agency business or on Agency premises, property or vehicles is prohibited. Further, no employee shall bring drug paraphernalia onto Agency premises or property or into company vehicles. Violation of these rules will result in disciplinary action, up to and including termination; termination is likely for any violation, even a first offense.

Illegal drug means any drug (a) which is not legally obtainable or (b) which is legally obtainable but has not been legally obtained. The term includes marijuana, cocaine, opiates (codeine, morphine, heroin), phencyclidine[" PCP"], and amphetamines (amphetamine, methamphetamine, MDMA, MDA, MDEA ["ecstasy"]). Regardless of any State laws protecting the medicinal or recreational use of Marijuana, federal regulations forbid its use by safety-sensitive employees, and Agency policy forbids its use for all other employees. The term also includes prescribed drugs not legally obtained, prescribed drugs not being used for prescribed purposes and any substance which a person holds out or represents to another as an illegal drug.

### B. Legal Drugs

The use of legal drugs at a level, or in a manner, combination or quantity which impedes an employee's ability to perform his job is prohibited and will lead to disciplinary action, up to and including termination. Agency policy (not FTA regulations) also deems failure to report the use of legal drugs per the procedure described below as a violation of this policy that will result in discipline up to and including termination of employment.

It is the employee's responsibility to insure that any legal drug(s) they are taking allow them to safely perform their duties. Employees have an affirmative obligation to report any drug or medication which they are taking to their immediate supervisor, using the "Prescription Drug Notification Form", or in their supervisor's absence, directly to the Human Resources Manager, so that a determination can be made by the company's physicians as to the ability of the employee to perform their particular job safely while using that drug or combination of drugs. If, after consulting with its physicians, the Agency has determined that the employee does not pose a threat to his or her own safety, public safety, or the safety of coworkers, and that the employee's job performance will not be significantly affected by the legal drug, the employee may continue to work while taking that particular legal drug. Any employee using a prescription drug must provide the prescription and the medication itself (if requested) to the designated Agency medical facility as soon as possible (but in any case within 24 hours) after notification by Agency management or its physicians.

### C. Alcohol

No employee shall consume alcoholic beverages in Agency vehicles, on Agency premises or property, within four hours before performing safety-sensitive functions,



while on Agency business, or while in uniform. Violation of these rules will result in disciplinary action, up to and including termination, even for a first offense.

No employee who is on call and therefore subject to being called into work shall consume alcohol within four hours of or during those on call hours. In the event such an employee is called and must report for duty, the employee has the opportunity to acknowledge that they have used alcohol and therefore are not able to perform their safety-sensitive function. In such a case, that employee shall not be required to perform work, but may be disciplined for the use of alcohol during on call hours based on Agency policy (not FTA regulations). FTA regulations mandate that employees with a breath-alcohol concentration between 0.02 percent and 0.039 percent not be allowed to perform any safety-sensitive function until the start of the employee's next regularly scheduled duty period that is at least eight hours following the administration of the alcohol test. The Agency's policy is that any employee who is tested for alcohol and has a breath-alcohol content of 0.02 percent or greater will be terminated, even for a first offense.

#### IV.

### **PROHIBITION AGAINST EMPLOYEES HAVING ILLEGAL DRUGS OR ALCOHOL IN THEIR BODIES DURING WORKING TIME**

All employees must report for work with no illegal drugs or their metabolites or alcohol in their bodies. Employees must not have illegal drugs or their metabolites or alcohol in their bodies at any time while on the job and employees may be tested for the presence of drugs and/or alcohol at any time while on duty or at an Agency facility. Alcohol tests on safety-sensitive employees who are performing, are about to perform or who have just completed performing safety-sensitive duties are FTA mandated tests; all other alcohol tests are required by MTS policy. Drug tests on safety-sensitive employees are FTA-mandated tests except those specifically identified by this Policy as MTS tests; all drug tests on non-safety-sensitive employees are required by MTS policy, not FTA regulations. FTA regulations prohibit safety-sensitive employees from using alcohol within four hours prior to their shift or while on call, and from having a breath-alcohol concentration of 0.04 or higher while performing safety-sensitive duties. Agency policy prohibits employees from having a breath-alcohol concentration while on duty of 0.02 percent or higher; any employee with a breath-alcohol concentration of 0.02 percent or higher will be terminated. Compliance with these rules is considered an essential job qualification for all employees. **Termination of employment will occur for a violation of any of these rules, even for a first offense. This is a zero tolerance policy. No employee who violates this policy will be given a second chance.**

#### V.

### **ENFORCEMENT OF RULE PROHIBITING EMPLOYEES FROM HAVING ILLEGAL DRUGS OR ALCOHOL IN THEIR BODIES DURING WORKING TIME**

#### **A. Pre-employment Drug Testing.**

All Agency applicants are subject to pre-employment drug testing. Those who are applying for safety-sensitive positions are subject to an FTA pre-employment drug test. Those who are not applying for a safety-sensitive position may be subject to an Agency pre-employment drug test. All drug tests will be administered by a medical facility designated by the Agency. If the drug test is cancelled by the Medical Review Officer ("MRO"), the employee must retake and pass the drug test before being hired. The Agency extends conditional offers of employment to successful candidates contingent on their passing a pre-employment drug test; any prospective employee refusing to submit to the drug test will not be hired by the Agency. Any prospective employee with a positive drug test will be rejected from further consideration for employment with the Agency. Further, any applicant or employee who has previously failed or refused a drug test must provide proof to the Agency, prior to being considered for employment, that they have successfully completed a referral, evaluation and substance abuse treatment plan compliant with the requirements in 49 C.F.R. Part 40 and 655. The Agency will provide each applicant or employee who fails a drug test with a list of names, addresses and telephone numbers of locally available Substance Abuse Professionals ("SAP(s)") qualified under 49 C.F.R. Part 40 requirements. Agency policy, not FTA regulations, requires that all fees, other than the cost of the drug test itself, including but not limited to referral, counseling and treatment fees will be paid by the candidate/employee.

## **B. Reasonable Suspicion Alcohol and Drug Testing**

All Agency employees are subject to reasonable suspicion alcohol testing and drug testing. Those who work in safety-sensitive positions are subject to an FTA alcohol test and drug test. Those who do not work in a safety-sensitive position are subject to an Agency alcohol test and drug test. When the Agency has reasonable suspicion to believe that an employee has violated the prohibitions set forth in this policy, the employee will be required to submit to an alcohol test and/or a drug test immediately upon demand by the Agency. Reasonable suspicion testing will be based on specific, contemporaneous, articulable observations concerning the appearance, behavior, speech or body odors of an employee. One or more supervisors or company officials trained in detecting the signs and symptoms of drug use and alcohol misuse must make the required observations. For FTA reasonable suspicion alcohol tests, the alcohol testing authorized in this section (and the observations required by the supervisors or company officials referred to above) must occur during, just before or just after the employee being tested performs a safety-sensitive function. Observations leading to Agency alcohol tests will likewise be made during, just before or just after the workday of the employee being tested. Observations leading to FTA drug tests may occur any time a safety-sensitive employee is on duty. Observations leading to MTS drug tests may occur any time a non-safety-sensitive employee is on duty.

FTA regulations require that any employee with a positive drug test or an alcohol concentration measure of 0.02 percent or higher be immediately removed from service, and that an employee with an alcohol concentration measure of 0.02 to 0.039 percent will, at a minimum, not be allowed to perform a safety-sensitive function until the start of the employee's next regularly scheduled duty period that is at least eight hours following the administration of the alcohol test.

Agency policy, not FTA regulations, requires that all employees who are required to submit to a reasonable suspicion drug and alcohol test (Agency or FTA) be removed from working until the results of both tests are known. Further, any employee with a

positive drug test or having a breath alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional (“SAP”) for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling and treatment fees will be paid by the candidate/employee.

Refusal to submit to any testing required by this section will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately.

### **C. Post-Accident Alcohol and Drug Testing**

FTA regulations require drug and alcohol testing following certain accidents. In addition, the Agency requires post-accident testing for accidents in circumstances when such testing is not required by the FTA. The following guidelines describe when a test is required by the FTA versus when the test is required by Agency policy. Employees will be informed whether the test is an FTA test or an Agency test. Agency tests will not be conducted using FTA testing forms.

1. FTA Definition of “Accident.” An accident, as defined by the FTA, is an occurrence associated with the operation of a vehicle, if as a result:
  - a. An individual dies; or
  - b. An individual suffers a bodily injury and immediately receives medical treatment away from the scene of the accident; or
  - c. With respect to an occurrence in which the public transportation vehicle involved is a bus, van or automobile, one or more vehicles (including non-FTA funded vehicles) incurs disabling damage as a result of the occurrence and such vehicle or vehicles are transported away from the scene by a tow truck or other vehicle; or
  - d. With respect to an occurrence in which the public transportation vehicle involved is a trolley car, the public transportation vehicle is removed from operation.
  - e. Disabling damage means damage that precludes departure of a motor vehicle from the scene of the accident in its usual manner in daylight after simple repairs. Disabling damage includes damage to a motor vehicle, where the vehicle could have been driven, but would have been further damaged if so driven. Disabling damage does not include damage that can be remedied temporarily at the scene of the accident without special tools or parts, tire disablement without other damage even if no spare tire is available or damage to headlights, tail lights, turn signals, horns, or windshield wipers that makes the vehicle inoperative.
2. Fatal Accidents. As soon as practicable following an accident involving the loss

of human life, each surviving employee operating the public transportation vehicle at the time of the accident shall submit to an alcohol test and a drug test. Further, any other employee whose performance could have contributed to the accident (e.g., a mechanic in the case of brake failure causing the accident), as determined by the Agency using the best information available at the time of the decision, shall also be required to submit to an alcohol test and a drug-screen test.

3. Non-fatal Accidents. As soon as practicable following an accident not involving the loss of human life, each employee operating the public transportation vehicle at the time of the accident shall submit to an alcohol test and a drug-screen test, unless Agency management determines, using the best information available at the time of the decision, that the employee's performance can be completely discounted as a contributing factor to the accident. In addition, any employee whose performance could have contributed to the accident, as determined by the Agency, using the best information available at the time of the decision, will be required to submit to an alcohol test and a drug-screen test.
4. Agency Definition of "Accident". The Agency defines an accident as any incident which is not subject to FTA-mandated post-accident alcohol or drug testing, but involves damage to company property or an injury to any person. Any employee who is involved in an accident may, at Management's discretion, be required to submit to a non-DOT breath alcohol test and drug test. The definition of "involvement" in an accident includes, but is not limited to, an employee who is in a bus, trolley or other Agency vehicle at the time of an accident. Further, any other employee whose performance could have contributed to the accident, as determined by Agency management using the best information available at the time of the decision, shall also be required to submit to a non-DOT alcohol test and a drug test. The procedures and rules outlined in the remainder of this section apply uniformly regardless of whether the test is an Agency test or a FTA test, however, the Agency sets the procedures for its own testing based on its own authority, not FTA authority.
5. Post-Accident Testing Procedures.
  - a. Any employee involved in an accident is prohibited from using alcohol for eight hours following the accident or until he or she undergoes a post-accident alcohol test and drug test. Any employee involved in an accident who fails to remain readily available for the testing required by this section, including notifying company officials of his or her location if he or she leaves the scene of the accident prior to submission to such tests, will be deemed to have refused to submit to testing.
  - b. Post-accident testing will occur after the employee assists in resolution of the accident or receives medical attention following the accident. The Agency will complete the post-accident drug testing as soon as possible, and such testing will occur no later than 32 hours after the accident. The Agency will attempt to complete the post-accident alcohol testing within two hours of the accident. If the testing is not completed within two hours, the Agency will continue to attempt to complete the test and will prepare a report explaining why the breath specimen was not collected within two hours. If the alcohol test is not completed within eight hours of the

accident, the Agency shall cease attempts to complete the test and update the report as to why the test was not completed.

- c. Refusal to submit to a test required by this section will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately. Based on FTA regulations, any employee with a positive drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency.
- d. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling and treatment fees will be paid by the employee/former employee.

#### **D. Random Alcohol Testing and Drug Testing**

(The testing in this section applies only to safety-sensitive employees as defined above.) All safety-sensitive employees will be subject to unannounced, random alcohol testing and random drug testing in accordance with 49 C.F.R. Part 655. The selection of employees for random alcohol testing and random drug testing shall be made randomly by the Agency. The selection of employees for random alcohol testing and random drug testing shall be by a scientifically valid method, such as a random number table or a computer-based random number generator. Each employee will have an equal chance of being tested each time selections are made. These tests will not be announced in advance and will be administered on all days and at during all work hours throughout the year. The current minimum testing requirement is to annually perform drug tests on 25% and alcohol tests on 10% of the safety-sensitive employees. The Agency's Drug and Alcohol Program Manager ("DAPM") will adjust the number of tests periodically to ensure the Agency conducts no fewer than the FTA-mandated number of tests.

Each employee selected for random alcohol testing and/or random drug testing must proceed to the test site immediately. Refusal to submit to such testing will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately. Based on FTA regulations, any employee failing a drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or a finding of an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations requires that all costs, other than the cost of the drug test itself, including but not limited to referral, counseling and treatment fees will be paid by the employee/former employee.

## **E. Drug Testing for Employees Assuming Safety-Sensitive Duties**

Any employee who accepts a position with the Agency involving safety-sensitive duties, who has previously been engaged in non-safety-sensitive duties, will be required to submit to and pass a pre-employment drug test prior to assumption of the safety-sensitive duties. In addition, any employee who has not performed a safety-sensitive function for 90 consecutive calendar days regardless of the reason, and where that employee has not been in the Agency's random drug testing selection pool during that time, shall be required to take a pre-employment drug test in accordance with Section V(A) above, with a verified negative result before returning to duty.

If the drug test is cancelled by the MRO, the employee must retake and pass the test before assuming safety-sensitive duties. Refusal to submit to such testing will be sufficient grounds for termination of employment. Any employee failing a drug test will be immediately removed from service. Further, failure of a drug test will subject the employee to termination from employment with the Agency. Any employee who has a positive DOT drug test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling and treatment fees will be paid by the employee/former employee.

## **F. Return to Duty and Follow-Up Alcohol Testing and Drug Testing**

Any safety-sensitive employee who is allowed to return to duty after failing or refusing an alcohol test or a drug test must first provide a negative drug, alcohol (or both) test result. Employees returning to duty after failing or refusing an alcohol test or a drug test will be required to undergo unannounced follow-up alcohol and/or drug testing as directed by a substance abuse professional ("SAP"). The number and frequency of such follow-up testing shall be directed by the SAP. The employee will be subject to follow-up testing for as long as prescribed by the SAP, but such testing shall not continue beyond five years from the date the employee returns to safety-sensitive duties.

Agency policy, not FTA regulations, requires that any employee who is allowed to return to duty following leave for substance abuse rehabilitation must first provide a negative drug, alcohol (or both) test result. Employees returning to duty following leave for substance abuse rehabilitation will be required by Agency policy to undergo unannounced follow-up alcohol and/or drug testing as determined by a counselor who has earned the DOT Substance Abuse Professional ("SAP") qualification. The number and frequency of such follow-up testing, and whether or not the testing will be observed, shall be directed by the SAP-qualified counselor. The employee will be subject to follow-up testing for as long as prescribed by the DAPM, but such testing shall not continue beyond five years from the date the employee returns to their duties. The follow-up testing following a leave of absence specified in this paragraph is required by Agency policy, not FTA regulations.

Based on FTA regulations, any employee with a positive drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or an

alcohol concentration measure of 0.04 percent or higher on a DOT-mandated test will be referred to the Substance Abuse Professional (“SAP”) for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling and treatment fees will be paid by the employee/former employee.

#### **G. Alcohol Testing and Drug Testing Following Injuries**

(The alcohol testing and drug testing required in this section is required by the Agency; these are not FTA-mandated tests.) Any employee who sustains an injury on the job will be required to submit to an alcohol test and a drug test as part of the physician’s examination of the employee for the injury. Refusal to submit to such alcohol tests or drug tests will result in the employee being relieved of his or her duties immediately and will subject the employee to termination of employment. Any employee with a positive drug test or an alcohol concentration measure of 0.02 percent or higher will be terminated by the Agency.

### **VI.**

#### **FALSIFICATION, FAILURE TO TIMELY ARRIVE FOR TESTING, AND FAILURE TO NOTIFY**

Any employee who provides false information in connection with an alcohol test or drug test administered under this policy, or who attempts to falsify test results through tampering, contamination, adulteration or substitution, shall be terminated by the Agency.

Any employee who fails to appear for a drug test or alcohol test within a reasonable time when required by this policy, or to remain at the testing site until the testing process is completed, or to cooperate fully in the testing process, will be deemed to have refused to be tested, and will be considered to have a positive test.

Under the federal Drug Free Workplace Act, all employees are required to notify the Human Resources department in writing immediately, but in any event within five days, after they have been convicted of violating a criminal drug statute that occurred in the workplace or while working. Any employee who fails to provide such notification shall be subject to termination of employment.

### **VII.**

#### **BEHAVIOR CONSTITUTING A REFUSAL TO SUBMIT TO A TEST**

The behaviors outlined in this section apply to all tests administered under this policy regardless of if they are FTA-mandated or required by the Agency’s authority; however, Agency tests will not be conducted on DOT testing forms.

#### **A. Actions considered a refusal to submit to an alcohol test include:**

1. Failure to appear for any test within a reasonable time, as determined by the Agency, after being directed to do so by the Agency;

2. Failure to remain at the testing site until the testing process is complete;
3. Failure to cooperate with any part of the testing process;
4. Refusal by an employee to complete and sign the certification at Step 2 of the ATF (Alcohol Testing Form) for an FTA-mandated test (or an Agency form, if it is a non-FTA test);
5. Failure to provide an adequate breath specimen for testing without a valid medical explanation; or
6. Refusal to undergo a medical examination or evaluation as directed by the MRO or as directed by a Designated Employer Representative ("DER").

**B. Actions considered a refusal to submit to a drug screen test include:**

1. Failure to appear for any test (except a pre-employment test) within a reasonable time, as determined by the employer, after being directed to do so by the employer;
2. Failure to remain at the testing site until the testing process is complete;
3. Failure to cooperate with any part of the testing process (e.g., refusal to empty pockets when so directed by the collector, behaving in a confrontational way that disrupts the collection process);
4. Failure to provide a sufficient urine sample as required without a valid medical cause established in writing by a physician;
5. Refusal to undergo a medical examination or evaluation as directed by the MRO or as directed by a Designated Employer Representative ("DER");
6. Failure or refusal by an employee to take a second drug screen test if a DER or the MRO has directed the employee to do so;
7. Failure to permit the observation or monitoring of the collection of the specimen in the case where a directly observed or monitored collection of a urine specimen is required;
8. For an observed collection, failure to follow the observer's instructions to raise your clothing above the waist, lower clothing and underpants, and to turn around to permit the observer to determine if you have any type of prosthetic or other device that could be used to interfere with the collection process, or to possess or wear such a device that could be used to interfere with the collection process; or
9. The MRO reports to the Drug and Alcohol Program Manager that an employee has a verified adulterated, diluted or substituted test result.
10. Admitting to the Collector or MRO that the specimen was substituted or adulterated.



Refusal to submit to a drug screen test constitutes a verified positive drug test result, which will result in termination of employment according to Agency policy.

## **VIII.**

### **PROCEDURES FOR ALCOHOL AND DRUG TESTING**

#### **A. Procedure for Alcohol Tests**

All FTA-mandated alcohol testing called for in this policy shall be conducted in accordance with 49 C.F.R. Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended. All Agency-mandated breath alcohol testing will follow the same procedures but Agency-mandated tests are not required or governed by 49 C.F.R. Part 40. However, the results of FTA-mandated breath alcohol testing will be compiled on a U.S. Department of Transportation ("DOT") Alcohol Testing Form ("ATF"). The results of breath alcohol testing required by the Agency (and not FTA) will be on non-DOT testing forms. Agency management will inform the collection facility whether the test is an FTA or an Agency test. The alcohol testing in this policy applies regardless of whether the alcohol was ingested as beverage alcohol or in a medicinal or other preparation.

The alcohol tests will be administered by a breath alcohol technician ("BAT"), using an evidential breath testing device ("EBT"). The BAT will be trained to proficiency in the operation of the EBT. The EBTs are subject to a quality assurance plan developed by the manufacturers of EBTs. In order to insure that the test results are attributed to the correct employee, the BAT will require the employee to provide photo identification before tests are conducted. If the result of the alcohol screening test is an alcohol concentration of less than 0.02 percent, the employee will be deemed to have passed the FTA and Agency alcohol test. If the initial result of an FTA screening test is a breath alcohol concentration of 0.02 percent or higher, a confirmation test shall be performed under the FTA's authority. If the initial result of an Agency screening test is a breath alcohol concentration of 0.02 percent or higher, a confirmation test shall be performed under the Agency's authority. All alcohol confirmation tests shall be conducted within thirty minutes of the completion of the screening test.

#### **B. Procedure for Drug Tests**

All FTA-mandated drug tests called for in this policy shall be conducted in accordance with 49 C.F.R. Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended. All Agency-mandated drug tests will follow the same procedures but Agency-mandated tests are not required or governed by 49 C.F.R. Part 40. The DOT drug testing custody and control form will be used in connection with all FTA-mandated drug tests administered pursuant to this policy. The results of drug testing required by the Agency (and not FTA) will be on non-DOT testing forms. Agency management will inform the collection facility whether the test is an FTA or an Agency test.

The drugs tested for will be marijuana, cocaine, opiates, phencyclidine, and amphetamines. When an employee arrives at the collection site, the collection site person shall positively identify the employee through the presentation of photo identification. Collection personnel will be trained to ensure employee privacy in providing the urine specimen. Urine specimens collected for drug testing will be split

into two containers at the collection site. Collection site personnel will be trained to maintain the integrity of the specimen collection and transfer process. In order to maintain the integrity of the urine specimen, the specimen shall remain under the direct control of the collection site person from delivery to its being sealed in the mailer to the laboratory conducting the testing on the urine specimen. A tamper-proof sealing system will be utilized to ensure against undetected opening. The specimen bottle shall be identified with a unique identifying number identical to that appearing on the urine custody and control form.

Transfer of urine specimens will be accomplished through appropriate chain of custody procedures. The forms accompanying the specimens will have unique preprinted specimen ID numbers and the employee will sign or initial certifying that the specimen was taken from that employee. All drug tests that are positive will be retested in a confirmation test prior to the laboratory specifying a positive result on a drug test. All drug testing done under this policy will be done by a laboratory that has been certified by the federal Department of Health and Human Services ("DHHS"). The Agency's DHHS certified laboratory is Quest Diagnostics, Inc. All confirmatory tests will be performed using GC/MS techniques. There are federally mandated cut-off limits for the minimum quantity of drug that must be detected in order for a positive test on the initial and confirming test. The current cut-off limits expressed in nanograms per milliliter (ng/ml) are as follows:

<b><u>Drug</u></b>	<b><u>Initial Screen</u></b>	<b><u>Confirming Test</u></b>
Marijuana (THC)	50	15
Cocaine	150	100
Opiates Codeine Morphine Heroin	2000	2000
Phencyclidine (PCP)	25	25
6-Acetylmorphine	10	10
Amphetamines Amphetamine Methamphetamine MDMA MDA MDEA	500	250

In order to protect the Agency's employees and the integrity of the drug screen testing process, the Agency has retained the services of a Medical Review Officer ("MRO"). The Agency's MRO is Randy Barnett, M.D., of University Services. Dr. Barnett's phone number is 800-624-3784. The MRO is a licensed physician with

knowledge of drug abuse disorders. If the laboratory results are confirmed positive, the MRO will interview the employee and review all information provided by the employee to determine whether the results are indicative of illegal or illicit drug use. If the employee provides an adequate explanation, the MRO will verify the test results as negative with the Drug and Alcohol Program Manager and take no further action. If the test result of the primary specimen is positive, the employee may request that the MRO direct that the second split specimen be tested in a different DHHS laboratory. Agency policy requires that employees bear all expenses related to verification tests they request. The MRO shall honor such request if it is made within 72 hours of the employee having been notified of a verified positive test. If an employee has not contacted the MRO within 72 hours, the employee may present to the MRO information documenting that serious illness, injury, inability to contact the MRO, lack of actual notice of the verified positive test, or other circumstances unavoidably prevented the employee from timely contacting the MRO. If the MRO concludes that there is a legitimate explanation for the employee's failure to contact the MRO within 72 hours, the MRO shall direct that analysis of the split specimen be performed. The results of the test at the second DHHS-approved laboratory will be forwarded to the MRO. If the results of the second test fail to confirm the presence of the drugs or drug metabolites found in the primary specimen, the MRO shall cancel the test.

If the MRO advises the Agency that the result of the drug test was negative, but that the test was dilute because the specimen contained a creatinine concentration greater than or equal to 2mg/dL, but less than or equal to 5mg/dL,, the employee will be required to take another drug screen test immediately; the new test will be an observed collection. In this circumstance, the employee will be given as little advance notice as possible that he or she must return to the collection site. The test result from this test will be used to determine if the employee passes the drug test.

If the MRO advises the Agency that the result of the drug test was negative, but that the test was dilute and the specimen contained a creatinine concentration greater than 5mg/dL, the employee will be required to take another drug screen test immediately; the new test will not be an observed collection. In this circumstance, the employee will be given as little advance notice as possible that he or she must return to the collection site. The test result from this test will be used to determine if the employee passes the drug test.

The drug testing laboratory shall report test results to the MRO in writing, identifying the results of the test. The MRO will report to the DAPM whether the test is positive or negative, and will report the drug for which there was a positive test, but shall not disclose the quantitation of the test results (except in the case of a grievance, lawsuit, or other proceeding or inquiry initiated by the employee arising out of the verified positive drug test). All records pertaining to urine specimens shall be retained by the drug testing laboratory for a minimum of two (2) years. The drug testing laboratory shall retain all urine specimens confirmed as positive and place them into properly secured long-term frozen storage for a minimum of one (1) year.

MTS policy, not FTA regulations, require that employees who are waiting to provide a breath or urine sample refrain from using electronic devices such as cell phones, ipods, and PDAs. Employees violating this rule will be suspended for a minimum of one day.

## IX.

**POLICY REGARDING TREATMENT FOR DRUG  
OR ALCOHOL ADDICTION**

A. (The following policy on treatment for drug and alcohol addiction, follow-up testing and the associated consequences is an Agency policy, not an FTA policy.) Any employee who feels that he or she has developed an addiction to, dependence upon or problem with alcohol or drugs, legal or illegal, is encouraged to seek assistance. No disciplinary action will be issued against any employee who (1) comes forward to management with their problem prior to being requested to submit to an alcohol test or a drug screen test and before the Agency learns of a violation of the drug and alcohol policy, and (2) provided the employee has not violated the policy before coming to management. If an employee comes forward to management regarding a drug or alcohol problem seeking assistance, but management learns that the employee violated this policy before coming forward, the Agency will discipline the employee for violating the policy, up to and including termination of employment. Further, if the company learns of a violation of this policy before the employee comes forward, or if the employee comes forward with the problem only after being requested to submit to an alcohol test or a drug screen test, the employee will be subject to termination.

B. **How to Seek Assistance.** To seek assistance for a problem with drugs or alcohol, you may contact MTS's Human Resources Manager (See "Contact Person" listed below), or you may directly contact MHN, the Agency's Employee Assistance Program ("EAP"), by calling 800-535-4985. Information concerning the EAP is posted on company bulletin boards and is available in the Human Resources offices. All requests for assistance will be kept confidential.

C. The Agency has worked with the EAP to develop a list of resources (hospitals and community organizations) offering alcohol or drug treatment programs. The EAP will refer employees seeking assistance to a facility covered by their healthcare (if applicable) or another appropriate treatment organization. Any employee failing an alcohol test or drug test required under this policy will be provided the above-referenced list of resources. The referral to the EAP is independent of any disciplinary action that the company may impose and the employee is responsible for all costs associated with analysis and treatment.

D. Rehabilitation itself is the responsibility of the employee. However, any employee seeking medical attention for alcoholism or drug addiction will be entitled to benefits available under the company's group medical insurance plan applicable to that employee, subject to the restrictions and limits stated in the applicable plan document and/or Collective Bargaining Agreement. Furthermore, rehabilitation leave will be available only to those employees whose employment is not terminated for misconduct prior to coming forward. Rehabilitation leave requests are subject to the leave of absence provisions of the applicable collective bargaining agreement, the Agency's medical leave policy (or the applicable administrative leave policies, if the employee is an administrative employee or member of management). Rehabilitation leave will be available on a one-time-only basis, subject to the conditions for continuing employment in Paragraph E below. **The Agency will not offer rehabilitation leave on a second occasion. The recurrence of an alcohol or drug problem will result in termination of employment.**

- E. To be eligible for continuation of employment following a rehabilitation leave, the employee must:
  - 1. Undergo evaluation by a SAP, who will recommend a course of rehabilitation. (This is an Agency-mandated evaluation, not an FTA requirement.)
  - 2. Begin a program of rehabilitation, strictly follow the rules and guidelines of that program, and sign a release of all medical information, including that relating to drug and alcohol treatment, so the company can monitor his or her progress.
  - 3. Remain continuously enrolled in a treatment program and actively participate in that program.
  - 4. Not reject treatment or leave the treatment program prior to being properly discharged therefrom.
  - 5. Agree that the SAP will determine whether the employee has successfully completed the program.
  - 6. Not violate the Drug and Alcohol Policy.
- F. Any employee suffering from an alcohol or drug problem who rejects treatment or who leaves a treatment program prior to being properly discharged there from will be terminated from employment.
- G. All employees returning to active employment from rehabilitation will be required to sign a "Return to Work Agreement" requiring:
  - 1. That the employee must pass a non-DOT alcohol test and non-DOT drug screen test before returning to work;
  - 2. That a SAP must determine that the employee has properly followed an appropriate rehabilitation program and is capable of returning to duty;
  - 3. That the employee agrees to unannounced alcohol testing and drug testing. The number and frequency of follow-up testing shall be determined by the SAP (this is required by Agency policy, not FTA regulations). The employee will be subject to follow-up testing for as long as prescribed by the SAP, but such tests shall not continue beyond five years from the date of the employee's return to duty;
  - 4. That failure of any drug test or alcohol test or refusal to immediately submit to such testing during this period shall be grounds for immediate termination based on Agency policy (not FTA regulations);
  - 5. That the employee must maintain an acceptable attendance and performance record, not violate the Drug and Alcohol Policy, and

comply with all other company rules and policies upon their return to work.

**X.**

**MISCELLANEOUS INFORMATION REGARDING THIS  
DRUG AND ALCOHOL POLICY**

**A. Contact Person**

Any employees having questions about the Agency's Drug and Alcohol Policy should contact Brendan Shannon, MTS's Human Resources Manager, located at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101-7492, telephone number 619-557-4569.

**B. Training**

The Agency provides training for all of its supervisors in order for them to be able to make a determination of whether reasonable suspicion exists for an employee to be required to submit to reasonable suspicion alcohol testing and drug testing. This training includes a minimum of 60 minutes of supervisor training on the effects of drug use and 60 minutes of supervisor training on the effects alcohol use and this policy. Training of newly promoted or hired supervisors will occur before they assume supervisory duties (unless they are under the direct supervision of a trained supervisor or manager).

**C. Notice of Certain Requirements in Addition to FTA-Mandated Requirements**

The policy is designed in part to comply with the Federal Transit Administration ("FTA") regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Part 655. However, MTS has added certain additional requirements to this policy, including the following:

1. This policy applies to all employees of MTS and its operating divisions (MTS Bus and MTS Rail), not just safety-sensitive employees as defined by the FTA. As such, Agency employees who are not safety-sensitive employees are subject to pre-employment drug testing and to reasonable suspicion, post-accident and post-injury drug testing and alcohol testing.
2. The Agency requires post-accident alcohol and drug testing in cases where such testing is not required by the FTA. The FTA regulations limit the circumstances under which post-accident alcohol and drug testing will occur, as set forth in Article V(C) above. The Agency requires post-accident alcohol and drug testing using a much broader definition of accident.
3. The Agency requires alcohol testing and drug testing following work injuries, which is not required by FTA regulations.
4. This policy requires employees using prescription drugs to report the prescription to their supervisor or Human Resources, and to provide the medication itself (if requested) to the Agency medical facility.

5. This policy sets forth the disciplinary action for violations of the policy, which is an Agency decision, and is not part of the FTA regulations.
6. This policy requires that all costs of drug treatment and/or SAP evaluation be paid by the employee or former employee. This is an Agency decision, not an FTA requirement.

**D. Substance Abuse Professional**

The Agency has secured the services of a Substance Abuse Professional ("SAP"). The Agency's Substance Abuse Professional is Grover Warren, who can be reached at 619-840-3230. Mr. Warren is a Certified Employee Assistance professional who specializes in evaluating and treating individuals with substance abuse disorders. Mr. Warren will evaluate employees who come forward with substance abuse problems, employees returning to duty after failing an alcohol or drug test or following leave for substance abuse rehabilitation, and will direct the frequency of follow-up drug testing and alcohol testing for employees.

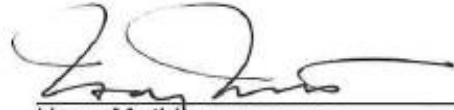
**E. Right to Examine Records**

Every employee has the right to review his/her drug and alcohol testing records (except SAP-determined DOT follow-up testing plans), provide information to dispute the results of a drug or alcohol test and, upon written request, to obtain copies of any records pertaining to his or her drug and alcohol tests, including records pertaining to equipment calibration and laboratory certifications.

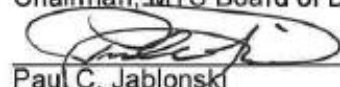
## APPROVAL OF POLICY BY MTS

This policy has been approved by the MTS Board of Directors and Chief Executive Officer.

DATED: 4/13/2017

  
\_\_\_\_\_  
Harry Mathis  
Chairman, MTS Board of Directors

DATED: 4/13/2017

  
\_\_\_\_\_  
Paul C. Jablonski  
Chief Executive Officer





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## Policies and Procedures

No. 35

SUBJECT:

Board Approval: 8/18/11

### DRUG AND ALCOHOL POLICY

#### I.

##### PURPOSES

- A. To maintain a safe and efficient public transportation system;
- B. To maintain a safe, healthy working environment for all employees;
- C. To reduce the incidence of accidental injury to person or property;
- D. To reduce absenteeism, tardiness and indifferent job performance;
- E. To maintain a work environment free of alcohol and drug related performance problems, accidents and injuries; and
- F. To comply with the Federal Transit Administration ("FTA") regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Parts 655 and 40.

#### II.

##### APPLICATION OF POLICY

This policy applies to applicants and employees of the San Diego Metropolitan Transit System's ("MTS") operating entities, San Diego Trolley, Inc. ("MTS Rail or SDTI") and San Diego Transit Corporation ("MTS Bus" or "SDTC") [MTS, SDTI and SDTC are collectively referred to as "the Agency"], and to certain contract personnel who have been notified of the applicability of this policy to their work and contractors who have chosen to incorporate this policy as their own based on contractual agreement with the Agency. The word "employee" as used in this policy includes all such designated personnel including contract employees. This policy also applies to employees of the Metropolitan Transit System who work in the titles listed below and/or perform safety-sensitive functions as defined below.

Some of the drug and alcohol testing and procedures required in this policy are mandated by FTA regulations preventing prohibited drug use and alcohol misuse in

transit operations, 49 C.F.R. Parts 655 and 40. The drug testing and alcohol testing mandated by FTA is applicable to "safety-sensitive employees" of the Agency, which includes those who:

1. Operate revenue service vehicles, including when such vehicles are not in revenue service;
2. Operate a non-revenue service vehicle, when such vehicle is required to be operated by a holder of a Commercial Driver's License;
3. Control dispatch or movement of a revenue service vehicle;
4. Maintain a revenue service vehicle or equipment used in revenue service;
5. Security personnel who carry firearms;
6. Supervisors of the aforementioned employees since these supervisors may perform safety-sensitive duties.

The Agency has reviewed the actual duties performed by employees and determined that the following jobs functions may require the performance of safety-sensitive duties:

#### MTS Rail

Train Operator, Electromechanic, Linemen, Assistant Linemen, Track Serviceperson, LRV Maintainers, Wayside Maintainers, Serviceperson, Flagperson, Controller, Superintendent and Assistant Superintendent of Transportation, Central Control Supervisor, Training Coordinator, Transportation Supervisor, Superintendent and Assistant Superintendent of Maintenance, Maintenance Supervisor, Track Supervisor, Facilities Manager and Facilities Supervisor.

#### MTS Bus

Bus Operators (student and part-time included), Service Operations Supervisors, all hourly Maintenance employees, Maintenance Manager, Assistant Maintenance Managers, Maintenance Foremen, Quality Assurance Manager, Quality Assurance Supervisor, Dispatchers, Dispatch Clerks, Communications/Operations Supervisors, Operations Trainer, Maintenance Instructor, Manager of Transportation, Assistant Transportation Managers, Senior Transportation Supervisor, Director of Transportation and Director of Maintenance, Manager of Training, Part Time Training Instructor, Safety Manager, Facilities Manager, and Facilities Foremen.

#### MTS Security

Director of Transit System Security, Assistant Director of Transit System Security, Manager of Transit System Security Field Operations, Transit System Security Supervisor, and all contract officers or supervisors of contract security officers who carry firearms regardless of title or rank.

The drug and alcohol testing required by this policy for employees who are not safety-sensitive employees as defined above is required by the Agency, not the FTA. This policy specifies which testing is mandated by FTA and which is required by the Agency.

Upon implementation, this policy supersedes all previously issued Drug and Alcohol Policies for SDTC, SDTI, and MTS.

### III.

#### ILLEGAL DRUGS, LEGAL DRUGS AND ALCOHOL

##### A. *Illegal Drugs*

The sale, offer to sell, purchase, use, manufacture, transfer, or possession of illegal drugs while on Agency business or on Agency premises, property, or vehicles is prohibited. Further, no employee shall bring drug paraphernalia onto Agency premises or property or into company vehicles. Violation of these rules will result in disciplinary action, up to and including termination; termination is likely for any violation, even a first offense.

Illegal drug means any drug (a) which is not legally obtainable or (b) which is legally obtainable but has not been legally obtained. The term includes marijuana, cocaine, opiates (codeine, morphine, heroin), phencyclidine ["PCP"], and amphetamines (amphetamine, methamphetamine, MDMA, MDA, MDEA ["ecstasy"]). Regardless of any State laws protecting the medicinal or recreational use of Marijuana, federal regulations forbid its use by safety-sensitive employees, and Agency policy forbids its use for all other employees. The term also includes prescribed drugs not legally obtained, prescribed drugs not being used for prescribed purposes and any substance which a person holds out or represents to another as an illegal drug.

##### B. *Legal Drugs*

The use of legal drugs at a level, or in a manner, combination, or quantity which impedes an employee's ability to perform his job is prohibited and will lead to disciplinary action, up to and including termination. Agency policy (not FTA regulations) also deems failure to report the use of legal drugs per the procedure described below as a violation of this policy that will result in discipline up to and including termination of employment.

It is the employee's responsibility to insure that any legal drug(s) they are taking allow them to safely perform their duties. Employees have an affirmative obligation to report any drug or medication which they are taking to their immediate supervisor, using the "Prescription Drug Notification Form", or in their supervisor's absence, directly to the Human Resources Manager, so that a determination can be made by the company's physicians as to the ability of the employee to perform their particular job safely while using that drug or combination of drugs. If, after consulting with its physicians, the Agency has determined that the employee does not pose a threat to his or her own safety, public safety, or the safety of coworkers, and that the employee's job performance will not be significantly affected by the legal drug, the employee

may continue to work while taking that particular legal drug. Any employee using a prescription drug must provide the prescription and the medication itself (if requested) to the designated Agency medical facility as soon as possible (but in any case within 24 hours) after notification by Agency management or its physicians.

**C. Alcohol**

No employee shall consume alcoholic beverages in Agency vehicles, on Agency premises or property, within four hours before performing safety-sensitive functions, while on Agency business, or while in uniform. Violation of these rules will result in disciplinary action, up to and including termination, even for a first offense.

No employee who is on call and therefore subject to being called into work shall consume alcohol within four hours of or during those on call hours. In the event such an employee is called and must report for duty, the employee has the opportunity to acknowledge that they have used alcohol and therefore are not able to perform their safety-sensitive function. In such a case, that employee shall not be required to perform work, but may be disciplined for the use of alcohol during on call hours based on Agency policy (not FTA regulations). FTA regulations mandate that employees with a breath-alcohol concentration between 0.02 percent and 0.039 percent not be allowed to perform any safety-sensitive function until the start of the employee's next regularly scheduled duty period that is at least eight hours following the administration of the alcohol test. The Agency's policy is that any employee who is tested for alcohol and has a breath-alcohol content of 0.02 percent or greater will be terminated, even for a first offense.

**IV.**

**PROHIBITION AGAINST EMPLOYEES HAVING ILLEGAL DRUGS OR ALCOHOL  
IN THEIR BODIES DURING WORKING TIME**

All employees must report for work with no illegal drugs or their metabolites or alcohol in their bodies. Employees must not have illegal drugs or their metabolites or alcohol in their bodies at any time while on the job and employees may be tested for the presence of drugs and/or alcohol at any time while on duty or at an Agency facility. Alcohol tests on safety-sensitive employees who are performing, are about to perform or who have just completed performing safety-sensitive duties are FTA mandated tests; all other alcohol tests are required by MTS policy. Drug tests on safety-sensitive employees are FTA-mandated tests except those specifically identified by this Policy as MTS tests; all drug tests on non-safety-sensitive employees are required by MTS policy, not FTA regulations. FTA regulations prohibit safety-sensitive employees from using alcohol within four hours prior to their shift or while on call, and from having a breath-alcohol concentration of 0.02 or higher while performing safety-sensitive duties. Agency policy likewise prohibits employees from having a breath-alcohol concentration while on duty of 0.02 percent or higher; any employee with a breath-alcohol concentration of 0.02 percent or higher will be terminated. Compliance with these rules is considered an essential job qualification for all employees. Termination of employment will occur for a violation of any of these rules, even

for a first offense. This is a zero tolerance policy. No employee who violates this policy will be given a second chance.

**V.**

**ENFORCEMENT OF RULE PROHIBITING EMPLOYEES FROM  
HAVING ILLEGAL DRUGS OR ALCOHOL IN THEIR BODIES  
DURING WORKING TIME**

**A. *Pre-employment Drug Testing.***

All Agency applicants are subject to pre-employment drug testing. Those who are applying for safety-sensitive positions are subject to an FTA pre-employment drug test. Those who are not applying for a safety-sensitive position may be subject to an Agency pre-employment drug test. All drug tests will be administered by a medical facility designated by the Agency. If the drug test is cancelled by the Medical Review Officer ("MRO"), the employee must retake and pass the drug test before being hired. The Agency extends conditional offers of employment to successful candidates contingent on their passing a pre-employment drug test; any prospective employee refusing to submit to the drug test will not be hired by the Agency. Any prospective employee with a positive drug test will be rejected from further consideration for employment with the Agency. Further, any applicant or employee who has previously failed or refused a drug test must provide proof to the Agency, prior to being considered for employment, that they have successfully completed a referral, evaluation and substance abuse treatment plan compliant with the requirements in 49 C.F.R. Part 40 and 655. The Agency will provide each applicant or employee who fails a drug test with a list of names, addresses, and telephone numbers of locally available Substance Abuse Professionals ("SAP(s)") qualified under 49 C.F.R. Part 40 requirements. Agency policy, not FTA regulations, requires that all fees, other than the cost of the drug test itself, including but not limited to referral, counseling, and treatment fees will be paid by the candidate/employee.

**B. *Reasonable Suspicion Alcohol and Drug Testing***

All Agency employees are subject to reasonable suspicion alcohol testing and drug testing. Those who work in safety-sensitive positions are subject to an FTA alcohol test and drug test. Those who do not work in a safety-sensitive position are subject to an Agency alcohol test and drug test. When the Agency has reasonable suspicion to believe that an employee has violated the prohibitions set forth in this policy, the employee will be required to submit to an alcohol test and/or a drug test immediately upon demand by the Agency. Reasonable suspicion testing will be based on specific, contemporaneous, articulable observations concerning the appearance, behavior, speech, or body odors of an employee. One or more supervisors or company officials trained in detecting the signs and symptoms of drug use and alcohol misuse must make the required observations. For FTA reasonable suspicion alcohol tests, the alcohol testing authorized in this section (and the observations required by the supervisors or company officials referred to above) must occur during, just before or just after the workday of the employee being tested. Observations leading to Agency alcohol tests will likewise be made during, just before or just after the workday of the employee being tested. Observations leading to FTA drug tests may occur

any time a safety-sensitive employee is on duty. Observations leading to MTS drug tests may occur any time a non-safety-sensitive employee is on duty.

FTA regulations require that any employee with a positive drug test or an alcohol concentration measure of 0.02 percent or higher be immediately removed from service, and that an employee with an alcohol concentration measure of 0.02 to 0.039 percent will, at a minimum, not be allowed to perform a safety-sensitive function until the start of the employee's next regularly scheduled duty period that is at least eight hours following the administration of the alcohol test.

Agency policy, not FTA regulations, requires that all employees who are required to submit to a reasonable suspicion drug and alcohol test (Agency or FTA) be removed from working until the results of both tests are known. Further, any employee with a positive drug test or having a breath alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling, and treatment fees will be paid by the candidate/employee.

Refusal to submit to any testing required by this section will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately.

### **C. *Post-Accident Alcohol and Drug Testing***

FTA regulations require drug and alcohol testing following certain accidents. In addition, the Agency requires post-accident testing for accidents in circumstances when such testing is not required by the FTA. The following guidelines describe when a test is required by the FTA versus when the test is required by Agency policy. Employees will be informed whether the test is an FTA test or an Agency test. Agency tests will not be conducted using FTA testing forms.

1. FTA Definition of "Accident." An accident, as defined by the FTA, is an occurrence associated with the operation of a vehicle, if as a result:
  - a. An individual dies; or
  - b. An individual suffers a bodily injury and immediately receives medical treatment away from the scene of the accident; or
  - c. With respect to an occurrence in which the mass transit vehicle involved is a bus, van or automobile, one or more vehicles (including non-FTA funded vehicles) incurs disabling damage as a result of the occurrence and such vehicle or vehicles are transported away from the scene by a tow truck or other vehicle; or

- d. With respect to an occurrence in which the mass transit vehicle involved is a trolley car, the mass transit vehicle is removed from operation.
  - e. Disabling damage means damage that precludes departure of a motor vehicle from the scene of the accident in its usual manner in daylight after simple repairs. Disabling damage includes damage to a motor vehicle, where the vehicle could have been driven, but would have been further damaged if so driven. Disabling damage does not include damage that can be remedied temporarily at the scene of the accident without special tools or parts, tire disablement without other damage even if no spare tire is available or damage to headlights, tail lights, turn signals, horns, or windshield wipers that makes the vehicle inoperative.
2. Fatal Accidents. As soon as practicable following an accident involving the loss of human life, each surviving employee operating the mass transit vehicle at the time of the accident shall submit to an alcohol test and a drug test. Further, any other employee whose performance could have contributed to the accident (e.g., a mechanic in the case of brake failure causing the accident), as determined by the Agency using the best information available at the time of the decision, shall also be required to submit to an alcohol test and a drug-screen test.
3. Non-fatal Accidents. As soon as practicable following an accident not involving the loss of human life, each employee operating the mass transit vehicle at the time of the accident shall submit to an alcohol test and a drug-screen test, unless Agency management determines, using the best information available at the time of the decision, that the employee's performance can be completely discounted as a contributing factor to the accident. In addition, any employee whose performance could have contributed to the accident, as determined by the Agency, using the best information available at the time of the decision, will be required to submit to an alcohol test and a drug-screen test.
4. Agency Definition of "Accident." The Agency defines an accident as any incident which is not subject to FTA-mandated post-accident alcohol or drug testing, but involves damage to company property or an injury to any person. Any employee who is involved in an accident may, at Management's discretion, be required to submit to a non-DOT breath alcohol test and drug test. The definition of "involvement" in an accident includes, but is not limited to, an employee who is in a bus, trolley or other Agency vehicle at the time of an accident. Further, any other employee whose performance could have contributed to the accident, as determined by Agency management using the best information available at the time of the decision, shall also be required to submit to a non-DOT alcohol test and a drug test. The procedures and rules outlined in the remainder of this section apply uniformly regardless of whether the test is an Agency test or a FTA test, however, the Agency sets the procedures for its own testing based on its own authority, not FTA authority.

5. Post-Accident Testing Procedures.

- a. Any employee involved in an accident is prohibited from using alcohol for eight hours following the accident or until he or she undergoes a post-accident alcohol test and drug test. Any employee involved in an accident who fails to remain readily available for the testing required by this section, including notifying company officials of his or her location if he or she leaves the scene of the accident prior to submission to such tests, will be deemed to have refused to submit to testing.
- b. Post-accident testing will occur after the employee assists in resolution of the accident or receives medical attention following the accident. The Agency will complete the post-accident drug testing as soon as possible, and such testing will occur no later than 32 hours after the accident. The Agency will attempt to complete the post-accident alcohol testing within two hours of the accident. If the testing is not completed within two hours, the Agency will continue to attempt to complete the test and will prepare a report explaining why the breath specimen was not collected within two hours. If the alcohol test is not completed within eight hours of the accident, the Agency shall cease attempts to complete the test and update the report as to why the test was not completed.
- c. Refusal to submit to a test required by this section will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately. Based on FTA regulations, any employee with a positive drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency.
- d. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling, and treatment fees will be paid by the employee/former employee.

**D. *Random Alcohol Testing and Drug Testing***

(The testing in this section applies only to safety-sensitive employees as defined above.) All safety-sensitive employees will be subject to unannounced, random alcohol testing and random drug testing in accordance with 49 C.F.R. Part 655. The selection of employees for random alcohol testing and random drug testing shall be made randomly by the Agency. The selection of employees for random



alcohol testing and random drug testing shall be by a scientifically valid method, such as a random number table or a computer-based random number generator. Each employee will have an equal chance of being tested each time selections are made. These tests will not be announced in advance and will be administered on all days and at during all work hours throughout the year. The current minimum testing requirement is to annually perform drug tests on 25% and alcohol tests on 10% of the safety-sensitive employees. The Agency's Drug and Alcohol Program Manager ("DAPM") will adjust the number of tests periodically to ensure the Agency conducts no fewer than the FTA-mandated number of tests.

Each employee selected for random alcohol testing and/or random drug testing must proceed to the test site immediately. Refusal to submit to such testing will be sufficient grounds for termination and will result in the employee being relieved of his or her duties immediately. Based on FTA regulations, any employee failing a drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or a finding of an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated alcohol test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations requires that all costs, other than the cost of the drug test itself, including but not limited to referral, counseling, and treatment fees will be paid by the employee/former employee.

**E. *Drug Testing for Employees Assuming Safety-Sensitive Duties***

Any employee who accepts a position with the Agency involving safety-sensitive duties, who has previously been engaged in non-safety-sensitive duties, will be required to submit to and pass a pre-employment drug test prior to assumption of the safety-sensitive duties. In addition, any employee who has not performed a safety-sensitive function for 90 consecutive calendar days regardless of the reason, and where that employee has not been in the Agency's random drug testing selection pool during that time, shall be required to take a pre-employment drug test in accordance with Section V(A) above, with a verified negative result before returning to duty.

If the drug test is cancelled by the MRO, the employee must retake and pass the test before assuming safety-sensitive duties. Refusal to submit to such testing will be sufficient grounds for termination of employment. Any employee failing a drug test will be immediately removed from service. Further, failure of a drug test will subject the employee to termination from employment with the Agency. Any employee who has a positive DOT drug test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling, and treatment fees will be paid by the employee/former employee.

**F. *Return to Duty and Follow-Up Alcohol Testing and Drug Testing***

Any safety-sensitive employee who is allowed to return to duty after failing or refusing an alcohol test or a drug test must first provide a negative drug alcohol (or both) test result. Employees returning to duty after failing or refusing an alcohol test or a drug test will be required to undergo unannounced follow-up alcohol and/or drug testing as directed by a substance abuse professional ("SAP"). The number and frequency of such follow-up testing shall be directed by the SAP. The employee will be subject to follow-up testing for as long as prescribed by the SAP, but such testing shall not continue beyond five years from the date the employee returns to safety-sensitive duties.

Agency policy, not FTA regulations, requires that any employee who is allowed to return to duty following leave for substance abuse rehabilitation must first provide a negative drug alcohol (or both) test result. Employees returning to duty following leave for substance abuse rehabilitation will be required by Agency policy to undergo unannounced follow-up alcohol and/or drug testing as determined by a Substance Abuse Professional ("SAP"). The number and frequency of such follow-up testing shall be directed by the SAP. The employee will be subject to follow-up testing for as long as prescribed by the DAPM, but such testing shall not continue beyond five years from the date the employee returns to their duties. The follow-up testing following a leave of absence specified in this paragraph is required by Agency policy, not FTA regulations.

Based on FTA regulations, any employee with a positive drug test or having an alcohol concentration measure of 0.02 percent or higher will be immediately removed from service. Based on Agency policy, any employee with a positive drug test and/or an alcohol concentration measure of 0.02 percent or higher will be terminated from employment with the Agency. Any employee who has a positive DOT drug test or an alcohol concentration measure of 0.04 percent or higher on a DOT-mandated test will be referred to the Substance Abuse Professional ("SAP") for evaluation in accordance with 49 C.F.R. Part 40. Agency policy, not FTA regulations, requires that all costs, other than the cost of the drug test itself, including but not limited to, referral, counseling, and treatment fees will be paid by the employee/former employee.

**G. *Alcohol Testing and Drug Testing Following Injuries***

(The alcohol testing and drug testing required in this section is required by the Agency; these are not FTA-mandated tests.) Any employee who sustains an injury on the job will be required to submit to an alcohol test and a drug test as part of the physician's examination of the employee for the injury. Refusal to submit to such alcohol tests or drug tests will result in the employee being relieved of his or her duties immediately and will subject the employee to termination of employment. Any employee with a positive drug test or an alcohol concentration measure of 0.02 percent or higher will be terminated by the Agency.

## **VI.**

### **FALSIFICATION, FAILURE TO TIMELY ARRIVE FOR TESTING, AND FAILURE TO NOTIFY**

Any employee who provides false information in connection with an alcohol test or drug test administered under this policy, or who attempts to falsify test results through tampering, contamination, adulteration, or substitution, shall be terminated by the Agency.

Any employee who fails to appear for a drug test or alcohol test within a reasonable time when required by this policy, or to remain at the testing site until the testing process is completed, or to cooperate fully in the testing process, will be deemed to have refused to be tested, and will be considered to have a positive test.

Under the federal Drug Free Workplace Act, all employees are required to notify the Human Resources department in writing immediately, but in any event within five days, after they have been convicted of violating a criminal drug statute that occurred in the workplace or while working. Any employee who fails to provide such notification shall be subject to termination of employment.

## **VII.**

### **BEHAVIOR CONSTITUTING A REFUSAL TO SUBMIT TO A TEST**

The behaviors outlined in this section apply to all tests administered under this policy regardless of if they are FTA-mandated or required by the Agency's authority; however, Agency tests will not be conducted on DOT testing forms.

#### **A.   *Actions considered a refusal to submit to an alcohol test include:***

1.   Failure to appear for any test within a reasonable time, as determined by the Agency, after being directed to do so by the Agency;
2.   Failure to remain at the testing site until the testing process is complete;
3.   Failure to cooperate with any part of the testing process;
4.   Refusal by an employee to complete and sign the certification at Step 2 of the ATF (Alcohol Testing Form) for an FTA-mandated test (or an Agency form, if it is a non-FTA test);
5.   Failure to provide an adequate breath specimen for testing without a valid medical explanation; or
6.   Refusal to undergo a medical examination or evaluation as directed by the MRO or as directed by a Designated Employer Representative ("DER").

**B.** *Actions considered a refusal to submit to a drug screen test include:*

1. Failure to appear for any test (except a pre-employment test) within a reasonable time, as determined by the employer, after being directed to do so by the employer;
2. Failure to remain at the testing site until the testing process is complete;
3. Failure to cooperate with any part of the testing process (e.g., refusal to empty pockets when so directed by the collector, behaving in a confrontational way that disrupts the collection process);
4. Failure to provide a sufficient urine sample as required without a valid medical cause established in writing by a physician;
5. Refusal to undergo a medical examination or evaluation as directed by the MRO or as directed by a Designated Employer Representative ("DER");
6. Failure or refusal by an employee to take a second drug screen test if a DER or the MRO has directed the employee to do so;
7. Failure to permit the observation or monitoring of the collection of the specimen in the case where a directly observed or monitored collection of a urine specimen is required;
8. For an observed collection, failure to follow the observer's instructions to raise your clothing above the waist, lower clothing and underpants, and to turn around to permit the observer to determine if you have any type of prosthetic or other device that could be used to interfere with the collection process, or to possess or wear such a device that could be used to interfere with the collection process; or
9. The MRO reports to the Drug and Alcohol Program Manager that an employee has a verified adulterated, diluted, or substituted test result.
10. Admitting to the Collector or MRO that the specimen was substituted or adulterated.

Refusal to submit to a drug screen test constitutes a verified positive drug test result, which will result in termination of employment according to Agency policy.

**VIII.**

**PROCEDURES FOR ALCOHOL AND DRUG TESTING**

**A.** *Procedure for Alcohol Tests*

All FTA-mandated alcohol testing called for in this policy shall be conducted in accordance with 49 C.F.R. Part 40: Procedures for Transportation Workplace

Drug and Alcohol Testing Programs, as amended. All Agency-mandated breath alcohol testing will follow the same procedures but Agency-mandated tests are not required or governed by 49 C.F.R. Part 40. However, the results of FTA-mandated breath alcohol testing will be compiled on a U.S. Department of Transportation ("DOT") Alcohol Testing Form ("ATF"). The results of breath alcohol testing required by the Agency (and not FTA) will be on non-DOT testing forms. Agency management will inform the collection facility whether the test is an FTA or an Agency test. The alcohol testing in this policy applies regardless of whether the alcohol was ingested as beverage alcohol or in a medicinal or other preparation.

The alcohol tests will be administered by a breath alcohol technician ("BAT"), using an evidential breath testing device ("EBT"). The BAT will be trained to proficiency in the operation of the EBT. The EBTs are subject to a quality assurance plan developed by the manufacturers of EBTs. In order to insure that the test results are attributed to the correct employee, the BAT will require the employee to provide photo identification before tests are conducted. If the result of the alcohol screening test is an alcohol concentration of less than 0.02 percent, the employee will be deemed to have passed the FTA and Agency alcohol test. If the initial result of an FTA screening test is a breath alcohol concentration of 0.02 percent or higher, a confirmation test shall be performed under the FTA's authority. If the initial result of an Agency screening test is a breath alcohol concentration of 0.02 percent or higher, a confirmation test shall be performed under the Agency's authority. All alcohol confirmation tests shall be conducted within thirty minutes of the completion of the screening test.

#### **B. *Procedure for Drug Tests***

All FTA-mandated drug tests called for in this policy shall be conducted in accordance with 49 C.F.R. Part 40: Procedures for Transportation Workplace Drug and Alcohol Testing Programs, as amended. All Agency-mandated drug tests will follow the same procedures but Agency-mandated tests are not required or governed by 49 C.F.R. Part 40. The DOT drug testing custody and control form will be used in connection with all FTA-mandated drug tests administered pursuant to this policy. The results of drug testing required by the Agency (and not FTA) will be on non-DOT testing forms. Agency management will inform the collection facility whether the test is an FTA or an Agency test.

The drugs tested for will be marijuana, cocaine, opiates, phencyclidine, and amphetamines. When an employee arrives at the collection site, the collection site person shall positively identify the employee through the presentation of photo identification. Collection personnel will be trained to ensure employee privacy in providing the urine specimen. Urine specimens collected for drug testing will be split into two containers at the collection site. Collection site personnel will be trained to maintain the integrity of the specimen collection and transfer process. In order to maintain the integrity of the urine specimen, the specimen shall remain under the direct control of the collection site person from delivery to its being sealed in the mailer to the laboratory conducting the testing on the urine specimen. A tamper-proof sealing system will be utilized to ensure against undetected opening. The specimen bottle shall be identified with a unique identifying number identical to that appearing on the urine custody and control form.

Transfer of urine specimens will be accomplished through appropriate chain of custody procedures. The forms accompanying the specimens will have unique preprinted specimen ID numbers and the employee will sign or initial certifying that the specimen was taken from that employee. All drug tests that are positive will be retested in a confirmation test prior to the laboratory specifying a positive result on a drug test. All drug testing done under this policy will be done by a laboratory that has been certified by the federal Department of Health and Human Services ("DHHS"). The Agency's DHHS certified laboratory is Quest Diagnostics, Inc. All confirmatory tests will be performed using GC/MS techniques. There are federally mandated cut-off limits for the minimum quantity of drug that must be detected in order for a positive test on the initial and confirming test.

The current cut-off limits expressed in nanograms per milliliter (ng/ml) are as follows:

<u>Drug</u>	<u>Initial Screen</u>	<u>Confirming Test</u>
Marijuana (THC)	50	15
Cocaine	150	100
Opiates Codeine Morphine Heroin	2000	2000
Phencyclidine (PCP)	25	25
6-Acetyl morphine	10	10
Amphetamines Amphetamine Methamphetamine MDMA MDA MDEA	500	250

In order to protect the Agency's employees and the integrity of the drug screen testing process, the Agency has retained the services of a Medical Review Officer ("MRO"). The Agency's MRO is Benjamin Gerson, M.D., of University Services. Dr. Gerson's phone number is 215-637-6800. The MRO is a licensed physician with knowledge of drug abuse disorders. If the laboratory results are confirmed positive, the MRO will interview the employee and review all information provided by the employee to determine whether the results are indicative of illegal or illicit drug use. If the employee provides an adequate explanation, the MRO will verify the test results as negative with the Drug and Alcohol Program Manager and take no further action. If the test result of the

primary specimen is positive, the employee may request that the MRO direct that the second split specimen be tested in a different DHHS laboratory. Agency policy requires that employees bear all expenses related to verification tests they request. The MRO shall honor such request if it is made within 72 hours of the employee having been notified of a verified positive test. If an employee has not contacted the MRO within 72 hours, the employee may present to the MRO information documenting that serious illness, injury, inability to contact the MRO, lack of actual notice of the verified positive test, or other circumstances unavoidably prevented the employee from timely contacting the MRO. If the MRO concludes that there is a legitimate explanation for the employee's failure to contact the MRO within 72 hours, the MRO shall direct that analysis of the split specimen be performed. The results of the test at the second DHHS-approved laboratory will be forwarded to the MRO. If the results of the second test fail to confirm the presence of the drugs or drug metabolites found in the primary specimen, the MRO shall cancel the test.

If the MRO advises the Agency that the result of the drug test was negative, but that the test was dilute because the specimen contained a creatinine concentration greater than or equal to 2mg/dL, but less than or equal to 5mg/dL, the employee will be required to take another drug screen test immediately; the new test will be an observed collection. In this circumstance, the employee will be given as little advance notice as possible that he or she must return to the collection site. The test result from this test will be used to determine if the employee passes the drug test.

If the MRO advises the Agency that the result of the drug test was negative, but that the test was dilute and the specimen contained a creatinine concentration greater than 5mg/dL, the employee will be required to take another drug screen test immediately; the new test will not be an observed collection. In this circumstance, the employee will be given as little advance notice as possible that he or she must return to the collection site. The test result from this test will be used to determine if the employee passes the drug test.

The drug testing laboratory shall report test results to the MRO in writing, identifying the results of the test. The MRO will report to the DAPM whether the test is positive or negative, and will report the drug for which there was a positive test, but shall not disclose the quantitation of the test results (except in the case of a grievance, lawsuit, or other proceeding or inquiry initiated by the employee arising out of the verified positive drug test). All records pertaining to urine specimens shall be retained by the drug testing laboratory for a minimum of two (2) years. The drug testing laboratory shall retain all urine specimens confirmed as positive and place them into properly secured long-term frozen storage for a minimum of one (1) year.

MTS policy, not FTA regulations, require that employees who are waiting to provide a breath or urine sample refrain from using electronic devices such as cell phones, iPods, and PDAs. Employees violating this rule will be suspended for a minimum of one day.

**IX.**

**POLICY REGARDING TREATMENT FOR DRUG  
OR ALCOHOL ADDICTION**

- A. (The following policy on treatment for drug and alcohol addiction, follow-up testing and the associated consequences is an Agency policy, not an FTA policy.) Any employee who feels that he or she has developed an addiction to, dependence upon or problem with alcohol or drugs, legal or illegal, is encouraged to seek assistance. No disciplinary action will be issued against any employee who (1) comes forward to management with their problem prior to being requested to submit to an alcohol test or a drug screen test and before the Agency learns of a violation of the drug and alcohol policy, and (2) provided the employee has not violated the policy before coming to management. If an employee comes forward to management regarding a drug or alcohol problem seeking assistance, but management learns that the employee violated this policy before coming forward, the Agency will discipline the employee for violating the policy, up to and including termination of employment. Further, if the company learns of a violation of this policy before the employee comes forward, or if the employee comes forward with the problem only after being requested to submit to an alcohol test or a drug screen test, the employee will be subject to termination.
- B. How to Seek Assistance. To seek assistance for a problem with drugs or alcohol, you may contact MTS's Human Resources Manager (See "Contact Person" listed below), or you may directly contact Horizon Health, the Agency's Employee Assistance Program ("EAP"), by calling 800-342-8111. Information concerning the EAP is posted on company bulletin boards and is available in the Human Resources offices. All requests for assistance will be kept confidential.
- C. The Agency has worked with the EAP to develop a list of resources (hospitals and community organizations) offering alcohol or drug treatment programs. The EAP will refer employees seeking assistance to a facility covered by their healthcare (if applicable) or another appropriate treatment organization. Any employee failing an alcohol test or drug test required under this policy will be provided the above-referenced list of resources. The referral to the EAP is independent of any disciplinary action that the company may impose and the employee is responsible for all costs associated with analysis and treatment.
- D. Rehabilitation itself is the responsibility of the employee. However, any employee seeking medical attention for alcoholism or drug addiction will be entitled to benefits available under the company's group medical insurance plan applicable to that employee, subject to the restrictions and limits stated in the applicable plan document. Furthermore, rehabilitation leave will be available only to those employees whose employment is not terminated for misconduct prior to coming forward. Rehabilitation leave requests are subject to the leave of absence provisions of the applicable collective bargaining agreement, the Agency's medical leave policy (or the applicable administrative leave policies if the employee is an administrative employee or member of management). Rehabilitation leave will be available on a one-time-only basis, subject to the conditions for continuing employment in Paragraph E below. The Agency will not



offer rehabilitation leave on a second occasion. The recurrence of an alcohol or drug problem will result in termination of employment.

- E. To be eligible for continuation of employment following a rehabilitation leave, the employee must:
1. Undergo evaluation by a SAP, who will recommend a course of rehabilitation. (This is an Agency-mandated evaluation, not an FTA requirement.)
  2. Begin a program of rehabilitation, strictly follow the rules and guidelines of that program, and sign a release of all medical information, including that relating to drug and alcohol treatment, so the company can monitor his or her progress.
  3. Remain continuously enrolled in a treatment program and actively participate in that program.
  4. Not reject treatment or leave the treatment program prior to being properly discharged therefrom.
  5. Agree that the SAP will determine whether the employee has successfully completed the program.
  6. Not violate the Drug and Alcohol Policy.
- F. Any employee suffering from an alcohol or drug problem who rejects treatment or who leaves a treatment program prior to being properly discharged there from will be terminated from employment.
- G. All employees returning to active employment from rehabilitation will be required to sign a "Return to Work Agreement" requiring:
1. That the employee must pass a non-DOT alcohol test and non- DOT drug screen test before returning to work;
  2. That a SAP must determine that the employee has properly followed an appropriate rehabilitation program and is capable of returning to duty;
  3. That the employee agrees to unannounced alcohol testing and drug testing. The number and frequency of follow-up testing shall be determined by the SAP (this is required by Agency policy, not FTA regulations). The employee will be subject to follow-up testing for as long as prescribed by the SAP, but such tests shall not continue beyond five years from the date of the employee's return to duty;
  4. That failure of any drug test or alcohol test or refusal to immediately submit to such testing during this period shall be grounds for immediate termination based on Agency policy (not FTA regulations);

5. That the employee must maintain an acceptable attendance and performance record, not violate the Drug and Alcohol Policy, and comply with all other company rules and policies upon their return to work.

**X.**

**MISCELLANEOUS INFORMATION REGARDING THIS DRUG  
AND ALCOHOL POLICY**

**A.     *Contact Person***

Any employees having questions about the Agency's Drug and Alcohol Policy should contact Brendan Shannon, MTS's Human Resources Manager, located at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101-7492, telephone number 619-557-4569.

**B.     *Training***

The Agency provides training for all of its supervisors in order for them to be able to make a determination of whether reasonable suspicion exists for an employee to be required to submit to reasonable suspicion alcohol testing and drug testing. This training includes a minimum of 60 minutes of supervisor training on the effects of drug use and 60 minutes of supervisor training on the effects alcohol use and this policy. Training of newly promoted or hired supervisors will occur before they assume supervisory duties (unless they are under the direct supervision of a trained supervisor or manager).

**C.     *Notice of Certain Requirements in Addition to FTA-Mandated Requirements***

The policy is designed in part to comply with the Federal Transit Administration ("FTA") regulations on prevention of prohibited drug use and alcohol misuse in transit operations, 49 C.F.R. Part 655. However, MTS has added certain additional requirements to this policy, including the following:

1. This policy applies to all employees of MTS and its operating divisions (MTS Bus and MTS Rail), not just safety-sensitive employees as defined by the FTA. As such, Agency employees who are not safety-sensitive employees are subject to pre-employment drug testing and to reasonable suspicion, post-accident and post-injury drug testing and alcohol testing.
2. The Agency requires post-accident alcohol and drug testing in cases where such testing is not required by the FTA. The FTA regulations limit the circumstances under which post-accident alcohol and drug testing will occur, as set forth in Article V(C) above. The Agency requires post-accident alcohol and drug testing using a much broader definition of accident.
3. The Agency requires alcohol testing and drug testing following work injuries, which is not required by FTA regulations.

4. This policy requires employees using prescription drugs to report the prescription to their supervisor or Human Resources, and to provide the medication itself (if requested) to the Agency medical facility.
5. This policy sets forth the disciplinary action for violations of the policy, which is an Agency decision, and is not part of the FTA regulations.
6. This policy requires that all costs of drug treatment and/or SAP evaluation be paid by the employee or former employee. This is an Agency decision, not an FTA requirement.

**D. Substance Abuse Professional**

The Agency has secured the services of a Substance Abuse Professional ("SAP"). The Agency's Substance Abuse Professional is Peggy Wagner of Horizon Heath, who can be reached at 858-571-1698. Ms. Wagner is a Certified Employee Assistance professional who specializes in evaluating and treating individuals with substance abuse disorders. Ms. Wagner will evaluate employees who come forward with substance abuse problems, employees returning to duty after failing an alcohol or drug test or following leave for substance abuse rehabilitation, and will direct the frequency of follow-up drug testing and alcohol testing for employees.


**E. Right to Examine Records**

Every employee has the right to review his/her drug and alcohol testing records (except SAP-determined DOT follow-up testing plans), provide information to dispute the results of a drug or alcohol test and, upon written request, to obtain copies of any records pertaining to his or her drug and alcohol tests, including records pertaining to equipment calibration and laboratory certifications.

**APPROVAL OF POLICY BY MTS**

This policy has been approved by the MTS Board of Directors and Chief Executive Officer.

DATED: 10/19/11   
Harry Mathis  
Chairman, MTS Board of Directors

DATED: 10/17/2011   
Paul C. Jablonski  
Chief Executive Officer

ACKNOWLEDGMENT OF RECEIPT OF  
METROPOLITAN TRANSIT SYSTEM DRUG AND ALCOHOL POLICY  
(EFFECTIVE 9/1/11)

I hereby acknowledge receipt of a copy of the METROPOLITAN TRANSIT SYSTEM Drug and Alcohol Policy effective 9/1/2011. I understand that I am responsible for reading the policy and, in consideration of my employment with the Agency (MTS, SDTC, or SDTI). I hereby agree to comply with the policy in all respects and consent to the alcohol testing and drug-screen testing required by this policy.

DATED: \_\_\_\_\_

\_\_\_\_\_  
Employee Signature

\_\_\_\_\_  
Employee ID Number

\_\_\_\_\_  
Employee Name (Please Print)

Original Policy was adopted on 1/12/89.  
Policy revised on 2/8/93.  
Policy revised on 3/25/04.  
Policy revised on 8/18/11.



## Agenda Item No. 16

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

May 12, 2022

#### SUBJECT:

FISCAL YEAR (FY) 2021-2022 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)  
FUNDING ALLOCATION

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt Resolution No. 22-05 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 Fiscal Year (FY) 2021-2022 LCTOP funding of \$8,103,037 in the FY24 Capital Improvement Program (CIP) for the procurement of Battery Electric Buses (BEB), 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 DACs identified in Section 39711 of the Health and Safety Code.

#### Budget Impact

Resolution No. 22-05 would authorize the allocation of FY 2021-2022 LCTOP funding of \$8,103,037 in the FY24 CIP for the procurement of the BEB Procurement Project.



**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.

MTS received FY 2019-20 LCTOP apportionment of \$6,003,201. In FY 2022 CIP, MTS Board approved the allocation of FY 2019-20 LCTOP in the amount of \$5,126,370 to fund FY 2022 BEB Procurement to procure five (5) Gillig BEBs. Upon approval by the MTS Board, MTS will use the remaining FY 2019-20 LCTOP apportionment of \$876,831, the previously allocated FY 2020-21 LCTOP apportionment of \$3,446,991, and all FY 2021-22 LCTOP apportionments for the purchase of 11 BEB in the FY24 CIP.

Battery Electric Bus Procurement		FY22 CIP BEB Procurement (5)	FY24 CIP BEB Procurement (11)
FY 2019-2020 LCTOP Apportionment	6,003,201	5,126,370	876,831
FY 2020-2021 LCTOP Apportionment	3,446,991	-	3,446,991
FY 2021-2022 LCTOP Apportionment	8,103,037	-	8,103,037
Total Apportionment	17,553,229	5,126,370	12,426,859

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.

Therefore, staff recommends that MTS) Board of Directors adopt Resolution No. 22-05 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 Fiscal Year (FY) 2021-2022 LCTOP funding of \$8,103,037 in the FY24 Capital Improvement Program (CIP) for the procurement of Battery Electric Buses (BEB), 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 DACs identified in Section 39711 of the Health and Safety Code.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. Resolution No. 22-05

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 22-05

Resolution Authorizing the Execution of the Certifications and Assurances and Authorized Agent Forms for the 2021-2022 Low Carbon Transit Operations Program (LCTOP), and the Application of \$9,450,192 from Fiscal year (FY) 2019-2020 and 2020-2021 LCTOP Funding and \$8,103,037 of FY 2021-2022 LCTOP to FY22 and 24 Battery Electric Bus Procurement 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 \$9,450,192 from FY 2019-2020 and 2020-2021 LCTOP funds and the entire balance of \$8,103,037 in FY 2021-2022 LCTOP funds for FY22 and 24 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, FY 2020-2021, and FY 2021-2022 LCTOP for the following projects.

- FY 19/20 LCTOP - FY22 and FY24 Battery Electric Bus Procurement: \$6,003,201
- FY 20/21 LCTOP - FY24 Battery Electric Bus Procurement: \$3,446,991
- FY 21/22 LCTOP - FY24 Battery Electric Bus Procurement: \$8,103,037

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 12<sup>th</sup> day of May 2022 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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Office of the General Counsel  
San Diego Metropolitan Transit System

Resolution 22-05



## Agenda Item No. 25

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

May 12, 2022

#### SUBJECT:

FISCAL YEAR (FY) 2023 OPERATING BUDGET DISCUSSION (MIKE THOMPSON)

#### RECOMMENDATION:

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

- 1) Receive testimony, review, and comment on the FY 2023 MTS Operating Budget (Attachment A) at a public hearing; and
- 2) Enact Resolution No. 22-4 (in substantially the same format as Attachment B) adopting the FY 2023 operating budget for the MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.

#### Budget Impact

Board adoption would establish the FY 2023 operating budget totaling \$378.2 million.

#### DISCUSSION:

##### Fiscal Year 2023 Budget Recap

The following is a recap of the FY 2023 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 BDC and ultimately the MTS Board of Directors.



- On February 24, 2022, staff had its first meeting with the Budget Development Committee (BDC). During this meeting, staff reviewed and recommended approval of the FY 2022 midyear operating budget amendment. Staff also presented a preliminary forecast of the FY 2023 operating budget based on high-level expense and revenue assumptions.
- On March 10, 2022, staff held a Finance Workshop at the Board of Directors meeting. During this meeting, staff reviewed and received Board approval of the FY 2022 amended operating budget. Staff also presented a preliminary draft of the FY 2023 operating budget based on very high-level expense and revenue assumptions.
- Staff held its second meeting with the BDC on March 24, 2022. During this meeting, staff presented a more refined draft of the FY 2023 operating budget with more detailed expense and revenue assumptions included. Staff also presented the FY 2023 Capital Improvement Program (CIP). Since the March 24<sup>th</sup> BDC meeting, staff continued to refine the proposed FY 2023 operating budget with developments in expense and revenue assumptions. SANDAG provided new sales tax revenue forecasts, which dramatically increased forecasted subsidy revenue and reduced the amount of stimulus funds necessary in the FY 2023 operating budget.
- On April 14<sup>th</sup>, 2022, staff held the second Finance Workshop at the Board of Directors meeting. During this meeting, staff presented and received approval of the FY 2023 CIP. Staff also presented a more refined version of the of FY 2023 operating budget, inclusive of the new sales tax forecasts from San Diego Association of Governments (SANDAG) and updated expense assumptions.
- Staff held its third meeting with the BDC on April 20<sup>th</sup>, 2022. During this meeting, staff reviewed assumption changes made to the operating budget and presented a proposed balanced draft budget for FY 2023. The BDC forwarded their recommendation to the Board to recommend staff hold a public hearing on May 12<sup>th</sup>, 2022 with the purpose of reviewing and approving the proposed MTS FY 2023 Operating Budget.

#### Fiscal Year 2023 Operating Budget

Attachment A is the draft of the proposed FY 2023 operating budget. The FY 2023 total budgeted revenue is projected at \$378.2 million, and total expenses are projected at \$378.2 million, resulting in a balanced budget for FY 2023. Attachment A is the current draft of the proposed FY 2023 Operating Budget.

#### Fiscal Year 2023 Revenues

Section 3.02 of Attachment A summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, FY 2023 combined revenues total \$378.2 million, an increase from the FY 2022 amended budget of \$35.7 million (10.4%).

Operating revenue totals \$92.2 million, an increase from the FY 2022 amended budget of \$13.2 million (16.8%). Passenger revenues are projected to increase by \$14.9 million (26.9%). Other operating revenues are projected to decrease by \$1.7 million (-7.2%). This includes projected decreases in energy credit revenue as well as naming rights revenue as the deal with Sycuan Casino for Green Line naming rights is set to expire in November 2022.

Non-operating revenue includes both subsidy revenue and other revenue. Non-operating revenue totals \$286.0 million, an increase from the FY 2022 amended budget of \$22.4 million (8.5%).

Section 3.05 details the subsidy revenues by funding source. Subsidy revenue totals \$286.0 million, an increase from the FY 2022 amended budget of \$23.3 million (8.9%). Federal Transit Administration (FTA) funding is structured on a reimbursement basis (after expenses are incurred), and funds both the CIP and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by \$2.5 million (3.8%) from the FY 2022 amended budget to \$67.0 million in total. This is due to increasing the preventive maintenance funds in the operating budget by \$1.0 million as well as increasing the 5307 allocation for ADA operations by \$1.4 million. 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. On March 11, 2021 the President signed the American Rescue Plan (ARP) Act into law, providing \$140 million in additional stimulus funding for MTS. MTS spent \$90 million in CARES funds through the end of FY 2021 and started drawing ARP funds in FY 2022 due to ARP funding deadlines. This proposed FY 2023 operating budget includes \$37.3 million in FTA ARP Act funds to cover the projected operating deficits, a decrease of \$17.3 million (-31.7%) from the FY 2022 amended budget. The overall amount of federal revenues in the operating budget is projected to decrease by \$14.8 million (-12.4%).

Regional sales tax revenues for MTS are projected to increase by \$41.1 million (33.5%) year over year for FY 2023. Transportation Development Act (TDA) revenue in the FY 2023 operating budget is projected to increase by \$29.0 million (42.2%) over the FY 2022 amended budget. This is due to high regional sales tax receipts, particularly during FY 2022. MTS files an annual TDA claim based on SANDAG projections, and that claim amount is the amount received, regardless of actual sales tax performance. Regional sales tax receipts significantly out-performed SANDAG's original FY 2022 projections (basis for FY 2022 amended budget), and the TDA levels proposed in the FY 2023 budget are based on SANDAG's most recent forecast from April 2022, resulting in a significant (42.2%) increase over the FY 2022 amended budget.

TransNet formula revenue is projected to increase by \$5.5 million for FY 2023 (15.6%) from the FY 2022 amended budget. Unlike TDA, TransNet revenues are not based on an annual claim process and are instead disbursed as the revenue is generated. MTS also receives TransNet as operating assistance for TransNet funded service, which includes Superloop, I-15 BRT, Mid-City Rapid, South Bay BRT, and the Mid-Coast trolley extension (Mid-Coast). TransNet operating assistance is projected to be \$25.4 million in FY 2023, an increase of \$6.6 million from the FY 2022 amended budget, which is primarily due to having a full year of Mid-Coast operations and the reduction to Fastrak revenue detailed below. In total, TransNet revenues are projected to increase by \$12.1 million (22.4%) from the FY 2022 amended budget.

In the FY 2023 fiscal year to date, MTS has received \$13.5 million of the originally projected \$23.2 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 prior service increases, replace lost Medi-Cal revenue, and address the structural deficit. The share of STA in the operating budget is staying flat at \$11.3 million in FY 2023.

Other state revenue is projected to be \$80,000 in FY 2023, a decrease of \$120,000 from the FY 2022 amended budget. This is due to a projected decrease in Medi-Cal revenues.

Other local funding is projected to be \$6.5 million, a decrease of \$2.9 million (-30.8%) from the FY 2022 amended budget. This is due to reduction in the amount of Fastrak revenue available from SANDAG as part of a revenue swapping arrangement. During the last few years, SANDAG has provided \$8.5 million in Fastrak revenue in lieu of TransNet funds for BRT operating reimbursement. This year, SANDAG is providing \$5.5M, and the difference will be made up with Transnet operating funds.

Consolidated subsidy revenue totals \$286.0 million, an increase from the FY 2022 amended budget of \$23.3 million (8.9%).

As detailed in Section 3.06, within other revenue, reserve revenue totals \$10,000. For-Hire Vehicle Administration and San Diego & Arizona Eastern (SD&AE) are self-funded activities. In total, they are projected to utilize \$10,000 of reserve revenue to balance their budgets, a decrease of \$48,000 from the FY 2022 amended budget. With this draft, there is no projected MTS contingency reserve usage in FY 2023.

### Fiscal Year 2023 Expenses

Section 2.01 contains the total revenues as detailed above and the total proposed expenses for FY 2023. FY 2023 combined expenses totaled \$378.2 million, an increase from the FY 2022 amended budget of \$35.7 million (10.4%). Overall service levels are expected to increase in FY 2023. Rail operations service levels are expected to increase by 11.5% year over year due to a full year of Mid-coast operations. Internal and contracted fixed route bus service levels are expected to increase by a combined 2.3% year over year. Paratransit service levels, based on demand, are projected to increase by 30% and return to approximately 55% of baseline levels in FY 2023.

Within operating expenses, personnel expenses are projected to increase from the FY 2022 amended budget by \$12.0 million (8.0%). Wages are expected to increase by \$4.3 million (4.7%), primarily due to higher bus and train operator wages resulting from higher service levels and wage increases. As detailed in Section 10.05, salary grade ranges for FY 2023 are increasing 5.2% from the amended FY 2022 ranges, matching the Consumer Price Index increase for the San Diego region. The budget includes wage increases ranging from 3.0 – 4.0% for all collective bargaining agreements, and also includes a 4.0% merit pool for administration and a 1.0% Performance Incentive Program for the fiscal year. Fringe expenses are projected to increase by \$7.7 million (13.1%) versus the FY 2022 amended budget. This is primarily due to increasing expenses related to healthcare, pension, paid time off, as well as decreasing cost recovery since MTS will no longer receive direct reimbursement for Mid-Coast labor as an offset to expenses. Instead, Mid-Coast reimbursement will now be recorded as an increase to TransNet operations revenue rather than a decrease in expenses.

Purchased transportation costs are projected to increase from the FY 2022 amended budget by \$10.9 million (12.7%). This is primarily due to contract increases for the Transdev contract and projected demand increases for paratransit service operated by First Transit Inc. Both contracts have fixed and variable rates. The fixed cost rate is not dependent on service levels and is a fixed monthly fee, whereas the variable rate is dependent on the volume of service operated. The fixed cost rate on the Transdev contract is increasing by 4.2%, and the variable rate is increasing by 7.4% in FY 2023. MTS contracts with First Transit Inc. to provide mini-bus fixed route service and paratransit service. Fixed costs are increasing 4.4% for both minibus and paratransit, the minibus per-mile rate is increasing by 5.6%, and the paratransit per-hour rate is increasing by 3.1%. Paratransit purchased transportation costs are increasing primarily due to the projected 30.0% increase in service demand in FY 2023 versus FY 2022.

Excluding purchased transportation, other outside service expenses are projected to increase from the FY 2022 amended budget by \$8.7 million (24.7%). This is primarily due to projected increases in contracted security costs due to having a full year at the new contract rates and service levels, increases in repair and maintenance costs due to mid-life overhauls on the LRV fleet and contracted tie replacement within rail operations, increasing professional services costs due to a variety of facility rehabilitation projects within bus operations, increasing Pronto costs due to having a full year of operating and maintenance costs, and increasing Information Technology expenses.

Materials and supplies costs are projected to increase by \$201,000 (1.4%), primarily due to revenue vehicle parts and equipment maintenance supplies within rail operations. Revenue vehicle parts in FY 2022 were inflated due to one-time driver protective barrier installations on the bus fleet, and recurring materials and supplies costs are projected to increase by approximately 4.2%.

Energy costs are projected to increase by \$2.3 million (5.5%). Electricity costs are projected to increase by \$818,000 (3.4%) due to projected rate increases. CNG costs are projected to increase by \$1.1 million (8.1%), primarily due to projected rate increases from turmoil in the energy markets as well as planned service increases. Propane costs are expected to increase by \$214,000 (12.2%), primarily due to projected increases in demand for paratransit service.

Risk management costs are increasing by \$1.0 million (13.8%). The increase is primarily driven by an increase of \$1.1 million (22.4%) in insurance premiums due to harsh market conditions for liability and property insurance. Legal expenses are also expected to increase significantly in FY 2023 due the backlog of court proceedings that were delayed by the pandemic.

General and Administrative costs are increasing by \$690,000 (13.2%), primarily due to increasing fare materials costs as a result of purchasing additional extended use and limited use Pronto cards in FY 2023. Travel costs are also expected to increase next year as the frequency of in-person events and meetings is expected to increase.

Vehicle and Facility Lease costs are projected to increase by \$28,000 (1.8%), primarily due to non-revenue vehicle leasing expenses.

Debt service costs are projected to decrease from the FY 2022 amended budget by \$150,000 (-44.8%), primarily due to decreasing interest costs for the Pension Obligation Bond funding the SDTC pension plan.

In total, expenses are projected to increase by \$35.7 million or 10.4% versus the FY 2022 amended budget.

#### FY 2023 Other Information

Section 10 of Attachment A provides detail on the five-year forecast and key operating statistics. Section 10.06 provides a list of audited reserve balances as of June 30, 2021.

#### Five-Year Operating Forecast

Section 10.01 provides a look at MTS operations through FY 2027. Operating revenues are projected to increase by 19.2% in FY 2024 and 16.1% in FY 2025. These increases are primarily due to projected passenger revenue increases as customers return to the system,

driven by the full re-opening of the economy and high gas prices. Approximately 1.7% growth is assumed in both FY 2026 and FY 2027, as passenger growth is expected to level off. Sales tax projections average an increase of 4.0 percent over the next four fiscal years, which impacts MTS's TDA and TransNet subsidy revenue. Federal stimulus revenues from both the CARES and ARP Acts are projected to offset operating deficits into FY 2027. In total, revenues are projected to increase by an average of 3.5% percent over the next four fiscal years, with recurring revenues growing by an average of 4.9% as passengers return to the system. Expenses are projected to increase by an average of 3.5% from FY 2024 through FY 2027, with high inflation projected in FY 2024 and FY 2025, and tapering off through FY 2027.

With the current structural deficit and despite projected growth in recurring revenues exceeding projected expense growth, the current five-year operating forecast shows projected structural deficits in each subsequent fiscal year, beginning with a structural deficit of \$25.1 million in FY 2024 and \$20.8 million in FY 2027. Federal stimulus funds will be used to cover these structural deficits.

#### Recommendation

That the MTS Board of Directors:

- 1) Receive testimony, review, and comment on the FY 2023 MTS Operating Budget (Attachment A) at a public hearing; and
- 2) Enact Resolution No. 22-4 (in substantially the same format as Attachment B) adopting the FY 2023 operating budget for the 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](mailto:Julia.Tuer@sdmts.com)

Attachments: A. Proposed FY 2023 Operating Budget  
B. Resolution No. 22-4



**Fiscal Year 2023**

# **Proposed Budget**

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

**May 12, 2022**

**Metropolitan Transit System**





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# SAN DIEGO METROPOLITAN TRANSIT SYSTEM

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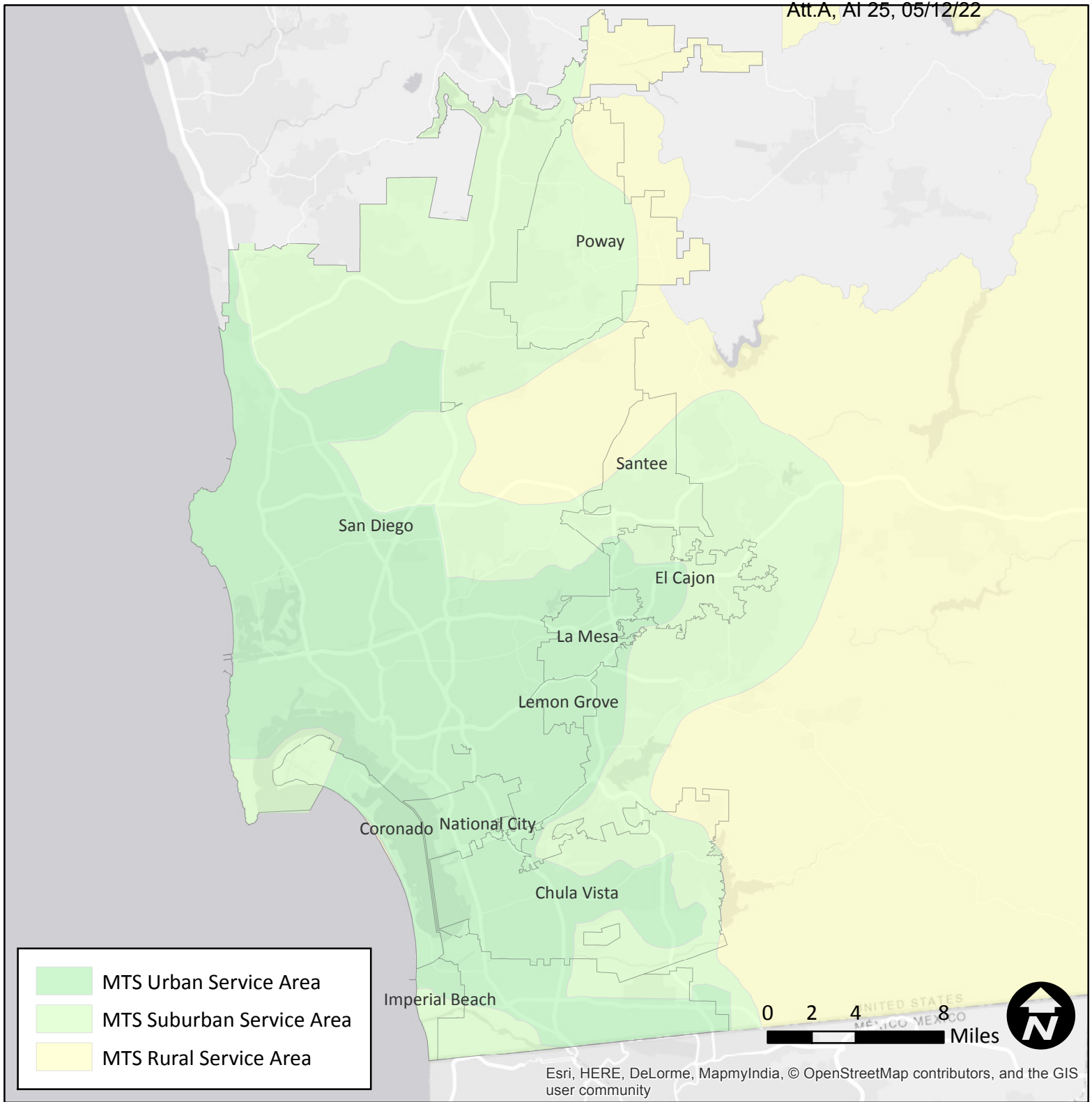
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**San Diego Metropolitan Transit System**

**Area of Jurisdiction**

**June 2023**



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
System Summary  
Fiscal Year 2023  
Section 1.03

The San Diego Metropolitan Transit System was created to provide the policy setting and overall management coordination of the public transportation system in the San Diego metropolitan service area. This service area encompasses approximately 3 million people residing in a 570 square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, San Diego and the unincorporated area of the County of San Diego. A number of fixed-route operating entities provide the service and have banded together to form a federation of transit service providers called the Metropolitan Transit System (MTS). The purpose of MTS is to provide coordinated routes, fares and transfers among the different operating entities.

### Bus Operations

MTS Bus Operations are a consolidation of services operated by San Diego Transit Corporation (SDTC) and MTS Contracted Services. These entities operate and maintain a fleet of 764 buses in total, of which 79% are powered by renewable compressed natural gas, 1% are electric, 2% are powered by gasoline, and 18% are light duty propane buses. In fiscal year (FY) 2023, MTS bus services will operate over 100 fixed routes, including traditional urban shuttle-type routes, express routes and bus rapid transit routes, plus paratransit services. These bus services will log over 2.0 million revenue hours while traveling 23.8 million revenue miles across San Diego County. FY23 ridership for all MTS bus services is projected at 28.2 million passengers.

### Rail Operations

MTS Rail Operations (SDTI) operate and maintain a fleet of 168 light rail vehicles (LRVs) to provide transit service over three separate operating line segments. The Blue Line operates from the San Ysidro Transit Center through downtown San Diego and now extends to the University Towne Center (UTC) Transit Center with the opening of the Mid-Coast extension in November 2021. The Orange Line serves East County communities from the El Cajon Transit Center through downtown San Diego, terminating at the Courthouse station. The Green Line operates from Santee Town Center station through Mission Valley and serves the campus of SDSU via a subway. It continues through Old Town to downtown San Diego along the Bayside corridor, serving the Convention Center, major hotel chains and PETCO Park, before terminating at the 12<sup>th</sup> and Imperial Transit Center where it connects with the Blue and Orange Lines. Regular trolley service is provided virtually around the clock with a 22-hour service window. Increased service during special events will be highly dependent on the progression of the COVID-19 pandemic and the associated reopening of San Diego for normal business operations. FY23 ridership for the MTS rail system is projected at approximately 37.5 million passengers.

### Other Operations

The City of Coronado sponsors a peak-period, fare-free commuter ferry service operating between downtown San Diego, Naval Air Station North Island, and Coronado. The service currently operates on weekdays only in the mornings for six trips departing from Broadway between the hours of 4:50 a.m. and 8:10 a.m. and six trips departing from Coronado Ferry Landing between the hours of 5:10 a.m. and 8:35 a.m. In the afternoons there are five trips departing from Broadway between 2:00 p.m. and 6:00 p.m. and five trips departing from Coronado Ferry Landing between 2:30 p.m. and 6:30 p.m.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
 Rail Operations Description of Activities  
 Fiscal Year 2023  
 Section 1.03

General System Summary

San Diego Trolley, Inc. opened for revenue service on July 26, 1981, with the initial operating line extending from Centre City San Diego, to San Ysidro Station at the Mexican border. The system, now referred to as the MTS Rail Division, has enjoyed a very successful 41-year operating history, maturing through ten service expansions to one of the largest LRT systems in North America, at over 65 miles in length following activation of the Mid-Coast segment (UC San Diego Blue Line) in November 2021.

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

The system operates and maintains a fleet of between 146 and 168 Siemens low-floor light rail vehicles (by year-end FY2023). Of the original 52 Siemens SD100 high-floor light rail vehicles, 14 have been decommissioned and recycled. The remaining 38 SD100 light rail vehicles will be decommissioned and delivered to the Province of Mendoza, Argentina by July 2023, and will join the previously delivered Siemens U-2 light rail vehicle fleet that Mendoza previously acquired from MTS. One Siemens U-2 light rail vehicle has been retained for delivery to the Karl Strauss Brewery ("original Red Trolley Ale") for use at their newly planned facility in the City of Santee. The 1001 has been fully restored and recommissioned by MTS for heritage purposes. Two PCC cars have been fully restored and provide service as part of the MTS Vintage fleet on the Silver Line (Centre City Loop). The standard train consist is primarily S70-S70-S70 (low-floor), although a minimum of S70-SD100-S70 will continue to operate until fully replaced by the second procurement of 22 Siemens S70 light rail vehicles, with expected deliveries in the 3<sup>rd</sup> and 4<sup>th</sup> quarters of Fiscal Year 2023. Low-floor and low-floor, high-floor combinations dramatically reduce system delays with the deployment of more efficient wheel chair boarding ramps. The general operating environment includes a combination of open stations at-grade with standard railroad crossing protection, downtown mixed street traffic operation, elevated guideways with aerial stations, open-cut sub-grade tracks and one 4,100-ft long tunnel and underground station at SDSU.

The MTS Rail System is projected to carry 37.5 million passengers in Fiscal Year 2023. Light rail service is provided to 64 stations and transit centers across seven local jurisdictions, each with separate emergency response (police, fire and paramedic) services. Currently, MTS Rail Operations operates 585 weekday scheduled trips and many more during special events. While average weekday ridership is approximately 118,000 (pre-COVID), this number increases substantially when event service is provided. Major special events include those at PETCO Park (Padres), ComicCon, Oktoberfest, etc. Regular LRT service is provided virtually around the clock with a 22-hour service window.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
 Directly Operated Bus Services Description of Activities  
 Fiscal Year 2023  
 Section 1.03

General System Summary

Founded in 1886, San Diego Transit Corporation (SDTC) has been providing the citizens of San Diego with safe, efficient and reliable public transportation for over 130 years. Its fleet of 268 buses is projected to carry 13.2 million passengers in FY23.

SDTC, now referred to as MTS Bus, directly operates 27 routes, 19 Urban/Local routes, 2 Express routes, and 6 Rapid routes. Three of the urban routes operate with a limited-stop component, serving only major stops for a faster trip. Service is offered throughout the City of San Diego and into surrounding communities in an area that stretches from National City in the South Bay as far north as the City of Escondido and from the Pacific Ocean to the College area. These routes meet a variety of customer needs providing transportation to work, school, shopping, medical appointments and recreational activities.

Effective June 2014, MTS Bus initiated services for the Bus Rapid Transit (BRT) project. The BRT platform is based on a priority operating environment through the use of managed bus lanes and signal priority. MTS Bus operates the branded "Rapid" routes (215, 235 & 237) featuring high frequency, longer service duration, articulated buses and enhanced passenger facilities. Rapid services operate along several corridors, including; the I-15 corridor between Downtown San Diego and Escondido, the El Cajon Blvd corridor between San Diego State University (SDSU) and Downtown San Diego and along Mira Mesa Blvd corridor between I-15 (Miramar College) and University of California San Diego (UCSD). The Super-Loop, a locally branded form of BRT and part of the Rapid family, provides service to the community of University City, serving UCSD, UTC shopping center and La Jolla Colony on Routes 201, 202, and 204. These BRT services provide an entire new network of premium level services for the community.

The entire MTS Bus fleet is fully ramp accessible to persons with mobility impairments. Every bus has two securement areas to accommodate and secure wheelchairs. All buses also have a "kneeling" feature, which lowers the front of the bus for easier access to/from the curb. The entire fleet is comprised of low-floor buses, making entry and exit easier and faster. The fleet is also equipped with an Automatic Voice Annunciation (AVA) system, automating on-board passenger announcements and an onboard video camera system. All MTS buses are equipped with bicycle racks that allow cyclists to combine their modes of travel and in FY21, MTS Bus began the transition to three-position bicycle racks on all 60-foot buses.

In FY20, MTS implemented a Zero Emission Bus Pilot Program and now has 13, 40-foot Battery Electric Buses (BEB's). The pilot program will allow MTS to evaluate ZEB technology in preparation for the conversion of MTS' fleet to zero-emission buses by 2040. The remainder of the MTS Bus fleet is powered by environmentally friendly compressed natural gas (CNG).

MTS Bus is committed to providing safe transportation with an emphasis on defensive driving. This commitment has resulted in a significant reduction in the preventable accident rate (AFR) over the five last years. APTA recognized MTS Bus with the top safety award among all large transit agencies in the US in 2015 and 2017. MTS Bus maintains an aggressive Preventive Maintenance Program to ensure the safety and reliability of its equipment and ensures fewer customers are inconvenienced due to bus malfunctions. MTS Bus is committed to providing its customers with a quality riding experience, employing programs to monitor driver performance, following through on customer input and provide continuous training to refresh drivers' operating and customer service skills.



MTS Bus staff operates three customer call centers, assisting over 325,000 callers each year. The MTS Information & Trip Planning office provides complete route, schedule, and system information for all the fixed-route bus and trolley services. The PRONTO Support Center provides customer support for the entire San Diego region for PRONTO, including pass sales, troubleshooting, and account information. The Customer Service call center processes all customer feedback, including website submittals, phone calls, and emails, and assigns cases for further investigation by the appropriate divisions.

MTS Bus staff also operates the Transit Store, a downtown retail facility that assists with fare media sales, lost and found retrieval, ID cards for seniors/disabled/youth, as well as passenger education on our system.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Contract Bus Services' Description of Activities  
Fiscal Year 2023  
Section 1.03

General System Summary

MTS Contracted Bus Services directly contracts with private transportation providers to operate fixed-route, shuttle, minibuses, and paratransit services. MTS manages this service through contract administration, operational, maintenance and fiscal performance management, incorporating a variety of operation service contracts. MTS began contracting bus operations in the region in the early 1980s. Various fixed-route and shuttle type services have been added over the past four decades.

Operationally, FY23 ridership for MTS contracted fixed routes is estimated at 14.8 million passengers. In FY23, contract bus services will operate a total of 81 traditional fixed and shuttle-type routes, logging approximately 1.1 million revenue hours while traveling approximately 11.8 million fixed-route revenue miles across San Diego County. Currently, MTS contracted bus operations have long-term service contracts with two private transportation providers. A brief description of the companies and the services they provide for MTS follows.

Transdev North America

Transdev North America, Inc. is headquartered in Lombard, Illinois near Chicago. Transdev North America is the largest private sector operator of multiple modes of transit in North America, providing bus, rail, paratransit, shuttle, sedan and taxi services. They manage over 200 transportation contracts for cities, transit authorities and airports, providing safe and sustainable mobility solutions. Their mission is to improve public transportation, to enhance quality of life and combat global warming. In California, Transdev operates 20+ contracts including San Francisco, Oakland, Los Angeles, San Diego, Napa, Sonoma, and more.

Transdev has developed a suite of specialized business procedures, processes, programs and proprietary technology in each area of transit operations. It is dedicated to providing safe, reliable, efficient and sustainable mobility that passengers, transit authorities and cities can trust.

Transdev is a global leader in passenger transportation and operates in 20 countries on five continents with 83,000 employees and provides more than 3.5 billion passenger trips annually in bus, paratransit, taxi, rail and ferry services. Transdev is owned by Caisse des Dépôts, a financial institution that is a long-term investor in projects that serve the public interest, including affordable housing, energy efficiency, renewable energy, public transportation and infrastructure.

Transdev has been a private transportation provider for MTS since July 1992. In early 2021, Transdev was awarded a renewal of its fixed-route contract by the MTS Board of Directors, Transdev operates MTS's South Bay Division located in Chula Vista, and MTS's East County Division located in El Cajon.

The South Bay, East County, Commuter Express, Rural and BRT bus service contract, effective June 27, 2021, has a value estimated to be \$911.3 million over the full 10-year contract term (6 base years with two 2-year options available to MTS).

### South Bay Division

MTS's South Bay Division operates 42 fixed routes in the south and central areas of San Diego County, including the South Bay Rapid, which was launched in January of 2019. These routes utilize 244 MTS-owned compressed natural gas (CNG) fueled transit buses and two MTS-owned battery electric buses (BEB). All of these buses are operated, serviced and fueled at the MTS-owned South Bay Division located at 3650A Main Street in Chula Vista. The division also has two (2) battery electric bus chargers installed to support the Zero Emission Bus (ZEB) project.

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

From MTS' South Bay Division, Transdev operates the new South Bay Rapid (Route 225), all of the 700-series routes and the majority of the 900-series routes providing service to many communities within the City of San Diego, Ocean Beach, Point Loma, Kearny Mesa, Mission Valley, Serra Mesa, Emerald Hills, College Area, Valencia Park, Oak Park, Southcrest, City Heights, Hillcrest, Old Town, Mission Hills, South San Diego, Barrio Logan, Otay Mesa, Mira Mesa and San Ysidro. Transdev operates service in Coronado, Imperial Beach, National City, Chula Vista, Lemon Grove and some additional areas in the County of San Diego. Transdev also operates service between downtown San Diego and the airport.

### South Bay Weekend/Holiday Service

On Sundays and holidays, South Bay operates six additional routes in the East County area. These routes utilize the same 244 MTS-owned CNG fueled transit buses as above and are serviced and fueled at the MTS South Bay Division.

### East County Division

MTS's East County Division operates 18 fixed routes, 4 rural routes, and 2 express routes in the eastern, northern and rural areas of San Diego County. These routes utilize 68 MTS-owned CNG transit buses, 24 MTS-owned CNG over-the-road type coaches and 3 MTS-owned gasoline minibuses. All of these buses are operated, serviced and fueled at the MTS-owned East County Division located at 544 Vernon Way in El Cajon. The division also has two (2) battery electric bus chargers installed to support the Zero Emission Bus (ZEB) project.

Transdev operates the 800-series fixed routes in the eastern areas of the county. The East County service operates within the cities of El Cajon, Santee, La Mesa, Lemon Grove and unincorporated areas of Lakeside, Alpine, Rancho San Diego, Casa de Oro and Spring Valley. Rural service operates in communities from Ramona to Borrego Springs, Jacumba, Pine Valley, Descanso, Viejas, Alpine, Tecate, Rancho San Diego and Campo.

Transdev's East County Division also operates two 200-series rapid express routes. These rapid express routes operate during peak periods only along Interstate 15 (I-15) between the communities of Escondido, Poway, Rancho Bernardo, Rancho Penasquitos/Sabre Springs, Carmel Mountain Ranch and downtown San Diego. Service is provided on commuter type over-the-road style buses and use dedicated high-occupancy vehicle (HOV) lanes and limited stops to provide quick and easy travel along the corridor.

### First Transit, Inc.

First Transit, Inc. has more than 60 years of experience and is the largest private-sector provider of mobility solutions in North America, moving more than 300 million passengers annually. First Transit, Inc. provides operation, management, and consulting for more than 300 locations in 41 states, Canada and Puerto Rico for transit authorities, state departments of transportation, municipalities,

universities, and private companies. With more than 20,000 dedicated transit professionals, First Transit operates more than 12,800 vehicles and performs maintenance on more than 36,500 vehicles or pieces of equipment through our dedicated fleet maintenance services division.

### Copley Park Division

#### *ADA Paratransit Service*

First Transit operates 107 propane and 14 gasoline powered paratransit buses, to provide ADA paratransit service throughout the entire MTS service area. All of these buses are owned by MTS and operated, serviced and fueled at the MTS-owned/leased Copley Park Division located at 7490/7550 Copley Park Place in Kearny Mesa. In addition, First Transit operates the reservation call center, scheduling, dispatching and maintenance for MTS's ADA paratransit services which provides approximately 492,000 annual trips but decreased to approximately 195,000 in FY22 due to COVID impacts.

First Transit has been the contracted provider of Paratransit services to MTS since 2000 and was awarded a new contract for six base years and 4 option years in June 2020.

#### *Fixed Route Service*

Minibus service operates from the MTS Copley Park Division in Kearny Mesa. MTS will continue to realize significant cost savings over the duration of this contract by taking advantage of economies of scales presented by the opportunity to operate the ADA service contract jointly with the minibus operation at the same location, thus, taking full advantage of the many operating synergies.

First Transit began minibus operations on June 12, 2011, serving Mira Mesa, Linda Vista, Kearny Mesa, Poway, Tierrasanta, El Cajon, Santee, Spring Valley and Mid-City. First Transit operates 31 propane and 6 MTS-owned gasoline powered minibuses on 15 weekday fixed routes (including one express route) and 16 weekend fixed routes.

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

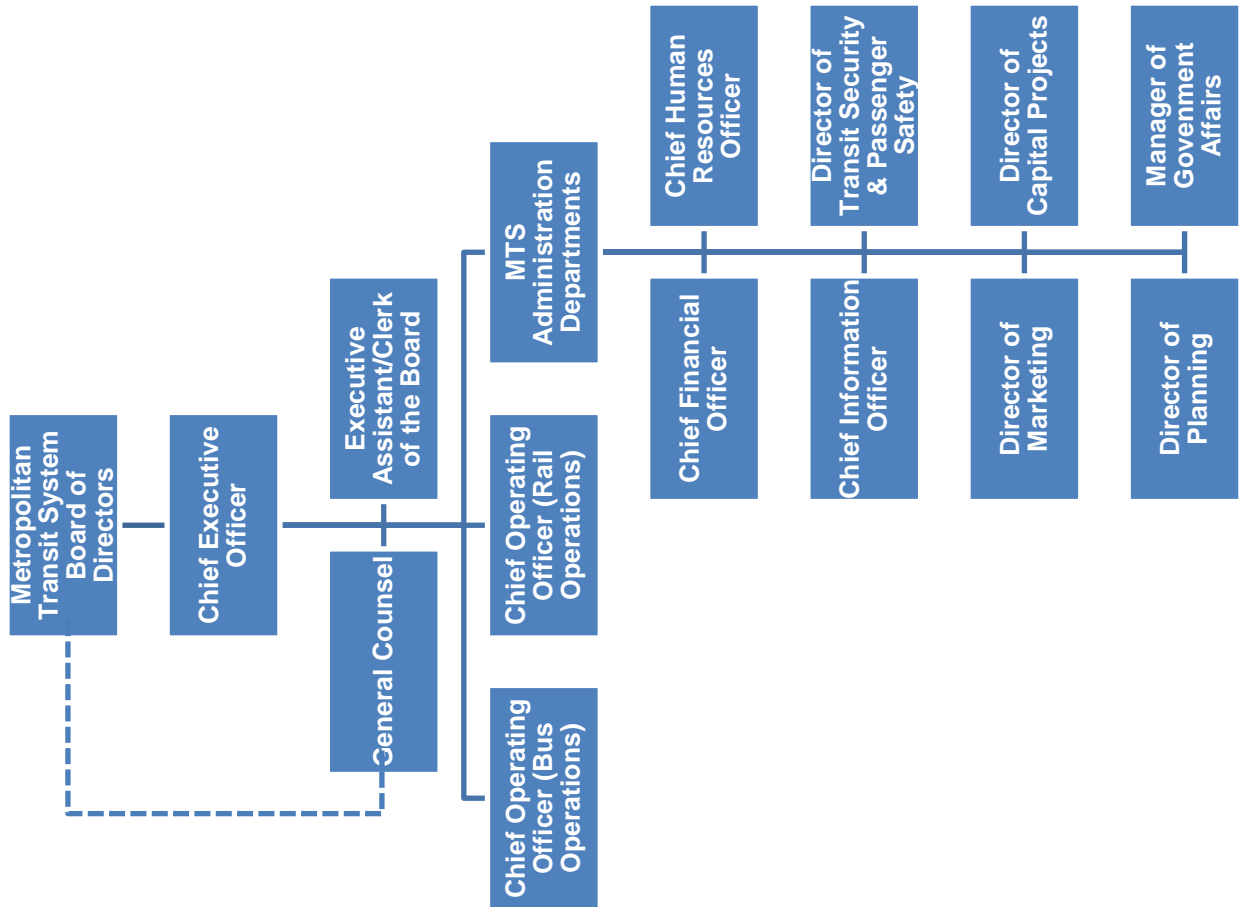
SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Coronado Ferry Description of Activities  
Fiscal Year 2023  
Section 1.03

General System Summary

The City of Coronado sponsors a peak-period, fare-free commuter ferry service operating between downtown San Diego and Coronado. This ferry service transports approximately 79,000 passengers per year. The City of Coronado contracts with Flagship Cruises and Events to provide this peak period, fare-free commuter ferry service. Operating vessels include the Cabrillo, the Silvergate and the Marietta.

The service currently operates on weekdays only in the mornings for six trips departing from Broadway between the hours of 4:50 a.m. and 8:10 a.m. and six trips departing from Coronado Ferry Landing between the hours of 5:10 a.m. and 8:35 a.m. In the afternoons there are five trips departing from Broadway between 2:00 p.m. and 6:00 p.m. and five trips departing from Coronado Ferry Landing between 2:30 p.m. and 6:30 p.m.

**San Diego Metropolitan Transit System  
Executive Level Organization Chart  
Fiscal Year 2023  
Section 1.04**



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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATING BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 2.01**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	47,913,392	55,474,808	70,400,000	14,925,192	26.9%
OTHER OPERATING REVENUE	19,822,031	23,499,199	21,806,082	(1,693,117)	-7.2%
<b>TOTAL OPERATING REVENUES</b>	<b>67,735,422</b>	<b>78,974,007</b>	<b>92,206,082</b>	<b>13,232,075</b>	<b>16.8%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	265,239,374	262,752,963	286,028,134	23,275,171	8.9%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(2,996,877)	857,344	9,558	(847,786)	-98.9%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(2,996,877)	857,344	9,558	(847,786)	-98.9%
<b>TOTAL NON OPERATING REVENUE</b>	<b>262,242,497</b>	<b>263,610,307</b>	<b>286,037,693</b>	<b>22,427,385</b>	<b>8.5%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>329,977,919</b>	<b>342,584,314</b>	<b>378,243,775</b>	<b>35,659,460</b>	<b>10.4%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	85,626,299	91,723,713	96,016,897	4,293,184	4.7%
FRINGE EXPENSES	65,288,209	58,699,760	66,390,804	7,691,044	13.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>150,914,508</b>	<b>150,423,473</b>	<b>162,407,701</b>	<b>11,984,228</b>	<b>8.0%</b>
SECURITY EXPENSES	8,011,562	9,500,000	11,680,605	2,180,605	23.0%
REPAIR/MAINTENANCE SERVICES	7,073,757	8,901,829	11,160,124	2,258,295	25.4%
ENGINE AND TRANSMISSION REBUILD	949,938	1,024,616	1,062,076	37,460	3.7%
OTHER OUTSIDE SERVICES	14,170,693	15,720,913	19,915,633	4,194,720	26.7%
PURCHASED TRANSPORTATION	73,624,279	85,626,433	96,518,582	10,892,149	12.7%
<b>TOTAL OUTSIDE SERVICES</b>	<b>103,830,230</b>	<b>120,773,791</b>	<b>140,337,020</b>	<b>19,563,229</b>	<b>16.2%</b>
LUBRICANTS	403,003	450,700	470,720	20,020	4.4%
TIRES	1,284,331	1,290,200	1,349,620	59,420	4.6%
OTHER MATERIALS AND SUPPLIES	14,292,701	13,051,174	13,172,322	121,148	0.9%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>15,980,036</b>	<b>14,792,074</b>	<b>14,992,662</b>	<b>200,588</b>	<b>1.4%</b>
GAS/DIESEL/PROPANE	1,791,895	2,733,324	2,990,128	256,804	9.4%
CNG	10,784,556	13,734,000	14,843,000	1,109,000	8.1%
TRACTION POWER	15,160,978	19,972,328	20,740,297	767,969	3.8%
UTILITIES	4,651,788	5,514,873	5,688,698	173,825	3.2%
<b>TOTAL ENERGY</b>	<b>32,389,217</b>	<b>41,954,525</b>	<b>44,262,123</b>	<b>2,307,598</b>	<b>5.5%</b>
<b>RISK MANAGEMENT</b>	<b>7,030,680</b>	<b>7,525,996</b>	<b>8,562,549</b>	<b>1,036,553</b>	<b>13.8%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>4,099,615</b>	<b>5,214,310</b>	<b>5,904,126</b>	<b>689,816</b>	<b>13.2%</b>
<b>DEBT SERVICE</b>	<b>477,200</b>	<b>335,196</b>	<b>185,066</b>	<b>(150,130)</b>	<b>-44.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>1,302,178</b>	<b>1,564,947</b>	<b>1,592,527</b>	<b>27,580</b>	<b>1.8%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>316,023,663</b>	<b>342,584,312</b>	<b>378,243,774</b>	<b>35,659,462</b>	<b>10.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(248,288,241)</b>	<b>(263,610,305)</b>	<b>(286,037,692)</b>	<b>22,427,387</b>	<b>8.5%</b>
OVERHEAD ALLOCATION	(0)	(0)	(0)	0	0.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(248,288,241)</b>	<b>(263,610,305)</b>	<b>(286,037,692)</b>	<b>22,427,387</b>	<b>8.5%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>13,954,256</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS BUDGET  
FISCAL YEAR 2023  
SECTION 2.02**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	47,913,392	55,474,808	70,400,000	14,925,192	26.9%
OTHER OPERATING REVENUE	833,268	913,000	923,692	10,692	1.2%
<b>TOTAL OPERATING REVENUES</b>	<b>48,746,659</b>	<b>56,387,808</b>	<b>71,323,692</b>	<b>14,935,884</b>	<b>26.5%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	246,528,983	258,350,305	283,070,954	24,720,649	9.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>246,528,983</b>	<b>258,350,305</b>	<b>283,070,954</b>	<b>24,720,649</b>	<b>9.6%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>295,275,642</b>	<b>314,738,113</b>	<b>354,394,646</b>	<b>39,656,533</b>	<b>12.6%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	68,880,533	73,846,414	77,381,777	3,535,363	4.8%
FRINGE EXPENSES	60,274,752	52,227,596	58,727,546	6,499,950	12.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>129,155,284</b>	<b>126,074,010</b>	<b>136,109,323</b>	<b>10,035,313</b>	<b>8.0%</b>
SECURITY EXPENSES	1,151,616	1,340,000	1,447,800	107,800	8.0%
REPAIR/MAINTENANCE SERVICES	6,944,282	8,743,829	10,989,124	2,245,295	25.7%
ENGINE AND TRANSMISSION REBUILD	949,938	1,024,616	1,062,076	37,460	3.7%
OTHER OUTSIDE SERVICES	5,019,156	5,346,641	6,506,927	1,160,286	21.7%
PURCHASED TRANSPORTATION	73,624,279	85,626,433	96,518,582	10,892,149	12.7%
<b>TOTAL OUTSIDE SERVICES</b>	<b>87,689,271</b>	<b>102,081,519</b>	<b>116,524,509</b>	<b>14,442,990</b>	<b>14.1%</b>
LUBRICANTS	402,993	450,700	470,700	20,000	4.4%
TIRES	1,284,331	1,290,200	1,349,620	59,420	4.6%
OTHER MATERIALS AND SUPPLIES	14,290,605	12,787,674	13,141,045	353,371	2.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>15,977,929</b>	<b>14,528,574</b>	<b>14,961,365</b>	<b>432,791</b>	<b>3.0%</b>
GAS/DIESEL/PROPANE	1,661,072	2,543,324	2,799,428	256,104	10.1%
CNG	10,784,556	13,734,000	14,843,000	1,109,000	8.1%
TRACTION POWER	15,160,978	19,972,328	20,740,297	767,969	3.8%
UTILITIES	3,917,340	4,748,047	4,838,170	90,123	1.9%
<b>TOTAL ENERGY</b>	<b>31,523,946</b>	<b>40,997,699</b>	<b>43,220,895</b>	<b>2,223,196</b>	<b>5.4%</b>
<b>RISK MANAGEMENT</b>	<b>3,832,044</b>	<b>6,763,306</b>	<b>7,394,109</b>	<b>630,803</b>	<b>9.3%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>885,965</b>	<b>974,263</b>	<b>1,021,350</b>	<b>47,087</b>	<b>4.8%</b>
<b>DEBT SERVICE</b>	<b>477,200</b>	<b>335,196</b>	<b>185,066</b>	<b>(150,130)</b>	<b>-44.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>1,084,633</b>	<b>1,299,197</b>	<b>1,321,982</b>	<b>22,785</b>	<b>1.8%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>270,626,271</b>	<b>293,053,764</b>	<b>320,738,599</b>	<b>27,684,835</b>	<b>9.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(221,879,611)</b>	<b>(236,665,956)</b>	<b>(249,414,907)</b>	<b>12,748,951</b>	<b>5.4%</b>
OVERHEAD ALLOCATION	(27,339,374)	(21,684,346)	(33,656,047)	(11,971,701)	55.2%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(249,218,985)</b>	<b>(258,350,302)</b>	<b>(283,070,953)</b>	<b>24,720,651</b>	<b>9.6%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(2,690,002)</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>-74.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE BUDGET  
FISCAL YEAR 2023  
SECTION 2.03**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	17,700,066	21,927,537	20,134,975	(1,792,562)	-8.2%
<b>TOTAL OPERATING REVENUES</b>	<b>17,700,066</b>	<b>21,927,537</b>	<b>20,134,975</b>	<b>(1,792,562)</b>	<b>-8.2%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	18,710,391	4,402,658	2,957,180	(1,445,478)	-32.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(2,500,000)	800,000	-	(800,000)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(2,500,000)	800,000	-	(800,000)	-100.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>16,210,391</b>	<b>5,202,658</b>	<b>2,957,180</b>	<b>(2,245,478)</b>	<b>-43.2%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>33,910,457</b>	<b>27,130,195</b>	<b>23,092,155</b>	<b>(4,038,040)</b>	<b>-14.9%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	16,374,145	17,590,280	18,338,120	747,840	4.3%
FRINGE EXPENSES	4,810,989	6,301,489	7,488,323	1,186,834	18.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>21,185,135</b>	<b>23,891,769</b>	<b>25,826,443</b>	<b>1,934,674</b>	<b>8.1%</b>
SECURITY EXPENSES	6,859,946	8,160,000	10,232,805	2,072,805	25.4%
REPAIR/MAINTENANCE SERVICES	125,458	154,000	167,000	13,000	8.4%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	9,078,715	10,315,542	13,350,106	3,034,564	29.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>16,064,119</b>	<b>18,629,542</b>	<b>23,749,911</b>	<b>5,120,369</b>	<b>27.5%</b>
LUBRICANTS	11	-	20	20	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	1,262	263,000	30,750	(232,250)	-88.3%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>1,273</b>	<b>263,000</b>	<b>30,770</b>	<b>(232,230)</b>	<b>-88.3%</b>
GAS/DIESEL/PROPANE	124,606	183,000	183,700	700	0.4%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	727,483	764,700	850,528	85,828	11.2%
<b>TOTAL ENERGY</b>	<b>852,089</b>	<b>947,700</b>	<b>1,034,228</b>	<b>86,528</b>	<b>9.1%</b>
<b>RISK MANAGEMENT</b>	<b>3,155,419</b>	<b>670,930</b>	<b>1,071,039</b>	<b>400,109</b>	<b>59.6%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>3,157,117</b>	<b>4,173,122</b>	<b>4,817,917</b>	<b>644,795</b>	<b>15.5%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>224,937</b>	<b>240,000</b>	<b>244,937</b>	<b>4,937</b>	<b>2.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>44,640,088</b>	<b>48,816,063</b>	<b>56,775,245</b>	<b>7,959,182</b>	<b>16.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(26,940,023)</b>	<b>(26,888,526)</b>	<b>(36,640,270)</b>	<b>9,751,744</b>	<b>36.3%</b>
OVERHEAD ALLOCATION	27,373,889	21,685,867	33,683,090	11,997,223	55.3%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>433,867</b>	<b>(5,202,659)</b>	<b>(2,957,180)</b>	<b>(2,245,479)</b>	<b>-43.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>16,644,258</b>	<b>(1)</b>	<b>-</b>	<b>(1)</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER ACTIVITIES BUDGET  
FISCAL YEAR 2023  
SECTION 2.04**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,288,697	658,662	747,415	88,753	13.5%
<b>TOTAL OPERATING REVENUES</b>	<b>1,288,697</b>	<b>658,662</b>	<b>747,415</b>	<b>88,753</b>	<b>13.5%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	(0)	-	0	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(496,877)	57,344	9,558	(47,786)	-83.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(496,877)	57,344	9,558	(47,786)	-83.3%
<b>TOTAL NON OPERATING REVENUE</b>	<b>(496,877)</b>	<b>57,344</b>	<b>9,558</b>	<b>(47,786)</b>	<b>-83.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>791,819</b>	<b>716,006</b>	<b>756,973</b>	<b>40,967</b>	<b>5.7%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	371,621	287,019	297,000	9,981	3.5%
FRINGE EXPENSES	202,467	170,675	174,935	4,260	2.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>574,088</b>	<b>457,694</b>	<b>471,935</b>	<b>14,241</b>	<b>3.1%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	4,018	4,000	4,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	72,822	58,730	58,600	(130)	-0.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>76,840</b>	<b>62,730</b>	<b>62,600</b>	<b>(130)</b>	<b>-0.2%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	834	500	527	27	5.4%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>834</b>	<b>500</b>	<b>527</b>	<b>27</b>	<b>5.4%</b>
GAS/DIESEL/PROPANE	6,217	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	6,965	2,126	-	(2,126)	-100.0%
<b>TOTAL ENERGY</b>	<b>13,182</b>	<b>9,126</b>	<b>7,000</b>	<b>(2,126)</b>	<b>-23.3%</b>
<b>RISK MANAGEMENT</b>	<b>43,218</b>	<b>91,760</b>	<b>97,401</b>	<b>5,641</b>	<b>6.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>56,533</b>	<b>66,925</b>	<b>64,859</b>	<b>(2,066)</b>	<b>-3.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>(7,392)</b>	<b>25,750</b>	<b>25,608</b>	<b>(142)</b>	<b>-0.6%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>757,304</b>	<b>714,485</b>	<b>729,930</b>	<b>15,445</b>	<b>2.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>531,393</b>	<b>(55,823)</b>	<b>17,485</b>	<b>(73,308)</b>	<b>-131.3%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(34,516)</b>	<b>(1,521)</b>	<b>(27,043)</b>		<b>1677.8%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>496,877</b>	<b>(57,344)</b>	<b>(9,558)</b>	<b>(47,786)</b>	<b>-83.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL IMPROVEMENT PROGRAM  
FY 2023 FUNDING SOURCES (\$000s)  
SECTION 2.05**

<b>Funding Description</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>
Federal Funding Estimate	\$ 98,843	\$ 78,567	\$ 78,565
Transportation Development Act	26,474	33,087	33,836
California State Transit Assistance (STA)	23,656	16,789	24,621
California Cap and Trade (TIRCP, LCTOP)	11,009	25,396	5,585
Other Funding	3,063	34,455	28,830
<b>Total Available Funding</b>	<b>\$ 163,046</b>	<b>\$ 188,292</b>	<b>\$ 171,438</b>
Preventive Maintenance	\$ (58,000)	\$ (60,131)	\$ (59,000)
SANDAG Planning Study	(214)	(213)	(213)
Operation Usage	(4,617)	(2,462)	(4,593)
<b>Total Preventative Maintenance/SANDAG Planning</b>	<b>\$ (62,831)</b>	<b>\$ (62,806)</b>	<b>\$ (63,806)</b>
<b>Available Funding for Capital Program</b>	<b>\$ 100,214</b>	<b>\$ 125,486</b>	<b>\$ 107,632</b>

<b>Capital Project Categories</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>
Rail Revenue Vehicles	25,971	28,500	35,828
Bus Revenue Vehicles	32,954	42,225	30,500
Facility & Construction Projects	10,284	11,985	15,807
Rail Infrastructure	16,973	26,062	18,455
Other Equipment & Installations	14,033	16,715	7,042
<b>Grand Total</b>	<b>\$ 100,214</b>	<b>\$ 125,486</b>	<b>\$ 107,632</b>

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Summary of Significant Revenue Activities  
Proposed Budget Fiscal Year 2023  
Section 3.01

### Fare Revenue

Fare revenue is detailed in Section 3.03.

Passenger fares make up approximately 24.4 percent of the system's \$378.2 million operating budget. Passenger fares are budgeted to increase to \$70.4 million (26.9 percent) for FY23 compared to amended FY22 levels. Total passenger levels for all operators are projected to total 65.8 million, an increase of 8.9 million (15.6 percent) from amended FY22 levels. Passenger revenue and passenger level forecasts are reflective of an entire year of Mid-Coast operations and also assume steady growth, similar to the growth pattern realized in the first three quarters of FY22. Passenger levels are projected to start at 70.7% of the pre-pandemic baseline in July 2022 and steadily increase to 84.2% of pre-pandemic baseline by June 2023. Passenger revenue is expected to start at 63.2% of the pre-pandemic baseline and steadily grow to 73.0% of baseline by the end of FY23.

### Other Operating Revenues

Other revenue is detailed in Section 3.04.

MTS receives a variety of operating revenues that are not received directly from passenger fares. The sources of these revenues are advertising, interest income, rental income, land management income, energy credits, income related to the Fore-Hire Vehicle (FHV) Administration, income from the San Diego and Arizona Eastern (SD&AE) Railway Company and other miscellaneous income.

Total other revenue is budgeted to decrease by \$1.7 million (-7.2 percent) compared to amended FY22 levels. This is primarily due to decreases in energy credit revenue as well as naming rights revenue since the deal with Sycuan Casino for Green Line naming rights is set to expire in November 2022.

### Non-operating Revenues

MTS receives a variety of non-operating revenues that primarily consist of federal, state and local subsidy funds. These revenues fund both the operating and capital improvement program (CIP) budget. Additionally, there are reserve revenues, which reflect projected changes to the reserve balances of the For-Hire Vehicle (FHV) Administration and San Diego & Arizona Eastern (SD&AE), both self-funded entities.

### Subsidy Revenue

Subsidy revenue included in the operating budget is detailed in Section 3.05. MTS is budgeting \$286.0 million (an increase of \$23.3 million or 8.9 percent) in subsidy revenue for FY23. This increase is primarily due to the continued recovery of sales tax revenues as well as additional TransNet Operating Reimbursement due to a full year of operating the Mid-Coast Trolley extension.

Subsidy revenue included in the CIP budget is detailed in Section 8.02. MTS is budgeting \$107.6 million in subsidy revenue in the FY23 CIP.

### Federal Transit Administration (FTA) Recurring Revenues

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law, reauthorizing surface transportation programs through Federal FY (FFY) 2026. The legislation establishes the legal

authority to commence and continue Federal Transit Administration (FTA) programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53. FTA funding is structured on a reimbursement basis (after expenses are incurred), and funds both the CIP and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by \$2.5 million from the FY22 amended budget to \$67.0 million in total.

The reauthorization provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventive maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs
- 5337 State of Good Repair Funding for capital improvements and preventive maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements
- 5311 Formula Grants for Rural Areas Funding for rural service operations
- 5311(f) Inter-City Bus Program Funding for rural service operations connecting to inter-city network

#### Section 5307 / 5337 / 5339 Capital and Preventive Maintenance

As the region's Metropolitan Planning Organization (MPO), SANDAG apportions the 5307, 5337, and 5339 formula funds between MTS and the North County Transit District (NCTD) based on service area populations. Prior to the apportionments, SANDAG deducts funds from Section 5307 for funding the region's vanpool program. MTS receives approximately 70 percent while NCTD receives approximately 30 percent of these federal formula funds. The funding levels for each section are estimates.

The FY23 MTS operating and CIP budgets will serve as the basis for the federal formula grant applications. The FTA requires submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339.

Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs and may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA 21) expanded the definition of capital to include preventative maintenance, thereby, in effect, mitigating the relative lack of federal assistance for operations. In addition to the expanded definition of capital, the Section 5307 Urbanized Area Formula Program also allows for a maximum of 10 percent maximum of the allocation to support operations of ADA complementary paratransit service. For federal fiscal year 2022, the estimated allocation for the MTS Section 5307 program is \$45.9 million.

Section 5337 State of Good Repair is also a formula-based program dedicated to repairing and upgrading the nation's rail transit systems, along with high-intensity motor bus systems, that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Section 5337 includes funding previously provided through Section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation or capital projects that are required to maintain public transportation systems in a state of good repair. For federal fiscal year 2022, the Section 5337 funds MTS allocation estimate is \$28.3 million.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For federal fiscal year 2022, the Section 5339 funds MTS allocation estimate is \$4.3 million.

In FY23, MTS will use both Section 5307 and 5337 funds for preventive maintenance totaling \$60.0 million. The FTA also allows the utilization of up to 10 percent of Section 5307 funding for ADA

operations, resulting in an allocation of \$6.0 million in FY23. The remaining federal formula funding will fund the FY23 CIP

### FTA Stimulus Funding

On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided \$25 billion to the transit industry nationwide. MTS was apportioned \$220 million in CARES Act funding, which will allow MTS to supplement lost revenues and increased expenses related to the pandemic.

On March 11, 2021, the President signed American Rescue Plan Act of 2021 (ARP) Act, which provided \$30.5 billion to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. MTS was apportioned \$140 million in ARP Act funding, which will also allow MTS to supplement lost revenues and increased expenses related to the pandemic.

The Board has directed to include this stimulus funding in the operating budget over multiple fiscal years to supplement lost revenues and balance the projected operating deficits resulting from COVID-19. This proposed FY23 operating budget includes \$37.3 million in ARP Act funds to cover the projected structural deficit. This level of usage would leave a projected balance of \$177 million in stimulus funding for future fiscal years.

### Other Federal Revenue

Section 5311 formula funding is allocated to the state of California Department of Transportation, who then awards it to sub-recipients for rural capital improvements and to supplement operating costs. Funding for FY23 is projected to be \$897,175.

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 FY23 CIP, \$12 million is budgeted, and the remaining balance will be budgeted in the future fiscal years.

### Transportation Development Act (TDA) Revenue

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

TDA revenue in the FY23 operating budget is projected to increase by \$29.0 million (42.2%) over the FY22 amended budget. This is due to high regional sales tax receipts, particularly during FY22. MTS files an annual TDA claim based on San Diego Association of Governments (SANDAG) projections, and that claim amount is the amount received, regardless of actual sales tax performance. Regional sales tax receipts significantly out-performed SANDAG's initial projections during, and the new forecasted levels are based on SANDAG's most recent forecast in March 2022. \$33.6 million of available TDA funding is being allocated to the FY23 CIP.

### State Transit Assistance (STA) Revenue

STA funding comes from the Public Transportation Act (PTA), which derives its revenue from the state sales tax on diesel fuel. This funding was augmented by the Road Repair and Accountability Act of 2017, or Senate Bill 1 (SB1), which was signed by the Governor on April 28, 2017. For FY23, the estimated STA funding is \$31.0 million, of which \$19.7 million is planned in CIP with the remaining \$11.3 million planned for the operating budget.



MTS also receives a separate STA allocation for State of Good Repair (SGR) program funding from SB1, which is funded from a portion of a new transportation improvement fee on vehicle registration. Receipts for FY 2022 will provide \$5.0 million to MTS's FY23 CIP.

### Other State Revenue

The 2014-15 State of California Budget provides \$832 million to the Greenhouse Gas Reduction Fund (GHGRF) from Cap-and-Trade auction proceeds to support existing and pilot programs that will reduce GHG emissions and benefit disadvantaged communities. Transit operators are eligible recipients for several of the programs which will be funded from the GHGRF, most of which are competitive programs.

The Low Carbon Transit Operations Program (LCTOP) is an annual funding program that is distributed by the same formula as STA funding. The FY23 CIP does not include any programmed LCTOP funds. Instead, MTS is allowed to carry forward these grant funds to future fiscal years in order to save for future projects. MTS received an allocation of \$8.1 million for FY23 and will budget these funds in the FY24 CIP for a planned ZEB procurement.

Over the last few years, MTS has received multiple competitive grant awards from the Transit and Intercity Rail Capital Program (TIRCP). In FY19, MTS was awarded a total of \$40.1 million for Blue Line Rail Corridor Transit Enhancements projects, which also included funding for the America Plaza Pedestrian Enhancement. In the FY23 CIP, \$2.6 million is budgeted. For FY20, MTS was awarded a total of \$7.2 million for the El Cajon Transit Center Third Track project. In the FY23 CIP, \$3.0 million is budgeted.

MTS annually receives Medi-Cal revenue for the reimbursement of certain Americans with Disability Act (ADA) Paratransit trips. The FY23 operating budget includes revenue of \$80,000, a decrease of \$120,000 (-60.0 percent).

### TransNet Revenue

In November of 2004, area voters approved a 40-year extension of the one-half cent sales tax original ordinance that was set to expire in 2008 (TransNet II). This approval had two impacts; first, it assured and slightly improved the original TransNet funding beyond 2008; second, the Bus Rapid Transit (BRT) and Superloop Programs will receive most of its funding from TransNet II. All of these funds are utilized in the operating budget.

For FY23, TransNet operating support funding is \$39.4 million and ADA funding is \$1.2 million. This totals \$40.6 million for FY23, which is an increase of \$5.5 million (15.6 percent) from the FY22 amended budget. This increase is due to the projected increases in regional sales tax revenues.

MTS also receives TransNet as operating assistance for TransNet funded services, which includes Superloop, I-15 BRT, Mid-City Rapid, South Bay BRT, and Mid-Coast. TransNet operating assistance is projected to be \$25.4 million in FY23, an increase of \$6.6 million from the FY22 amended budget, which is due to the Mid-Coast Trolley extension and reduction in Fastrak revenue from SANDAG detailed below. In total, TransNet revenues are projected to increase by \$12.1 million (22.4 percent) from the FY22 amended budget.

### Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. For FY23, these funds total \$191,000.

SANDAG provides funding, funded through FasTrak tolls, to operate services along the Interstate 15 corridor. The budgeted FasTrak funding supporting this operation totals \$5.5 million, a \$3.0 million reduction from the FY22 amended budget based on a new agreement with SANDAG. The difference will be made up with Transnet operating reimbursement provided by SANDAG.

In April 2009, MTS and North County Transit District (NCTD) reached an agreement regarding the sharing of the net operating subsidy for the Sorrento Valley Coaster Connection (SVCC). For FY23, NCTD's portion of the funding needed to provide this service totals \$110,000.

In December 2018, MTS and the University of California, San Diego (UCSD) executed a contract in which the UCSD-operated City Shuttle service would be replaced by expanded frequency and span on MTS routes 201 and 202 between the La Jolla Colony area and the Gilman Transit Center on the UCSD campus. UCSD has agreed to reimburse MTS \$5.74 per student per quarter. The FY23 budget for UCSD shuttle revenue is \$690,000.

#### Other Non-Operating Revenue

Other non-operating revenue is detailed in Section 3.06. Reserve revenue usage totals \$10,000, a decrease of \$848,000 from the FY22 amended budget, which had included revenues of \$858,000. These reserve revenues changes are described below.

#### Reserve Revenues

The FY23 operating budget projects a balanced budget. No reserve utilization is projected for FY23 for MTS.

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 utilize \$14,000 of its contingency reserves as total FY23 projected expenses exceed FY23 projected revenues. SD&AE is projected to add \$4,000 to its contingency reserves as total FY23 projected revenues exceed FY23 projected expenses.

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
REVENUE BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 3.02**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE AMENDED/ ORIGINAL</b>	<b>% CHANGE AMENDED/ ORIGINAL</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	47,913,392	55,474,808	70,400,000	14,925,192	26.9%
OTHER INCOME	19,822,031	23,499,199	21,806,082	(1,693,117)	-7.2%
TOTAL OPERATING REVENUE	67,735,422	78,974,007	92,206,082	13,232,075	16.8%
<b>NON OPERATING REVENUE</b>					
<b>SUBSIDY REVENUE</b>					
FEDERAL REVENUE	63,646,874	64,588,098	67,048,675	2,460,577	3.8%
FEDERAL STIMULUS REVENUE (CARES/ARP)	72,100,000	54,540,847	37,260,241	(17,280,606)	-31.7%
TRANSPORTATION DEVELOPMENT ACT (TDA)	71,877,995	68,804,580	97,808,064	29,003,483	42.2%
STATE TRANSIT ASSISTANCE (STA)	4,047,402	11,300,000	11,300,000	0	0.0%
STATE REVENUE - OTHER	112,157	200,000	80,000	(120,000)	-60.0%
TRANSNET	44,062,481	53,942,965	66,040,160	12,097,195	22.4%
OTHER LOCAL SUBSIDIES	9,392,465	9,376,471	6,490,994	(2,885,477)	-30.8%
TOTAL SUBSIDY REVENUE	265,239,374	262,752,961	286,028,133	23,275,172	8.9%
<b>OTHER REVENUE</b>					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	(2,996,877)	857,344	9,558	(847,786)	-98.9%
TOTAL OTHER REVENUE	(2,996,877)	857,344	9,558	(847,786)	-98.9%
TOTAL NON OPERATING REVENUE	262,242,497	263,610,305	286,037,692	22,427,387	8.5%
<b>GRAND TOTAL REVENUES</b>	<b>329,977,919</b>	<b>342,584,312</b>	<b>378,243,774</b>	<b>35,659,462</b>	<b>10.4%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PASSENGER REVENUE BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 3.03**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>PASSENGER REVENUE</b>					
BUS OPERATIONS	14,430,093	19,067,526	22,500,091	3,432,565	18.0%
RAIL OPERATIONS - BASE	19,337,502	16,112,278	23,145,519	7,033,241	43.7%
MCS - FIXED ROUTE	13,684,174	19,463,462	23,763,953	4,300,491	22.1%
MCS - PARATRANSIT	461,622	831,542	990,437	158,895	19.1%
CHULA VISTA TRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
<b>TOTAL PASSENGER REVENUE</b>	<b>47,913,392</b>	<b>55,474,808</b>	<b>70,400,000</b>	<b>14,925,192</b>	<b>26.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER OPERATING REVENUE BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 3.04**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OTHER INCOME</b>					
BUS OPERATIONS	243,692	133,000	143,692	10,692	8.0%
RAIL OPERATIONS - BASE	589,575	780,000	780,000	0	0.0%
MCS - FIXED ROUTE	0	0	0	0	-
MCS - PARATRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
ADMINISTRATIVE	17,700,066	21,927,537	20,134,975	(1,792,562)	-8.2%
TAXICAB	931,650	498,662	587,415	88,753	17.8%
SD&AE	357,047	160,000	160,000	0	0.0%
<b>TOTAL OTHER INCOME</b>	<b>19,822,031</b>	<b>23,499,199</b>	<b>21,806,082</b>	<b>(1,693,117)</b>	<b>-7.2%</b>
<b>TOTAL OTHER OPERATING INCOME</b>	<b>19,822,031</b>	<b>23,499,199</b>	<b>21,806,082</b>	<b>(1,693,117)</b>	<b>-7.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SUBSIDY REVENUE BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 3.05**

	<u>ACTUAL FY21</u>	<u>AMENDED BUDGET FY22</u>	<u>PROPOSED BUDGET FY23</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>FEDERAL</b>					
FEDERAL OTHER	158,848	151,500	151,500	0	0.0%
FTA 5307/5309 - PREVENTITIVE MAINTENANCE	60,130,645	59,000,000	60,000,000	1,000,000	1.7%
FTA 5309 - PREVENTITIVE MAINTENANCE ADA	2,462,469	4,592,957	6,000,000	1,407,043	30.6%
FTA 5309 - PREVENTITIVE MAINTENANCE FUEL	0	0	0	0	-
FTA 5311 / 5311(f) - RURAL	894,912	843,641	897,175	53,534	6.3%
<b>TOTAL FEDERAL FUNDS</b>	<b>63,646,874</b>	<b>64,588,098</b>	<b>67,048,675</b>	<b>2,460,577</b>	<b>3.8%</b>
<b>FEDERAL</b>					
FTA 5307 - CARES ACT	72,100,000	54,540,847	37,260,241	(17,280,606)	-31.7%
<b>TOTAL FEDERAL FUNDS</b>	<b>72,100,000</b>	<b>54,540,847</b>	<b>37,260,241</b>	<b>(17,280,606)</b>	<b>-31.7%</b>
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>					
TDA - ARTICLE 4.0 MTS AREA	66,725,577	63,021,587	90,012,232	26,990,645	42.8%
TDA - ARTICLE 4.0 MTS AREA - DEBT SERVICE	0	0	0	0	-
TDA - MATCH	0	0	0	0	-
TDA - ARTICLE 4.5 (ADA)	4,918,248	5,095,235	6,583,082	1,487,847	29.2%
TDA - ARTICLE 8.0	234,170	687,759	1,212,749	524,990	76.3%
<b>TOTAL TDA FUNDS</b>	<b>71,877,995</b>	<b>68,804,580</b>	<b>97,808,064</b>	<b>29,003,483</b>	<b>42.2%</b>
<b>STATE TRANSIT ASSISTANCE (STA)</b>					
STA - FORMULA	4,047,402	11,300,000	11,300,000	0	0.0%
<b>TOTAL STA FUNDS</b>	<b>4,047,402</b>	<b>11,300,000</b>	<b>11,300,000</b>	<b>0</b>	<b>0.0%</b>
<b>STATE REVENUE - OTHER</b>					
CALTRANS	0	0	0	0	-
MEDICAL	112,157	200,000	80,000	(120,000)	-60.0%
<b>TOTAL STATE FUNDS</b>	<b>112,157</b>	<b>200,000</b>	<b>80,000</b>	<b>(120,000)</b>	<b>(1)</b>
<b>TRANSNET</b>					
TRANSNET - 40% OPERATING SUPPORT	29,794,000	34,073,975	39,419,000	5,345,025	15.7%
TRANSNET - ACCESS ADA	925,170	1,049,707	1,191,497	141,790	13.5%
TRANSNET - SUPERLOOP	2,375,949	2,365,686	2,092,991	(272,695)	-11.5%
TRANSNET - BRT	10,967,362	16,453,597	23,336,673	6,883,076	41.8%
<b>TOTAL TRANSNET FUNDS</b>	<b>44,062,481</b>	<b>53,942,965</b>	<b>66,040,160</b>	<b>12,097,195</b>	<b>22.4%</b>
<b>OTHER LOCAL</b>					
CITY OF SAN DIEGO	214,478	191,311	191,311	0	0.0%
SANDAG - INLAND BREEZE	8,757,764	8,500,000	5,500,000	(3,000,000)	-35.3%
SANDAG - 4S RANCH	0	0	0	0	-
SANDAG - MURPHY CANYON	0	0	0	0	-
APCD	0	0	0	0	-
OTHER	420,223	685,160	799,683	114,523	16.7%
CNG REBATES	0	0	0	0	-
<b>OTHER LOCAL FUNDS</b>	<b>9,392,465</b>	<b>9,376,471</b>	<b>6,490,994</b>	<b>(2,885,477)</b>	<b>-30.8%</b>
<b>TOTAL SUBSIDY REVENUE</b>	<b>265,239,374</b>	<b>262,752,961</b>	<b>286,028,133</b>	<b>23,275,172</b>	<b>8.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER NON OPERATING REVENUE BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 3.06**

	<u>ACTUAL FY21</u>	<u>AMENDED BUDGET FY22</u>	<u>PROPOSED BUDGET FY23</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OTHER FUNDS</b>					
LEASE/LEASEBACK LEASE PAYMENT FUND	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-</u>
TOTAL OTHER FUNDS	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>-</u>
<b>RESERVES REVENUE</b>					
MTS CONTINGENCY RESERVE	-	800,000	0	(800,000)	-100.0%
TAXICAB RESERVES	(261,920)	61,666	14,003	(47,663)	-77.3%
CARRYOVERS	0	0	0	0	-
RISK INSURANCE RESERVE	(2,500,000)	0	0	0	-
SD&AE RESERVE	<u>(234,957)</u>	<u>(4,322)</u>	<u>(4,445)</u>	<u>(123)</u>	<u>2.8%</u>
TOTAL RESERVES REVENUE	<u>(2,996,877)</u>	<u>857,344</u>	<u>9,558</u>	<u>(847,786)</u>	<u>-98.9%</u>
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<u><b>(2,996,877)</b></u>	<u><b>857,344</b></u>	<u><b>9,558</b></u>	<u><b>(847,786)</b></u>	<u><b>-98.9%</b></u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS BUDGET  
FISCAL YEAR 2023  
SECTION 4.01**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	47,913,392	55,474,808	70,400,000	14,925,192	26.9%
OTHER OPERATING REVENUE	833,268	913,000	923,692	10,692	1.2%
<b>TOTAL OPERATING REVENUES</b>	<b>48,746,659</b>	<b>56,387,808</b>	<b>71,323,692</b>	<b>14,935,884</b>	<b>26.5%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	246,528,983	258,350,305	283,070,954	24,720,649	9.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>246,528,983</b>	<b>258,350,305</b>	<b>283,070,954</b>	<b>24,720,649</b>	<b>9.6%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>295,275,642</b>	<b>314,738,113</b>	<b>354,394,646</b>	<b>39,656,533</b>	<b>12.6%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	68,880,533	73,846,414	77,381,777	3,535,363	4.8%
FRINGE EXPENSES	60,274,752	52,227,596	58,727,546	6,499,950	12.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>129,155,284</b>	<b>126,074,010</b>	<b>136,109,323</b>	<b>10,035,313</b>	<b>8.0%</b>
SECURITY EXPENSES	1,151,616	1,340,000	1,447,800	107,800	8.0%
REPAIR/MAINTENANCE SERVICES	6,944,282	8,743,829	10,989,124	2,245,295	25.7%
ENGINE AND TRANSMISSION REBUILD	949,938	1,024,616	1,062,076	37,460	3.7%
OTHER OUTSIDE SERVICES	5,019,156	5,346,641	6,506,927	1,160,286	21.7%
PURCHASED TRANSPORTATION	73,624,279	85,626,433	96,518,582	10,892,149	12.7%
<b>TOTAL OUTSIDE SERVICES</b>	<b>87,689,271</b>	<b>102,081,519</b>	<b>116,524,509</b>	<b>14,442,990</b>	<b>14.1%</b>
LUBRICANTS	402,993	450,700	470,700	20,000	4.4%
TIRES	1,284,331	1,290,200	1,349,620	59,420	4.6%
OTHER MATERIALS AND SUPPLIES	14,290,605	12,787,674	13,141,045	353,371	2.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>15,977,929</b>	<b>14,528,574</b>	<b>14,961,365</b>	<b>432,791</b>	<b>3.0%</b>
GAS/DIESEL/PROPANE	1,661,072	2,543,324	2,799,428	256,104	10.1%
CNG	10,784,556	13,734,000	14,843,000	1,109,000	8.1%
TRACTION POWER	15,160,978	19,972,328	20,740,297	767,969	3.8%
UTILITIES	3,917,340	4,748,047	4,838,170	90,123	1.9%
<b>TOTAL ENERGY</b>	<b>31,523,946</b>	<b>40,997,699</b>	<b>43,220,895</b>	<b>2,223,196</b>	<b>5.4%</b>
<b>RISK MANAGEMENT</b>	<b>3,832,044</b>	<b>6,763,306</b>	<b>7,394,109</b>	<b>630,803</b>	<b>9.3%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>885,965</b>	<b>974,263</b>	<b>1,021,350</b>	<b>47,087</b>	<b>4.8%</b>
<b>DEBT SERVICE</b>	<b>477,200</b>	<b>335,196</b>	<b>185,066</b>	<b>(150,130)</b>	<b>-44.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>1,084,633</b>	<b>1,299,197</b>	<b>1,321,982</b>	<b>22,785</b>	<b>1.8%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>270,626,271</b>	<b>293,053,764</b>	<b>320,738,599</b>	<b>27,684,835</b>	<b>9.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(221,879,611)</b>	<b>(236,665,956)</b>	<b>(249,414,907)</b>	<b>12,748,951</b>	<b>5.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(27,339,374)</b>	<b>(21,684,346)</b>	<b>(33,656,047)</b>	<b>(11,971,701)</b>	<b>55.2%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(249,218,985)</b>	<b>(258,350,302)</b>	<b>(283,070,953)</b>	<b>24,720,651</b>	<b>9.6%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(2,690,002)</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BUS OPERATIONS BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 4.02**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	14,430,093	19,067,526	22,500,091	3,432,565	18.0%
OTHER OPERATING REVENUE	243,692	133,000	143,692	10,692	8.0%
<b>TOTAL OPERATING REVENUES</b>	<b>14,673,785</b>	<b>19,200,526</b>	<b>22,643,783</b>	<b>3,443,257</b>	<b>17.9%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	96,911,343	85,298,064	92,727,513	7,429,449	8.7%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>96,911,343</b>	<b>85,298,064</b>	<b>92,727,513</b>	<b>7,429,449</b>	<b>8.7%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>111,585,128</b>	<b>104,498,590</b>	<b>115,371,296</b>	<b>10,872,706</b>	<b>10.4%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	39,152,277	41,677,421	43,057,626	1,380,205	3.3%
FRINGE EXPENSES	48,224,091	38,526,822	42,062,320	3,535,498	9.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>87,376,368</b>	<b>80,204,243</b>	<b>85,119,946</b>	<b>4,915,703</b>	<b>6.1%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	960,424	879,451	932,970	53,519	6.1%
ENGINE AND TRANSMISSION REBUILD	238,087	276,000	290,000	14,000	5.1%
OTHER OUTSIDE SERVICES	588,959	695,485	1,413,638	718,153	103.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>1,787,469</b>	<b>1,850,936</b>	<b>2,636,608</b>	<b>785,672</b>	<b>42.4%</b>
LUBRICANTS	118,638	125,200	145,200	20,000	16.0%
TIRES	1,226,857	1,268,200	1,327,620	59,420	4.7%
OTHER MATERIALS AND SUPPLIES	6,634,926	5,631,755	5,738,805	107,050	1.9%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>7,980,421</b>	<b>7,025,155</b>	<b>7,211,625</b>	<b>186,470</b>	<b>2.7%</b>
GAS/DIESEL/PROPANE	212,329	170,000	210,326	40,326	23.7%
CNG	5,385,140	6,707,000	7,252,000	545,000	8.1%
TRACTION POWER	107,073	60,000	110,285	50,285	83.8%
UTILITIES	730,363	765,700	793,673	27,973	3.7%
<b>TOTAL ENERGY</b>	<b>6,434,905</b>	<b>7,702,700</b>	<b>8,366,284</b>	<b>663,584</b>	<b>8.6%</b>
<b>RISK MANAGEMENT</b>	<b>1,773,993</b>	<b>3,359,251</b>	<b>3,214,118</b>	<b>(145,133)</b>	<b>-4.3%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>429,944</b>	<b>428,378</b>	<b>446,501</b>	<b>18,123</b>	<b>4.2%</b>
<b>DEBT SERVICE</b>	<b>477,200</b>	<b>335,196</b>	<b>185,066</b>	<b>(150,130)</b>	<b>-44.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>365,545</b>	<b>385,000</b>	<b>392,544</b>	<b>7,544</b>	<b>2.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>106,625,845</b>	<b>101,290,859</b>	<b>107,572,692</b>	<b>6,281,833</b>	<b>6.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(91,952,060)</b>	<b>(82,090,333)</b>	<b>(84,928,909)</b>	<b>2,838,576</b>	<b>3.5%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(7,649,287)</b>	<b>(3,207,730)</b>	<b>(7,798,603)</b>	<b>(4,590,873)</b>	<b>143.1%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(99,601,346)</b>	<b>(85,298,063)</b>	<b>(92,727,512)</b>	<b>7,429,449</b>	<b>8.7%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(2,690,004)</b>	<b>1</b>	<b>1</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
RAIL OPERATIONS BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 4.03**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	19,337,502	16,112,278	23,145,519	7,033,241	43.7%
OTHER OPERATING REVENUE	589,575	780,000	780,000	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>19,927,078</b>	<b>16,892,278</b>	<b>23,925,519</b>	<b>7,033,241</b>	<b>41.6%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	73,459,026	88,779,425	98,097,384	9,317,959	10.5%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>73,459,026</b>	<b>88,779,425</b>	<b>98,097,384</b>	<b>9,317,959</b>	<b>10.5%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>93,386,104</b>	<b>105,671,703</b>	<b>122,022,903</b>	<b>16,351,200</b>	<b>15.5%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	29,224,579	31,658,993	33,808,151	2,149,158	6.8%
FRINGE EXPENSES	11,671,148	13,191,988	16,085,684	2,893,696	21.9%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>40,895,727</b>	<b>44,850,981</b>	<b>49,893,835</b>	<b>5,042,854</b>	<b>11.2%</b>
SECURITY EXPENSES	165,345	180,000	253,000	73,000	40.6%
REPAIR/MAINTENANCE SERVICES	5,907,081	7,730,156	10,046,154	2,315,998	30.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,518,576	1,829,080	1,915,088	86,008	4.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>7,591,002</b>	<b>9,739,236</b>	<b>12,214,242</b>	<b>2,475,006</b>	<b>25.4%</b>
LUBRICANTS	284,355	325,500	325,500	-	0.0%
TIRES	57,474	22,000	22,000	-	0.0%
OTHER MATERIALS AND SUPPLIES	6,556,945	6,683,452	7,264,240	580,788	8.7%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>6,898,773</b>	<b>7,030,952</b>	<b>7,611,740</b>	<b>580,788</b>	<b>8.3%</b>
GAS/DIESEL/PROPANE	260,941	371,100	364,600	(6,500)	-1.8%
CNG	-	-	-	-	-
TRACTION POWER	15,028,369	19,856,328	20,554,709	698,381	3.5%
UTILITIES	2,402,686	3,157,985	3,157,734	(251)	0.0%
<b>TOTAL ENERGY</b>	<b>17,691,995</b>	<b>23,385,413</b>	<b>24,077,043</b>	<b>691,630</b>	<b>3.0%</b>
<b>RISK MANAGEMENT</b>	<b>2,050,613</b>	<b>3,388,755</b>	<b>4,164,941</b>	<b>776,186</b>	<b>22.9%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>448,639</b>	<b>527,404</b>	<b>555,305</b>	<b>27,901</b>	<b>5.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
VEHICLE / FACILITY LEASE	358,762	513,117	532,137	19,020	3.7%
<b>TOTAL OPERATING EXPENSES</b>	<b>75,935,512</b>	<b>89,435,858</b>	<b>99,049,243</b>	<b>9,613,385</b>	<b>10.7%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(56,008,435)</b>	<b>(72,543,580)</b>	<b>(75,123,724)</b>	<b>2,580,144</b>	<b>3.6%</b>
OVERHEAD ALLOCATION	(17,450,590)	(16,235,844)	(22,973,660)	(6,737,816)	41.5%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(73,459,024)</b>	<b>(88,779,424)</b>	<b>(98,097,384)</b>	<b>9,317,960</b>	<b>10.5%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 4.04**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	13,684,174	19,463,462	23,763,953	4,300,491	22.1%
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>13,684,174</b>	<b>19,463,462</b>	<b>23,763,953</b>	<b>4,300,491</b>	<b>22.1%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	65,723,181	70,925,483	75,560,708	4,635,225	6.5%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>65,723,181</b>	<b>70,925,483</b>	<b>75,560,708</b>	<b>4,635,225</b>	<b>6.5%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>79,407,355</b>	<b>90,388,945</b>	<b>99,324,662</b>	<b>8,935,717</b>	<b>9.9%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	401,167	407,000	412,500	5,500	1.4%
FRINGE EXPENSES	317,340	237,112	244,162	7,050	3.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>718,507</b>	<b>644,112</b>	<b>656,662</b>	<b>12,550</b>	<b>1.9%</b>
SECURITY EXPENSES	986,271	1,160,000	1,194,800	34,800	3.0%
REPAIR/MAINTENANCE SERVICES	76,777	134,222	10,000	(124,222)	-92.5%
ENGINE AND TRANSMISSION REBUILD	711,852	748,616	772,076	23,460	3.1%
OTHER OUTSIDE SERVICES	1,768,561	1,877,789	2,083,295	205,506	10.9%
PURCHASED TRANSPORTATION	65,043,289	74,533,723	82,481,625	7,947,902	10.7%
<b>TOTAL OUTSIDE SERVICES</b>	<b>68,586,751</b>	<b>78,454,350</b>	<b>86,541,796</b>	<b>8,087,446</b>	<b>10.3%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	1,080,150	472,467	138,000	(334,467)	-70.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>1,080,150</b>	<b>472,467</b>	<b>138,000</b>	<b>(334,467)</b>	<b>-70.8%</b>
GAS/DIESEL/PROPANE	724,884	910,233	920,494	10,261	1.1%
CNG	5,399,416	7,027,000	7,591,000	564,000	8.0%
TRACTION POWER	25,536	56,000	75,303	19,303	34.5%
UTILITIES	784,291	824,362	886,763	62,401	7.6%
<b>TOTAL ENERGY</b>	<b>6,934,127</b>	<b>8,817,595</b>	<b>9,473,560</b>	<b>655,965</b>	<b>7.4%</b>
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	3,159	6,607	7,670	1,063	16.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	51,302	58,080	54,301	(3,779)	-6.5%
<b>TOTAL OPERATING EXPENSES</b>	<b>77,373,996</b>	<b>88,453,211</b>	<b>96,871,989</b>	<b>8,418,778</b>	<b>9.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(63,689,822)</b>	<b>(68,989,749)</b>	<b>(73,108,036)</b>	<b>4,118,287</b>	<b>6.0%</b>
OVERHEAD ALLOCATION	(2,033,359)	(1,935,733)	(2,452,673)	(516,940)	26.7%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(65,723,181)</b>	<b>(70,925,482)</b>	<b>(75,560,709)</b>	<b>4,635,226</b>	<b>6.5%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>-</b>	<b>1</b>	<b>(0)</b>	<b>1</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 4.05**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	461,622	831,542	990,437	158,895	19.1%
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>461,622</b>	<b>831,542</b>	<b>990,437</b>	<b>158,895</b>	<b>19.1%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	10,038,309	12,711,316	15,863,609	3,152,293	24.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>10,038,309</b>	<b>12,711,316</b>	<b>15,863,609</b>	<b>3,152,293</b>	<b>24.8%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>10,499,932</b>	<b>13,542,858</b>	<b>16,854,046</b>	<b>3,311,188</b>	<b>24.4%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	102,510	103,000	103,500	500	0.5%
FRINGE EXPENSES	62,172	56,000	56,727	727	1.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>164,681</b>	<b>159,000</b>	<b>160,227</b>	<b>1,227</b>	<b>0.8%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	980,106	766,539	865,254	98,715	12.9%
PURCHASED TRANSPORTATION	8,346,820	10,850,115	13,723,522	2,873,407	26.5%
<b>TOTAL OUTSIDE SERVICES</b>	<b>9,326,925</b>	<b>11,616,654</b>	<b>14,588,776</b>	<b>2,972,122</b>	<b>25.6%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	18,584	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>18,584</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	462,918	1,091,991	1,304,008	212,017	19.4%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>462,918</b>	<b>1,091,991</b>	<b>1,304,008</b>	<b>212,017</b>	<b>19.4%</b>
<b>RISK MANAGEMENT</b>	<b>7,437</b>	<b>15,300</b>	<b>15,050</b>	<b>(250)</b>	<b>-1.6%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>4,223</b>	<b>11,874</b>	<b>11,874</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>309,024</b>	<b>343,000</b>	<b>343,000</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>10,293,793</b>	<b>13,237,819</b>	<b>16,422,935</b>	<b>3,185,116</b>	<b>24.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(9,832,171)</b>	<b>(12,406,277)</b>	<b>(15,432,498)</b>	<b>3,026,221</b>	<b>24.4%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(206,138)</b>	<b>(305,039)</b>	<b>(431,111)</b>	<b>(126,072)</b>	<b>41.3%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(10,038,309)</b>	<b>(12,711,316)</b>	<b>(15,863,609)</b>	<b>3,152,293</b>	<b>24.8%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(0)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CORONADO FERRY BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 4.06**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	-	-	-	-	-
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	234,170	242,595	313,435	70,840	29.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>234,170</b>	<b>242,595</b>	<b>313,435</b>	<b>70,840</b>	<b>29.2%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>234,170</b>	<b>242,595</b>	<b>313,435</b>	<b>70,840</b>	<b>29.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	234,170	242,595	313,435	70,840	29.2%
<b>TOTAL OUTSIDE SERVICES</b>	<b>234,170</b>	<b>242,595</b>	<b>313,435</b>	<b>70,840</b>	<b>29.2%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	-	-	-	-	-
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>234,170</b>	<b>242,595</b>	<b>313,435</b>	<b>70,840</b>	<b>29.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(234,170)</b>	<b>(242,595)</b>	<b>(313,435)</b>	<b>70,840</b>	<b>29.2%</b>
<b>OVERHEAD ALLOCATION</b>	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(234,170)</b>	<b>(242,595)</b>	<b>(313,435)</b>	<b>70,840</b>	<b>29.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	0	-	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 4.07**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	-	-	-	-	-
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	162,954	393,422	508,305	114,883	29.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>162,954</b>	<b>393,422</b>	<b>508,305</b>	<b>114,883</b>	<b>29.2%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>162,954</b>	<b>393,422</b>	<b>508,305</b>	<b>114,883</b>	<b>29.2%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	215,674	278,653	62,979	29.2%
<b>TOTAL PERSONNEL EXPENSES</b>	-	<b>215,674</b>	<b>278,653</b>	<b>62,979</b>	<b>29.2%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	162,954	177,748	229,652	51,904	29.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>162,954</b>	<b>177,748</b>	<b>229,652</b>	<b>51,904</b>	<b>29.2%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	-	-	-	-	-
<b>RISK MANAGEMENT</b>	-	-	-	-	-
<b>GENERAL AND ADMINISTRATIVE</b>	-	-	-	-	-
<b>DEBT SERVICE</b>	-	-	-	-	-
<b>VEHICLE / FACILITY LEASE</b>	-	-	-	-	-
<b>TOTAL OPERATING EXPENSES</b>	<b>162,954</b>	<b>393,422</b>	<b>508,305</b>	<b>114,883</b>	<b>29.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(162,954)</b>	<b>(393,422)</b>	<b>(508,305)</b>	<b>114,883</b>	<b>29.2%</b>
<b>OVERHEAD ALLOCATION</b>	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(162,954)</b>	<b>(393,422)</b>	<b>(508,305)</b>	<b>114,883</b>	<b>29.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	-	-	-	-	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 4.08**

	<b>PERSONNEL FY23</b>	<b>OUTSIDE SERVICES FY23</b>
<b>City of Poway</b>	<b>81,269</b>	<b>7,385</b>
<b>City of El Cajon</b>	<b>102,101</b>	<b>32,122</b>
<b>City of Lemon Grove</b>	<b>19,229</b>	<b>159,722</b>
<b>City of La Mesa</b>	<b>76,054</b>	
<b>City of Coronado</b>		<b>30,423</b>
<b>Subtotal</b>	<b>278,653</b>	<b>229,652</b>
<b>Grand Total</b>		<b>508,305</b>

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 5.01**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	17,700,066	21,927,537	20,134,975	(1,792,562)	-8.2%
<b>TOTAL OPERATING REVENUES</b>	<b>17,700,066</b>	<b>21,927,537</b>	<b>20,134,975</b>	<b>(1,792,562)</b>	<b>-8.2%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	18,710,391	4,402,658	2,957,180	(1,445,478)	-32.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(2,500,000)	800,000	-	(800,000)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(2,500,000)	800,000	-	(800,000)	-100.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>16,210,391</b>	<b>5,202,658</b>	<b>2,957,180</b>	<b>(2,245,478)</b>	<b>-43.2%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>33,910,457</b>	<b>27,130,195</b>	<b>23,092,155</b>	<b>(4,038,040)</b>	<b>-14.9%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	16,374,145	17,590,280	18,338,120	747,840	4.3%
FRINGE EXPENSES	4,810,989	6,301,489	7,488,323	1,186,834	18.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>21,185,135</b>	<b>23,891,769</b>	<b>25,826,443</b>	<b>1,934,674</b>	<b>8.1%</b>
SECURITY EXPENSES	6,859,946	8,160,000	10,232,805	2,072,805	25.4%
REPAIR/MAINTENANCE SERVICES	125,458	154,000	167,000	13,000	8.4%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	9,078,715	10,315,542	13,350,106	3,034,564	29.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>16,064,119</b>	<b>18,629,542</b>	<b>23,749,911</b>	<b>5,120,369</b>	<b>27.5%</b>
LUBRICANTS	11	-	20	20	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	1,262	263,000	30,750	(232,250)	-88.3%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>1,273</b>	<b>263,000</b>	<b>30,770</b>	<b>(232,230)</b>	<b>-88.3%</b>
GAS/DIESEL/PROPANE	124,606	183,000	183,700	700	0.4%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	727,483	764,700	850,528	85,828	11.2%
<b>TOTAL ENERGY</b>	<b>852,089</b>	<b>947,700</b>	<b>1,034,228</b>	<b>86,528</b>	<b>9.1%</b>
<b>RISK MANAGEMENT</b>	<b>3,155,419</b>	<b>670,930</b>	<b>1,071,039</b>	<b>400,109</b>	<b>59.6%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>3,157,117</b>	<b>4,173,122</b>	<b>4,817,917</b>	<b>644,795</b>	<b>15.5%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>224,937</b>	<b>240,000</b>	<b>244,937</b>	<b>4,937</b>	<b>2.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>44,640,088</b>	<b>48,816,063</b>	<b>56,775,245</b>	<b>7,959,182</b>	<b>16.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(26,940,023)</b>	<b>(26,888,526)</b>	<b>(36,640,270)</b>	<b>9,751,744</b>	<b>36.3%</b>
OVERHEAD ALLOCATION	27,373,889	21,685,867	33,683,090	11,997,223	55.3%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>433,867</b>	<b>(5,202,659)</b>	<b>(2,957,180)</b>	<b>(2,245,479)</b>	<b>-43.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>16,644,258</b>	<b>(1)</b>	<b>-</b>	<b>(1)</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS BUDGET  
FISCAL YEAR 2023  
SECTION 5.02**

	<u>ACTUAL FY21</u>	<u>AMENDED BUDGET FY22</u>	<u>PROPOSED BUDGET FY23</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	35,900	6,000	(29,900)	-83.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>-</u>	<u>35,900</u>	<u>6,000</u>	<u>(29,900)</u>	<u>-83.3%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>RISK MANAGEMENT</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>55,941</u>	<u>67,500</u>	<u>74,500</u>	<u>7,000</u>	<u>10.4%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>55,941</u>	<u>103,400</u>	<u>80,500</u>	<u>(22,900)</u>	<u>-22.1%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(55,941)</u>	<u>(103,400)</u>	<u>(80,500)</u>	<u>(22,900)</u>	<u>-22.1%</u>
<b>OVERHEAD ALLOCATION</b>	<u>64,150</u>	<u>103,400</u>	<u>80,500</u>	<u>(22,900)</u>	<u>-22.1%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>8,209</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>8,209</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS ADMINISTRATION BUDGET  
FISCAL YEAR 2023  
SECTION 5.03**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	173,248	107,000	176,898	69,898	65.3%
FRINGE EXPENSES	26,451	28,608	33,294	4,686	16.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>199,699</b>	<b>135,608</b>	<b>210,192</b>	<b>74,584</b>	<b>55.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>199,699</b>	<b>135,608</b>	<b>210,192</b>	<b>74,584</b>	<b>55.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(199,699)</b>	<b>(135,608)</b>	<b>(210,192)</b>	<b>74,584</b>	<b>55.0%</b>
OVERHEAD ALLOCATION	207,080	135,608	210,192	74,584	55.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>7,381</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>7,381</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BUS BENCH/SHELTER BUDGET  
FISCAL YEAR 2023  
SECTION 5.04**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,148,260	1,647,601	1,802,510	154,909	9.4%
<b>TOTAL OPERATING REVENUES</b>	<b>1,148,260</b>	<b>1,647,601</b>	<b>1,802,510</b>	<b>154,909</b>	<b>9.4%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>1,148,260</b>	<b>1,647,601</b>	<b>1,802,510</b>	<b>154,909</b>	<b>9.4%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	38,709	41,000	41,000	-	0.0%
FRINGE EXPENSES	33,592	0	40,543	40,543	#####
<b>TOTAL PERSONNEL EXPENSES</b>	<b>72,301</b>	<b>41,000</b>	<b>81,543</b>	<b>40,543</b>	<b>98.9%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	561	1,000	1,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>561</b>	<b>1,000</b>	<b>1,000</b>	<b>-</b>	<b>0.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>72,862</b>	<b>42,000</b>	<b>82,543</b>	<b>40,543</b>	<b>96.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>1,075,398</b>	<b>1,605,601</b>	<b>1,719,967</b>	<b>(114,366)</b>	<b>7.1%</b>
OVERHEAD ALLOCATION	(1,026,677)	(1,605,601)	(1,719,967)	(114,366)	7.1%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>48,721</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>48,721</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
CAPITAL PROJECTS  
FISCAL YEAR 2023  
SECTION 5.05**

	<u>ACTUAL FY21</u>	<u>AMENDED BUDGET FY22</u>	<u>PROPOSED BUDGET FY23</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL NON OPERATING REVENUE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL COMBINED REVENUES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	584,248	670,000	675,411	5,411	0.8%
FRINGE EXPENSES	(120,007)	113,990	(97,520)	(211,510)	-185.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<u>464,241</u>	<u>783,990</u>	<u>577,891</u>	<u>(206,099)</u>	<u>-26.3%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	83,000	83,000	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<u>-</u>	<u>-</u>	<u>83,000</u>	<u>83,000</u>	<u>-</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	417	-	-	-	-
<b>TOTAL ENERGY</b>	<u>417</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>RISK MANAGEMENT</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>GENERAL AND ADMINISTRATIVE</b>	<u>1,375</u>	<u>1,000</u>	<u>8,000</u>	<u>7,000</u>	<u>700.0%</u>
<b>DEBT SERVICE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>VEHICLE / FACILITY LEASE</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL OPERATING EXPENSES</b>	<u>466,033</u>	<u>784,990</u>	<u>668,891</u>	<u>(116,099)</u>	<u>-14.8%</u>
<b>NET OPERATING SUBSIDY</b>	<u>(466,033)</u>	<u>(784,990)</u>	<u>(668,891)</u>	<u>(116,099)</u>	<u>-14.8%</u>
<b>OVERHEAD ALLOCATION</b>	<u>464,182</u>	<u>784,990</u>	<u>668,891</u>	<u>(116,099)</u>	<u>-14.8%</u>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<u>(1,851)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<u>(1,851)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
EXECUTIVE BUDGET  
FISCAL YEAR 2023  
SECTION 5.06**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	474,010	514,000	520,000	6,000	1.2%
FRINGE EXPENSES	67,423	74,701	78,181	3,480	4.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>541,432</b>	<b>588,701</b>	<b>598,181</b>	<b>9,480</b>	<b>1.6%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	1,500	1,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>1,500</b>	<b>1,500</b>	<b>-</b>	<b>0.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	931	-	-	-	-
<b>TOTAL ENERGY</b>	<b>931</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>17,139</b>	<b>18,600</b>	<b>33,600</b>	<b>15,000</b>	<b>80.6%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>559,503</b>	<b>608,801</b>	<b>633,281</b>	<b>24,480</b>	<b>4.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(559,503)</b>	<b>(608,801)</b>	<b>(633,281)</b>	<b>24,480</b>	<b>4.0%</b>
<b>OVERHEAD ALLOCATION</b>	<b>551,200</b>	<b>608,801</b>	<b>633,281</b>	<b>24,480</b>	<b>4.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(8,303)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(8,303)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FARE SYSTEM BUDGET  
FISCAL YEAR 2023  
SECTION 5.07**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	436,440	824,953	397,402	(427,551)	-51.8%
<b>TOTAL OPERATING REVENUES</b>	<b>436,440</b>	<b>824,953</b>	<b>397,402</b>	<b>(427,551)</b>	<b>-51.8%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	175,509	505,680	330,171	188.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>175,509</b>	<b>505,680</b>	<b>330,171</b>	<b>188.1%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>436,440</b>	<b>1,000,462</b>	<b>903,082</b>	<b>(97,380)</b>	<b>-9.7%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	567,736	665,967	618,253	(47,714)	-7.2%
FRINGE EXPENSES	(232,375)	(232,587)	(413,787)	(181,200)	77.9%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>335,360</b>	<b>433,380</b>	<b>204,466</b>	<b>(228,914)</b>	<b>-52.8%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,106,045	1,093,077	2,603,058	1,509,981	138.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>1,106,045</b>	<b>1,093,077</b>	<b>2,603,058</b>	<b>1,509,981</b>	<b>138.1%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	218,000	-	(218,000)	-100.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>218,000</b>	<b>-</b>	<b>(218,000)</b>	<b>-100.0%</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	432	-	80,000	80,000	-
<b>TOTAL ENERGY</b>	<b>432</b>	<b>-</b>	<b>80,000</b>	<b>80,000</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>802,952</b>	<b>1,111,086</b>	<b>1,752,000</b>	<b>640,914</b>	<b>57.7%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>2,244,790</b>	<b>2,855,543</b>	<b>4,639,524</b>	<b>1,783,981</b>	<b>62.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,808,350)</b>	<b>(2,030,590)</b>	<b>(4,242,122)</b>	<b>2,211,532</b>	<b>108.9%</b>
<b>OVERHEAD ALLOCATION</b>	<b>1,916,130</b>	<b>1,855,080</b>	<b>3,736,442</b>	<b>1,881,362</b>	<b>101.4%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>107,780</b>	<b>(175,510)</b>	<b>(505,680)</b>	<b>330,170</b>	<b>188.1%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>107,780</b>	<b>(1)</b>	<b>-</b>	<b>(1)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FINANCE BUDGET  
FISCAL YEAR 2023  
SECTION 5.08**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	1,715,999	1,788,000	1,868,070	80,070	4.5%
FRINGE EXPENSES	217,860	279,766	279,246	(520)	-0.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>1,933,859</b>	<b>2,067,766</b>	<b>2,147,316</b>	<b>79,550</b>	<b>3.8%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	2,284	57,600	35,600	(22,000)	-38.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>2,284</b>	<b>57,600</b>	<b>35,600</b>	<b>(22,000)</b>	<b>-38.2%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,124	-	-	-	-
<b>TOTAL ENERGY</b>	<b>1,124</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>2,700</b>	<b>11,600</b>	<b>15,000</b>	<b>3,400</b>	<b>29.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,939,967</b>	<b>2,136,966</b>	<b>2,197,916</b>	<b>60,950</b>	<b>2.9%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,939,967)</b>	<b>(2,136,966)</b>	<b>(2,197,916)</b>	<b>60,950</b>	<b>2.9%</b>
<b>OVERHEAD ALLOCATION</b>	<b>2,016,944</b>	<b>2,136,966</b>	<b>2,197,916</b>	<b>60,950</b>	<b>2.9%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>76,977</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>76,977</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FRINGE BENEFITS BUDGET  
FISCAL YEAR 2023  
SECTION 5.09**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
<b>TOTAL OTHER NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	17,571	-	-	-	-
FRINGE EXPENSES	5,372,909	5,667,659	5,954,431	286,772	5.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>5,390,480</b>	<b>5,667,659</b>	<b>5,954,431</b>	<b>286,772</b>	<b>5.1%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>3,374</b>	<b>4,293</b>	<b>5,000</b>	<b>707</b>	<b>16.5%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>(65)</b>	<b>(100)</b>	<b>(100)</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>5,393,789</b>	<b>5,671,852</b>	<b>5,959,331</b>	<b>287,479</b>	<b>5.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(5,393,789)</b>	<b>(5,671,852)</b>	<b>(5,959,331)</b>	<b>287,479</b>	<b>5.1%</b>
<b>OVERHEAD ALLOCATION</b>	<b>5,644,859</b>	<b>5,671,852</b>	<b>5,959,331</b>	<b>287,479</b>	<b>5.1%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>251,070</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>251,070</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
GENERAL EXPENSES BUDGET  
FISCAL YEAR 2023  
SECTION 5.10**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	163,293	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>163,293</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>163,293</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	46	-	-	-	-
FRINGE EXPENSES	(2,312,891)	(1,794,677)	(619,262)	1,175,415	-65.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>(2,312,844)</b>	<b>(1,794,677)</b>	<b>(619,262)</b>	<b>1,175,415</b>	<b>-65.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	98,107	117,000	120,000	3,000	2.6%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	844,121	930,788	893,456	(37,332)	-4.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>942,228</b>	<b>1,047,788</b>	<b>1,013,456</b>	<b>(34,332)</b>	<b>-3.3%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	(31,655)	(1,750)	(2,191)	(441)	25.2%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>(31,655)</b>	<b>(1,750)</b>	<b>(2,191)</b>	<b>(441)</b>	<b>25.2%</b>
GAS/DIESEL/PROPANE	880	4,000	4,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	660,000	731,000	732,704	1,704	0.2%
<b>TOTAL ENERGY</b>	<b>660,881</b>	<b>735,000</b>	<b>736,704</b>	<b>1,704</b>	<b>0.2%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>1,484,397</b>	<b>1,917,450</b>	<b>1,827,526</b>	<b>(89,924)</b>	<b>-4.7%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>224,937</b>	<b>240,000</b>	<b>244,937</b>	<b>4,937</b>	<b>2.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>967,944</b>	<b>2,143,811</b>	<b>3,201,170</b>	<b>1,057,359</b>	<b>49.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(967,944)</b>	<b>(2,143,811)</b>	<b>(3,201,170)</b>	<b>1,057,359</b>	<b>49.3%</b>
<b>OVERHEAD ALLOCATION</b>	<b>1,614,630</b>	<b>2,143,811</b>	<b>3,201,170</b>	<b>1,057,359</b>	<b>49.3%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>646,686</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>809,979</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
HUMAN RESOURCES BUDGET  
FISCAL YEAR 2023  
SECTION 5.11**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	1,205,735	1,271,000	1,336,120	65,120	5.1%
FRINGE EXPENSES	131,000	222,473	234,608	12,135	5.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>1,336,735</b>	<b>1,493,473</b>	<b>1,570,728</b>	<b>77,255</b>	<b>5.2%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	387,324	505,810	762,496	256,686	50.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>387,324</b>	<b>505,810</b>	<b>762,496</b>	<b>256,686</b>	<b>50.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	(0)	-	0	-100.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>(0)</b>	<b>-</b>	<b>0</b>	<b>-100.0%</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,397	-	-	-	-
<b>TOTAL ENERGY</b>	<b>1,397</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>50,998</b>	<b>42,271</b>	<b>64,545</b>	<b>22,274</b>	<b>52.7%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,776,455</b>	<b>2,041,554</b>	<b>2,397,769</b>	<b>356,215</b>	<b>17.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,776,455)</b>	<b>(2,041,554)</b>	<b>(2,397,769)</b>	<b>356,215</b>	<b>17.4%</b>
OVERHEAD ALLOCATION	1,998,219	2,041,554	2,397,769	356,215	17.4%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>221,765</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>221,765</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
INFORMATION TECHNOLOGY BUDGET  
FISCAL YEAR 2023  
SECTION 5.12**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	2,699,825	2,764,300	2,894,500	130,200	4.7%
FRINGE EXPENSES	329,972	471,342	427,058	(44,284)	-9.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>3,029,797</b>	<b>3,235,642</b>	<b>3,321,558</b>	<b>85,916</b>	<b>2.7%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	4,964,947	5,791,182	6,376,470	585,288	10.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>4,964,947</b>	<b>5,791,182</b>	<b>6,376,470</b>	<b>585,288</b>	<b>10.1%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	14,145	30,000	10,000	(20,000)	-66.7%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>14,145</b>	<b>30,000</b>	<b>10,000</b>	<b>(20,000)</b>	<b>-66.7%</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	21,752	5,000	10,000	5,000	100.0%
<b>TOTAL ENERGY</b>	<b>21,752</b>	<b>5,000</b>	<b>10,000</b>	<b>5,000</b>	<b>100.0%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>291,268</b>	<b>406,000</b>	<b>414,360</b>	<b>8,360</b>	<b>2.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>8,321,909</b>	<b>9,467,824</b>	<b>10,132,388</b>	<b>664,564</b>	<b>7.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(8,321,909)</b>	<b>(9,467,824)</b>	<b>(10,132,388)</b>	<b>664,564</b>	<b>7.0%</b>
<b>OVERHEAD ALLOCATION</b>	<b>9,145,582</b>	<b>9,467,824</b>	<b>10,132,388</b>	<b>664,564</b>	<b>7.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>823,673</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>823,673</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
LAND MANAGEMENT BUDGET  
FISCAL YEAR 2023  
SECTION 5.13**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	2,019,155	2,100,000	2,130,000	30,000	1.4%
<b>TOTAL OPERATING REVENUES</b>	<b>2,019,155</b>	<b>2,100,000</b>	<b>2,130,000</b>	<b>30,000</b>	<b>1.4%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>2,019,155</b>	<b>2,100,000</b>	<b>2,130,000</b>	<b>30,000</b>	<b>1.4%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	282,585	260,000	241,687	(18,313)	-7.0%
FRINGE EXPENSES	24,751	41,473	43,386	1,913	4.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>307,336</b>	<b>301,473</b>	<b>285,073</b>	<b>(16,400)</b>	<b>-5.4%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	24,601	37,000	47,000	10,000	27.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	489,999	585,850	639,850	54,000	9.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>514,600</b>	<b>622,850</b>	<b>686,850</b>	<b>64,000</b>	<b>10.3%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	26,396	26,700	25,824	(876)	-3.3%
<b>TOTAL ENERGY</b>	<b>26,396</b>	<b>26,700</b>	<b>25,824</b>	<b>(876)</b>	<b>-3.3%</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>101,568</b>	<b>94,555</b>	<b>100,126</b>	<b>5,571</b>	<b>5.9%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>949,899</b>	<b>1,045,578</b>	<b>1,097,873</b>	<b>52,295</b>	<b>5.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>1,069,256</b>	<b>1,054,422</b>	<b>1,032,127</b>	<b>22,295</b>	<b>-2.1%</b>
OVERHEAD ALLOCATION	(872,239)	(1,054,422)	(1,032,127)	22,295	-2.1%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>197,017</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>197,017</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
LEGAL BUDGET  
FISCAL YEAR 2023  
SECTION 5.14**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	302,251	311,000	317,455	6,455	2.1%
FRINGE EXPENSES	48,803	46,844	53,564	6,720	14.3%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>351,054</b>	<b>357,844</b>	<b>371,019</b>	<b>13,175</b>	<b>3.7%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	348,323	375,000	580,000	205,000	54.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>348,323</b>	<b>375,000</b>	<b>580,000</b>	<b>205,000</b>	<b>54.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>9,790</b>	<b>63,210</b>	<b>77,210</b>	<b>14,000</b>	<b>22.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>709,167</b>	<b>796,054</b>	<b>1,028,229</b>	<b>232,175</b>	<b>29.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(709,167)</b>	<b>(796,054)</b>	<b>(1,028,229)</b>	<b>232,175</b>	<b>29.2%</b>
<b>OVERHEAD ALLOCATION</b>	<b>876,071</b>	<b>796,054</b>	<b>1,028,229</b>	<b>232,175</b>	<b>29.2%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>166,904</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>166,904</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
MARKETING BUDGET  
FISCAL YEAR 2023  
SECTION 5.15**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	720,909	766,000	792,519	26,519	3.5%
FRINGE EXPENSES	112,609	124,417	127,701	3,284	2.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>833,518</b>	<b>890,417</b>	<b>920,220</b>	<b>29,803</b>	<b>3.3%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	545,223	571,700	916,700	345,000	60.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>545,223</b>	<b>571,700</b>	<b>916,700</b>	<b>345,000</b>	<b>60.3%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	1,234	1,500	1,191	(309)	-20.6%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>1,234</b>	<b>1,500</b>	<b>1,191</b>	<b>(309)</b>	<b>-20.6%</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,835	-	-	-	-
<b>TOTAL ENERGY</b>	<b>2,835</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>272,195</b>	<b>364,500</b>	<b>350,000</b>	<b>(14,500)</b>	<b>-4.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,655,005</b>	<b>1,828,117</b>	<b>2,188,111</b>	<b>359,994</b>	<b>19.7%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,655,005)</b>	<b>(1,828,117)</b>	<b>(2,188,111)</b>	<b>359,994</b>	<b>19.7%</b>
<b>OVERHEAD ALLOCATION</b>	<b>1,779,432</b>	<b>1,828,117</b>	<b>2,188,111</b>	<b>359,994</b>	<b>19.7%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>124,427</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>124,427</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PLANNING BUDGET  
FISCAL YEAR 2023  
SECTION 5.16**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	611,204	633,000	662,042	29,042	4.6%
FRINGE EXPENSES	93,674	94,698	105,650	10,952	11.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>704,877</b>	<b>727,698</b>	<b>767,692</b>	<b>39,994</b>	<b>5.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	27,545	40,000	70,000	30,000	75.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>27,545</b>	<b>40,000</b>	<b>70,000</b>	<b>30,000</b>	<b>75.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>1,675</b>	<b>5,750</b>	<b>11,750</b>	<b>6,000</b>	<b>104.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>734,097</b>	<b>773,448</b>	<b>849,442</b>	<b>75,994</b>	<b>9.8%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(734,097)</b>	<b>(773,448)</b>	<b>(849,442)</b>	<b>75,994</b>	<b>9.8%</b>
<b>OVERHEAD ALLOCATION</b>	<b>732,334</b>	<b>773,448</b>	<b>849,442</b>	<b>75,994</b>	<b>9.8%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(1,763)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(1,763)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PURCHASING BUDGET  
FISCAL YEAR 2023  
SECTION 5.17**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	983,225	1,013,000	937,689	(75,311)	-7.4%
FRINGE EXPENSES	118,677	134,463	153,594	19,131	14.2%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>1,101,902</b>	<b>1,147,463</b>	<b>1,091,283</b>	<b>(56,180)</b>	<b>-4.9%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	38,080	37,000	38,000	1,000	2.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>38,080</b>	<b>37,000</b>	<b>38,000</b>	<b>1,000</b>	<b>2.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,087	-	-	-	-
<b>TOTAL ENERGY</b>	<b>1,087</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>3,507</b>	<b>14,500</b>	<b>24,700</b>	<b>10,200</b>	<b>70.3%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,144,577</b>	<b>1,198,963</b>	<b>1,153,983</b>	<b>(44,980)</b>	<b>-3.8%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,144,577)</b>	<b>(1,198,963)</b>	<b>(1,153,983)</b>	<b>(44,980)</b>	<b>-3.8%</b>
<b>OVERHEAD ALLOCATION</b>	<b>1,176,290</b>	<b>1,198,963</b>	<b>1,153,983</b>	<b>(44,980)</b>	<b>-3.8%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>31,713</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>31,713</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
REVENUE BUDGET  
FISCAL YEAR 2023  
SECTION 5.18**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	14,090,463	17,349,983	15,800,063	(1,549,920)	-8.9%
<b>TOTAL OPERATING REVENUES</b>	<b>14,090,463</b>	<b>17,349,983</b>	<b>15,800,063</b>	<b>(1,549,920)</b>	<b>-8.9%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	18,388,250	4,075,649	2,300,000	(1,775,649)	-43.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(2,500,000)	800,000	-	(800,000)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(2,500,000)	800,000	-	(800,000)	-100.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>15,888,250</b>	<b>4,875,649</b>	<b>2,300,000</b>	<b>(2,575,649)</b>	<b>-52.8%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>29,978,713</b>	<b>22,225,632</b>	<b>18,100,063</b>	<b>(4,125,569)</b>	<b>-18.6%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
<b>TOTAL PERSONNEL EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NET OPERATING SUBSIDY</b>	<b>14,090,463</b>	<b>17,349,983</b>	<b>18,100,063</b>	<b>(750,080)</b>	<b>4.3%</b>
OVERHEAD ALLOCATION	(16,956,334)	(22,225,632)	(18,100,063)	4,125,569	-18.6%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(2,865,871)</b>	<b>(4,875,649)</b>	<b>-</b>	<b>(4,875,649)</b>	<b>-100.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>13,022,379</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
RISK BUDGET  
FISCAL YEAR 2023  
SECTION 5.19**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	306,498	311,013	320,527	9,514	3.1%
FRINGE EXPENSES	38,527	60,223	52,504	(7,719)	-12.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>345,025</b>	<b>371,236</b>	<b>373,031</b>	<b>1,795</b>	<b>0.5%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	560	-	-	-	-
<b>TOTAL ENERGY</b>	<b>560</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>3,121,364</b>	<b>634,637</b>	<b>1,034,039</b>	<b>399,402</b>	<b>62.9%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>150</b>	<b>300</b>	<b>6,800</b>	<b>6,500</b>	<b>2166.7%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>3,467,099</b>	<b>1,006,173</b>	<b>1,413,870</b>	<b>407,697</b>	<b>40.5%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(3,467,099)</b>	<b>(1,006,173)</b>	<b>(1,413,870)</b>	<b>407,697</b>	<b>40.5%</b>
<b>OVERHEAD ALLOCATION</b>	<b>3,495,953</b>	<b>1,006,173</b>	<b>1,413,870</b>	<b>407,697</b>	<b>40.5%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>28,854</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>28,854</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SECURITY BUDGET  
FISCAL YEAR 2023  
SECTION 5.20**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	158,848	151,500	151,500	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>158,848</b>	<b>151,500</b>	<b>151,500</b>	<b>-</b>	<b>0.0%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>158,848</b>	<b>151,500</b>	<b>151,500</b>	<b>-</b>	<b>0.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	3,658,417	4,322,000	4,687,356	365,356	8.5%
FRINGE EXPENSES	504,424	582,274	655,402	73,128	12.6%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>4,162,840</b>	<b>4,904,274</b>	<b>5,342,758</b>	<b>438,484</b>	<b>8.9%</b>
SECURITY EXPENSES	6,859,946	8,160,000	10,232,805	2,072,805	25.4%
REPAIR/MAINTENANCE SERVICES	2,750	0	-	(0)	-100.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	150,271	100,135	152,356	52,221	52.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>7,012,967</b>	<b>8,260,135</b>	<b>10,385,161</b>	<b>2,125,026</b>	<b>25.7%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	3,652	6,950	6,950	-	0.0%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>3,652</b>	<b>6,950</b>	<b>6,950</b>	<b>-</b>	<b>0.0%</b>
GAS/DIESEL/PROPANE	123,600	179,000	179,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	8,637	2,000	2,000	-	0.0%
<b>TOTAL ENERGY</b>	<b>132,237</b>	<b>181,000</b>	<b>181,000</b>	<b>-</b>	<b>0.0%</b>
<b>RISK MANAGEMENT</b>	<b>30,681</b>	<b>32,000</b>	<b>32,000</b>	<b>-</b>	<b>0.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>51,114</b>	<b>37,900</b>	<b>37,900</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>11,393,491</b>	<b>13,422,259</b>	<b>15,985,769</b>	<b>2,563,510</b>	<b>19.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(11,393,491)</b>	<b>(13,422,259)</b>	<b>(15,985,769)</b>	<b>2,563,510</b>	<b>19.1%</b>
OVERHEAD ALLOCATION	11,893,208	13,270,759	15,834,269	2,563,510	19.3%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>499,717</b>	<b>(151,500)</b>	<b>(151,500)</b>	<b>(0)</b>	<b>0.0%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>658,565</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STORES BUDGET  
FISCAL YEAR 2023  
SECTION 5.21**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	1,053,329	1,091,000	1,139,453	48,453	4.4%
FRINGE EXPENSES	190,382	208,875	199,662	(9,213)	-4.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>1,243,711</b>	<b>1,299,875</b>	<b>1,339,115</b>	<b>39,240</b>	<b>3.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	171,694	185,000	185,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>171,694</b>	<b>185,000</b>	<b>185,000</b>	<b>-</b>	<b>0.0%</b>
LUBRICANTS	11	-	20	20	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	13,885	8,300	14,800	6,500	78.3%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>13,896</b>	<b>8,300</b>	<b>14,820</b>	<b>6,520</b>	<b>78.6%</b>
GAS/DIESEL/PROPANE	125	0	700	700	#####
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,741	-	-	-	-
<b>TOTAL ENERGY</b>	<b>1,866</b>	<b>0</b>	<b>700</b>	<b>700</b>	<b>#####</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>8,182</b>	<b>10,500</b>	<b>13,500</b>	<b>3,000</b>	<b>28.6%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>1,439,349</b>	<b>1,503,675</b>	<b>1,553,135</b>	<b>49,460</b>	<b>3.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(1,439,349)</b>	<b>(1,503,675)</b>	<b>(1,553,135)</b>	<b>49,460</b>	<b>3.3%</b>
<b>OVERHEAD ALLOCATION</b>	<b>1,497,420</b>	<b>1,503,675</b>	<b>1,553,135</b>	<b>49,460</b>	<b>3.3%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>58,071</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>58,071</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TELEPHONE INFORMATION SERVICES BUDGET  
FISCAL YEAR 2023  
SECTION 5.22**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
<b>TOTAL OPERATING REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	649,609	706,000	731,520	25,520	3.6%
FRINGE EXPENSES	108,480	123,000	122,530	(470)	-0.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>758,089</b>	<b>829,000</b>	<b>854,050</b>	<b>25,050</b>	<b>3.0%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>-</b>	<b>500</b>	<b>500</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>758,089</b>	<b>829,500</b>	<b>854,550</b>	<b>25,050</b>	<b>3.0%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(758,089)</b>	<b>(829,500)</b>	<b>(854,550)</b>	<b>25,050</b>	<b>3.0%</b>
<b>OVERHEAD ALLOCATION</b>	<b>764,081</b>	<b>829,500</b>	<b>854,550</b>	<b>25,050</b>	<b>3.0%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>5,992</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>5,992</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
TRANSIT STORE BUDGET  
FISCAL YEAR 2023  
SECTION 5.23**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	5,748	5,000	5,000	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>5,748</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>0.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COMBINED REVENUES</b>	<b>5,748</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>0.0%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	328,991	356,000	377,620	21,620	6.1%
FRINGE EXPENSES	56,730	53,947	57,538	3,591	6.7%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>385,721</b>	<b>409,947</b>	<b>435,158</b>	<b>25,211</b>	<b>6.1%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	2,300	4,000	5,620	1,620	40.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>2,300</b>	<b>4,000</b>	<b>5,620</b>	<b>1,620</b>	<b>40.5%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	173	-	-	-	-
<b>TOTAL ENERGY</b>	<b>173</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>2,230</b>	<b>6,000</b>	<b>6,000</b>	<b>-</b>	<b>0.0%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>390,424</b>	<b>419,947</b>	<b>446,778</b>	<b>26,831</b>	<b>6.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(384,676)</b>	<b>(414,947)</b>	<b>(441,778)</b>	<b>26,831</b>	<b>6.5%</b>
<b>OVERHEAD ALLOCATION</b>	<b>391,374</b>	<b>414,947</b>	<b>441,778</b>	<b>26,831</b>	<b>6.5%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>6,698</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>6,698</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OTHER ACTIVITIES BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 6.01**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,288,697	658,662	747,415	88,753	13.5%
<b>TOTAL OPERATING REVENUES</b>	<b>1,288,697</b>	<b>658,662</b>	<b>747,415</b>	<b>88,753</b>	<b>13.5%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	(0)	-	0	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(496,877)	57,344	9,558	(47,786)	-83.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(496,877)	57,344	9,558	(47,786)	-83.3%
<b>TOTAL NON OPERATING REVENUE</b>	<b>(496,877)</b>	<b>57,344</b>	<b>9,558</b>	<b>(47,786)</b>	<b>-83.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>791,819</b>	<b>716,006</b>	<b>756,973</b>	<b>40,967</b>	<b>5.7%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	371,621	287,019	297,000	9,981	3.5%
FRINGE EXPENSES	202,467	170,675	174,935	4,260	2.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>574,088</b>	<b>457,694</b>	<b>471,935</b>	<b>14,241</b>	<b>3.1%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	4,018	4,000	4,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	72,822	58,730	58,600	(130)	-0.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>76,840</b>	<b>62,730</b>	<b>62,600</b>	<b>(130)</b>	<b>-0.2%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	834	500	527	27	5.4%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>834</b>	<b>500</b>	<b>527</b>	<b>27</b>	<b>5.4%</b>
GAS/DIESEL/PROPANE	6,217	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	6,965	2,126	-	(2,126)	-100.0%
<b>TOTAL ENERGY</b>	<b>13,182</b>	<b>9,126</b>	<b>7,000</b>	<b>(2,126)</b>	<b>-23.3%</b>
<b>RISK MANAGEMENT</b>	<b>43,218</b>	<b>91,760</b>	<b>97,401</b>	<b>5,641</b>	<b>6.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>56,533</b>	<b>66,925</b>	<b>64,859</b>	<b>(2,066)</b>	<b>-3.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
VEHICLE / FACILITY LEASE	(7,392)	25,750	25,608	(142)	-0.6%
<b>TOTAL OPERATING EXPENSES</b>	<b>757,304</b>	<b>714,485</b>	<b>729,930</b>	<b>15,445</b>	<b>2.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>531,393</b>	<b>(55,823)</b>	<b>17,485</b>	<b>(73,308)</b>	<b>-131.3%</b>
OVERHEAD ALLOCATION	(34,516)	(1,521)	(27,043)	(25,522)	1677.8%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>496,877</b>	<b>(57,344)</b>	<b>(9,558)</b>	<b>(47,786)</b>	<b>-83.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>0.0%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FOR-HIRE VEHICLE (FHV) ADMINISTRATION BUDGET  
FISCAL YEAR 2023  
SECTION 6.02**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	931,650	498,662	587,415	88,753	17.8%
<b>TOTAL OPERATING REVENUES</b>	<b>931,650</b>	<b>498,662</b>	<b>587,415</b>	<b>88,753</b>	<b>17.8%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	(0)	-	0	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(261,920)	61,666	14,003	(47,663)	-77.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(261,920)	61,666	14,003	(47,663)	-77.3%
<b>TOTAL NON OPERATING REVENUE</b>	<b>(261,920)</b>	<b>61,666</b>	<b>14,003</b>	<b>(47,663)</b>	<b>-77.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>669,730</b>	<b>560,328</b>	<b>601,418</b>	<b>41,090</b>	<b>7.3%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	358,995	280,019	292,000	11,981	4.3%
FRINGE EXPENSES	188,597	167,318	171,276	3,958	2.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>547,593</b>	<b>447,337</b>	<b>463,276</b>	<b>15,939</b>	<b>3.6%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	4,018	4,000	4,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	26,904	23,630	23,500	(130)	-0.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>30,922</b>	<b>27,630</b>	<b>27,500</b>	<b>(130)</b>	<b>-0.5%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	834	500	527	27	5.4%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>834</b>	<b>500</b>	<b>527</b>	<b>27</b>	<b>5.4%</b>
GAS/DIESEL/PROPANE	6,217	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	6,965	2,126	-	(2,126)	-100.0%
<b>TOTAL ENERGY</b>	<b>13,182</b>	<b>9,126</b>	<b>7,000</b>	<b>(2,126)</b>	<b>-23.3%</b>
<b>RISK MANAGEMENT</b>	<b>13,444</b>	<b>9,000</b>	<b>9,000</b>	<b>-</b>	<b>0.0%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>36,631</b>	<b>39,464</b>	<b>41,464</b>	<b>2,000</b>	<b>5.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
VEHICLE / FACILITY LEASE	(7,392)	25,750	25,608	(142)	-0.6%
<b>TOTAL OPERATING EXPENSES</b>	<b>635,214</b>	<b>558,807</b>	<b>574,375</b>	<b>15,568</b>	<b>2.8%</b>
<b>NET OPERATING SUBSIDY</b>	<b>296,436</b>	<b>(60,145)</b>	<b>13,040</b>	<b>(73,185)</b>	<b>-121.7%</b>
OVERHEAD ALLOCATION	(34,516)	(1,521)	(27,043)	(25,522)	1677.8%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>261,920</b>	<b>(61,666)</b>	<b>(14,003)</b>	<b>(47,663)</b>	<b>-77.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SAN DIEGO AND ARIZONA EASTERN RAILROAD BUDGET  
FISCAL YEAR 2023  
SECTION 6.03**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE BUDGET/ AMENDED</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	357,047	160,000	160,000	-	0.0%
<b>TOTAL OPERATING REVENUES</b>	<b>357,047</b>	<b>160,000</b>	<b>160,000</b>	<b>-</b>	<b>0.0%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(234,957)	(4,322)	(4,445)	(123)	2.8%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(234,957)	(4,322)	(4,445)	(123)	2.8%
<b>TOTAL NON OPERATING REVENUE</b>	<b>(234,957)</b>	<b>(4,322)</b>	<b>(4,445)</b>	<b>(123)</b>	<b>2.8%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>122,090</b>	<b>155,678</b>	<b>155,555</b>	<b>(123)</b>	<b>-0.1%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	12,626	7,000	5,000	(2,000)	-28.6%
FRINGE EXPENSES	13,870	3,357	3,659	302	9.0%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>26,496</b>	<b>10,357</b>	<b>8,659</b>	<b>(1,698)</b>	<b>-16.4%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	45,918	35,100	35,100	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>45,918</b>	<b>35,100</b>	<b>35,100</b>	<b>-</b>	<b>0.0%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
<b>TOTAL ENERGY</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RISK MANAGEMENT</b>	<b>29,774</b>	<b>82,760</b>	<b>88,401</b>	<b>5,641</b>	<b>6.8%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>19,902</b>	<b>27,461</b>	<b>23,395</b>	<b>(4,066)</b>	<b>-14.8%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>122,090</b>	<b>155,678</b>	<b>155,555</b>	<b>(123)</b>	<b>-0.1%</b>
<b>NET OPERATING SUBSIDY</b>	<b>234,957</b>	<b>4,322</b>	<b>4,445</b>	<b>(123)</b>	<b>2.8%</b>
OVERHEAD ALLOCATION	-	-	-	-	-
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>234,957</b>	<b>4,322</b>	<b>4,445</b>	<b>(123)</b>	<b>2.8%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Summary of Debt-Service Activities  
Proposed Budget Fiscal Year 2023  
Section 7.01

Overview

This section reviews the debt service activities of MTS's operating budget. There is just one remaining MTS financing program: the 2004 pension obligation bonds.

Pension Obligation Bonds (POBs)

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

Debt service for the fixed rate bonds for FY23 is \$3,157,000. This amount is budgeted in MTS bus operations with \$172,000 (interest component) budgeted in debt service and \$2,985,000 (principal portion) budgeted as a fringe benefit (pension) cost. While there is no directly tied funding source, funding comes from a variety of sources including TDA funds.

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
DEBT SERVICE SCHEDULE  
FISCAL YEARS 2023 - 2025  
SECTION 7.02**

<b>Fiscal Year</b>	<b>2004 Fixed Pension Obligation (Operations)</b>	<b>Grand Total MTS Debt Service</b>
2023	3,156,881	3,156,881
2024	1,892,509	1,892,509
2025	-	-
<b>Total</b>	<b>\$ 5,049,390</b>	<b>\$ 5,049,390</b>

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Summary of Significant Capital Activities  
Proposed Budget Fiscal Year 2023  
Section 8.01

Development of the MTS Fiscal Year 2023 Capital Improvement Program (CIP)

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

The CIP process began in September 2021 with the "call for projects". Each MTS agency, MTS Administration, San Diego Transit Corporation, San Diego Trolley, Inc., and SANDAG, submitted its capital project requests in priority order. The lists were consolidated for review by Finance staff. A meeting of members of the CIP Budget Development Committee was held to review and to develop a CIP recommendation for FY23 ensuring that operationally critical projects were funded. The Chief Executive Officer (CEO) approved the prioritization of those capital requests. The FY23 MTS CIP was approved by the MTS Board of Directors on April 14, 2022.

The approved budget included funding \$59.0 million for preventative maintenance, \$4.6 million for ADA Operations, and \$212,957 in SANDAG planning studies. The remaining projects compete for the balance of available funding after the preventive maintenance has been taken into consideration.

CIP Revenues

For FY23, there is \$107.6 million in available federal, state and local funding sources, which are detailed in Section 8.02. Recurring revenue sources total \$73.2 million in the FY23 CIP in the form of federal formula revenues, TDA, STA, and LCTOP. Descriptions of these recurring revenue sources are included in Section 3.01.

Non-recurring funding of \$34.4 million makes up the balance of the CIP revenues. A large part of this funding is made up of \$12.0 million of federal Regional Surface Transportation Program (RSTP) funding, which SANDAG is providing to MTS through FY25 to fund the replacement of the SD100 light rail vehicle fleet. Other sources of one-time funding include \$5.6 million in TIRCP competitive grant awards and \$3.9 million in alternative fuel credits that are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. An additional \$12.9 million of other one-time funding has also been included in the FY23 CIP. This balance includes transfers from older closed capital projects, proceeds from land sales, and grants from the Affordable Housing and Sustainable Communities program.

Section 8.04 details the cumulative funding by revenue source for the approved projects. Final decisions on the funding sources would be made during the FY23 CIP implementation process in order to maximize the availability and flexibility of funding.

### CIP Project List

The capital project list in Section 8.03 represents the five-year, unconstrained need for the MTS operators. After the most critical projects for FY23 were funded, the remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years. The FY23 funding level represent 70.7 percent of the total project needs after funding preventative maintenance.

Section 8.05 lists the descriptions of MTS administered projects that were determined to be the most critical to fund for the upcoming fiscal year. Of the \$107.6 million available after preventative maintenance and SANDAG planning studies, \$66.3 million (or 61.6 percent) has been dedicated to Revenue Vehicle replacement for the ongoing upkeep of the MTS fleet of service vehicles. \$13.9 million (or 12.9 percent) has been dedicated to Faculty and Construction projects, \$11.8 million (or 11.0 percent) has been dedicated to Rail Infrastructure projects, \$4.0 million (or 3.8 percent) has been dedicated to equipment purchases, and \$11.5 million (or 10.7 percent) has been dedicated to Major Initiatives. Major Initiatives include installing Zero Emission Bus (ZEB) infrastructure at each division, purchasing land for and construction of a new Division Six bus facility to accommodate service expansion and the ZEB transition plan, construction of a third track in El Cajon funded by a TIRCP competitive grant award, design for the San Ysidro Transit Center, and an allocation of funding to implement recommendations from the newly created Social Equity Listening Tour.

### Five-Year Capital Program Projections

Section 8.06 summarizes a high-level look at the five-year capital program. The federal 5307, 5337, and 5339 funding levels are projected by SANDAG to hold flat through FY27, although these figures are expected to change significantly over the coming months. On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law, reauthorizing surface transportation programs through Federal FY (FFY) 2026. The Bipartisan Infrastructure Law is expected to provide a substantial increase in FTA formula funds, but official appropriations have not been published by the FTA, and are thus not reflected in the current five-year forecast. 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 \$994.2 million. Projected deficits from FY23 to FY27 total \$531.3 million. The ratio of total funding to total capital needs over the five-year term is projected at 46.6 percent.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - REVENUES (in 000's)**  
**FISCAL YEAR 2023**  
**SECTION 8.02**

<b>Funding Description</b>	<b>Total</b>
Federal - 5307 Funding Estimate	\$ 45,930
Federal - 5337 Funding Estimate	28,318
Federal - 5339 Funding Estimate	4,318
Federal RSTP	12,000
California Transportation Development Act (TDA)	33,836
California State Transit Assistance (STA/SB1)	19,669
California State of Good Repair (SGR)	4,952
California Cap and Trade (LCTOP)	-
California Cap and Trade (TIRCP)	5,585
IRS Compressed Natural Gas Credits	3,932
Other	12,899
<b>Total Available Funding</b>	<b>\$ 171,438</b>
Preventive Maintenance - Federal 5307	\$ (30,682)
Preventive Maintenance - Federal 5337	(28,318)
ADA Operation - Federal 5307	(4,593)
SANDAG Planning Study - Local Match	(213)
<b>Total Preventative Maintenance/SANDAG Planning</b>	<b>\$ (63,806)</b>
<b>Available Funding for Capital Program</b>	<b>\$ 107,632</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - PROJECTS (in 000's)**  
**FISCAL YEAR 2023**  
**SECTION 8.03**

**PROJECT SUBMITTALS:**

Division	Project Name	Funded Thru FY 2022	FY23 Request	FY 2023 Funded	FY 2024	FY 2025	FY 2026	FY 2027	BUDGET FY23 - FY27	TOTAL BUDGET
MTS Admin	America Plaza Pedestrian Enhancements	1,400	3,294	3,294	-	-	-	-	3,294	4,694
MTS Admin	Social Equity Listening Tour	-	3,000	3,000	2,000	2,000	-	-	11,000	11,000
MTS Admin	Grantville Station Improvements	-	1,995	1,995	-	-	-	-	1,995	1,995
MTS Admin	Server Refresh - FY23	-	1,221	1,221	260	310	300	485	2,576	2,576
MTS Admin	Davra System Enhancements	-	668	668	-	600	-	600	1,868	1,868
MTS Admin	ADA Bus Stop Improvements - FY23	-	600	600	-	-	-	-	600	600
MTS Admin	Pyramid Building Repairs	500	600	600	-	-	-	-	600	1,100
MTS Admin	East Village AHSC Rapid Stations	-	550	550	-	-	-	-	550	550
MTS Admin	Miscellaneous Capital - FY23	-	462	462	-	-	1,000	-	1,462	1,462
MTS Admin	Network Equipment Refresh - FY23	-	400	400	400	400	600	400	2,200	2,200
MTS Admin	San Ysidro Transit Center Planning & Design	1,250	331	331	2,469	15,000	15,000	-	32,800	34,050
MTS Admin	CCTV Installation and Upgrade - FY23	-	175	175	200	225	250	495	1,345	1,345
MTS Admin	Copier Replacement - FY23	-	126	126	-	-	-	-	126	126
MTS Admin	Data Storage Refresh - FY23	-	100	100	100	125	781	100	1,206	1,206
SDTC	Bus Procurement - FY23	-	35,028	35,028	33,940	33,267	45,630	50,886	198,751	198,751
SDTC	KMD Shop Hoists	3,032	1,925	1,925	-	-	-	-	1,925	4,957
SDTC	KMD CNG Compressor Replacement	-	1,699	1,699	-	-	-	-	1,699	1,699
SDTC	Imperial Ave Division ZEB Overhead Charging	-	1,055	1,055	-	-	-	-	1,055	1,055
SDTC	Southbay Bus Maintenance Facility - Building Demolition	-	758	758	-	-	-	-	758	758
SDTC	Iris Rapid - Charging Infrastructure	8,955	-	-	-	-	-	-	-	8,955
SDTC	Kearny Mesa Division ZEB Overhead Charging	-	500	500	-	-	-	-	500	500
SDTC	Imperial Ave Division Generator Replacement	-	430	430	-	-	-	-	430	430
SDTC	Iris Rapid - BEB Procurement	16,646	800	800	-	-	-	-	800	17,446
SDTI	SD100 Light Rail Vehicle Replacement	137,358	30,500	30,500	32,000	11,060	-	-	73,560	210,918
SDTI	El Cajon Third Track	5,100	6,650	6,650	-	-	-	-	6,650	11,750
SDTI	Green Line Double Tracks	9,964	4,000	4,000	-	-	-	-	4,000	13,964
SDTI	Signal Upgrade for El Cajon 3rd Track - INT E26	-	2,050	2,050	-	-	-	-	2,050	2,050
SDTI	Grade Crossing Replacement - FY23	-	1,685	1,685	8,244	3,155	4,210	702	17,996	17,996
SDTI	ARINC Integration	-	1,300	1,300	-	-	-	-	1,300	1,300
SDTI	Station Trackway Replacement	-	1,240	1,240	3,000	1,750	-	-	5,990	5,990
SDTI	S85 Retaining Wall	-	900	900	-	-	-	-	900	900
SDTI	Rio Vista Platform Design Phase II	640	500	500	1,500	-	-	-	2,000	2,640
SDTI	Special Trackwork Replacement	-	500	500	6,500	2,200	-	-	9,200	9,200
SDTI	Substation Replacement	-	480	480	8,525	16,770	14,300	350	40,425	40,425
SDTI	Fencing Replacement - FY23	-	350	350	200	200	200	200	1,150	1,150
SDTI	Downtown Parallel Feeder Cable	-	350	350	3,000	2,000	-	-	5,350	5,350
SDTI	Building C Fans	-	250	250	-	-	-	-	250	250
SDTI	12th Imperial & India St WSD to H&K Detection System	-	200	200	1,900	-	-	-	2,100	2,100
SDTI	Station Cleaning Equipment - FY23	-	110	110	75	50	50	75	360	360
SDTI	HVAC Improvements - FY23	-	100	100	140	180	110	-	530	530
MTS Admin	Document Management System - FY23	-	252	-	-	-	-	300	552	552
MTS Admin	Bus Yard Wireless Network Replacement - FY23	-	240	-	250	250	250	250	1,240	1,240
SDTC	FY23 Bus Procurement - Rapid	-	22,818	-	16,082	-	24,373	-	63,272	63,272
SDTC	New Transit Facility	-	5,000	-	5,000	50,000	60,000	50,000	170,000	170,000
SDTC	Southbay ZEB Overhead Charging Infrastructure	-	3,000	-	-	-	-	-	3,000	3,000
SDTC	Kearny Mesa Division CNG Dispenser Replacement	-	473	-	-	-	-	-	473	473
SDTC	Southbay Bus Maintenance Facility CNG Dryer Replacement	-	413	-	-	-	-	-	413	413

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - PROJECTS (in 000's)**  
**FISCAL YEAR 2023**  
**SECTION 8.03**

**PROJECT SUBMITTALS:**

Division	Project Name	Funded Thru FY 2022	FY23 Request	FY 2023 Funded	FY 2024	FY 2025	FY 2026	FY 2027	BUDGET FY23 - FY27	TOTAL BUDGET
SDTC	Southbay Bus Maintenance Facility Mobile Column Lift Replac	-	150	-	-	-	-	-	150	150
SDTC	Southbay Bus Maintenance Facility 3620 HVAC & Roof Repa	-	125	-	-	-	-	-	125	125
SDTC	Copley Parke Division Modular Building Replacement Plannin	-	122	-	-	-	-	-	122	122
SDTI	Station Elevators	-	2,750	-	350	-	-	-	3,100	3,100
SDTI	ABS Signaling Between Francis and 32nd St	-	1,400	-	-	-	-	-	1,400	1,400
SDTI	Orange Line Grade Crossing Approach & Signal	-	1,400	-	-	-	-	-	1,400	1,400
SDTI	Grade Crossing Replacement	-	1,390	-	-	-	-	-	1,390	1,390
SDTI	Station Shelter Replacement	-	1,200	-	-	-	-	-	1,200	1,200
SDTI	Street Trackage Pavement Replacement	-	1,200	-	2,285	2,323	2,560	2,511	10,879	10,879
SDTI	Overhead Catenary System	-	500	-	4,667	4,667	4,667	4,667	19,168	19,168
SDTI	Massachusetts to San Altos Drainage Improvement	-	500	-	5,000	500	-	-	6,000	6,000
SDTI	ABS Between Francis St and Euclid Ave	-	400	-	5,000	-	-	-	5,400	5,400
SDTI	Grade Crossing Warning System	-	300	-	2,000	1,200	1,200	1,200	5,900	5,900
SDTI	Wayside Signal Replacement	-	100	-	1,180	1,190	2,190	1,165	5,825	5,825
MTS Admin	SAP Upgrade Warehouse Bar Code Implementation	-	700	-	-	-	-	-	700	700
SDTI	Drainage Improvements	-	100	-	1,600	2,900	-	-	4,600	4,600
SDTI	On-Track Equipment Replacement	-	150	-	250	-	-	-	400	400
SDTI	Airport Trolley	-	-	-	-	10,000	10,000	25,000	45,000	45,000
SDTC	Smart Charging Infrastructure	-	-	-	2,000	2,000	2,000	-	6,000	6,000
SDTC	Transit Service Trucks	-	-	-	345	-	665	-	1,010	1,010
SDTC	RTMS Updates	-	-	-	1,500	250	-	750	2,500	2,500
SDTC	KMD Upgrades	-	-	-	1,730	8,815	6,090	850	17,485	17,485
SDTC	IAD Upgrades	-	-	-	8,095	4,525	350	1,425	14,395	14,395
SDTC	SBMF Upgrades	-	-	-	1,370	2,940	7,330	4,400	16,040	16,040
SDTC	CPD Upgrades	-	-	-	1,265	1,520	3,190	1,005	6,980	6,980
SDTC	ECD Upgrades	-	-	-	720	1,090	8,570	6,180	16,560	16,560
SDTC	ZEB Hydrogen Storage	-	-	-	-	-	1,120	5,095	6,215	6,215
SDTC	Automatic Passenger Counters	-	-	-	1,200	-	-	-	1,200	1,200
SDTI	"C" Yard Expansion	-	-	-	1,000	5,000	-	-	6,000	6,000
SDTI	Double Crossover Switches - Francis ST Horton	-	-	-	600	4,000	-	-	4,600	4,600
SDTI	E8 & E10 Interlocking Upgrades	-	-	-	200	2,500	-	-	2,700	2,700
SDTI	Euclid Grade Separation	-	-	-	150	550	800	15,000	16,500	16,500
SDTI	Rail Replacement	-	-	-	250	1,100	-	-	1,350	1,350
SDTI	System Wide UPS & Battery Upgrade	-	-	-	200	-	-	-	200	200
SDTI	Building A Roll Up Doors	-	-	-	-	-	-	350	350	350
SDTI	SDTI Buildings Roof Replacements and Upgrades	-	-	-	350	-	-	350	700	700
SDTI	Replace Forklift (Small)	-	-	-	-	-	-	-	-	-
SDTI	A building Wheel Truing Machine Replacement	-	-	-	3,000	-	-	-	3,000	3,000
SDTI	SD7 Replacement	-	-	-	-	-	10,566	10,566	21,132	21,132
MTS Admin	IMT Transit Center Expansion	-	-	-	2,000	6,000	7,000	-	15,000	15,000
MTS Admin	Security Portable Office Space	-	-	-	400	-	-	-	400	400
MTS Admin	Southwestern Rapid	-	-	-	1,000	11,000	-	-	12,000	12,000
MTS Admin	Trolley Station Network Communication Equipment	-	-	-	-	2,000	1,000	-	3,000	3,000
MTS Admin	Board Room Audio/Video Refresh	-	-	-	-	300	-	-	300	300
MTS Admin	Bus VMS Signs	-	-	-	-	-	-	110	110	110
MTS Admin	Communication Cabinets UPS & Batteries	-	-	-	-	-	-	300	300	300
MTS Admin	CTC Technology Refresh (AIM)	-	-	-	-	-	-	300	300	300

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - PROJECTS (in 000's)**  
**FISCAL YEAR 2023**  
**SECTION 8.03**

**PROJECT SUBMITTALS:**

Division	Project Name	Funded Thru FY 2022	FY23 Request	FY 2023 Funded	FY 2024	FY 2025	FY 2026	FY 2027	BUDGET FY23 - FY27	TOTAL BUDGET
MTS Admin	SAP S4/HANA Migration to the Cloud (FY25).	-	-	-	-	5,000	-	-	5,000	5,000
MTS Admin	Trapeze IVR upgrade (FY27)	-	-	-	-	-	-	120	120	120
MTS Admin	Trolley Platform VMS Sign Upgrades	-	-	-	810	810	810	810	3,240	3,240
MTS Admin	Trolley Right of Way Lidar Imagery Refresh	-	-	-	120	-	120	-	240	240
MTS Admin	Trolley Station PA System Upgrades	-	-	-	200	-	-	-	200	200
MTS Admin	Website & Intranet Upgrade (FY27)	-	-	-	-	-	-	300	300	300
MTS Admin	Palm Tree Removal	-	750	750	-	-	-	-	750	750
		184,845	152,315	107,632	176,622	221,722	239,282	189,297	979,237	1,164,082

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - CUMMULATIVE THROUGH FISCAL YEAR 2023 (in 000's)**  
**FISCAL YEAR 2023**  
**SECTION 8.04**

Att.A, AI 25, 05/12/22

FUNDING SOURCES											
Project Name	Funded thru FY22	FY23 Funded	5307	5337	5339	Federal RSTP	TDA	STA/SB1 SGR	LCTOP	TIRCP	Other
America Plaza Pedestrian Enhancements	\$ 1,400	\$ 3,294	\$ -	\$ -	\$ -	\$ -	\$ 659	\$ -	\$ -	\$ 2,635	\$ -
Social Equity Listening Tour	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -
Grantville Station Improvements	\$ -	\$ 1,995	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,995
Server Refresh - FY23	\$ -	\$ 1,221	\$ -	\$ -	\$ -	\$ -	\$ 1,221	\$ -	\$ -	\$ -	\$ -
Davra System Enhancements	\$ -	\$ 668	\$ -	\$ -	\$ -	\$ -	\$ 668	\$ -	\$ -	\$ -	\$ -
ADA Bus Stop Improvements - FY23	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -
Pyramid Building Repairs	\$ 500	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -
East Village AHSC Rapid Stations	\$ -	\$ 550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 550
Miscellaneous Capital - FY23	\$ -	\$ 462	\$ -	\$ -	\$ -	\$ -	\$ 462	\$ -	\$ -	\$ -	\$ -
Network Equipment Refresh - FY23	\$ -	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ -	\$ -	\$ -
San Ysidro Transit Center Planning & Design	\$ 1,250	\$ 331	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 331
CCTV Installation and Upgrade - FY23	\$ -	\$ 175	\$ -	\$ -	\$ -	\$ -	\$ 175	\$ -	\$ -	\$ -	\$ -
Copier Replacement - FY23	\$ -	\$ 126	\$ -	\$ -	\$ -	\$ -	\$ 126	\$ -	\$ -	\$ -	\$ -
Data Storage Refresh - FY23	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -
Bus Procurement - FY23	\$ -	\$ 35,028	\$ -	\$ -	\$ 4,318	\$ -	\$ 1,768	\$ 19,669	\$ -	\$ -	\$ 9,273
KMD Shop Hoists	\$ 3,032	\$ 1,925	\$ -	\$ -	\$ -	\$ -	\$ 1,925	\$ -	\$ -	\$ -	\$ -
KMD CNG Compressor Replacement	\$ -	\$ 1,699	\$ -	\$ -	\$ -	\$ -	\$ 1,699	\$ -	\$ -	\$ -	\$ -
Imperial Ave Division ZEB Overhead Charging	\$ -	\$ 1,055	\$ -	\$ -	\$ -	\$ -	\$ 305	\$ -	\$ -	\$ -	\$ 750
Southbay Bus Maintenance Facility - Building Demolition	\$ -	\$ 758	\$ -	\$ -	\$ -	\$ -	\$ 758	\$ -	\$ -	\$ -	\$ -
Kearny Mesa Division ZEB Overhead Charging	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -
Imperial Ave Division Generator Replacement	\$ -	\$ 430	\$ -	\$ -	\$ -	\$ -	\$ 430	\$ -	\$ -	\$ -	\$ -
Iris Rapid - BEB Procurement	\$ 16,646	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ -	\$ -	\$ -
SD100 Light Rail Vehicle Replacement	\$ 137,358	\$ 30,500	\$ 10,654	\$ -	\$ -	\$ 12,000	\$ 2,893	\$ 4,952	\$ -	\$ -	\$ -
El Cajon Third Track	\$ 5,100	\$ 6,650	\$ -	\$ -	\$ -	\$ -	\$ 3,700	\$ -	\$ -	\$ 2,950	\$ -
Green Line Double Tracks	\$ 9,964	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ 68	\$ -	\$ -	\$ -	\$ 3,932
Signal Upgrade for El Cajon 3rd Track - INT E26	\$ -	\$ 2,050	\$ -	\$ -	\$ -	\$ -	\$ 2,050	\$ -	\$ -	\$ -	\$ -
Grade Crossing Replacement - FY23	\$ -	\$ 1,685	\$ -	\$ -	\$ -	\$ -	\$ 1,685	\$ -	\$ -	\$ -	\$ -
ARINC Integration	\$ -	\$ 1,300	\$ -	\$ -	\$ -	\$ -	\$ 1,300	\$ -	\$ -	\$ -	\$ -
Station Trackway Replacement	\$ -	\$ 1,240	\$ -	\$ -	\$ -	\$ -	\$ 1,240	\$ -	\$ -	\$ -	\$ -
S85 Retaining Wall	\$ -	\$ 900	\$ -	\$ -	\$ -	\$ -	\$ 900	\$ -	\$ -	\$ -	\$ -
Rio Vista Platform Design Phase II	\$ 640	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -
Special Trackwork Replacement	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -
Substation Replacement	\$ -	\$ 480	\$ -	\$ -	\$ -	\$ -	\$ 480	\$ -	\$ -	\$ -	\$ -
Fencing Replacement - FY23	\$ -	\$ 350	\$ -	\$ -	\$ -	\$ -	\$ 350	\$ -	\$ -	\$ -	\$ -
Downtown Parallel Feeder Cable	\$ -	\$ 350	\$ -	\$ -	\$ -	\$ -	\$ 350	\$ -	\$ -	\$ -	\$ -
Building C Fans	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ -
12th Imperial & India St WSD to H&K Detection System	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -
Station Cleaning Equipment - FY23	\$ -	\$ 110	\$ -	\$ -	\$ -	\$ -	\$ 110	\$ -	\$ -	\$ -	\$ -
HVAC Improvements - FY23	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -
Palm Tree Removal	\$ -	\$ 750	\$ -	\$ -	\$ -	\$ -	\$ 750	\$ -	\$ -	\$ -	\$ -

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
 APPROVED CAPITAL BUDGET - CUMMULATIVE THROUGH FISCAL YEAR 2023 (in 000's)  
 FISCAL YEAR 2023  
 SECTION 8.04

Project Name	Funded thru FY22	FY23 Funded	FUNDING SOURCES								
			5307	5337	5339	Federal RSTP	TDA	STA/SB1 SGR	LCTOP	TIRCP	Other
	\$ 175,890	\$ 107,632	\$ 10,654	\$ -	\$ 4,318	\$ 12,000	\$ 33,623	\$ 24,621	\$ -	\$ 5,585	\$ 16,830

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CAPITAL BUDGET - INDIVIDUAL FUNDED PROJECT DESCRIPTION FOR FISCAL YEAR 2023 (in 000's)**  
**Section 8.05**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY23			
		Budget	Federal	State/Local	Other
1572	<u>Rail Ops - SD100 Light Rail Vehicle Replacement</u>	30,500	22,654	7,846	-
1563	<u>Replacement SD100 Light Rail Vehicle Fleet</u> <u>Bus Ops - Bus Procurement - FY23</u>	35,028	4,318	30,710	-
1534	<u>Procurement of 40' and Mini buses</u> <u>Rail Ops - El Cajon Third Track</u>	6,650	-	6,650	-
1533	<u>Construction of El Cajon Transit Center Third Track</u> <u>Rail Ops - Green Line Double Tracks</u>	4,000	-	68	3,932
1499	<u>Green Line Imperial Ave Transit Center Double Tracking</u> <u>Admin - America Plaza Pedestrian Enhancements</u>	3,294	-	3,294	-
1517	<u>America Plaza Pedestrian Enhancements</u> <u>Admin - Social Equity Listening Tour</u>	3,000	-	3,000	-
1541	<u>Social Equity Listening Tour</u> <u>Rail Ops - Signal Upgrade for El Cajon 3rd Track - INT E26</u>	2,050	-	2,050	-
1535	<u>Signal Upgrade for El Cajon 3rd Track</u> <u>Admin - Grantville Station Improvements</u>	1,995	-	1,995	-
1511	<u>Grantville Station Improvements</u> <u>Bus Ops - KMD Shop Hoists</u>	1,925	-	1,925	-
1502	<u>Replacement of shop hoist at Kearny Mesa Division</u> <u>Bus Ops - KMD CNG Compressor Replacement</u>	1,699	-	1,699	-
1479	<u>CNG Compressor Replacement at Kearny Mesa Division</u> <u>Rail Ops - Grade Crossing Replacement - FY23</u>	1,685	-	1,685	-
1488	<u>Replacement of grade crossing</u> <u>Rail Ops - ARINC Integration</u>	1,300	-	1,300	-
1480	<u>ARINC Integration</u> <u>Rail Ops - Station Trackway Replacement</u>	1,240	-	1,240	-
1510	<u>Station Trackway Replacement</u> <u>Admin - Server Refresh - FY23</u>	1,221	-	1,221	-
1506	<u>Server Refresh</u> <u>Bus Ops - Imperial Ave Division ZEB Overhead Charging</u>	1,055	750	305	-
1476	<u>ZEB Overhead Charging at Imperial Ave Division</u> <u>Rail Ops - S85 Retaining Wall</u>	900	-	900	-
1529	<u>S85 Retaining Wall</u> <u>Bus Ops - Southbay Bus Maintenance Facility - Building Demolition</u>	758	-	758	-
2001	<u>Building Demolition at Southbay Bus Maintenance Facility</u> <u>Rail Ops - Palm Tree Removal</u>	750	-	750	-
1512	<u>Removal of palm trees</u> <u>Admin - Davra System Enhancements</u>	668	-	668	-
1495	<u>Davra System Enhancements</u> <u>Admin - ADA Bus Stop Improvements - FY23</u>	600	-	600	-
1500	<u>ADA Bus Stop Improvements</u> <u>Admin - Pyramid Building Repairs</u>	600	-	600	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**CAPITAL BUDGET - INDIVIDUAL FUNDED PROJECT DESCRIPTION FOR FISCAL YEAR 2023 (in 000's)**  
**Section 8.05**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY23			
		Budget	Federal	State/Local	Other
1532	Pyramid Building Repairs				
	Admin - East Village AHSC Rapid Stations	550	-	550	-
1557	East Village Rapid Stations Improvements				
	Admin - Miscellaneous Capital - FY23	462	-	462	-
1504	Miscellaneous Capital				
	Bus Ops - Kearny Mesa Division ZEB Overhead Charging	500	-	500	-
1571	ZEB Overhead Charging at Kearny Mesa Division				
	Rail Ops - Rio Vista Platform Design Phase II	500	-	500	-
1481	Rio Vista Platform Design Phase II				
	Rail Ops - Special Trackwork Replacement	500	-	500	-
1486	Special Trackwork Replacement				
	Rail Ops - Substation Replacement	480	-	480	-
1505	Replacement of substations				
	Bus Ops - Imperial Ave Division Generator Replacement	430	-	430	-
1508	Generator Replacement at Imperial Ave Division				
	Admin - Network Equipment Refresh - FY23	400	-	400	-
1543	Network Equipment Refresh				
	Rail Ops - Fencing Replacement - FY23	350	-	350	-
1489	Fencing Replacement				
	Rail Ops - Downtown Parallel Feeder Cable	350	-	350	-
1558	Downtown Parallel Feeder Cable				
	Admin - San Ysidro Transit Center Planning & Design	331	-	-	331
1539	San Ysidro Transit Center Planning & Design				
	Rail Ops - Building C Fans	250	-	250	-
1540	Building C Fans				
	Rail Ops - 12th Imperial & India St WSD to H&K Detection System	200	-	200	-
1536	Detection System at 12th Imperial & India Street				
	Admin - CCTV Installation and Upgrade - FY23	175	-	175	-
1570	CCTV Installation and Upgrade				
	Bus Ops - Iris Rapid - BEB Procurement	800	-	800	-
1474	Battery Electric Bus procurement for Iris Rapid				
	Admin - Copier Replacement - FY23	126	-	126	-
1544	Copier Replacement				
	Rail Ops - Station Cleaning Equipment - FY23	110	-	110	-
1514	Station Cleaning Equipment				
	Admin - Data Storage Refresh - FY23	100	-	100	-
1542	Data Storage Refresh				
	Rail Ops - HVAC Improvements - FY23	100	-	100	-
	HVAC replacement for Trolley Buildings				
<b>Totals</b>		<b>\$ 107,632</b>	<b>\$ 27,722</b>	<b>\$ 75,647</b>	<b>\$ 4,262</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**APPROVED CAPITAL BUDGET - FIVE YEAR PROJECTION (in 000's)**  
**FISCAL YEARS 2023-2027**  
**SECTION 8.06**

	Proposed FY23	Projected FY24	Projected FY25	Projected FY26	Projected FY27	Total FY23 to FY27
<b>Total Revenues</b>						
Recurring Dedicated CIP Revenues	\$ 137,022	\$ 147,096	\$ 143,522	\$ 146,572	\$ 149,322	\$ 723,536
Other Non Recurring Revenues	34,415	29,000	5,000	-	-	68,415
Total Capital Revenues	\$ 171,437	\$ 176,096	\$ 148,522	\$ 146,572	\$ 149,322	\$ 791,951
<b>Less: "Off the Top" Expenses</b>						
SANDAG Planning Studies	\$ (213)	\$ (217)	\$ (217)	\$ (217)	\$ (217)	\$ (1,082)
ADA Operation	(4,593)	(4,593)	(4,593)	(4,593)	(4,593)	(22,965)
Preventative Maintenance	(59,000)	(60,000)	(61,000)	(62,000)	(63,000)	(305,000)
Total "Off The Top" Expenses	\$ (63,806)	\$ (64,810)	\$ (65,810)	\$ (66,810)	\$ (67,810)	\$ (329,047)
<b>Adjusted Available CIP Revenues</b>						
Total Project Needs	\$ 107,631	\$ 111,286	\$ 82,712	\$ 79,762	\$ 81,512	\$ 462,904
Total Deficit	\$ 152,315	\$ 178,622	\$ 227,722	\$ 246,282	\$ 189,297	\$ 994,237
	\$ (44,683)	\$ (67,335)	\$ (145,010)	\$ (166,519)	\$ (107,785)	\$ (531,333)
<b>% of Funding / Needs</b>	70.7%	62.3%	36.3%	32.4%	43.1%	46.6%
<b>Accumulated Deficit</b>	\$ (44,683)	\$ (112,019)	\$ (257,029)	\$ (423,548)	\$ (531,333)	



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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2023  
SECTION 9.01**

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	32,572,793	9,455,027	11,300,000	-	34,710,011	4,689,683	-	-	92,727,513
SDTI	38,323,102	38,163,318	-	-	21,610,964	-	-	-	98,097,384
MCS 801 - South Central	20,087,370	23,782,493	-	-	-	-	-	-	43,869,863
MCS 802 - South Bay BRT	-	1,164,029	-	-	4,862,815	-	-	-	6,026,844
MCS 820 - East County	2,511,775	9,593,778	-	-	-	-	-	-	12,105,553
MCS 825 - Rural	897,175	40,698	-	-	-	-	-	-	937,873
MCS 830 - Commuter Express	-	899,314	-	-	-	1,500,000	-	-	2,399,314
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	1,465,202	4,747,870	-	-	-	-	-	-	6,213,072
MCS 840 - Regional Transit Center Maintenance	-	448,314	-	-	-	-	-	-	448,314
MCS 845 - BRT Superloop	-	-	-	-	364,353	-	-	-	364,353
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,304,590	-	-	-	1,304,590
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	311,255	-	-	-	311,255
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,138,996	-	-	-	1,138,996
MCS 850 - ADA Access	6,000,000	7,665,912	-	80,000	1,231,497	191,311	-	-	15,168,720
MCS 856 - ADA Certification	-	694,889	-	-	-	-	-	-	694,889
MCS 875 - Coaster Connection	-	330,680	-	-	-	110,000	-	-	440,680
Coronado Ferry	-	313,435	-	-	-	-	-	-	313,435
Administrative Pass Thru	-	508,305	-	-	-	-	-	-	508,305
Subtotal Operations	101,857,416	97,808,064	11,300,000	80,000	65,534,481	6,490,994	-	-	283,070,955
FHV Administration SD&AE	-	-	-	-	-	-	-	14,003 (4,445)	14,003 (4,445)
Subtotal Other Activities	-	-	-	-	-	-	-	9,558	9,558
Administrative	2,451,500	-	-	-	505,679	-	-	-	2,957,179
Grand Total	104,308,916	97,808,064	11,300,000	80,000	66,040,160	6,490,994	0	9,558	286,037,692

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2023  
SECTION 9.02**

	FTA 5307 Preventative Maintenance	FTA 5307 CARES Act	Federal Other	FTA 5311/ 5311(f) Rural	TDA Article 4.0	TDA Article 4.5 ADA
SDTC	21,600,000	10,972,793	-	-	9,455,027	-
SDTI	28,317,866	10,005,236	-	-	38,163,318	-
MCS 801 - South Central	10,082,134	10,005,236	-	-	23,782,493	-
MCS 802 - South Bay BRT	-	-	-	-	1,164,029	-
MCS 820 - East County	-	2,511,775	-	-	9,593,778	-
MCS 825 - Rural	-	-	-	897,175	40,698	-
MCS 830 - Commuter Express	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	1,465,202	-	-	4,747,870	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	448,314	-
MCS 845 - BRT Superloop	-	-	-	-	-	-
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-
MCS 850 - ADA Access	6,000,000	-	-	-	1,777,719	5,888,193
MCS 856 - ADA Certification	-	-	-	-	-	694,889
MCS 875 - Coaster Connection	-	-	-	-	330,680	-
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	508,305	-
Subtotal Operations	66,000,000	34,960,241	-	897,175	90,012,232	6,583,082
FHV Administration SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	2,300,000	151,500	-	-	-
Grand Total	66,000,000	37,260,241	151,500	897,175	90,012,232	6,583,082

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2023  
SECTION 9.02**

	TDA Article 8.0	STA Formula	Medical	TransNet Operating 40%	TransNet Access ADA	TransNet Other	City of San Diego
SDTC	-	11,300,000	-	25,081,274	-	9,628,737	-
SDTI	-	-	-	14,337,726	-	7,273,238	-
MCS 801 - South Central	-	-	-	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	4,862,815	-
MCS 820 - East County	-	-	-	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	899,314	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	364,353	-
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	1,304,590	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	311,255	-
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	1,138,996	-
MCS 850 - ADA Access	-	-	80,000	-	1,191,497	40,000	191,311
MCS 856 - ADA Certification	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	-	-
Coronado Ferry	313,435	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	1,212,749	11,300,000	80,000	39,419,000	1,191,497	24,923,985	191,311
FHV Administration	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-
Administrative	-	-	-	-	-	505,679	-
Grand Total	1,212,749	11,300,000	80,000	39,419,000	1,191,497	25,429,664	191,311

Att.A, AI 25, 05/12/22

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
NON OPERATING FUNDING SOURCES BY ACTIVITY  
FISCAL YEAR 2023  
SECTION 9.02**

	<b>SANDAG Inland Breeze</b>	<b>Other Local</b>	<b>Reserves/ Carryovers</b>	<b>Total</b>
SDTC	4,000,000	689,683	-	92,727,513
SDTI	-	-	-	98,097,384
MCS 801 - South Central	-	-	-	43,869,863
MCS 802 - South Bay BRT	-	-	-	6,026,844
MCS 820 - East County	-	-	-	12,105,553
MCS 825 - Rural	-	-	-	937,873
MCS 830 - Commuter Express	1,500,000	-	-	2,399,314
MCS 835 - Central Routes 961-965	-	-	-	6,213,072
MCS 840 - Regional Transit Center Maintenance	-	-	-	448,314
MCS 845 - BRT Superloop	-	-	-	364,353
MCS 846 - I15 Transit Center Maintenance	-	-	-	1,304,590
MCS 847 - Mid City Transit Center Maintenance	-	-	-	311,255
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	1,138,996
MCS 850 - ADA Access	-	-	-	15,168,720
MCS 856 - ADA Certification	-	-	-	694,889
MCS 875 - Coaster Connection	-	110,000	-	440,680
Coronado Ferry	-	-	-	313,435
Administrative Pass Thru	-	-	-	508,305
Subtotal Operations	5,500,000	799,683	-	283,070,955
FHV Administration	-	-	14,003	14,003
SD&AE	-	-	(4,445)	(4,445)
Subtotal Other Activities	-	-	9,558	9,558
Administrative	-	-	-	2,957,179
Grand Total	5,500,000	799,683	9,558	286,037,692

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b>MTS Consolidated</b>		
<b>Operating Revenue</b>		
Passenger Revenue	70,400,000	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	21,806,082	409150-429900
<b>Total Operating Revenue</b>	<b>92,206,082</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	66,000,000	451250
FTA 5307 - CARES Act	37,260,241	459900
FTA - Other	151,500	451800
FTA 5311 - Rural	623,709	451900
FTA 5311(f) - Rural	273,466	451950
<b>Total Federal Revenue</b>	<b>104,308,916</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	90,012,232	461100
TDA - Article 4.5 (ADA)	6,583,082	461200
TDA - Article 8.0	1,212,749	461300
<b>Total TDA Revenue</b>	<b>97,808,064</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	39,419,000	471100
TransNet - Access ADA	1,191,497	471300
TransNet - SuperLoop, Other	25,429,664	471400
<b>Total TransNet Revenue</b>	<b>66,040,160</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	11,300,000	462200
<b>Total STA Revenue</b>	<b>11,300,000</b>	
<b>Other State Revenue</b>		
MediCal	80,000	463400
<b>Total Other State Revenue</b>	<b>80,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	5,500,000	481100
Other - 4S Ranch	-	
City of San Diego	191,311	481200
Other Local	799,683	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>6,490,994</b>	
<b>Total Subsidy Revenue</b>	<b>286,028,133</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	9,558	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>9,558</b>	
<b>Total Non Operating Revenue</b>	<b>286,037,692</b>	
<b>Total Revenue</b>	<b>378,243,774</b>	
<b>Total Expenses</b>	<b>378,243,774</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Administrative</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue		401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	20,134,975	409150-429900
<b>Total Operating Revenue</b>	<b>20,134,975</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act	2,300,000	459900
FTA - Other	151,500	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>2,451,500</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	505,679	471400
<b>Total TransNet Revenue</b>	<b>505,679</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local	-	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>2,957,179</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>2,957,179</b>	
<b>Total Revenue</b>	<b>23,092,154</b>	
<b>Total Expenses</b>	<b>23,092,155</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Operations Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	70,400,000	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	923,692	409150-429900
<b>Total Operating Revenue</b>	<b>71,323,692</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	66,000,000	451250
FTA 5307 - CARES Act	34,960,241	459900
FTA - Other	-	451800
FTA 5311 - Rural	623,709	451900
FTA 5311(f) - Rural	273,466	451950
<b>Total Federal Revenue</b>	<b>101,857,416</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	90,012,232	461100
TDA - Article 4.5 (ADA)	6,583,082	461200
TDA - Article 8.0	1,212,749	461300
<b>Total TDA Revenue</b>	<b>97,808,064</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	39,419,000	471100
TransNet - Access ADA	1,191,497	471300
TransNet - SuperLoop, Other	24,923,985	471400
<b>Total TransNet Revenue</b>	<b>65,534,481</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	11,300,000	462200
<b>Total STA Revenue</b>	<b>11,300,000</b>	
<b>Other State Revenue</b>		
MediCal	80,000	463400
<b>Total Other State Revenue</b>	<b>80,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	5,500,000	481100
Other - 4S Ranch	-	
City of San Diego	191,311	481200
Other Local	799,683	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>6,490,994</b>	
<b>Total Subsidy Revenue</b>	<b>283,070,954</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>283,070,954</b>	
<b>Total Revenue</b>	<b>354,394,646</b>	
<b>Total Expenses</b>	<b>354,394,645</b>	
<b>Net of Revenues over Expense</b>	<b>1</b>	



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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Bus Operations (San Diego Transit Corp)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	22,500,091	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	143,692	409150-429900
<b>Total Operating Revenue</b>	<b>22,643,783</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	21,600,000	451250
FTA 5307 - CARES Act	10,972,793	459900
FTA - Other	-	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>32,572,793</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	9,455,027	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	(0)	461300
<b>Total TDA Revenue</b>	<b>9,455,027</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	25,081,274	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	9,628,737	471400
<b>Total TransNet Revenue</b>	<b>34,710,011</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	11,300,000	462200
<b>Total STA Revenue</b>	<b>11,300,000</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	4,000,000	481100
Other - 4S Ranch		
City of San Diego	-	481200
Other Local	689,683	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>4,689,683</b>	
<b>Total Subsidy Revenue</b>	<b>92,727,513</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>92,727,513</b>	
<b>Total Revenue</b>	<b>115,371,296</b>	
<b>Total Expenses</b>	<b>115,371,295</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Rail Operations (San Diego Trolley)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	23,145,519	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	780,000	409150-429900
<b>Total Operating Revenue</b>	<b>23,925,519</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	28,317,866	451250
FTA 5307 - CARES Act	10,005,236	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>38,323,102</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	38,163,318	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>38,163,318</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	14,337,726	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	7,273,238	471400
<b>Total TransNet Revenue</b>	<b>21,610,964</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>98,097,384</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>98,097,384</b>	
<b>Total Revenue</b>	<b>122,022,903</b>	
<b>Total Expenses</b>	<b>122,022,903</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Contracted Bus Operations Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	24,754,390	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>24,754,390</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	16,082,134	451250
FTA 5307 - CARES Act	13,982,212	459900
FTA - Other	-	451800
FTA 5311 - Rural	623,709	451900
FTA 5311(f) - Rural	273,466	451950
<b>Total Federal Revenue</b>	<b>30,961,521</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	41,885,582	461100
TDA - Article 4.5 (ADA)	6,583,082	461200
TDA - Article 8.0	899,314	461300
<b>Total TDA Revenue</b>	<b>49,367,979</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA	1,191,497	471300
TransNet - SuperLoop, Other	8,022,009	471400
<b>Total TransNet Revenue</b>	<b>9,213,506</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	80,000	463400
<b>Total Other State Revenue</b>	<b>80,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,500,000	481100
Other - 4S Ranch	-	
City of San Diego	191,311	481200
Other Local	110,000	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>1,801,311</b>	
<b>Total Subsidy Revenue</b>	<b>91,424,317</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>91,424,317</b>	
<b>Total Revenue</b>	<b>116,178,707</b>	
<b>Total Expenses</b>	<b>116,178,707</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations - Fixed Route Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	23,763,953	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>23,763,953</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	10,082,134	451250
FTA 5307 - CARES Act	13,982,212	459900
FTA - Other	-	451800
FTA 5311 - Rural	623,709	451900
FTA 5311(f) - Rural	273,466	451950
<b>Total Federal Revenue</b>	<b>24,961,521</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	40,107,863	461100
TDA - Article 4.5 (ADA)	-	461200
TDA - Article 8.0	899,314	461300
<b>Total TDA Revenue</b>	<b>41,007,177</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA	-	471300
TransNet - SuperLoop, Other	7,982,009	471400
<b>Total TransNet Revenue</b>	<b>7,982,009</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	-	463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,500,000	481100
Other - 4S Ranch	-	
City of San Diego	-	481200
Other Local	110,000	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>1,610,000</b>	
<b>Total Subsidy Revenue</b>	<b>75,560,708</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>75,560,708</b>	
<b>Total Revenue</b>	<b>99,324,662</b>	
<b>Total Expenses</b>	<b>99,324,662</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations (801 - South Central)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	17,852,247	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>17,852,247</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	10,082,134	451250
FTA 5307 - CARES Act	10,005,236	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>20,087,370</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	23,782,493	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>23,782,493</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>43,869,863</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>43,869,863</b>	
<b>Total Revenue</b>	<b>61,722,110</b>	
<b>Total Expenses</b>	<b>61,722,110</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b>Contracted Bus Operations (802 - South Bay BRT)</b>		
<b>Operating Revenue</b>		
Passenger Revenue	764,356	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>764,356</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other	-	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>-</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	1,164,029	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>1,164,029</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	4,862,815	471400
<b>Total TransNet Revenue</b>	<b>4,862,815</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>6,026,844</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>6,026,844</b>	
<b>Total Revenue</b>	<b>6,791,200</b>	
<b>Total Expenses</b>	<b>6,791,200</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations (820 - East County)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	3,560,164	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>3,560,164</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act	2,511,775	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>2,511,775</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	9,593,778	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>9,593,778</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>12,105,553</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>12,105,553</b>	
<b>Total Revenue</b>	<b>15,665,717</b>	
<b>Total Expenses</b>	<b>15,665,717</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations (825 - Rural)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	214,572	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>214,572</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural	623,709	451900
FTA 5311(f) - Rural	273,466	451950
<b>Total Federal Revenue</b>	<b>897,175</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	40,698	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>40,698</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>937,873</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>937,873</b>	
<b>Total Revenue</b>	<b>1,152,445</b>	
<b>Total Expenses</b>	<b>1,152,445</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	



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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Contracted Bus Operations (830 - Commuter Express)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	296,110	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>296,110</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act	-	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	899,314	461300
<b>Total TDA Revenue</b>	<b>899,314</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	1,500,000	481100
Other - 4S Ranch	-	
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>1,500,000</b>	
<b>Total Subsidy Revenue</b>	<b>2,399,314</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>2,399,314</b>	
<b>Total Revenue</b>	<b>2,695,424</b>	
<b>Total Expenses</b>	<b>2,695,424</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Contracted Bus Operations (835 - Central)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	1,051,702	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>1,051,702</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act	1,465,202	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>1,465,202</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	4,747,870	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>4,747,870</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>6,213,072</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>6,213,072</b>	
<b>Total Revenue</b>	<b>7,264,775</b>	
<b>Total Expenses</b>	<b>7,264,775</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b>Contracted Bus Operations (875 - Coaster Connection (SVCC))</b>		
<b>Operating Revenue</b>		
Passenger Revenue	24,802	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>24,802</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	330,680	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>330,680</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local	110,000	481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>110,000</b>	
<b>Total Subsidy Revenue</b>	<b>440,680</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>440,680</b>	
<b>Total Revenue</b>	<b>465,482</b>	
<b>Total Expenses</b>	<b>465,482</b>	
<b>Net of Revenues over Expense</b>	<b>(0)</b>	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b>Contracted Bus Operations (840 - Transit Center Maintenance)</b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	448,314	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>448,314</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	-	471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>448,314</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>448,314</b>	
<b>Total Revenue</b>	448,314	
<b>Total Expenses</b>	448,314	
<b>Net of Revenues over Expense</b>	-	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations (845 - BRT Superloop)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>-</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>-</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>-</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	364,353	471400
<b>Total TransNet Revenue</b>	<b>364,353</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>364,353</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>364,353</b>	
<b>Total Revenue</b>	<b>364,353</b>	
<b>Total Expenses</b>	<b>364,353</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b>Contracted Bus Operations (846 - I15 Transit Center Maintenance)</b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	1,304,590	471400
<b>Total TransNet Revenue</b>	<b>1,304,590</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>1,304,590</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>1,304,590</b>	
<b>Total Revenue</b>	1,304,590	
<b>Total Expenses</b>	1,304,590	
<b>Net of Revenues over Expense</b>	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b>Contracted Bus Operations (847 - Mid City Transit Center Maintenance)</b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	311,255	471400
<b>Total TransNet Revenue</b>	311,255	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	311,255	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	311,255	
<b>Total Revenue</b>	311,255	
<b>Total Expenses</b>	311,255	
<b>Net of Revenues over Expense</b>	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b>Contracted Bus Operations (848 - South Bay BRT Transit Center Maintenance)</b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	1,138,996	471400
<b>Total TransNet Revenue</b>	1,138,996	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	1,138,996	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	1,138,996	
<b>Total Revenue</b>	1,138,996	
<b>Total Expenses</b>	1,138,996	
<b>Net of Revenues over Expense</b>	-	



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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b>Contracted Bus Operations - Paratransit Consolidated</b>		
<b>Operating Revenue</b>		
Passenger Revenue	990,437	401100-409235
Advertising Revenue	-	410100-410200
Contract Services Revenue	-	415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>990,437</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	6,000,000	451250
FTA 5307 - CARES Act	-	459900
FTA - Other	-	451800
FTA 5311 - Rural	-	451900
FTA 5311(f) - Rural	-	451950
<b>Total Federal Revenue</b>	<b>6,000,000</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	1,777,719	461100
TDA - Article 4.5 (ADA)	6,583,082	461200
TDA - Article 8.0	-	461300
<b>Total TDA Revenue</b>	<b>8,360,801</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA	1,191,497	471300
TransNet - SuperLoop, Other	40,000	471400
<b>Total TransNet Revenue</b>	<b>1,231,497</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	80,000	463400
<b>Total Other State Revenue</b>	<b>80,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	-	481100
Other - 4S Ranch	-	
City of San Diego	191,311	481200
Other Local	-	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>191,311</b>	
<b>Total Subsidy Revenue</b>	<b>15,863,609</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>15,863,609</b>	
<b>Total Revenue</b>	<b>16,854,046</b>	
<b>Total Expenses</b>	<b>16,854,046</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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

<b>FUNDING SOURCE DESCRIPTION</b>	<b>AMOUNT</b>	<b>INTERNAL MTS CODE</b>
<b><u>Contracted Bus Operations (850 - ADA Access)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	990,437	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>990,437</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	6,000,000	451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>6,000,000</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	1,777,719	461100
TDA - Article 4.5 (ADA)	5,888,193	461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>7,665,912</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA	1,191,497	471300
TransNet - SuperLoop, Other	40,000	471400
<b>Total TransNet Revenue</b>	<b>1,231,497</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	80,000	463400
<b>Total Other State Revenue</b>	<b>80,000</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego	191,311	481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>191,311</b>	
<b>Total Subsidy Revenue</b>	<b>15,168,720</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>15,168,720</b>	
<b>Total Revenue</b>	<b>16,159,157</b>	
<b>Total Expenses</b>	<b>16,159,157</b>	
<b>Net of Revenues over Expense</b>	<b>0</b>	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Contracted Bus Operations (856 - ADA Certification)</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)	694,889	461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>694,889</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>694,889</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>694,889</b>	
<b>Total Revenue</b>	694,889	
<b>Total Expenses</b>	694,889	
<b>Net of Revenues over Expense</b>	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Coronado Ferry</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	-	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	313,435	461300
<b>Total TDA Revenue</b>	<b>313,435</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	<b>313,435</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	-	
<b>Total Non Operating Revenue</b>	<b>313,435</b>	
<b>Total Revenue</b>	313,435	
<b>Total Expenses</b>	313,435	
<b>Net of Revenues over Expense</b>	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b>Administrative Pass Thru</b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	-	409150-429900
<b>Total Operating Revenue</b>	<b>-</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	<b>-</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	508,305	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	<b>508,305</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>508,305</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>-</b>	
<b>Total Non Operating Revenue</b>	<b>508,305</b>	
<b>Total Revenue</b>	<b>508,305</b>	
<b>Total Expenses</b>	<b>508,305</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>Other Activities - Consolidated</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue	-	401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	747,415	409150-429900
<b>Total Operating Revenue</b>	<b>747,415</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	-	451250
FTA 5307 - CARES Act	-	459900
FTA - Other	-	451800
FTA 5311 - Rural	-	451900
FTA 5311(f) - Rural	-	451950
<b>Total Federal Revenue</b>	<b>-</b>	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)	-	461200
TDA - Article 8.0	-	461300
<b>Total TDA Revenue</b>	<b>-</b>	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support	-	471100
TransNet - Access ADA	-	471300
TransNet - SuperLoop, Other	-	471400
<b>Total TransNet Revenue</b>	<b>-</b>	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula	-	462200
<b>Total STA Revenue</b>	<b>-</b>	
<b>Other State Revenue</b>		
MediCal	-	463400
<b>Total Other State Revenue</b>	<b>-</b>	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze	-	481100
Other - 4S Ranch	-	
City of San Diego	-	481200
Other Local	-	481400
CNG Credits	-	424100
<b>Total Other Local Revenue</b>	<b>-</b>	
<b>Total Subsidy Revenue</b>	<b>-</b>	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income	-	422100
Contingency Reserves	-	491100
Other Reserves	9,558	491100
Carryovers	-	
<b>Total Other Funds / Reserves</b>	<b>9,558</b>	
<b>Total Non Operating Revenue</b>	<b>9,558</b>	
<b>Total Revenue</b>	<b>756,973</b>	
<b>Total Expenses</b>	<b>756,973</b>	
<b>Net of Revenues over Expense</b>	<b>-</b>	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>For-Hire Vehicle (FHV) Administration</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue		401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	587,415	409150-429900
<b>Total Operating Revenue</b>	<b>587,415</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	-	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves	14,003	491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>14,003</b>	
<b>Total Non Operating Revenue</b>	<b>14,003</b>	
<b>Total Revenue</b>	601,418	
<b>Total Expenses</b>	601,418	
<b>Net of Revenues over Expense</b>	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<b><u>San Diego and Arizona Eastern Railroad</u></b>		
<b>Operating Revenue</b>		
Passenger Revenue		401100-409235
Advertising Revenue		410100-410200
Contract Services Revenue		415100
Other Income	160,000	409150-429900
<b>Total Operating Revenue</b>	<b>160,000</b>	
<b>Non Operating/Subsidy Revenue</b>		
<b>Federal Revenue</b>		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES Act		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
<b>Total Federal Revenue</b>	-	
<b>Transportation Development Act (TDA Revenue)</b>		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
<b>Total TDA Revenue</b>	-	
<b>TransNet Revenue</b>		
TransNet - 40% Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
<b>Total TransNet Revenue</b>	-	
<b>State Transit Assistance (STA) Revenue</b>		
STA - Formula		462200
<b>Total STA Revenue</b>	-	
<b>Other State Revenue</b>		
MediCal		463400
<b>Total Other State Revenue</b>	-	
<b>Other Local Revenue</b>		
SANDAG - Inland Breeze		481100
Other - 4S Ranch		
City of San Diego		481200
Other Local		481400
CNG Credits		424100
<b>Total Other Local Revenue</b>	-	
<b>Total Subsidy Revenue</b>	-	
<b>Other Funds / Reserves</b>		
Lease/Leaseback Income		422100
Contingency Reserves		491100
Other Reserves	(4,445)	491100
Carryovers		
<b>Total Other Funds / Reserves</b>	<b>(4,445)</b>	
<b>Total Non Operating Revenue</b>	<b>(4,445)</b>	
<b>Total Revenue</b>	155,555	
<b>Total Expenses</b>	155,555	
<b>Net of Revenues over Expense</b>	-	



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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
FIVE YEAR FINANCIAL PROJECTIONS (\$000s)  
FISCAL YEAR 2023  
SECTION 10.01**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	PROJECTED FY24	PROJECTED FY25	PROJECTED FY26	PROJECTED FY27
TOTAL OPERATING REVENUES	\$ 67,735	\$ 78,974	\$ 92,206	\$ 109,942	\$ 127,679	\$ 129,842	\$ 132,048
RECURRING SUBSIDY FUNDING	193,139.37	208,212	248,767.89	259,078	265,787	273,059	280,381
<b>TOTAL RECURRING REVENUES</b>	<b>\$ 260,875</b>	<b>\$ 287,186</b>	<b>\$ 340,974</b>	<b>\$ 369,021</b>	<b>\$ 393,466</b>	<b>\$ 402,901</b>	<b>\$ 412,430</b>
PERSONNEL EXPENSES	\$ 150,915	\$ 150,423	\$ 162,408	\$ 167,779	\$ 171,817	\$ 177,516	\$ 183,415
OUTSIDE SERVICES	103,830	120,774	140,337	148,473	156,109	160,519	164,782
MATERIALS AND SUPPLIES	15,980	14,792	14,993	15,850	16,535	17,031	17,467
ENERGY	32,389	41,955	44,262	45,012	46,320	47,667	49,054
RISK MANAGEMENT	7,031	7,526	8,563	9,076	9,485	9,769	10,014
OTHER	5,879	7,114	7,682	7,943	8,133	8,329	8,497
<b>TOTAL OPERATING EXPENSES</b>	<b>\$ 316,024</b>	<b>\$ 342,584</b>	<b>\$ 378,244</b>	<b>\$ 394,135</b>	<b>\$ 408,398</b>	<b>\$ 420,831</b>	<b>\$ 433,230</b>
<b>RECURRING OPERATING INCOME (DEFICIT)</b>	<b>\$ (55,149)</b>	<b>\$ (55,398)</b>	<b>\$ (37,270)</b>	<b>\$ (25,114)</b>	<b>\$ (14,932)</b>	<b>\$ (17,930)</b>	<b>\$ (20,800)</b>
FEDERAL STIMULUS REVENUES	72,100	54,541	37,260	25,114	14,932	17,930	20,800
NON RECURRING REVENUES	(2,997)	857	10	-	-	-	-
<b>TOTAL OPERATING INCOME (DEFICIT)</b>	<b>\$ 13,954</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2023  
SECTION 10.02**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>PASSENGER REVENUE</b>					
BUS OPERATIONS	14,430,093	19,067,526	22,500,091	3,432,565	18.0%
RAIL OPERATIONS	19,337,502	16,112,278	23,145,519	7,033,241	43.7%
CONTRACTED SERVICES - FIXED ROUTE	13,684,174	19,463,462	23,763,953	4,300,491	22.1%
CONTRACTED SERVICES - PARATRANSIT	461,622	831,542	990,437	158,895	19.1%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL PASSENGER REVENUES</b>	<b>47,913,392</b>	<b>55,474,808</b>	<b>70,400,000</b>	<b>14,925,192</b>	<b>26.9%</b>
<b>PASSENGERS</b>					
BUS OPERATIONS	8,603,980	12,706,001	13,171,264	465,264	3.7%
RAIL OPERATIONS	19,516,253	30,029,984	37,533,980	7,503,996	25.0%
CONTRACTED SERVICES - FIXED ROUTE	10,987,338	13,962,349	14,846,063	883,715	6.3%
CONTRACTED SERVICES - PARATRANSIT	107,193	192,672	229,620	36,948	19.2%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL PASSENGERS</b>	<b>39,214,764</b>	<b>56,891,005</b>	<b>65,780,928</b>	<b>8,889,923</b>	<b>15.6%</b>
<b>AVERAGE FARE</b>					
BUS OPERATIONS	1.677	1.501	1.708	0.210	14.0%
RAIL OPERATIONS	0.991	0.537	0.617	0.080	14.9%
CONTRACTED SERVICES - FIXED ROUTE	1.245	1.394	1.601	0.210	15.1%
CONTRACTED SERVICES - PARATRANSIT	4.306	4.316	4.313	-	0.0%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL AVERAGE FARE</b>	<b>1.222</b>	<b>0.975</b>	<b>1.070</b>	<b>0.100</b>	<b>9.8%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**STATISTICAL SUMMARY**  
**FISCAL YEAR 2023**  
**SECTION 10.02**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>REVENUE MILES</b>					
BUS OPERATIONS	9,631,608	9,451,966	9,463,358	11,392	0.1%
RAIL OPERATIONS	10,077,418	11,647,200	12,985,891	1,338,691	11.5%
CONTRACTED SERVICES - FIXED ROUTE	11,407,068	11,390,436	11,849,250	458,815	4.0%
CONTRACTED SERVICES - PARATRANSIT	1,558,475	2,508,995	3,317,716	808,721	32.2%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL REVENUE MILES</b>	<b>32,674,569</b>	<b>34,998,596</b>	<b>37,616,215</b>	<b>2,617,619</b>	<b>7.5%</b>
<b>TOTAL MILES</b>					
BUS OPERATIONS	10,950,858	10,727,654	10,742,994	15,340	0.1%
RAIL OPERATIONS	10,242,793	11,882,475	13,283,378	1,400,903	11.8%
CONTRACTED SERVICES - FIXED ROUTE	13,425,433	13,483,186	14,126,569	643,383	4.8%
CONTRACTED SERVICES - PARATRANSIT	1,964,818	2,941,328	3,871,548	930,221	31.6%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL MILES</b>	<b>36,583,902</b>	<b>39,034,642</b>	<b>42,024,489</b>	<b>2,989,847</b>	<b>7.7%</b>
<b>REVENUE HOURS</b>					
BUS OPERATIONS	814,134	809,089	818,813	9,724	1.2%
RAIL OPERATIONS	555,052	637,316	705,850	68,534	10.8%
CONTRACTED SERVICES - FIXED ROUTE	1,093,930	1,096,419	1,130,735	34,317	3.1%
CONTRACTED SERVICES - PARATRANSIT	73,654	113,759	150,251	36,492	32.1%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL REVENUE HOURS</b>	<b>2,536,770</b>	<b>2,656,583</b>	<b>2,805,649</b>	<b>149,066</b>	<b>5.6%</b>
<b>TOTAL HOURS</b>					
BUS OPERATIONS	873,847	855,391	865,434	10,043	1.2%
RAIL OPERATIONS	570,671	658,372	720,413	62,041	9.4%
CONTRACTED SERVICES - FIXED ROUTE	1,189,456	1,169,145	1,210,682	41,537	3.6%
CONTRACTED SERVICES - PARATRANSIT	86,241	146,462	192,255	45,793	31.3%
CHULA VISTA TRANSIT	-	-	-	-	-
<b>TOTAL HOURS</b>	<b>2,720,215</b>	<b>2,829,370</b>	<b>2,988,785</b>	<b>159,415</b>	<b>5.6%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2023  
SECTION 10.02**

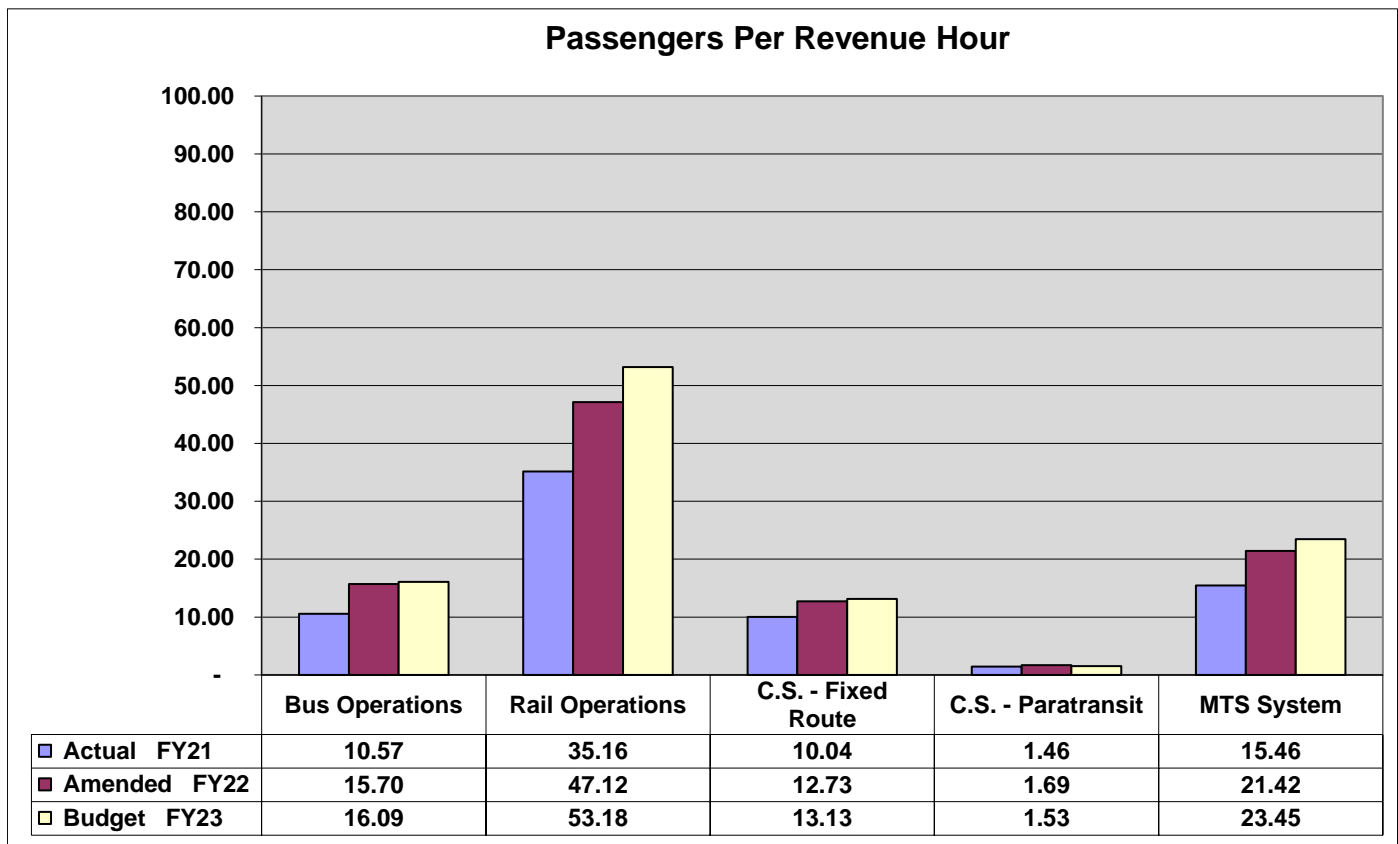
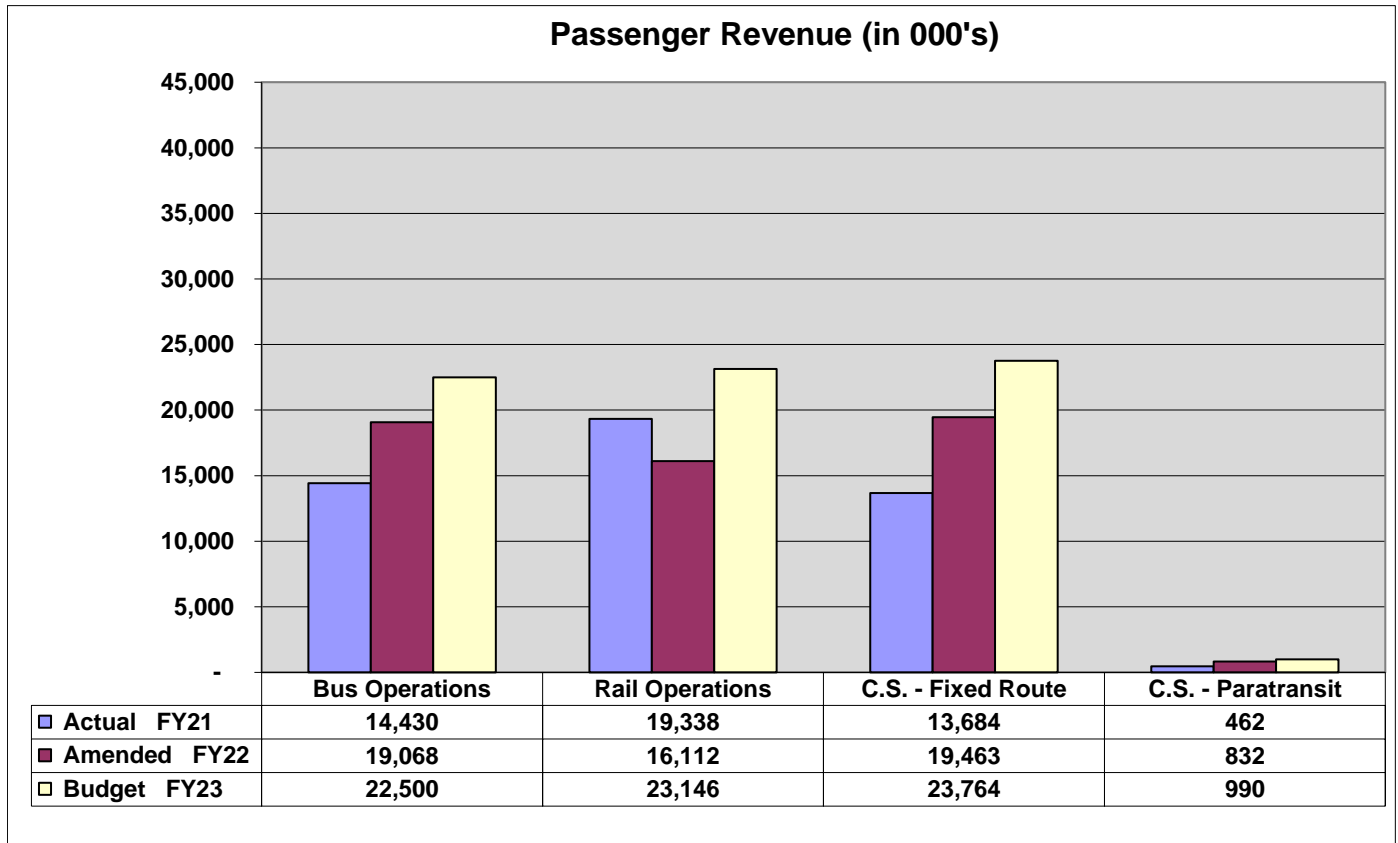
	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>TOTAL OPERATING COSTS *</b>					
BUS OPERATIONS	114,275,132	104,498,589	115,371,295	10,872,706	10.4%
RAIL OPERATIONS	93,386,102	105,671,702	122,022,903	16,351,201	15.5%
CONTRACTED SERVICES - FIXED ROUTE	79,407,355	90,388,944	99,324,662	8,935,718	9.9%
CONTRACTED SERVICES - PARATRANSIT	10,499,932	13,542,858	16,854,046	3,311,188	24.4%
CHULA VISTA TRANSIT	-	-	-	-	-
CORONADO FERRY	234,170	242,595	313,435	70,840	29.2%
ADMINISTRATIVE PASS THROUGH	162,954	393,422	508,305	114,883	29.2%
<b>TOTAL OPERATING COSTS</b>	<b>297,965,644</b>	<b>314,738,110</b>	<b>354,394,645</b>	<b>39,656,535</b>	<b>12.6%</b>
<b>TOTAL PASSENGERS / REVENUE HOUR</b>					
BUS OPERATIONS	10.6	15.7	16.1	0.4	2.4%
RAIL OPERATIONS	35.2	47.1	53.2	6.1	12.9%
CONTRACTED SERVICES - FIXED ROUTE	10.0	12.7	13.1	0.4	3.1%
CONTRACTED SERVICES - PARATRANSIT	1.5	1.7	1.5	(0.2)	-9.8%
CHULA VISTA TRANSIT	-	-	-	-	0.0%
<b>TOTAL PASSENGERS / REVENUE HOUR</b>	<b>15.5</b>	<b>21.4</b>	<b>23.4</b>	<b>2.0</b>	<b>9.5%</b>
<b>TOTAL FAREBOX RECOVERY</b>					
BUS OPERATIONS	12.6%	18.2%	19.5%	1.3%	6.9%
RAIL OPERATIONS	20.7%	15.2%	19.0%	3.7%	24.4%
CONTRACTED SERVICES - FIXED ROUTE	17.2%	21.5%	23.9%	2.4%	11.1%
CONTRACTED SERVICES - PARATRANSIT	4.4%	6.1%	5.9%	-0.3%	-4.3%
CHULA VISTA TRANSIT	-	-	-	0.0%	0.0%
<b>TOTAL FAREBOX RECOVERY</b>	<b>16.1%</b>	<b>17.6%</b>	<b>19.9%</b>	<b>2.2%</b>	<b>12.7%</b>

\* Includes the administrative overhead allocation of expenses.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**STATISTICAL SUMMARY**  
**FISCAL YEAR 2023**  
**SECTION 10.02**

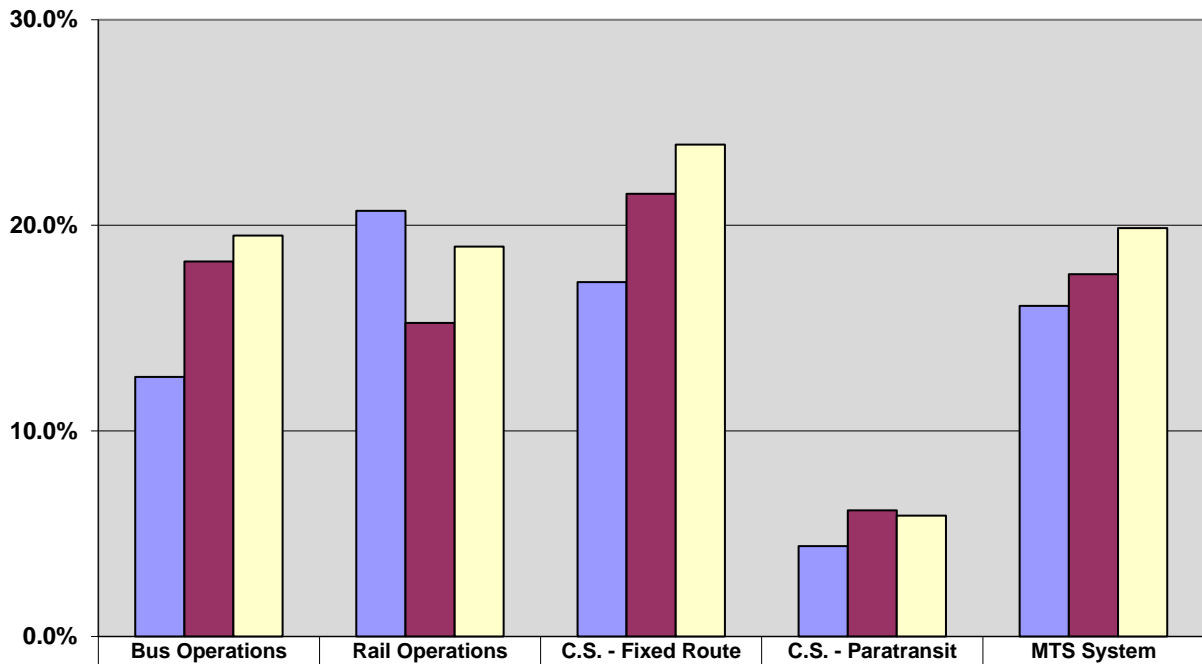
	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>VARIANCE</b>	<b>% CHANGE BUDGET/ AMENDED</b>
<b>TOTAL OPERATING SUBSIDY</b>					
BUS OPERATIONS	96,911,343	85,298,064	92,727,513	7,429,449	8.7%
RAIL OPERATIONS	73,459,026	88,779,425	98,097,384	9,317,959	10.5%
CONTRACTED SERVICES - FIXED ROUTE	65,723,181	70,925,483	75,560,708	4,635,225	6.5%
CONTRACTED SERVICES - PARATRANSIT	10,038,309	12,711,316	15,863,609	3,152,293	24.8%
CHULA VISTA TRANSIT	-	-	-	-	-
CORONADO FERRY	234,170	242,595	313,435	70,840	29.2%
ADMINISTRATIVE PASS THROUGH	162,954	393,422	508,305	114,883	29.2%
<b>TOTAL OPERATING SUBSIDY</b>	<b>246,528,983</b>	<b>258,350,305</b>	<b>283,070,954</b>	<b>24,720,649</b>	<b>9.6%</b>
<b>TOTAL SUBSIDY / PASSENGER</b>					
BUS OPERATIONS	11.26	6.71	7.04	0.33	4.9%
RAIL OPERATIONS	3.76	2.96	2.61	(0.34)	-11.6%
CONTRACTED SERVICES - FIXED ROUTE	5.98	5.08	5.09	0.01	0.2%
CONTRACTED SERVICES - PARATRANSIT	93.65	65.97	69.09	3.11	4.7%
CHULA VISTA TRANSIT	-	-	-	-	0.0%
<b>TOTAL SUBSIDY / PASSENGER</b>	<b>6.29</b>	<b>4.54</b>	<b>4.30</b>	<b>(0.24)</b>	<b>-5.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2023**



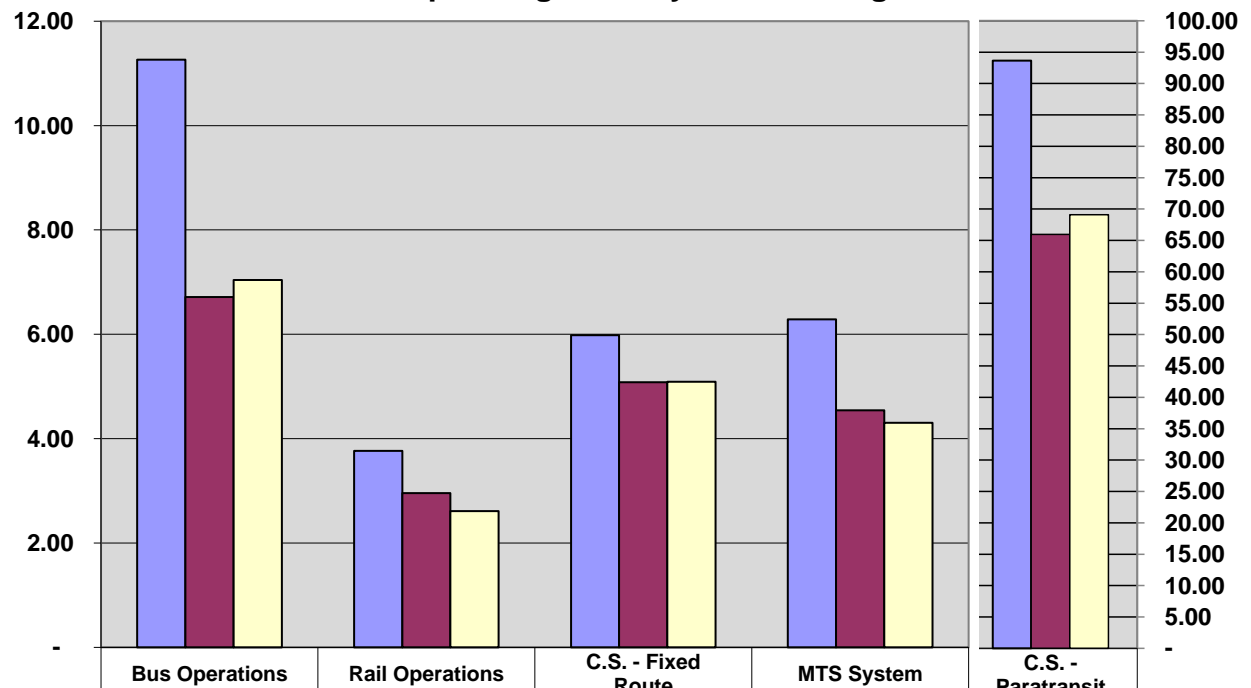
**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
STATISTICAL SUMMARY  
FISCAL YEAR 2023**

**Farebox Recovery Ratio**



Actual FY21	12.6%	20.7%	17.2%	4.4%	16.1%
Amended FY22	18.2%	15.2%	21.5%	6.1%	17.6%
Budget FY23	19.5%	19.0%	23.9%	5.9%	19.9%

**Operating Subsidy Per Passenger**



Actual FY21	11.26	3.76	5.98	6.29	93.65
Amended FY22	6.71	2.96	5.08	4.54	65.97
Budget FY23	7.04	2.61	5.09	4.30	69.09



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (SUMMARY FORMAT)  
FISCAL YEAR 2023 PROPOSED BUDGET  
SECTION 10.03**

Att.A, AI 25, 05/12/22

	Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<b><u>MTS Administration</u></b>					
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	10.5	0.0	0.0	10.5	0.0
EXECUTIVE	4.0	0.0	0.0	4.0	0.0
FINANCE	23.5	0.0	0.0	23.5	0.0
HUMAN RESOURCES	17.0	0.0	0.0	17.0	0.0
INFORMATION TECHNOLOGY	32.0	0.0	0.0	32.0	0.0
LEGAL	2.0	0.0	0.0	2.0	0.0
MARKETING	10.0	0.0	1.0	11.0	0.0
PLANNING	8.5	0.0	0.0	8.5	0.0
PROCUREMENT	12.0	0.0	0.0	12.0	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	88.0	0.0	3.0	91.0	0.0
STORES (ADMIN)	3.0	0.0	0.0	3.0	0.0
STORES (BUS)	13.0	0.0	0.0	13.0	0.0
STORES (RAIL)	7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICES	17.0	0.0	0.0	17.0	0.0
TRANSIT STORES	8.0	0.0	0.0	8.0	0.0
<b>Subtotal MTS Administration</b>	<b>270.5</b>	<b>0.0</b>	<b>4.0</b>	<b>274.5</b>	<b>0.0</b>
<b><u>Bus Operations</u></b>					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	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)	11.0	0.0	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
<b>Subtotal Bus Operations</b>	<b>837.0</b>	<b>0.0</b>	<b>0.0</b>	<b>837.0</b>	<b>0.0</b>
<b><u>Rail Operations</u></b>					
EXECUTIVE (RAIL)	4.5	0.0	0.0	4.5	0.0
FACILITIES	81.0	-1.0	0.0	80.0	0.0
LIGHT RAIL VEHICLES	107.0	0.0	0.0	107.0	0.0
MAINTENANCE OF WAYSIDE	46.0	0.0	0.0	46.0	0.0
REVENUE (RAIL)	42.7	0.0	0.0	42.7	0.0
TRACK	22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)	253.0	0.0	0.0	253.0	0.0
<b>Subtotal Rail Operations</b>	<b>556.1</b>	<b>-1.0</b>	<b>0.0</b>	<b>555.1</b>	<b>0.0</b>
<b><u>Other MTS Operations</u></b>					
FHV ADMINISTRATION	6.0	0.0	0.0	6.0	0.0
<b>Subtotal Other MTS Operations</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>
<b><u>Grand Total</u></b>	<b>1,669.6</b>	<b>-1.0</b>	<b>4.0</b>	<b>1,672.6</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att.A, AI 25, 05/12/22

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2022	Shifts	Funding Adj's	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>MTS Administration</u></b>						
<b><u>BOD ADMINISTRATION</u></b>						
Exec Asst GC/Asst Board Clrk	07	1.0	0.0	0.0	1.0	0.0
Internal Auditor	10	1.0	0.0	0.0	1.0	0.0
<b>BOD ADMINISTRATION TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>CAPITAL PROJECTS</u></b>						
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
<b>CAPITAL PROJECTS TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>COMPASS CARD</u></b>						
Asst Sup PRONTO Support	06	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
Deputy Fare Systems Administra	08	1.0	0.0	0.0	1.0	0.0
Fare Systems Administrator	10	1.0	0.0	0.0	1.0	0.0
Mgr of PRONTO & Passenger Supp	07	1.0	0.0	0.0	1.0	0.0
Service Center Specialist (FT)	03	3.0	0.0	0.0	3.0	0.0
<b>COMPASS CARD TOTAL</b>		<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>
<b><u>EXECUTIVE</u></b>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Exec Asst/Clerk of the Board	07	1.0	0.0	0.0	1.0	0.0
Grants Administrator	07	1.0	0.0	0.0	1.0	0.0
Manager of Government Affairs	08	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE TOTAL</b>		<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>
<b><u>FINANCE</u></b>						
Chief Financial Officer	15	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	04	3.0	0.0	0.0	3.0	0.0
Accounting Manager	10	1.0	0.0	0.0	1.0	0.0
Controller	12	1.0	0.0	0.0	1.0	0.0
Dir Fin Planning & Analysis	12	1.0	0.0	0.0	1.0	0.0
Finance Assistant	06	1.0	0.0	0.0	1.0	0.0
Finance Intern	01	0.5	0.0	0.0	0.5	0.0
Financial Analyst	07	2.0	0.0	0.0	2.0	0.0
Operating Budget Supervisor	08	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	06	3.0	0.0	0.0	3.0	0.0
Payroll Manager	10	1.0	0.0	0.0	1.0	0.0
Payroll Supervisor	08	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	2.0	0.0	0.0	2.0	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
<b>FINANCE TOTAL</b>		<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>23.5</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att.A, AI 25, 05/12/22

		Amended Budget	Position	Net Positons		
	Salary	FY 2022	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2023	Positions
		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>HUMAN RESOURCES</u></b>						
Admin Assistant (Copy Center)	03	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	06	3.0	0.0	0.0	3.0	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
<b>HUMAN RESOURCES TOTAL</b>		<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.0</b>	<b>0.0</b>
<b><u>INFORMATION TECHNOLOGY</u></b>						
Business Intel Developer	09	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst (SAP)	11	1.0	0.0	0.0	1.0	0.0
Chief Information Officer	14	1.0	0.0	0.0	1.0	0.0
Computer Support Specialist	05	4.0	0.0	0.0	4.0	0.0
Database Administrator	10	1.0	0.0	0.0	1.0	0.0
Datacenter Operations Manager	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
Executive Assistant	06	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	2.0	0.0	0.0	2.0	0.0
IT Enterprise Architect (IoT)	11	1.0	0.0	0.0	1.0	0.0
Network Engineer I	08	2.0	0.0	0.0	2.0	0.0
Network Engineer II	09	2.0	0.0	0.0	2.0	0.0
Network Engineer III	09	1.0	0.0	0.0	1.0	0.0
Network Operations Manager	12	1.0	0.0	0.0	1.0	0.0
Senior SAP Architect	11	1.0	0.0	0.0	1.0	0.0
Senior Systems Administrator	10	3.0	0.0	0.0	3.0	0.0
Service Desk Supervisor	09	1.0	0.0	0.0	1.0	0.0
Software Developer	09	1.0	0.0	0.0	1.0	0.0
Systems Administrator	10	4.0	0.0	0.0	4.0	0.0
Technical Project Manager	11	1.0	0.0	0.0	1.0	0.0
<b>INFORMATION TECHNOLOGY TOTAL</b>		<b>32.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32.0</b>	<b>0.0</b>
<b><u>LEGAL</u></b>						
General Counsel	15	1.0	0.0	0.0	1.0	0.0
Deputy General Counsel	10	1.0	0.0	0.0	1.0	0.0
<b>LEGAL TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>MARKETING</u></b>						
Dir Marketing & Communications	13	1.0	0.0	0.0	1.0	0.0
Creative Design Manager	08	1.0	0.0	0.0	1.0	0.0
Digital Content Developer	07	1.0	0.0	0.0	1.0	0.0
Graphic Designer	07	1.0	0.0	1.0	2.0	0.0
Manager of Marketing	10	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	4.0	0.0	0.0	4.0	0.0
<b>MARKETING TOTAL</b>		<b>10.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att.A, AI 25, 05/12/22

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>PLANNING</u></b>						
Dir of Planning & Scheduling	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
<b>PLANNING TOTAL</b>		<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>0.0</b>
<b><u>PROCUREMENT</u></b>						
Manager of Procurement	11	1.0	0.0	0.0	1.0	0.0
Buyer	07	1.0	0.0	0.0	1.0	0.0
Contract Specialist	06	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	08	1.0	0.0	0.0	1.0	0.0
Director of Supply Chain & Ops	12	1.0	0.0	0.0	1.0	0.0
Principal Contract Admin	09	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
<b>PROCUREMENT TOTAL</b>		<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>0.0</b>
<b><u>RIGHT OF WAY</u></b>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Manager of Right of Way Engine	10	1.0	0.0	0.0	1.0	0.0
<b>RIGHT OF WAY TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>RISK</u></b>						
Liability Claims Supervisor	08	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	10	1.0	0.0	0.0	1.0	0.0
Risk Management Specialist	05	1.0	0.0	0.0	1.0	0.0
Senior Workers' Comp Analyst	08	1.0	0.0	0.0	1.0	0.0
<b>RISK TOTAL</b>		<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>
<b><u>SECURITY</u></b>						
Asst Mgr of Field Operations	08	1.0	0.0	0.0	1.0	0.0
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	59.0	0.0	2.0	61.0	0.0
Code Compliance Supervisor	06	15.0	0.0	0.0	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
Professional Standards Investigator	08	0.0	0.0	1.0	1.0	0.0
Records Manager	08	1.0	0.0	0.0	1.0	0.0
Security Systems Administrator	06	1.0	0.0	0.0	1.0	0.0
<b>SECURITY TOTAL</b>		<b>88.0</b>	<b>0.0</b>	<b>3.0</b>	<b>91.0</b>	<b>0.0</b>
<b><u>STORES (ADMIN)</u></b>						
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
<b>STORES (ADMIN) TOTAL</b>		<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att.A, AI 25, 05/12/22

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>STORES (BUS)</u></b>						
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
<b>STORES (BUS) TOTAL</b>		<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>0.0</b>
<b><u>STORES (RAIL)</u></b>						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	1.0	0.0	0.0	1.0	0.0
<b>STORES (RAIL) TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>TELEPHONE INFORMATION SERVICES</u></b>						
Asst Supvr of Info & Trip Plan	06	1.0	0.0	0.0	1.0	0.0
Info & Trip Planning Supvr	07	1.0	0.0	0.0	1.0	0.0
Info and Trip Planning Clerk	BU	15.0	0.0	0.0	15.0	0.0
<b>TELEPHONE INFORMATION SERVICES TO</b>		<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.0</b>	<b>0.0</b>
<b><u>TRANSIT STORES</u></b>						
Transit Store Supervisor	07	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	06	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	5.0	0.0	0.0	5.0	0.0
<b>TRANSIT STORES TOTAL</b>		<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>
<b>Subtotal MTS Administration</b>		<b>270.5</b>	<b>0.0</b>	<b>4.0</b>	<b>274.5</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att.A, AI 25, 05/12/22

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>Bus Operations</u></b>						
<b><u>CONTRACT SERVICES</u></b>						
Director of Contract Services	12	1.0	0.0	0.0	1.0	0.0
Contract Operations Administra	05	1.0	0.0	0.0	1.0	0.0
Intern - Transit Services	01	0.5	0.0	0.0	0.5	0.0
Mgr of 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
<b>CONTRACT SERVICES TOTAL</b>		<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>0.0</b>
<b><u>EXECUTIVE (BUS)</u></b>						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
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
<b>EXECUTIVE (BUS) TOTAL</b>		<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>
<b><u>MAINTENANCE</u></b>						
Admin Asst II - Maintenance	05	1.0	0.0	0.0	1.0	0.0
Administrative Assistant - Mai	04	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
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
Servicer A - IAD	BU	30.0	0.0	0.0	30.0	0.0
Servicer 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
ZEV and Sustainability Manager	08	1.0	0.0	0.0	1.0	0.0
<b>MAINTENANCE TOTAL</b>		<b>184.0</b>	<b>0.0</b>	<b>0.0</b>	<b>184.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att.A, AI 25, 05/12/22

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>MAINTENANCE-FACILITY</u></b>						
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
<b>MAINTENANCE-FACILITY TOTAL</b>		<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>
<b><u>PASSENGER SERVICES</u></b>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
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
<b>PASSENGER SERVICES TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>REVENUE (BUS)</u></b>						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Processors - IAD	BU	3.0	0.0	0.0	3.0	0.0
Revenue Processors - KMD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - IAD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - KMD	BU	2.0	0.0	0.0	2.0	0.0
<b>REVENUE (BUS) TOTAL</b>		<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.0</b>	<b>0.0</b>
<b><u>SAFETY</u></b>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
<b>SAFETY TOTAL</b>		<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>
<b><u>TRAINING</u></b>						
Asst Manager of Training	06	1.0	0.0	0.0	1.0	0.0
Bus Op Training Admin Asst	03	1.0	0.0	0.0	1.0	0.0
Bus Op Training Instructor	06	5.0	0.0	0.0	5.0	0.0
Manager of Training (Transp)	09	1.0	0.0	0.0	1.0	0.0
<b>TRAINING TOTAL</b>		<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>
<b><u>TRANSPORTATION (BUS)</u></b>						
Director of Transportation	13	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	05	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	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
<b>TRANSPORTATION (BUS) TOTAL</b>		<b>609.5</b>	<b>0.0</b>	<b>0.0</b>	<b>609.5</b>	<b>0.0</b>
<b>Subtotal Bus Operations</b>		<b>837.0</b>	<b>0.0</b>	<b>0.0</b>	<b>837.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT)**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

Att.A, AI 25, 05/12/22

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>Rail Operations</u></b>						
<b><u>EXECUTIVE (RAIL)</u></b>						
Asst System Safety Manager	09	1.0	0.0	0.0	1.0	0.0
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
System Safety Manager (Rail)	09	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE (RAIL) TOTAL</b>		<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>
<b><u>FACILITIES</u></b>						
Admin Asst II - Facilities	05	1.0	0.0	0.0	1.0	0.0
Asst Manager of Facilities	07	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	5.0	0.0	0.0	5.0	0.0
Facilities Supervisor (MC)	06	1.0	0.0	0.0	1.0	0.0
Serviceperson	BU	60.0	-1.0	0.0	59.0	0.0
Serviceperson (MC)	BU	12.0	0.0	0.0	12.0	0.0
Superintendent of Facilities	13	1.0	0.0	0.0	1.0	0.0
<b>FACILITIES TOTAL</b>		<b>81.0</b>	<b>-1.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>
<b><u>LIGHT RAIL VEHICLES</u></b>						
Superintendent of LRV Maint	13	1.0	0.0	0.0	1.0	0.0
Assist Training Sup - LRV (MC)	09	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 Asst Lineman (MC)	BU	13.0	0.0	0.0	13.0	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 Lineman (MC)	BU	3.0	0.0	0.0	3.0	0.0
LRV Maint Supervisor	09	7.0	0.0	0.0	7.0	0.0
LRV Maint Supervisor (MC)	09	3.0	0.0	0.0	3.0	0.0
LRV Project Cordinator/Analyst	09	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (LRV)	05	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	09	1.0	0.0	0.0	1.0	0.0
<b>LIGHT RAIL VEHICLES TOTAL</b>		<b>107.0</b>	<b>0.0</b>	<b>0.0</b>	<b>107.0</b>	<b>0.0</b>
<b><u>MAINTENANCE OF WAYSIDE</u></b>						
Asst Superintendent Wayside	10	1.0	0.0	0.0	1.0	0.0
Asst Training Supervisor (MC)	09	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	7.0	0.0	0.0	7.0	0.0
Wayside Assistant Lineman (MC)	BU	6.0	0.0	0.0	6.0	0.0
Wayside Electromechanic	BU	15.0	0.0	0.0	15.0	0.0
Wayside Lineman	BU	8.0	0.0	0.0	8.0	0.0
Wayside Maintenance Sup (MC)	09	1.0	0.0	0.0	1.0	0.0
Wayside Maintenance Supervisor	09	4.0	0.0	0.0	4.0	0.0
<b>MAINTENANCE OF WAYSIDE TOTAL</b>		<b>46.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46.0</b>	<b>0.0</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
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**FISCAL YEAR 2023 PROPOSED BUDGET**  
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Att.A, AI 25, 05/12/22

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>REVENUE (RAIL)</u></b>						
Clerk Typist/Data Entry REV	BU	1.0	0.0	0.0	1.0	0.0
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Revenue Maint Supervisor	09	1.0	0.0	0.0	1.0	0.0
Lead Special Events Assistant	01	0.2	0.0	0.0	0.2	0.0
Passenger Support Supervisor	06	1.0	0.0	0.0	1.0	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 I (MC)	BU	4.0	0.0	0.0	4.0	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
Ridership Surveyor	BU	3.0	0.0	0.0	3.0	0.0
Special Events Assistant	01	7.5	0.0	0.0	7.5	0.0
Supervisor Revenue Operations	08	1.0	0.0	0.0	1.0	0.0
<b>REVENUE (RAIL) TOTAL</b>		<b>42.7</b>	<b>0.0</b>	<b>0.0</b>	<b>42.7</b>	<b>0.0</b>
<b><u>TRACK</u></b>						
Manager of Track and Structure	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor (MC)	09	1.0	0.0	0.0	1.0	0.0
Trackperson	BU	11.0	0.0	0.0	11.0	0.0
Trackperson (MC)	BU	3.0	0.0	0.0	3.0	0.0
Trackperson Equip Op	BU	5.0	0.0	0.0	5.0	0.0
<b>TRACK TOTAL</b>		<b>22.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.0</b>	<b>0.0</b>
<b><u>TRANSPORTATION (RAIL)</u></b>						
Asst Superintendent Trans	10	1.0	0.0	0.0	1.0	0.0
Assignments Supervisor	07	5.0	0.0	0.0	5.0	0.0
Central Control Info Rep	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
Construction Safety Flagperson	PT	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
Train Operator - PT (MC)	BU	6.0	0.0	0.0	6.0	0.0
Train Operator (MC)	BU	21.0	0.0	0.0	21.0	0.0
Training Sup - Trans (MC)	08	1.0	0.0	0.0	1.0	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 Controller (MC)	08	4.0	0.0	0.0	4.0	0.0
Transportation Supervisor	08	12.0	0.0	0.0	12.0	0.0
Transportation Supervisor (MC)	08	3.0	0.0	0.0	3.0	0.0
<b>TRANSPORTATION (RAIL) TOTAL</b>		<b>253.0</b>	<b>0.0</b>	<b>0.0</b>	<b>253.0</b>	<b>0.0</b>
<b>Subtotal Rail Operations</b>		<b>556.1</b>	<b>-1.0</b>	<b>0.0</b>	<b>555.1</b>	<b>0.0</b>

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (DETAILED POSITION FORMAT)  
FISCAL YEAR 2023 PROPOSED BUDGET  
SECTION 10.04

Att.A, AI 25, 05/12/22

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>Other MTS Operations</u></b>						
<b><u>FHV ADMINISTRATION</u></b>						
For-Hire Vehicle Administratio	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
FHV ADMINISTRATION TOTAL		6.0	0.0	0.0	6.0	0.0
<b>Subtotal Other MTS Operations</b>		<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>
<b>Grand Total</b>		<b>1,669.6</b>	<b>-1.0</b>	<b>4.0</b>	<b>1,672.6</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
SALARY GRADE RANGES  
PROPOSED FISCAL YEAR 2023 BUDGET  
SECTION 10.05**

Range	FTE Count	Minimum	Midpoint	Maximum
BU	1,273.5	Bargaining Unit Position, Not Applicable		
01	11.7	\$ 30,160	\$ 35,709	\$ 41,257
02	5.5	\$ 30,160	\$ 38,803	\$ 47,446
03	7.0	\$ 28,832	\$ 41,698	\$ 54,563
04	8.0	\$ 33,157	\$ 47,951	\$ 62,745
05	20.0	\$ 38,130	\$ 55,145	\$ 72,159
06	57.0	\$ 44,003	\$ 63,638	\$ 83,272
07	30.0	\$ 50,383	\$ 72,866	\$ 95,348
08	107.0	\$ 56,557	\$ 83,578	\$ 110,599
09	52.0	\$ 64,759	\$ 95,697	\$ 126,635
10	35.0	\$ 74,148	\$ 109,572	\$ 144,995
11	8.0	\$ 84,899	\$ 125,461	\$ 166,022
12	12.0	\$ 97,209	\$ 143,653	\$ 190,097
13	9.0	\$ 109,164	\$ 164,762	\$ 220,359
14	1.0	\$ 120,081	\$ 181,238	\$ 242,394
15	5.0	\$ 143,304	\$ 216,290	\$ 289,275
16	1.0	\$ 347,173	\$ 347,173	\$ 347,173

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
RESERVE BALANCES  
AS OF JUNE 30, 2021  
SECTION 10.06**

<b>Title</b>	<b>Amount</b>	<b>Explanation</b>
Contingency	\$ 39,373,435	For ongoing operations, future matching of grants; target is 12.5% of operating budget per Policy 36
Taxicab Contingency	411,218	For ongoing operations and future capital improvement needs
Insurance	5,000,000	Established for potential future liability claims
Billboard San Diego	371,418	Per agreement with city, used for improvements to right of way
Billboard Chula Vista	2,091,506	Per agreement with city, used for improvements to right of way
SD&AE	691,437	Established from 1984 state payments for storm damage, restriced for repair/improvement of line
<b>Total</b>	<b><u>\$ 47,939,015</u></b>	

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Authorizing Resolution  
Budget Fiscal Year 2023

Resolution Number 22-04

Resolution Approving the Fiscal Year 2023 Budget

WHEREAS, San Diego Metropolitan Transit System (MTS) staff has coordinated with the staff of San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services and Coronado Ferry (hereafter collectively referred to as MTS Operators) throughout the budget preparation process to ensure consistent budget assumptions; and

WHEREAS, the budgets have been prepared using the budget assumptions approved by the MTS Board of Directors;

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

1. That the Budget for fiscal year (FY) 2023, on file with the Clerk of the Board, is hereby adopted (including MTS, SDTC, SDTI, MTS Contract Services and Coronado Ferry); and
2. That the Chief Executive Officer (CEO) is authorized to transfer appropriate amounts up to \$500,000 between object accounts, so long as the total amount authorized to be spent for an object account by the FY 2023 Budget is not exceeded by more than \$500,000, the total amount authorized to be spent by the FY 2023 Budget is not exceeded, and all such transfers are reported to the Board in the monthly Budget Monitoring Report; and
3. That the CEO is authorized to approve expenditures up to a maximum of \$100,000; and
4. That the check-signing authority on behalf of the Board shall be governed by MTS Policy No. 41, Signature Authority; and
5. That the annual lease and debt service payments are included in the FY 2023 Budget as set forth in Section 7.02; and
6. That the MTS Budget establishes absolute spending limits, and that the budgeted expenditures cannot be exceeded without prior written approval of the Board; and
7. That any budget variances will be reported to the Board; and
8. That MTS is authorized to withhold monthly subsidy payments to those operators who do not provide the information according to an established schedule; and
9. That the salary grade ranges and position schedules of MTS, SDTC and SDTI as contained in the FY 2023 budget Section 10 are approved.

PASSED AND ADOPTED, by the Board this 12th day of May 2022, by the following vote:

AYES:

NAYES:

ABSENT:

ABSTAINING:

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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Office of the General Counsel  
San Diego Metropolitan Transit System

Resolution 22-04

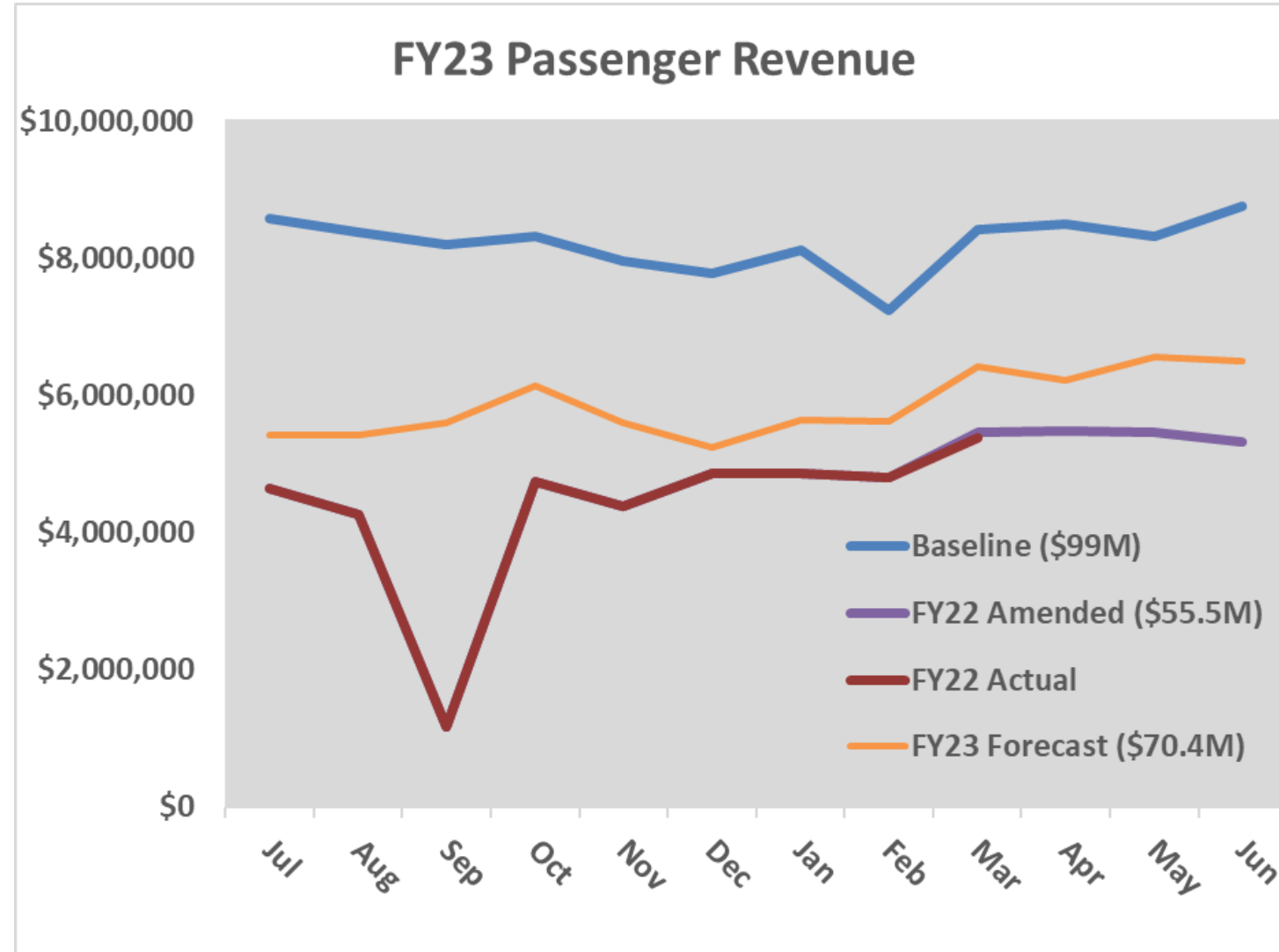
# **Metropolitan Transit System FY 2023 Proposed Operating Budget**

MTS Board of Directors  
May 12, 2022



# Fiscal Year 2023 Operating Budget Passenger Revenue Update

- Passenger Revenue
  - March results in line with expectations
    - Amended Budget \$5.45M
    - Actual \$5.39M
    - \$63K unfavorable (-1.2%)
  - Strong start to April with the return of special events
  - No change to FY23 proposed budget amount



# Fiscal Year 2023 Operating Budget Final Adjustments

- Changes from prior draft
  - Revenue increased by \$1M
    - FasTrak revenue increasing from \$4.5M to \$5.5M
  - Expenses same as the prior draft
- Recap of the operating budget highlights
  - Steady passenger revenue growth to continue
  - Strong sales tax revenue growth
  - Increases to services levels expected
  - Structural deficit reduced by \$18M
    - From \$55M in FY22 to \$37M in FY23

# Fiscal Year 2023 Operating Budget Revenue Summary (\$000s)

	FY 2022 Amended	FY 2023 Proposed	Variance	Var. %
Passenger Revenue	\$ 55,475	\$ 70,400	\$ 14,925	26.9%
Other Operating Revenue	23,499	21,806	(1,693)	-7.2%
<b>Total Operating Revenue</b>	<b>\$ 78,974</b>	<b>\$ 92,206</b>	<b>\$ 13,232</b>	<b>16.8%</b>
Federal	\$ 64,588	\$ 67,049	\$ 2,461	3.8%
TDA	68,805	97,808	29,003	42.2%
TransNet Formula	35,124	40,610	5,487	15.6%
TransNet Operating	18,819	25,430	6,610	35.1%
STA	11,300	11,300	-	0.0%
Other	9,576	6,571	(3,005)	-31.4%
<b>Total Subsidy</b>	<b>\$ 208,212</b>	<b>\$ 248,768</b>	<b>\$ 40,556</b>	<b>19.5%</b>
Reserves	\$ 857	\$ 10	\$ (848)	-
<b>Total Revenue</b>	<b>\$ 288,043</b>	<b>\$ 340,984</b>	<b>\$ 52,940</b>	<b>18.4%</b>

# Fiscal Year 2023 Operating Budget Expense Summary (\$000s)

	FY 2022 Amended	FY 2023 Proposed	Variance	Var. %
Personnel Expenses	\$ 150,423	\$ 162,408	\$ 11,984	8.0%
Purchased Transportation	85,626	96,519	10,892	12.7%
Outside Services	35,147	43,818	8,671	24.7%
Materials and Supplies	14,792	14,993	201	1.4%
Energy	41,955	44,262	2,308	5.5%
Risk Management	7,526	8,563	1,037	13.8%
Other	7,114	7,682	567	8.0%
<b>Total Expenses</b>	<b>\$ 342,584</b>	<b>\$ 378,244</b>	<b>\$ 35,659</b>	<b>10.4%</b>

# Fiscal Year 2023 Operating Budget

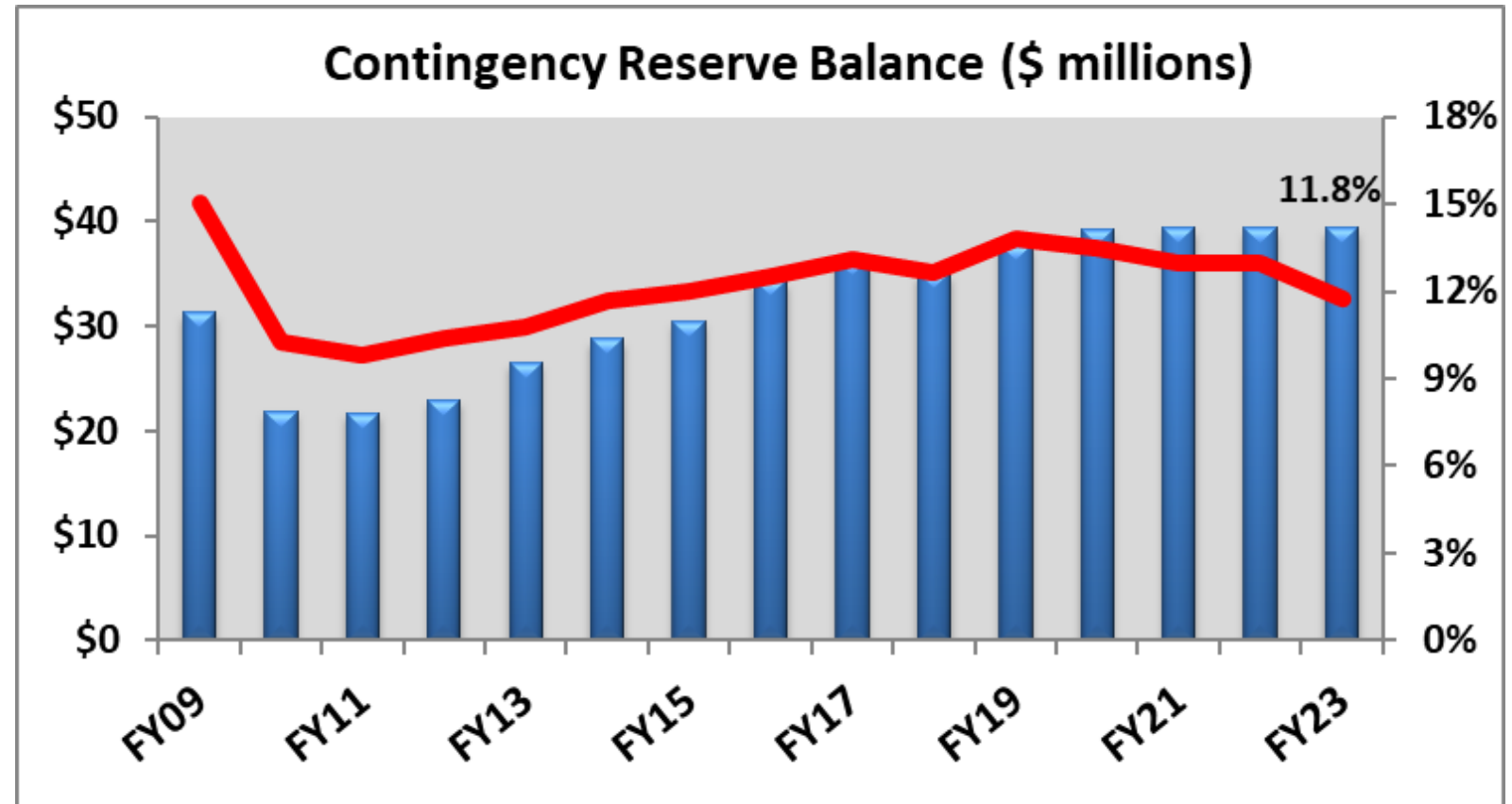
## Consolidated Revenues less Expenses (\$000s)

	FY 2022 Amended	FY 2023 Proposed	Variance	Var. %
Operating Revenues	\$ 78,974	\$ 92,206	\$ 13,232	16.8%
Subsidy Revenues	208,212	248,768	40,556	19.5%
<b>Total Revenues</b>	<b>\$ 287,186</b>	<b>\$ 340,974</b>	<b>\$ 53,788</b>	<b>18.7%</b>
<b>Total Expenses</b>	<b>342,584</b>	<b>378,244</b>	<b>35,659</b>	<b>10.4%</b>
<b>Net Operating Deficit</b>	<b>\$ (55,398)</b>	<b>\$ (37,270)</b>	<b>\$ 18,128</b>	<b>32.7%</b>
Reserve Revenues	857	10	(848)	
<b>Revenues Less Expenses</b>	<b>\$ (54,541)</b>	<b>\$ (37,260)</b>		
<b>Federal Stimulus Funding</b>	<b>\$ 54,541</b>	<b>\$ 37,260</b>		

# Fiscal Year 2023 Operating Budget

## Contingency Reserve Balance

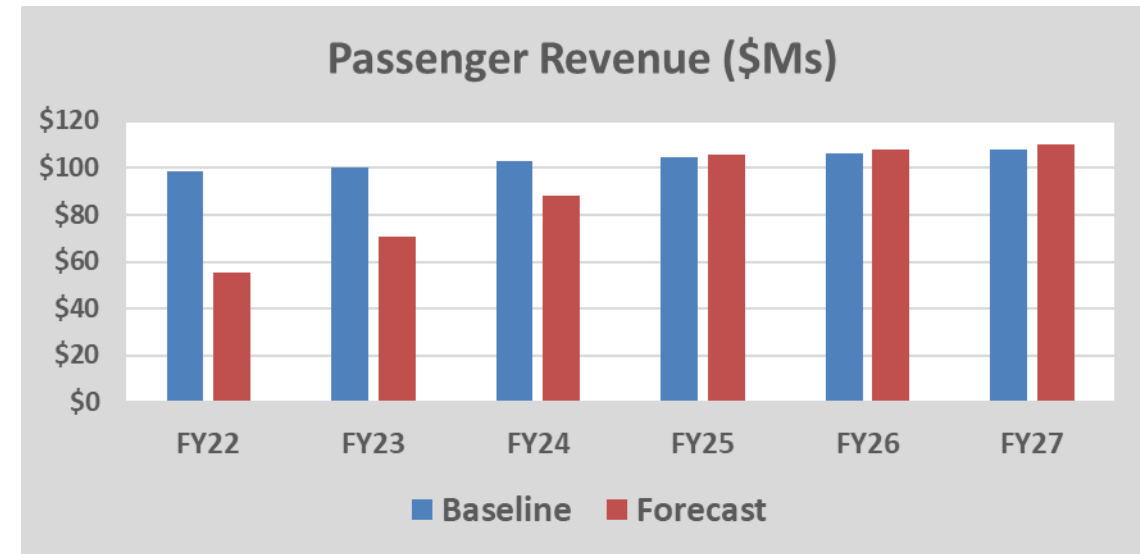
- In FY13, Board policy set the target for the contingency reserve balance at 12.5% of the Operating Expense Budget
  - FY23 Target of \$41.8M
- Reserve Balance
  - Audited balance at June 30, 2021: \$39.4M
  - At this point, not expecting to utilize this reserve in FY22 or FY23
  - Projects at 11.8%, \$2.4M below target
    - Potential FY22 Operating Budget surplus could get us to target



# Fiscal Year 2023 Operating Budget 5 Year Projection

- Major Themes

- Passenger revenue recovery
  - Getting back to baseline in FY25
- Revenue assumptions
  - Federal revenue stable in the operating budget, real growth on the Capital side
  - Sales tax revenues (TDA, TransNet) projected by SANDAG, average of 4.0% growth per year
- Service levels
  - Continued recovery of ADA Paratransit volumes back to normal in FY25
  - No other changes to service levels included in this projection
- Stimulus funding to balance the deficits



## Expense Assumptions

- CPI: 6.0% in FY24, 4.5% then back to normal
- Wage/benefit inflation: 4.5% in FY24, 3.5%
- Purchased Transportation rates grow by 2.9%
- All debt service paid in full in mid-FY24
- Expense growth of 3.0% in FY26 and FY27

# Fiscal Year 2023 Operating Budget 5 Year Projection (\$000s)

	FY 2023 Proposed	FY 2024 Projected	FY 2025 Projected	FY 2026 Projected	FY 2027 Projected
Operating Revenues	\$ 92,206	\$ 109,942	\$ 127,679	\$ 129,842	\$ 132,048
Subsidy Revenues	248,768	259,078	265,787	273,059	280,381
<b>Total Recurring Revenues</b>	<b>\$ 340,974</b>	<b>\$ 369,021</b>	<b>\$ 393,466</b>	<b>\$ 402,901</b>	<b>\$ 412,430</b>
<b>Total Operating Expenses</b>	<b>378,244</b>	<b>394,135</b>	<b>408,398</b>	<b>420,831</b>	<b>433,230</b>
<b>Net Operating Deficit</b>	<b>\$ (37,270)</b>	<b>\$ (25,114)</b>	<b>\$ (14,932)</b>	<b>\$ (17,930)</b>	<b>\$ (20,800)</b>
Reserve Revenues	10	-	-	-	-
<b>Total Revenues Less Expenses</b>	<b>\$ (37,260)</b>	<b>\$ (25,114)</b>	<b>\$ (14,932)</b>	<b>\$ (17,930)</b>	<b>\$ (20,800)</b>
<b>Federal Stimulus Funding</b>	<b>37,260</b>	<b>25,114</b>	<b>14,932</b>	<b>17,930</b>	<b>20,800</b>
<b>Total Operating Income (Deficit)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## Results:

- Significant structural deficit remains in place under current revenue and expense assumptions
- Balanced with stimulus funding through FY27



# Fiscal Year 2023 Capital Budget

## 5 Year Projection (\$000s)

	Proposed FY23	Projected FY24	Projected FY25	Projected FY26	Projected FY27	Total FY23 to FY27
State of Good Repair	\$ 132,779	\$ 164,153	\$ 131,722	\$ 149,162	\$ 107,202	\$ 685,017
Major Initiatives	19,536	14,469	96,000	97,120	82,095	309,220
<b>Total Project Needs</b>	<b>\$ 152,315</b>	<b>\$ 178,622</b>	<b>\$ 227,722</b>	<b>\$ 246,282</b>	<b>\$ 189,297</b>	<b>\$ 994,237</b>
Available CIP Revenues	\$ 107,631	\$ 111,286	\$ 82,712	\$ 79,762	\$ 81,512	\$ 462,904
<b>Total Deficit</b>	<b>\$ (44,683)</b>	<b>\$ (67,335)</b>	<b>\$(145,010)</b>	<b>\$(166,519)</b>	<b>\$(107,785)</b>	<b>\$ (531,333)</b>
% of Funding / Needs	70.7%	62.3%	36.3%	32.4%	43.1%	46.6%
<b>Accumulated Deficit</b>	<b>\$ (44,683)</b>	<b>\$(112,019)</b>	<b>\$(257,029)</b>	<b>\$(423,548)</b>	<b>\$(531,333)</b>	

# Fiscal Year 2023 Operating Budget

## 5 Year Operating/Capital Deficits (\$000s)

	FY 2023 Proposed	FY 2024 Projected	FY 2025 Projected	FY 2026 Projected	FY 2027 Projected	5 Year Total
Net Operating Deficit	\$ (37,270)	\$ (25,114)	\$ (14,932)	\$ (17,930)	\$ (20,800)	\$ (116,047)
Net Capital Deficit	(44,683)	(67,335)	(145,010)	(166,519)	(107,785)	(531,333)
<b>Total Deficits</b>	<b>\$ (81,953)</b>	<b>\$ (92,450)</b>	<b>\$ (159,942)</b>	<b>\$ (184,450)</b>	<b>\$ (128,585)</b>	<b>\$ (647,379)</b>
<b>Recurring:</b>						
Federal Infrastructure	\$ 27,280	\$ 27,826	\$ 28,382	\$ 28,950	\$ 29,529	\$ 141,966
<b>Non-Recurring:</b>						
FY22 TDA						\$ 23,100
CARES						130,000
ARP						85,459
<b>Total Available</b>						<b>\$ 380,525</b>
<b>Remaining Deficits</b>						<b>\$ (266,854)</b>

- Despite positive revenue projections and new Federal Infrastructure revenue, still a significant gap

# Fiscal Year 2023 Operating Budget

## Major Initiatives

- Amend the FY23 CIP
  - Incorporate the Federal Infrastructure increase once apportioned by SANDAG
  - One time FY22 TDA funding
- Social equity listening tour
- Ridership campaigns
- Pronto tapping initiatives
- Participation in the regional solution for homelessness
- Addressing the structural deficit
  - Balancing recurring expenses to recurring revenue streams
- Significant capital needs over the next 5 years

# Fiscal Year 2023 Operating Budget Staff Recommendation

That the MTS Board of Directors:

1. Receive testimony, review, and comment on the FY 2023 MTS Operating Budget; and
2. Enact Resolution No. 22-4 (in substantially the same format as Attachment B) adopting the FY 2023 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.



**Metropolitan  
Transit  
System**

## **Agenda Item No. 45**

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS

May 12, 2022

**SUBJECT:**

RESTROOM AVAILABILITY (BRENT BOYD)

**INFORMATIONAL:**

Budget Impact

None with this action.

**DISCUSSION:**

San Diego Metropolitan Transit System (MTS) staff will present an overview of restroom availability throughout the Trolley system. While MTS does not directly maintain any publicly-accessible restrooms, some restrooms are provided through vendors, jurisdictions, and property owners.

Staff will also update the Board of Directors on the progress of increasing hours at existing locations as well as working with partner agencies on opening up existing restroom facilities and provide a summary of San Diego State University's efforts at developing a publicly-accessible inventory of restroom facilities across the region.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)



# EVALUATION OF RESTROOM FACILITIES

MTS Board of Directors

May 12, 2022

# Restroom Availability

- Nine stations
- All Trolley lines served by facilities
  - Blue Line: six stations
  - Orange Line: three stations
  - Green Line: five stations
- Seven open every day
- Two open 24 hours



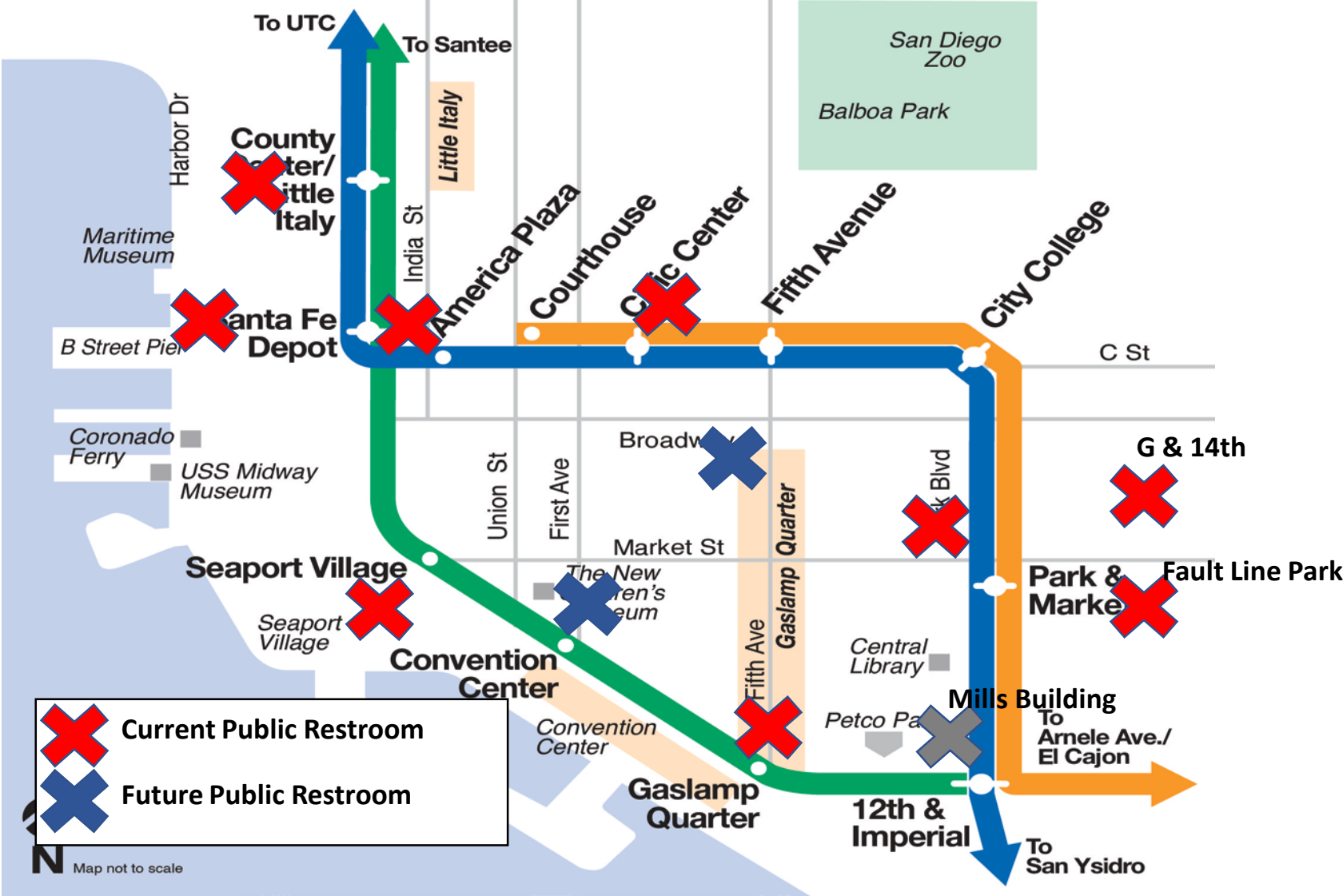
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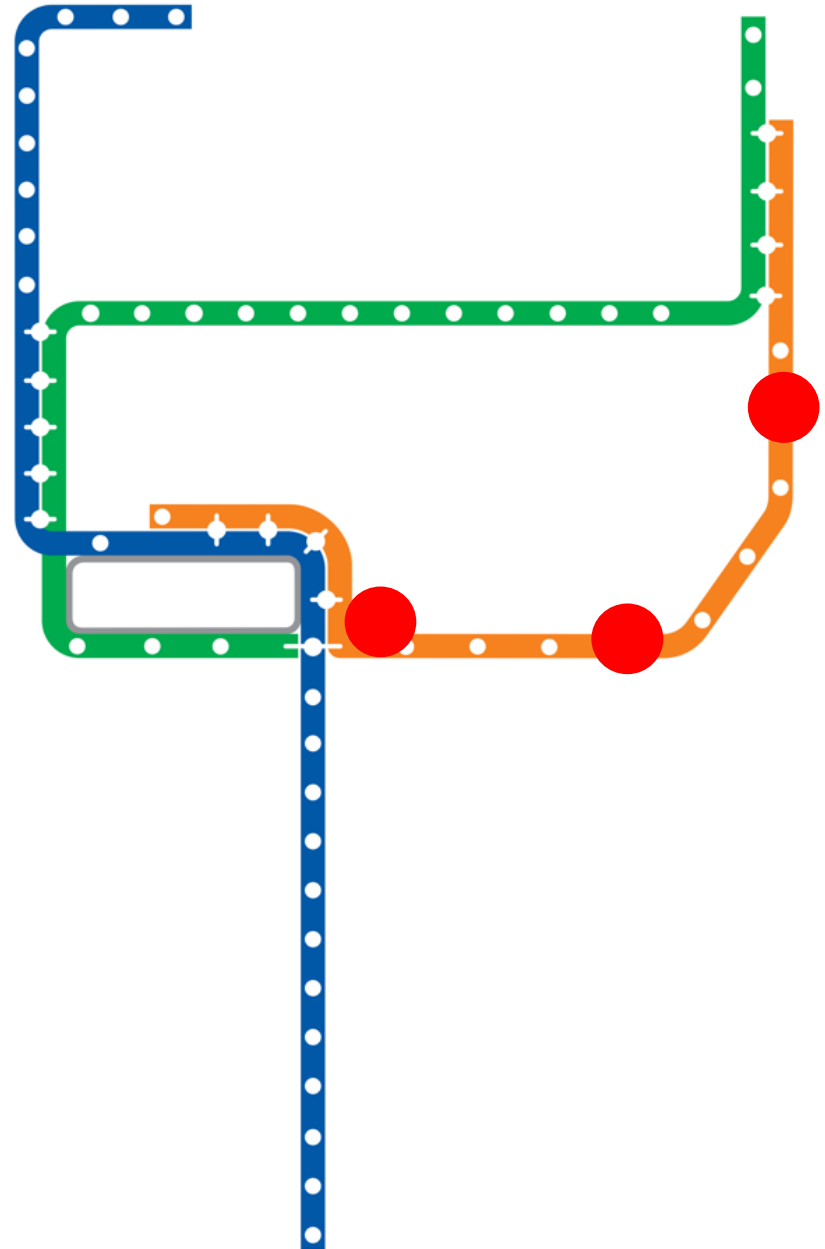


# Public Restrooms in Downtown



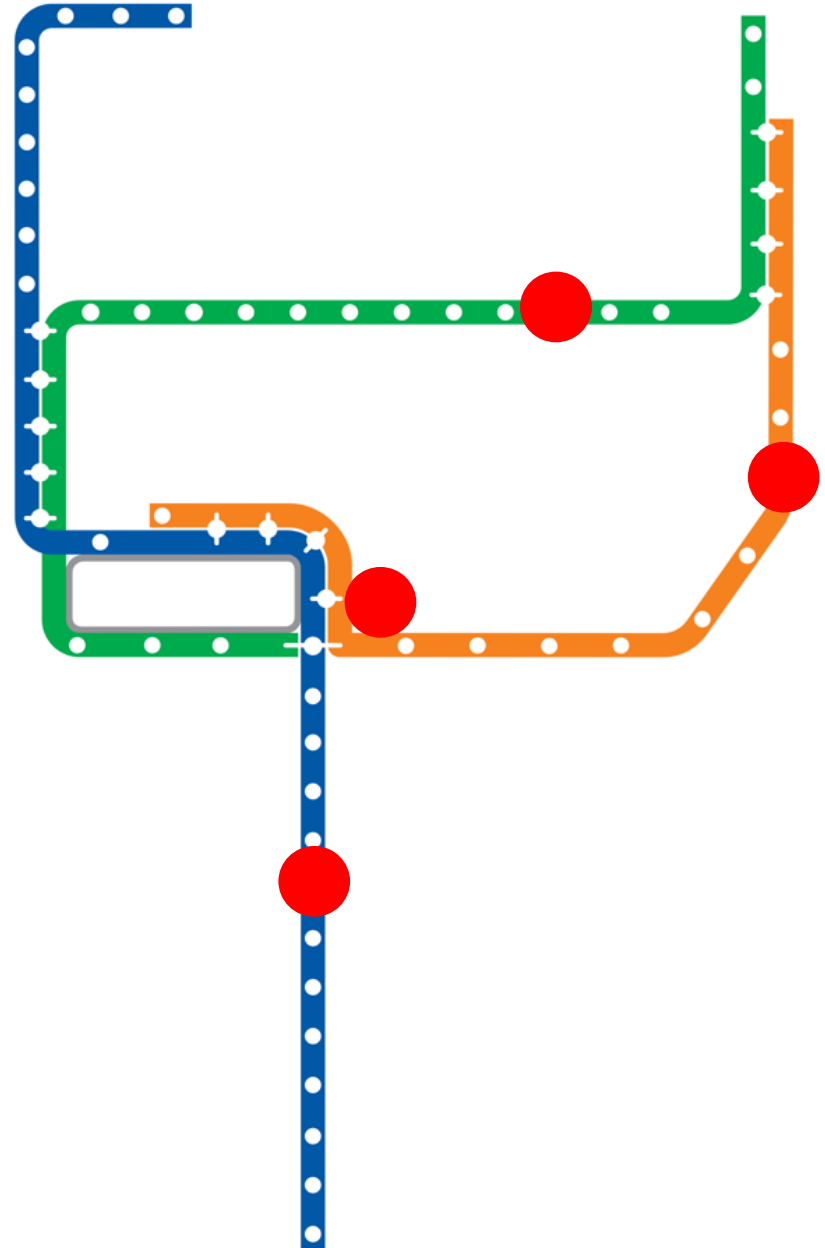
# Closed Public Restrooms

- Portable restrooms were previously provided at three locations on MTS property, but were removed at the request of jurisdictions because of excessive abuse and damage:
  - 14<sup>th</sup> & Imperial
  - Euclid Avenue Station
  - La Mesa Blvd Station



# Closed Public Restrooms

- San Diego State University
  - Discussions about reopening restroom, but SDSU decided not to due to safety concerns
- Lemon Grove Depot
  - Closed by city a few years ago due to sheriff department request
- 14<sup>th</sup> & L (Downtown)
  - Closed by city due to increased crime in the area (130-percent increase in police calls)
- 24<sup>th</sup> Street Station
  - In communication with Sweetwater Union High School District to reopen facility in compliance with lease



# Cost Per Restroom (Annual)

- Rental & Servicing (2x daily): **\$31,000**
- Security (24 hours): **\$190,000**
- First unit per location = **\$221,000**
  - Each additional unit per location = **+\$31,000**

## FEATURES

- ▶ Push button self-closing faucet
- ▶ Full freshwater flushing toilet
- ▶ Weatherproof flooring
- ▶ Incandescent natural lighting
- ▶ 10"x13" oval sink
- ▶ Built in trash receptacle
- ▶ "In use" light
- ▶ Available as stand-alone or as multiple restrooms on one trailer

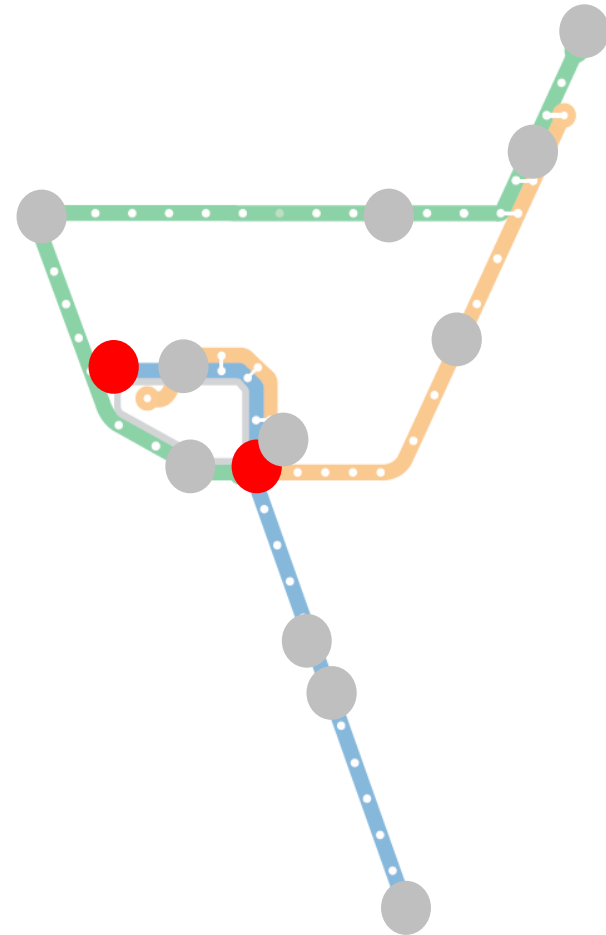
## SPECIFICATIONS

- ▶ Height: 91"
- ▶ Width: 48"
- ▶ Depth: 43.5"



# Extending Hours of Restroom Availability

- America Plaza
  - Extension from 5pm closure to 8pm closure, with oversight from MTS security and facilities departments
- 12<sup>th</sup> & Imperial (Mills Building)
  - Additional hour of restroom access (until 6pm) can be provided with existing resources
  - Any additional service (nights or weekends) would result in increased security with estimates of roughly \$100,000 for four additional hours per day



# SDSU Study

## Public Restrooms in San Diego County: A Regional Assessment

- First phase of project completed by Dr. Megan Welsh Carroll and Dr. Madison Swayne on behalf of the Project for Sanitation Justice (March, 2022)
- Found that San Diego has history of insufficient public restroom facilities, and documented restroom count by jurisdiction, city council district, and community planning areas

<https://bathrooms.sdsu.edu/>



# SDSU Study

## Public Restrooms in San Diego County: A Regional Assessment

Municipality	Restrooms Count
Carlsbad	23
Chula Vista	45
Coronado	19
Del Mar	5
El Cajon	13
Encinitas	17
Escondido	20
Imperial Beach	7
La Mesa	17
Lemon Grove	5
National City	11
Oceanside	36
Poway	17
San Diego	294
San Marcos	27
Solana Beach	3
Santee	18
Vista	5
S.D. County Unincorporated	87
<b>Total</b>	<b>669</b>

<https://bathrooms.sdsu.edu/>



# SDSU Study

## Public Restrooms in San Diego County: A Regional Assessment

City of San Diego Community Planning Area	Restrooms Count	City of San Diego Community Planning Area	Restrooms Count	City of San Diego Community Planning Area	Restrooms Count
1 - Balboa Park	21	20 - Navajo	7	42 - Uptown	2
2 - Barrio Logan	3	21 - Carmel Valley	10	44 - Skyline-Paradise Hills	9
3 - Carmel Mountain Ranch	3	23 - Ocean Beach	7	47 - Tierrasanta	2
4 - Downtown	32	24 - Old Town San Diego	4	48 - Torrey Hills	1
5 - Sabre Springs	2	25 - Otay Mesa-Nestor	6	49 - Fairbanks Ranch Country Club	0
6 - Clairemont Mesa	11	26 - Otay Mesa	2	50 - Kearny Mesa	0
7 - East Elliott	0	27 - Pacific Beach	8	51 - Del Mar Mesa	1
8 - Greater Golden Hill	0	28 - North Park	4	52 - Torrey Highlands	1
9 - Miramar Ranch North	3	29 - Rancho Penasquitos	5	55 - Via De La Valle	0
10 - La Jolla	10	30 - Peninsula	16	56 - Mid-City: City Heights	9
11 - Encanto	9	31 - Rancho Bernardo	2	57 - Mid-City: Eastern Area	2
12 - Linda Vista	5	32 - San Pasqual	0	58 - Mid-City: Kensington-Talmadge	1
13 - Black Mountain Ranch	1	33 - San Ysidro	2	59 - Mid-City: Normal Heights	2
14 - Midway-Pacific Highway	0	34 - Scripps Miramar Ranch	4	61 - Ncfua Subarea li	0
15 - Mira Mesa	7	35 - Serra Mesa	3	62 - Pacific Highlands Ranch	1
16 - Rancho Encantada	2	37 - Southeastern San Diego	10	96 - Los Penasquitos Canyon	1
17 - Mission Bay Park	40	38 - College Area	2	97 - Military Facilities	1
18 - Mission Beach	5	39 - Tijuana River Valley	1	98 - Reserve	3
19 - Mission Valley	2	40 - Torrey Pines	1	99 - University	8
Total: 294					

<https://bathrooms.sdsu.edu/>





# SDSU Study

## Public Restrooms in San Diego County: A Regional Assessment

- First phase of project completed by Dr. Megan Welsh Carroll and Dr. Madison Swayne on behalf of the Project for Sanitation Justice (March, 2022)
- Found that San Diego has history of insufficient public restroom facilities, and documented restroom count by jurisdiction, city council district, and community planning areas
- Developing first countywide database of permanent public restrooms with public-facing inventory of public restrooms

<https://bathrooms.sdsu.edu/>  
[bathrooms.sdsu@gmail.com](mailto:bathrooms.sdsu@gmail.com)

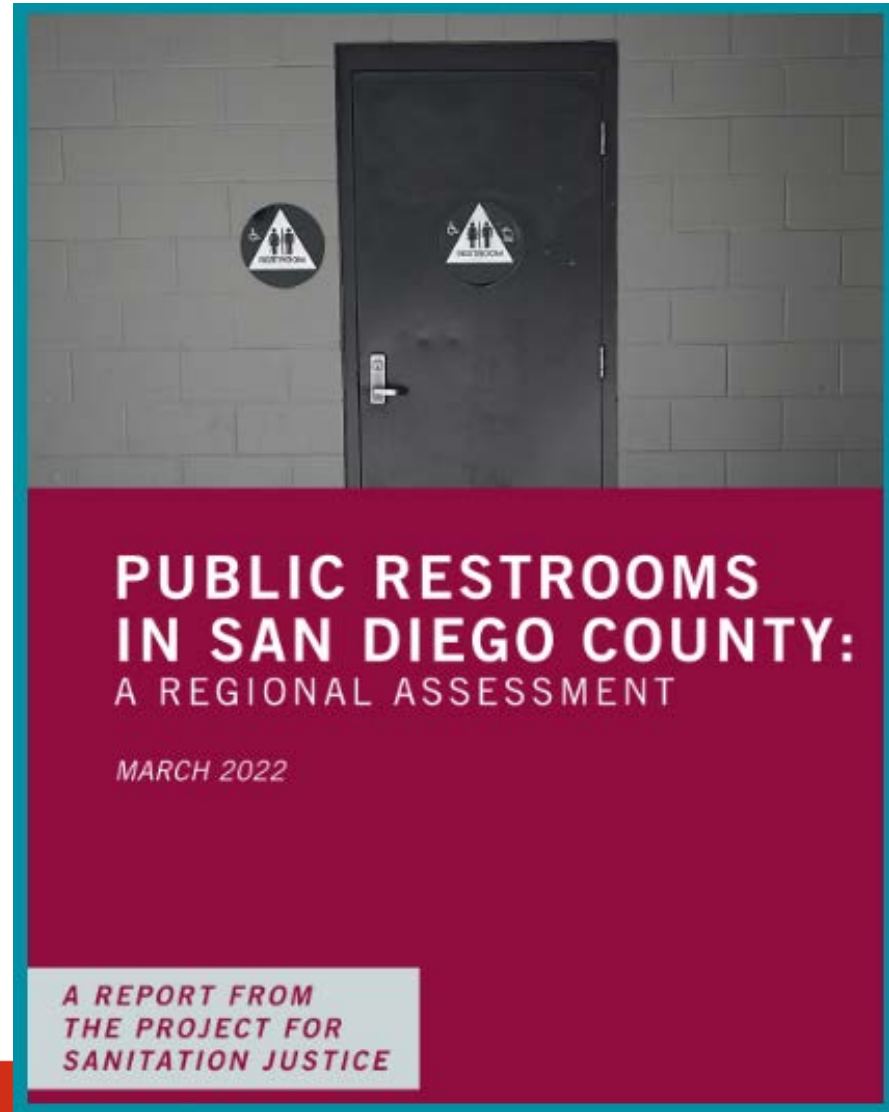


# SDSU Study

## Public Restrooms in San Diego County: A Regional Assessment

- ADDITIONAL FUTURE EFFORTS:
  - Continued public restroom field infrastructure assessment
  - Social survey of restroom-reliant individuals and people experiencing homelessness
  - Launching research to understand drivers of community opposition to restrooms and identifying communication strategies to can overcome opposition
- MTS Staff will continue to meet with SDSU in support of the study and provide link to database of restrooms

<https://bathrooms.sdsu.edu/>



# Future Efforts

- [illegible]

Questions?



## Agenda Item No. 46

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

May 12, 2022

**SUBJECT:**

GRANTS ADMINISTRATION REPORT (JULIA TUER AND KENA TEON)

**INFORMATIONAL ONLY**

Budget Impact

None.

**DISCUSSION:**

In April 2021, the San Diego Metropolitan Transit System (MTS) created a new Grants Team, which includes the following positions: Grants Administrator, Financial Analyst, Manager of Government Affairs, and Transit Asset Management Program Manager. The Grants Team manages all federal and state programs for both formula and competitive grants.

Staff will provide a report of all grant administration activities over the past year.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)



# Metropolitan Transit System Grants Administration Report



MTS Board of Directors  
May 12, 2022

# MTS Grants Team Introduction

- New team established in April 2021
- Comprised of two (2) areas: **Administration** and **Finance**
  - **Administration:**
    - Julia Tuer, Manager of Government Affairs
    - Kena Teon, Grants Administrator
  - **Finance:**
    - Eric Cheng, Transit Asset Management Program Manager
    - Etta Bowman, Financial Analyst

# Overview of Grants Administration

The Grants Management responsibility is undertaken by the Grants Administrator and Financial Analyst who report directly to the Manager of Government Affairs and Transit Asset Management Program Manager.

- **Administration:** Responsible for all day-to-day Grants Administration process
  - Kena Teon, Grants Administrator
- **Finance:** Responsible for all day-to-day financial aspects of the grant process
  - Etta Bowman, Financial Analyst



# Formula Grants

- Formula funds are allocated to MTS annually based on a range of characteristics such as population, revenue miles reported to the National Transit Database, etc.
- Formula funds do not rely on a competitive process for allocating funds
- Formula grant funds are primarily used for preventive maintenance and capital projects, and are paid on a reimbursement basis
- Funding sources include:
  - Federal Transit Administration (Federal)
  - Caltrans (State)
  - Transit Security Administration (TSA)

# Formula Grants

## In FY 2021, MTS received:

- Section 5307: \$46,173,446
- Section 5337: \$27,994,185
- Section 5339: \$4,725,660
- 5311: \$207,000
- LCTOP: \$3,446,991
- State of Good Repair: \$4,955,508
- TSA – Nat’l Explosives Detection Canine Team Program: \$151,500

*Total: \$87,654,290*

Grant Program	Granting Agency	Typical Funded Projects
Section 5307	FTA	Bus and Rail Preventive Maintenance, Bus Procurements
Section 5337	FTA	Bus and Rail Preventive Maintenance
Section 5339	FTA	ADA/Paratransit/Bus Procurements
Section 5311	FTA/Caltrans	Rural Bus Operations
Low Carbon Transit Operations Program (LCTOP)	Caltrans	Zero Emission Bus Procurements
State of Good Repair	Caltrans	Light Rail Vehicle Replacements
TSA - National Explosives Detection Canine Team Program	TSA	TSA Canine Team Reimbursement

# Competitive Grants

- Competitive grants are “competitive” in nature and often have hundreds of applicants
- Priority list of projects are identified during approved annual CIP process
- Competitive grants have unique set of performance goals/criteria that must be met in order to be qualified
- Identification of priority project that fits within grant timeframe and criteria

# Sample of Recent Competitive Grant Awards (Pre-2021)

Grant Program	Granting Agency	Year	Award	Project
Transit and Intercity Rail Capital Program	CalSTA	FY 2015	\$31,936,000	Eight LRVs and New Courthouse Station
Transit and Intercity Rail Capital Program	CalSTA	FY 2018	\$40,098,000	Blue Line Rail Corridor Transit Enhancements / Zero Emission Bus Purchase
Buses and Bus Facilities Program	FTA	FY 2018	\$3,923,122	RTMS Replacement and Expansion
Transit Security Grant Program	FEMA	FY 2019	\$434,624	Security Radios
Innovative Coordinated Access and Mobility	FTA	FY 2019	\$536,000	Trapeze Software Program
5310 Specialized Transportation Grant Program	FTA/SANDAG	FY 2019	\$590,437	ADA Bus Procurement
5310 Specialized Transportation Grant Program	FTA/SANDAG	FY 2020	\$590,437	ADA Bus Procurement
Transit and Intercity Rail Capital Program	CalSTA	FY 2020	\$7,200,000	Blue/Green Line 3 <sup>rd</sup> Track and El Cajon 3 <sup>rd</sup> Track Projects
Volkswagen Air and Mitigation Trust Program	CARB	FY 2020	\$720,000	Subsidy towards electric bus purchases
Transit Security Grant Program	FEMA	FY 2020	\$209,196	Security Radios

# Competitive Grants

Applied for eleven (11) competitive funding opportunities to date (April 2021-2022)

## Federal Grant Application Submittals (7):

Grant Program	Granting Agency	Award Requested	Status	Project
Community Project Funding	Congressional Appropriations	\$750,000	Awarded	Imperial Avenue Division Zero Emission Bus Infrastructure Project – Design Phase
Transit Security Grant Program (TSGP)	FEMA	\$398,361	Awarded	Security Radios
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	DOT	\$10,923,326	No Award	12 <sup>th</sup> & Imperial Transit Center Rehabilitation
Buses and Bus Facilities Program	FTA	\$40,900,000	No Award	New Zero Emission Bus Facility (Division 6)
Areas of Persistent Poverty Program	FTA	\$850,000	Pending Results	San Ysidro Transit Center Track Improvements
Route Planning and Restoration Program	FTA	\$750,000	Pending Results	Orange Line Improvements
Innovative Coordinated Access and Mobility Pilot Program	FTA	\$35,000	Pending Results	Travel Training and Assessment Center

# Competitive Grants

## State Grant Application Submittals (4):

Grant Program	Granting Agency	Award Requested	Status	Project
Volkswagen Air and Mitigation Trust Program	CARB	\$900,000	Awarded	Subsidy towards electric bus purchases
Clean California Local Grant Program	Caltrans	\$1,400,000	No Award	Beyer Blvd Pathway to San Ysidro Communities
Transit and Intercity Rail Capital Program	Caltrans	\$33,544,000	Pending Results	Orange Line Improvements, 12th and Imperial Transit Center Rehabilitation and Electrification to support Zero Emission Buses at Imperial Avenue Division
EnergIIIZE Jump Start	CEC	\$153,600	Pending Results	Zero Emission Bus Charging Management Software

# Upcoming Grant Opportunities

## Federal FY 2022-23:

1. FTA Buses and Bus Facilities Program
2. FTA Low or No Emission Vehicle Program
3. FEMA Transit Security Grant Program
4. FTA Intercity Bus Program (via Caltrans)
5. FTA Enhanced Mobility of Seniors & Individuals with Disabilities (via SANDAG)
6. Federal Community Project Funding Requests
7. FTA Section 5307, 5337, 5339 Programs (formula)
8. Other Bipartisan Infrastructure Law Programs (timeline/release TBD)

## State FY 2022-23:

9. Low Carbon Transit Operations Program (formula)
10. Affordable Housing and Sustainable Communities Program – Round 7

# Upcoming Grant Opportunities – Projects

- Zero Emission Bus – Vehicle Purchases
- Zero Emission Bus – Charging Infrastructure at Bus Divisions
- New Zero Emission Bus Division (Division 6)
- Rapid Bus – Vehicle Replacements
- 12th and Imperial Transit Center Rehabilitation
- Variable Message Sign (VMS) Replacements



# Grant Reporting

- Federal Transit Administration (FTA) requires grantees to submit financial reports and narrative progress reports on a quarterly basis for all active, executed grants
  - Federal Financial Reports (FFR's) and Milestone Progress Reports (MPR's)
- Other federal, state, and local programs require periodic financial and narrative reporting to track grant activity
- Grant process generally consists of the following stages after an application has been submitted and successfully awarded:
  - Execution of Award
  - Periodic Financial and Narrative Reporting
  - Drawdowns and Monitoring
  - Grant Revisions and Amendments
  - Closeout
- 26 total open/active grants being managed

# Audits

- Transit held to high standards for safety, performance, cost efficiency
- Federal/State/Local audits
- Granting agencies hold various audits ensuring proper use of grant funds
- Upcoming Comprehensive FTA Triennial Audit
  - MTS has received a perfect score in its last four (4) Triennial audits
  - Involves each department within MTS

# Questions or Comments



## Agenda Item No. 61

Chief Executive Officer's Report

May 12, 2022

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period April 6, 2022 – May 3, 2022

### CEO Travel Report (since last Board meeting)

April 18 – 19 California Transit Association - Executive Committee Retreat & Business Meeting, Oceanside, CA

### Board Member Travel Report (since last Board meeting)

N/A



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400001828	4/6/22	Office Depot		G200-OFFICE SUPPLIES	\$293.40	-	-
4400001829	4/6/22	Office Depot		G200-OFFICE SUPPLIES	\$147.77	-	-
4400001830	4/6/22	Office Depot		G200-OFFICE SUPPLIES	\$253.04	-	-
4400001831	4/7/22	W.W. Grainger Inc		G130-SHOP TOOLS	\$919.20	-	-
4400001832	4/13/22	Office Depot		G200-OFFICE SUPPLIES	\$765.85	-	-
4400001833	4/13/22	Office Depot		G200-OFFICE SUPPLIES	\$87.63	-	-
4400001834	4/13/22	Office Depot		G200-OFFICE SUPPLIES	\$241.49	-	-
4400001835	4/13/22	Office Depot		G200-OFFICE SUPPLIES	\$111.73	-	-
4400001836	4/15/22	Office Depot		G200-OFFICE SUPPLIES	\$124.58	-	-
4400001837	4/15/22	Office Depot		G200-OFFICE SUPPLIES	\$261.59	-	-
4400001838	4/18/22	W.W. Grainger Inc		G130-SHOP TOOLS	\$913.03	-	-
4400001839	4/19/22	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$233.00	-	-
4400001840	4/19/22	Office Depot		G200-OFFICE SUPPLIES	\$178.34	-	-
4400001841	4/19/22	Office Depot		G200-OFFICE SUPPLIES	\$143.67	-	-
4400001842	4/20/22	Office Depot		G200-OFFICE SUPPLIES	\$321.09	-	-
4400001843	4/21/22	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$333.81	-	-
4400001844	4/21/22	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$71.44	-	-
4400001845	4/21/22	Office Depot		G200-OFFICE SUPPLIES	\$78.88	-	-
4400001846	4/21/22	Office Depot		G200-OFFICE SUPPLIES	\$641.05	-	-
4400001847	4/21/22	Office Depot		G200-OFFICE SUPPLIES	\$154.01	-	-
4400001848	4/22/22	Office Depot		G200-OFFICE SUPPLIES	\$470.27	-	-
4400001849	4/25/22	Office Depot		G200-OFFICE SUPPLIES	\$163.20	-	-
4400001850	4/27/22	W.W. Grainger Inc		G200-OFFICE SUPPLIES	\$446.73	-	-
4400001851	4/27/22	Office Depot		G200-OFFICE SUPPLIES	\$275.78	-	-
4400001852	4/27/22	Office Depot		G200-OFFICE SUPPLIES	\$538.21	-	-
4400001853	4/28/22	Office Depot		G200-OFFICE SUPPLIES	\$65.24	-	-
4400001854	4/28/22	Office Depot		G200-OFFICE SUPPLIES	\$277.92	-	-
4400001855	4/29/22	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$71.58	-	-
4400001856	5/2/22	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$71.58	-	-
4400001857	5/3/22	Mcmaster-Carr Supply Co		M140-WAYSIDE SIGNALS	\$67.47	-	-
4500046216	4/6/22	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$3,928.89	-	-
4500046217	4/6/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$2,627.61	-	-
4500046218	4/6/22	Gillig LLC		B130-BUS BODY	\$619.66	-	-
4500046219	4/6/22	Shilpark Paint Corp.		F180-BUILDING MATERIALS	\$503.97	-	-
4500046220	4/6/22	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$219.15	-	-
4500046221	4/6/22	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$2,000.00	-	-
4500046222	4/6/22	Louis Sardo Upholstery Inc		B250-BUS REPAIR PARTS	\$68.40	-	-
4500046223	4/6/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,210.11	-	-
4500046224	4/6/22	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$2,311.20	-	-
4500046225	4/6/22	Vern Rose Inc		F120-BUS/LRV PAINT BOOTHS	\$584.22	-	-
4500046226	4/6/22	Home Depot USA Inc		F180-BUILDING MATERIALS	\$193.93	-	-
4500046227	4/6/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$113.36	-	-
4500046228	4/6/22	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	\$471.95	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046229	4/6/22	Waxie's Enterprises Inc.		G190-SAFETY/MED SUPPLIES	\$1,305.16	-	-
4500046230	4/6/22	Muncie Transit Supply		B130-BUS BODY	\$119.83	-	-
4500046231	4/6/22	Staples Contract & Commercial Inc		B150-BUS COMM EQUIP.	\$391.52	-	-
4500046232	4/6/22	Charter Industrial Supply Inc	Small Business	G150-FASTENERS	\$226.36	-	-
4500046233	4/6/22	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$124.99	-	-
4500046234	4/6/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$1,964.15	-	-
4500046235	4/6/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$37.21	-	-
4500046236	4/6/22	Koeller,Nebeker,Carlson&Haluck LLP		P340-LEGAL	\$50,000.00	-	-
4500046237	4/6/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$5,239.28	-	-
4500046238	4/6/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$13.72	-	-
4500046239	4/6/22	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	\$773.47	-	-
4500046240	4/6/22	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$718.00	-	-
4500046241	4/6/22	Grah Safe & Lock Inc	Small Business	P280-GENERAL SVC AGRMNTS	\$2,704.33	-	-
4500046242	4/7/22	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	\$1,998.41	-	-
4500046243	4/7/22	Brown & Bigelow Inc		G230-PRINTED MATERIALS	\$634.38	-	-
4500046244	4/7/22	Steven Timme		G230-PRINTED MATERIALS	\$106.20	-	-
4500046245	4/7/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$7,656.72	-	-
4500046246	4/7/22	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$52.80	-	-
4500046247	4/7/22	Transit Holdings Inc		B130-BUS BODY	\$977.35	-	-
4500046248	4/7/22	Transit Holdings Inc		B130-BUS BODY	\$1,111.05	-	-
4500046249	4/7/22	858 Graphics Inc		G230-PRINTED MATERIALS	\$962.00	-	-
4500046250	4/7/22	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$62.77	-	-
4500046251	4/7/22	Transit Holdings Inc		B130-BUS BODY	\$9.66	-	-
4500046252	4/7/22	MCAS Miramar Vet		G120-SECURITY	\$120.44	-	-
4500046253	4/7/22	VCA Animal Hospitals, Inc.		G120-SECURITY	\$172.80	-	-
4500046254	4/7/22	Newark Corporation		M130-CROSSING MECHANISM	\$738.48	-	-
4500046255	4/7/22	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$1,085.09	-	-
4500046256	4/7/22	General Signals Inc		M130-CROSSING MECHANISM	\$10,993.74	-	-
4500046257	4/7/22	Gillig LLC		R120-RAIL/LRV CAR BODY	\$15,113.10	-	-
4500046258	4/7/22	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$2,381.40	-	-
4500046259	4/7/22	Super Welding of Southern CA	Small Business	G130-SHOP TOOLS	\$1,629.30	-	-
4500046260	4/7/22	General Signals Inc		M130-CROSSING MECHANISM	\$8,491.35	-	-
4500046261	4/7/22	Ninyo & Moore	Minority Owned Business	C110-GENERAL CONTRACTORS	\$1,700.00	-	-
4500046262	4/8/22	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$206.77	-	-
4500046263	4/8/22	Harbor Diesel & Equipment		B250-BUS REPAIR PARTS	\$25,838.45	-	-
4500046264	4/8/22	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	\$12,146.05	-	-
4500046265	4/8/22	Uline		G140-SHOP SUPPLIES	\$1,093.70	-	-
4500046266	4/8/22	Mcmaster-Carr Supply Co		P190-REV VEHICLE REPAIRS	\$64.07	-	-
4500046267	4/8/22	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$257.02	-	-
4500046268	4/8/22	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$135.06	-	-
4500046269	4/8/22	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	\$12,110.21	-	-
4500046270	4/8/22	Performance Systems Corporation		P490-MANAGEMENT TRAINING	\$616.80	-	-
4500046271	4/8/22	OneSource Distributors, LLC		G180-JANITORIAL SUPPLIES	\$1,216.45	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046272	4/8/22	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$359.89	-	-
4500046273	4/8/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$23.71	-	-
4500046274	4/8/22	Transit Holdings Inc		B130-BUS BODY	\$2,244.67	-	-
4500046275	4/8/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$27.61	-	-
4500046276	4/8/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$2,979.36	-	-
4500046277	4/8/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$344.80	-	-
4500046278	4/8/22	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$669.12	-	-
4500046280	4/8/22	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$7,381.92	-	-
4500046281	4/8/22	Dellner Inc		R130-RAIL/LRV COUPLER	\$13,422.69	-	-
4500046282	4/8/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$879.94	-	-
4500046284	4/8/22	Mcmaster-Carr Supply Co		G150-FASTENERS	\$151.17	-	-
4500046285	4/8/22	Kurt Morgan		G200-OFFICE SUPPLIES	\$126.90	-	-
4500046286	4/8/22	Freeby Signs		B250-BUS REPAIR PARTS	\$376.97	-	-
4500046287	4/8/22	Vern Rose Inc		G160-PAINTS & CHEMICALS	\$92.28	-	-
4500046288	4/8/22	Trentman Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$1,363.59	-	-
4500046289	4/8/22	W.W. Grainger Inc		G220-OFFICE EQUIPMENT	\$389.24	-	-
4500046290	4/9/22	Gillig LLC		B130-BUS BODY	\$2,602.28	-	-
4500046291	4/9/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$71.45	-	-
4500046292	4/9/22	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$502.04	-	-
4500046293	4/9/22	Gillig LLC		B140-BUS CHASSIS	\$562.11	-	-
4500046294	4/9/22	Lisa Ynez Beetson	Minority Owned Business	G200-OFFICE SUPPLIES	\$80.82	-	-
4500046295	4/9/22	SPX Corporation		B190-BUS FARE EQUIP	\$1,346.88	-	-
4500046296	4/9/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$510.23	-	-
4500046297	4/10/22	Jeyco Products Inc		G140-SHOP SUPPLIES	\$939.54	-	-
4500046298	4/10/22	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$1,184.83	-	-
4500046299	4/10/22	Battery Power Inc.		B160-BUS ELECTRICAL	\$4,847.36	-	-
4500046300	4/10/22	No-Spill Systems Inc		B120-BUS MECHANICAL PARTS	\$110.61	-	-
4500046301	4/10/22	Tribologik Corporation		G140-SHOP SUPPLIES	\$3,289.34	-	-
4500046302	4/10/22	Inland Kenworth (US) Inc		B120-BUS MECHANICAL PARTS	\$104.16	-	-
4500046303	4/10/22	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$828.49	-	-
4500046304	4/10/22	Gillig LLC		B150-BUS COMM EQUIP.	\$3,286.38	-	-
4500046305	4/10/22	Genuine Parts Co		G170-LUBRICANTS	\$700.27	-	-
4500046306	4/10/22	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$75.63	-	-
4500046307	4/10/22	Thompson Building Materials		R230-RAIL/LRV MECHANICAL	\$3,195.33	-	-
4500046308	4/10/22	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	\$459.29	-	-
4500046309	4/10/22	Fastenal Company		G180-JANITORIAL SUPPLIES	\$528.32	-	-
4500046310	4/11/22	Siemens Mobility, Inc.		R180-RAIL/LRV LIGHTING	\$399.53	-	-
4500046311	4/11/22	Culligan of San Diego		G140-SHOP SUPPLIES	\$2,040.00	-	-
4500046312	4/11/22	Chromate Industrial Corporation		G270-ELECTRICAL/LIGHTING	\$417.98	-	-
4500046313	4/11/22	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$1,297.97	-	-
4500046314	4/11/22	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	\$196.04	-	-
4500046315	4/11/22	Office Depot		P280-GENERAL SVC AGRMNTS	\$76.15	-	-
4500046316	4/11/22	Trentman Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$101.26	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046317	4/11/22	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$3,618.86	-	-
4500046318	4/11/22	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$14,938.84	-	-
4500046319	4/11/22	Kenneth Place		F190-LANDSCAPING MAT'LS	\$284.37	-	-
4500046320	4/11/22	Professional Contractors Supplies		G180-JANITORIAL SUPPLIES	\$314.92	-	-
4500046321	4/11/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$815.02	-	-
4500046322	4/11/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$807.11	-	-
4500046323	4/11/22	Richard M. Yumul		P280-GENERAL SVC AGRMNTS	\$25,172.00	-	-
4500046324	4/11/22	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	\$15,623.75	-	-
4500046325	4/11/22	Brady Industries of California, LLC		G180-JANITORIAL SUPPLIES	\$1,191.33	-	-
4500046326	4/11/22	Robcar Corporation	Woman Owned Business	G140-SHOP SUPPLIES	\$630.34	-	-
4500046327	4/11/22	HI-TEC Enterprises		R160-RAIL/LRV ELECTRICAL	\$3,690.44	-	-
4500046328	4/12/22	HI-TEC Enterprises		R220-RAIL/LRV TRUCKS	\$109.91	-	-
4500046329	4/12/22	Prudential Overall Supply		G140-SHOP SUPPLIES	\$6,808.74	-	-
4500046330	4/12/22	East Village Association		G250-NOVELTIES & AWARDS	\$600.00	-	-
4500046331	4/12/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$124.45	-	-
4500046332	4/12/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$127.30	-	-
4500046333	4/12/22	Transit Holdings Inc		B140-BUS CHASSIS	\$780.97	-	-
4500046334	4/12/22	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$145.41	-	-
4500046335	4/12/22	Transit Holdings Inc		B130-BUS BODY	\$3,350.66	-	-
4500046336	4/12/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,339.19	-	-
4500046337	4/12/22	Transit Holdings Inc		B140-BUS CHASSIS	\$8,562.21	-	-
4500046338	4/12/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$101.32	-	-
4500046339	4/12/22	West-Lite Supply Co Inc	Small Business	R180-RAIL/LRV LIGHTING	\$2,025.29	-	-
4500046340	4/12/22	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,597.52	-	-
4500046341	4/12/22	Dell Marketing L.P.		I110-INFORMATION TECH	\$7,988.70	-	-
4500046342	4/12/22	HI-TEC Enterprises		R220-RAIL/LRV TRUCKS	\$7,790.36	-	-
4500046343	4/12/22	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$719.15	-	-
4500046344	4/13/22	Transit Holdings Inc		B130-BUS BODY	\$1,629.76	-	-
4500046345	4/13/22	Transit Holdings Inc		B130-BUS BODY	\$449.91	-	-
4500046346	4/13/22	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$461.68	-	-
4500046347	4/13/22	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$5,206.01	-	-
4500046348	4/13/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$238.69	-	-
4500046349	4/13/22	Flyers Energy LLC		G170-LUBRICANTS	\$6,232.63	-	-
4500046350	4/13/22	Transit Holdings Inc		B130-BUS BODY	\$1,033.70	-	-
4500046351	4/13/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,651.81	-	-
4500046353	4/13/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,097.22	-	-
4500046354	4/13/22	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$156.24	-	-
4500046355	4/13/22	Transit Holdings Inc		G140-SHOP SUPPLIES	\$2,903.71	-	-
4500046356	4/13/22	San Diego Union Tribune LLC		G200-OFFICE SUPPLIES	\$1,039.75	-	-
4500046357	4/13/22	San Diego Earth Day		G260-MEDIA	\$2,500.00	-	-
4500046358	4/13/22	Schuko LLC		P310-ADVERTISING SERVICES	\$573.62	-	-
4500046359	4/13/22	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$439.23	-	-
4500046360	4/13/22	Vern Rose Inc		G140-SHOP SUPPLIES	\$35.04	-	-



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046361	4/13/22	Gillig LLC		B250-BUS REPAIR PARTS	\$182.25	-	-
4500046362	4/13/22	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$116.56	-	-
4500046363	4/13/22	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$510.74	-	-
4500046364	4/13/22	Gillig LLC		B140-BUS CHASSIS	\$1,900.45	-	-
4500046365	4/13/22	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	\$936.62	-	-
4500046366	4/13/22	Gillig LLC		B250-BUS REPAIR PARTS	\$1,971.18	-	-
4500046367	4/13/22	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$177.89	-	-
4500046368	4/13/22	W.W. Grainger Inc		G170-LUBRICANTS	\$144.24	-	-
4500046369	4/13/22	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$828.49	-	-
4500046370	4/13/22	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$75.11	-	-
4500046371	4/13/22	Allied Refrigeration Inc		G140-SHOP SUPPLIES	\$107.75	-	-
4500046372	4/13/22	Kurt Morgan		G200-OFFICE SUPPLIES	\$308.79	-	-
4500046373	4/13/22	Vern Rose Inc		G140-SHOP SUPPLIES	\$18.52	-	-
4500046374	4/13/22	Inland Kenworth (US) Inc		B130-BUS BODY	\$517.01	-	-
4500046375	4/13/22	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$280.66	-	-
4500046376	4/13/22	Home Depot USA Inc		G140-SHOP SUPPLIES	\$196.91	-	-
4500046377	4/13/22	B & S Graphics Inc		B130-BUS BODY	\$115.83	-	-
4500046378	4/13/22	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$495.50	-	-
4500046379	4/14/22	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$24,025.03	-	-
4500046380	4/14/22	Transit Holdings Inc		B140-BUS CHASSIS	\$2,323.46	-	-
4500046381	4/14/22	Transit Holdings Inc		B130-BUS BODY	\$1,029.87	-	-
4500046382	4/14/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$5.38	-	-
4500046383	4/14/22	Gillig LLC		B250-BUS REPAIR PARTS	\$1,986.27	-	-
4500046384	4/14/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,648.58	-	-
4500046385	4/14/22	Transit Holdings Inc		G140-SHOP SUPPLIES	\$2,035.77	-	-
4500046386	4/14/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$11.96	-	-
4500046387	4/14/22	Gillig LLC		B250-BUS REPAIR PARTS	\$5,367.46	-	-
4500046388	4/14/22	Shilpark Paint Corp.		F180-BUILDING MATERIALS	\$157.25	-	-
4500046389	4/14/22	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$870.41	-	-
4500046390	4/14/22	Gillig LLC		B250-BUS REPAIR PARTS	\$2,907.72	-	-
4500046391	4/15/22	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$8.19	-	-
4500046392	4/15/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$613.58	-	-
4500046393	4/15/22	Home Depot USA Inc		G200-OFFICE SUPPLIES	\$322.18	-	-
4500046394	4/15/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$798.44	-	-
4500046395	4/15/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$27.61	-	-
4500046396	4/15/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$176.62	-	-
4500046397	4/15/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$120.52	-	-
4500046398	4/15/22	Home Depot USA Inc		G170-LUBRICANTS	\$272.56	-	-
4500046399	4/15/22	Transit Products and Services		B130-BUS BODY	\$6,896.00	-	-
4500046400	4/15/22	Progressive Tints LLC		R120-RAIL/LRV CAR BODY	\$1,708.92	-	-
4500046401	4/15/22	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$529.35	-	-
4500046402	4/15/22	Gillig LLC		B250-BUS REPAIR PARTS	\$987.71	-	-
4500046403	4/15/22	Kurt Morgan		G200-OFFICE SUPPLIES	\$414.54	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046404	4/15/22	Jeyco Products Inc		G200-OFFICE SUPPLIES	\$89.92	-	-
4500046405	4/15/22	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	\$175.29	-	-
4500046406	4/15/22	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$488.08	-	-
4500046407	4/15/22	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$260.80	-	-
4500046408	4/15/22	Brand Makers LLC	Small Business	G230-PRINTED MATERIALS	\$3,469.56	-	-
4500046409	4/15/22	Gillig LLC		B250-BUS REPAIR PARTS	\$48.38	-	-
4500046410	4/18/22	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$4,000.00	-	-
4500046411	4/18/22	Cummins Pacific LLC		B160-BUS ELECTRICAL	\$496.12	-	-
4500046412	4/18/22	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$119.30	-	-
4500046413	4/18/22	Battery Power Inc.		B160-BUS ELECTRICAL	\$9,425.42	-	-
4500046414	4/18/22	Harbor Diesel & Equipment		B120-BUS MECHANICAL PARTS	\$304.88	-	-
4500046415	4/18/22	SPX Corporation		G290-FARE REVENUE EQUIP	\$716.89	-	-
4500046416	4/18/22	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$298.88	-	-
4500046417	4/18/22	Kirkland Printing & Mailing Svcs		G200-OFFICE SUPPLIES	\$174.47	-	-
4500046418	4/18/22	Dell Marketing L.P.		G200-OFFICE SUPPLIES	\$59.25	-	-
4500046419	4/18/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$6,336.78	-	-
4500046420	4/18/22	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$4.85	-	-
4500046421	4/18/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$46.01	-	-
4500046422	4/18/22	Transit Holdings Inc		B140-BUS CHASSIS	\$3,763.13	-	-
4500046423	4/18/22	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	\$2,184.10	-	-
4500046424	4/18/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,392.13	-	-
4500046425	4/18/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$6,158.42	-	-
4500046426	4/18/22	Hanning & Kahl LP		M140-WAYSIDE SIGNALS	\$3,848.83	-	-
4500046427	4/18/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$106.93	-	-
4500046428	4/18/22	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$3,618.86	-	-
4500046429	4/18/22	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$15,289.20	-	-
4500046430	4/18/22	Transit Holdings Inc		B130-BUS BODY	\$2,424.08	-	-
4500046431	4/18/22	D's Kustom Sales & Services, LLC		T110-TRACK, RAIL	\$1,554.30	-	-
4500046432	4/18/22	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$42.13	-	-
4500046433	4/18/22	Airgas Inc		G140-SHOP SUPPLIES	\$225.46	-	-
4500046434	4/18/22	Kaman Industrial Technologies		G170-LUBRICANTS	\$99.96	-	-
4500046435	4/18/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$99.79	-	-
4500046436	4/18/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$776.16	-	-
4500046437	4/18/22	Waxie's Enterprises Inc.		G190-SAFETY/MED SUPPLIES	\$1,003.98	-	-
4500046438	4/18/22	Mcmaster-Carr Supply Co		B160-BUS ELECTRICAL	\$17.10	-	-
4500046439	4/18/22	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$119.61	-	-
4500046440	4/18/22	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$2,932.70	-	-
4500046441	4/18/22	Jeyco Products Inc		G130-SHOP TOOLS	\$32.99	-	-
4500046442	4/18/22	Tony Jamison	DBE	G170-LUBRICANTS	\$112.75	-	-
4500046443	4/18/22	Gillig LLC		B250-BUS REPAIR PARTS	\$1,593.04	-	-
4500046444	4/18/22	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$318.08	-	-
4500046445	4/19/22	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	\$873.63	-	-
4500046446	4/19/22	Kiel NA LLC		B250-BUS REPAIR PARTS	\$842.32	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046447	4/19/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,196.95	-	-
4500046448	4/19/22	Transit Holdings Inc		G140-SHOP SUPPLIES	\$1,286.26	-	-
4500046449	4/19/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$64.63	-	-
4500046450	4/19/22	Siemens Mobility, Inc.		R150-RAIL/LRV COMM EQUIP	\$571.02	-	-
4500046451	4/19/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$150.85	-	-
4500046452	4/19/22	Transit Holdings Inc		B130-BUS BODY	\$1,726.18	-	-
4500046453	4/19/22	Siemens Mobility, Inc.		M130-CROSSING MECHANISM	\$47.92	-	-
4500046454	4/19/22	Kurt Morgan		G200-OFFICE SUPPLIES	\$36,795.00	-	-
4500046455	4/19/22	Foster & Foster Consulting		P400-FINANCIAL & AUDIT	\$45,600.00	-	-
4500046456	4/19/22	SMC Electrical Products Inc		M110-SUB STATION	\$5,226.54	-	-
4500046457	4/19/22	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$63,459.23	-	-
4500046458	4/19/22	Fastenal Company		G140-SHOP SUPPLIES	\$2,040.87	-	-
4500046459	4/19/22	Tony Jamison	DBE	G170-LUBRICANTS	\$2,761.07	-	-
4500046460	4/19/22	Shilpark Paint Corp.		F180-BUILDING MATERIALS	\$49.02	-	-
4500046461	4/19/22	Citywide Auto Glass Inc		P210-NON-REV VEH REPAIRS	\$315.52	-	-
4500046462	4/20/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$118.53	-	-
4500046463	4/20/22	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$257.81	-	-
4500046464	4/20/22	Transit Holdings Inc		B140-BUS CHASSIS	\$483.53	-	-
4500046465	4/20/22	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$11,736.40	-	-
4500046466	4/20/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$118.53	-	-
4500046467	4/20/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$2,490.86	-	-
4500046468	4/20/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$3,143.26	-	-
4500046469	4/20/22	Luminator Technology Group, Inc.		R180-RAIL/LRV LIGHTING	\$3,439.95	-	-
4500046471	4/20/22	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$1,018.76	-	-
4500046472	4/20/22	W.W. Grainger Inc		M110-SUB STATION	\$715.30	-	-
4500046473	4/20/22	Fastenal Company		G180-JANITORIAL SUPPLIES	\$1,703.48	-	-
4500046474	4/20/22	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$42.86	-	-
4500046475	4/20/22	L&W Industries LLC		M140-WAYSIDE SIGNALS	\$465.22	-	-
4500046476	4/20/22	HD Supply Construction Supply, LTD.		M200-YARD FACILITIES	\$2,745.68	-	-
4500046477	4/20/22	Gillig LLC		G140-SHOP SUPPLIES	\$120.33	-	-
4500046478	4/20/22	J Harlen Co., Inc.		G130-SHOP TOOLS	\$3,009.05	-	-
4500046479	4/20/22	Shilpark Paint Corp.		F180-BUILDING MATERIALS	\$303.90	-	-
4500046480	4/20/22	David Glen Bond		G120-SECURITY	\$270.00	-	-
4500046481	4/20/22	Pressnet Express Inc		G230-PRINTED MATERIALS	\$1,562.38	-	-
4500046482	4/20/22	Dellner Inc		R130-RAIL/LRV COUPLER	\$66,485.43	-	-
4500046483	4/20/22	TVEyes, Inc.		P310-ADVERTISING SERVICES	\$2,400.00	-	-
4500046484	4/20/22	Steven Timme		G230-PRINTED MATERIALS	\$203.18	-	-
4500046485	4/21/22	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$1,103.06	-	-
4500046486	4/21/22	Transit Holdings Inc		B140-BUS CHASSIS	\$1,838.88	-	-
4500046487	4/21/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$135.78	-	-
4500046488	4/21/22	B&H Photo & Electronics Corp		R160-RAIL/LRV ELECTRICAL	\$1,410.45	-	-
4500046489	4/21/22	Graybar Electric Co Inc		M110-SUB STATION	\$679.52	-	-
4500046490	4/21/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$822.68	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046491	4/21/22	Aztec Global Solutions, Inc.		M110-SUB STATION	\$925.00	-	-
4500046492	4/21/22	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	\$1,662.76	-	-
4500046493	4/21/22	Gillig LLC		B250-BUS REPAIR PARTS	\$2,418.96	-	-
4500046494	4/21/22	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$101.50	-	-
4500046495	4/21/22	Norman Industrial Materials		G140-SHOP SUPPLIES	\$81.24	-	-
4500046496	4/21/22	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$1,850.49	-	-
4500046497	4/21/22	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$1,225.39	-	-
4500046498	4/21/22	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$570.36	-	-
4500046499	4/21/22	Transit Holdings Inc		B140-BUS CHASSIS	\$4,096.40	-	-
4500046500	4/21/22	Hitachi Rail STS USA, Inc.		M150-PWR SWITCHES/LOCKS	\$3,412.01	-	-
4500046501	4/21/22	Robcar Corporation	Woman Owned Business	G110-BUS/TROLLEY SIGNAGE	\$1,635.65	-	-
4500046502	4/21/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,094.10	-	-
4500046503	4/21/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$33.98	-	-
4500046504	4/21/22	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	\$1,789.31	-	-
4500046505	4/21/22	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	\$327.51	-	-
4500046506	4/21/22	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	\$234.71	-	-
4500046507	4/21/22	Transit Holdings Inc		B130-BUS BODY	\$2,915.82	-	-
4500046508	4/21/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$149.72	-	-
4500046509	4/21/22	Sherwin Williams Company		B130-BUS BODY	\$1,136.03	-	-
4500046510	4/21/22	Muncie Transit Supply		B160-BUS ELECTRICAL	\$102.87	-	-
4500046511	4/21/22	Jeyco Products Inc		G200-OFFICE SUPPLIES	\$104.65	-	-
4500046512	4/21/22	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$89.44	-	-
4500046513	4/21/22	Aslan Capital Inc		G140-SHOP SUPPLIES	\$283.60	-	-
4500046514	4/22/22	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$2,792.88	-	-
4500046515	4/22/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$135.77	-	-
4500046516	4/22/22	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$74.24	-	-
4500046517	4/22/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$2,574.69	-	-
4500046518	4/22/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,084.71	-	-
4500046519	4/22/22	Transit Holdings Inc		B130-BUS BODY	\$116.31	-	-
4500046520	4/22/22	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,416.68	-	-
4500046521	4/22/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$884.51	-	-
4500046522	4/22/22	Transit Holdings Inc		B140-BUS CHASSIS	\$3,211.42	-	-
4500046523	4/22/22	Gillig LLC		B250-BUS REPAIR PARTS	\$1,880.64	-	-
4500046524	4/22/22	AT&T Corp		I110-INFORMATION TECH	\$1,068.75	-	-
4500046525	4/22/22	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$648.47	-	-
4500046526	4/22/22	Gillig LLC		B130-BUS BODY	\$3,403.63	-	-
4500046527	4/22/22	TK Services Inc		B250-BUS REPAIR PARTS	\$728.33	-	-
4500046528	4/22/22	Gillig LLC		B250-BUS REPAIR PARTS	\$3,100.17	-	-
4500046529	4/22/22	Brady Industries of California, LLC		G190-SAFETY/MED SUPPLIES	\$497.81	-	-
4500046530	4/22/22	Kurt Morgan		G200-OFFICE SUPPLIES	\$1,791.41	-	-
4500046531	4/22/22	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$247.91	-	-
4500046532	4/22/22	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$1,656.98	-	-
4500046533	4/22/22	D's Kustom Sales & Services, LLC		G130-SHOP TOOLS	\$738.09	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046534	4/22/22	Zemarc Corporation	Small Business	T120-TRACK, LUBRICATORS	\$2,999.40	-	-
4500046535	4/25/22	Transit Holdings Inc		B140-BUS CHASSIS	\$2,051.71	-	-
4500046536	4/25/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$70.64	-	-
4500046537	4/25/22	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$1,140.85	-	-
4500046538	4/25/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,394.22	-	-
4500046539	4/25/22	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$3.77	-	-
4500046540	4/25/22	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$24.83	-	-
4500046541	4/25/22	Transit Holdings Inc		B140-BUS CHASSIS	\$3,338.77	-	-
4500046542	4/25/22	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	\$11,005.11	-	-
4500046543	4/25/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$940.66	-	-
4500046544	4/25/22	Transit Holdings Inc		B140-BUS CHASSIS	\$3,091.69	-	-
4500046545	4/25/22	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	\$1,460.36	-	-
4500046546	4/25/22	Zen Industrial Services LLC	DBE	B160-BUS ELECTRICAL	\$62.55	-	-
4500046547	4/25/22	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	\$21,324.54	-	-
4500046548	4/25/22	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$671.76	-	-
4500046549	4/25/22	Neopart Transit LLC		G190-SAFETY/MED SUPPLIES	\$599.64	-	-
4500046550	4/25/22	Dellner Inc		R130-RAIL/LRV COUPLER	\$305.47	-	-
4500046551	4/25/22	CDW LLC		C120-SPECIALTY CONTRACTOR	\$540.70	-	-
4500046552	4/25/22	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$3,495.56	-	-
4500046553	4/25/22	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$15,575.89	-	-
4500046554	4/25/22	Allied Electronics Inc		G170-LUBRICANTS	\$758.83	-	-
4500046555	4/25/22	Home Depot USA Inc		G130-SHOP TOOLS	\$70.91	-	-
4500046556	4/25/22	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$608.94	-	-
4500046557	4/25/22	Gillig LLC		B140-BUS CHASSIS	\$2,916.75	-	-
4500046558	4/25/22	Romaine Electric Corporation	Small Business	B250-BUS REPAIR PARTS	\$1,808.02	-	-
4500046559	4/25/22	Gillig LLC		B250-BUS REPAIR PARTS	\$493.71	-	-
4500046561	4/25/22	Dellner Inc		R130-RAIL/LRV COUPLER	\$44,323.62	-	-
4500046562	4/25/22	J. Perez Associates Inc.		B250-BUS REPAIR PARTS	\$1,055.95	-	-
4500046563	4/25/22	Powertech Converter Corp		R160-RAIL/LRV ELECTRICAL	\$15,685.17	-	-
4500046564	4/25/22	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$66.95	-	-
4500046565	4/25/22	Harbor Diesel & Equipment		B250-BUS REPAIR PARTS	\$556.33	-	-
4500046566	4/25/22	Freeby Signs		B130-BUS BODY	\$506.44	-	-
4500046567	4/26/22	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	\$1,227.40	-	-
4500046568	4/26/22	Chromate Industrial Corporation		G270-ELECTRICAL/LIGHTING	\$858.78	-	-
4500046569	4/26/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$86.20	-	-
4500046570	4/26/22	Transit Holdings Inc		B140-BUS CHASSIS	\$1,675.87	-	-
4500046571	4/26/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$263.92	-	-
4500046572	4/26/22	Fastenal Company		R160-RAIL/LRV ELECTRICAL	\$977.45	-	-
4500046573	4/26/22	Tolar Manufacturing Co Inc		P280-GENERAL SVC AGRMNTS	\$1,353.36	-	-
4500046574	4/26/22	IFM Efactor, Inc.		R160-RAIL/LRV ELECTRICAL	\$2,113.79	-	-
4500046575	4/26/22	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$2,181.29	-	-
4500046576	4/26/22	Fastenal Company		R230-RAIL/LRV MECHANICAL	\$2,360.79	-	-
4500046577	4/26/22	Simon Wong Engineering Inc		C140-CONSTRUCTION MGT SRV	\$32,562.29	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046578	4/26/22	San Diego Seal Inc	Small Business	R120-RAIL/LRV CAR BODY	\$1,337.68	-	-
4500046579	4/26/22	Transit Holdings Inc		B140-BUS CHASSIS	\$3,080.72	-	-
4500046580	4/26/22	Reid and Clark Screen Arts Co		M130-CROSSING MECHANISM	\$5,756.01	-	-
4500046581	4/26/22	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	\$5,741.89	-	-
4500046582	4/26/22	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$326.66	-	-
4500046584	4/26/22	Matthias Moos		M120-OVRHEAD CATENARY SYS	\$2,911.41	-	-
4500046585	4/26/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$3,287.36	-	-
4500046586	4/26/22	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	\$13,115.86	-	-
4500046587	4/26/22	Team One Repair Inc		G140-SHOP SUPPLIES	\$193.74	-	-
4500046588	4/27/22	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$1,018.71	-	-
4500046589	4/27/22	Zurich American Insurance Co		P370-RISK MANAGEMENT	\$62,162.00	-	-
4500046590	4/27/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,448.01	-	-
4500046591	4/27/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,522.44	-	-
4500046592	4/27/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$6,794.35	-	-
4500046593	4/27/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,601.77	-	-
4500046594	4/27/22	Custom Glass Solutions		R120-RAIL/LRV CAR BODY	\$11,789.32	-	-
4500046595	4/27/22	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$3,367.19	-	-
4500046596	4/27/22	ISC Applied Systems Corp		R150-RAIL/LRV COMM EQUIP	\$39,221.00	-	-
4500046597	4/27/22	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$978.46	-	-
4500046598	4/27/22	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$1,193.75	-	-
4500046599	4/27/22	Home Depot USA Inc		G140-SHOP SUPPLIES	\$77.73	-	-
4500046600	4/27/22	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$157.32	-	-
4500046601	4/27/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$277.78	-	-
4500046602	4/27/22	Shilpark Paint Corp.		F180-BUILDING MATERIALS	\$998.66	-	-
4500046603	4/27/22	Shilpark Paint Corp.		F180-BUILDING MATERIALS	\$237.06	-	-
4500046604	4/27/22	Mcmaster-Carr Supply Co		P190-REV VEHICLE REPAIRS	\$123.00	-	-
4500046605	4/27/22	Qualitrol Company LLC		M110-SUB STATION	\$1,506.30	-	-
4500046606	4/27/22	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$3,872.54	-	-
4500046607	4/27/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$2,853.12	-	-
4500046608	4/27/22	FinishMaster Inc		F120-BUS/LRV PAINT BOOTHS	\$6,069.78	-	-
4500046610	4/27/22	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$6.21	-	-
4500046611	4/28/22	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$226.28	-	-
4500046612	4/28/22	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$2,004.15	-	-
4500046613	4/28/22	Kirkland Printing & Mailing Svcs		G200-OFFICE SUPPLIES	\$199.34	-	-
4500046614	4/28/22	Cummins Pacific LLC		B160-BUS ELECTRICAL	\$7,037.16	-	-
4500046615	4/28/22	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$47.68	-	-
4500046616	4/28/22	Transit Holdings Inc		B140-BUS CHASSIS	\$2,005.45	-	-
4500046617	4/28/22	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	\$754.37	-	-
4500046618	4/28/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$608.79	-	-
4500046619	4/28/22	Mohawk Mfg & Supply Co		B250-BUS REPAIR PARTS	\$168.86	-	-
4500046620	4/28/22	Transit Holdings Inc		B140-BUS CHASSIS	\$4,668.37	-	-
4500046621	4/28/22	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$881.89	-	-
4500046622	4/28/22	Air & Lube Systems Inc	DBE	F110-SHOP/BLDG MACHINERY	\$558.15	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046623	4/28/22	TK Services Inc		B250-BUS REPAIR PARTS	\$200.31	-	-
4500046624	4/28/22	Transit Holdings Inc		B130-BUS BODY	\$2,196.04	-	-
4500046625	4/28/22	Muncie Transit Supply		B130-BUS BODY	\$54.15	-	-
4500046626	4/28/22	Gillig LLC		B130-BUS BODY	\$197.96	-	-
4500046627	4/28/22	ASPEN Refrigerants Inc		R170-RAIL/LRV HVAC	\$795.20	-	-
4500046628	4/28/22	Arizona Machinery LLC		A110-AUTO/TRUCK TIRES	\$332.24	-	-
4500046629	4/28/22	Mcmaster-Carr Supply Co		R220-RAIL/LRV TRUCKS	\$160.41	-	-
4500046630	4/28/22	Schuko LLC		P160-EQUIPMENT RENTALS	\$5,950.00	-	-
4500046631	4/28/22	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	\$3,314.39	-	-
4500046632	4/28/22	Gillig LLC		B130-BUS BODY	\$3,162.34	-	-
4500046633	4/28/22	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$92.72	-	-
4500046634	4/28/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$2,231.15	-	-
4500046635	4/28/22	Gillig LLC		B250-BUS REPAIR PARTS	\$29.10	-	-
4500046636	4/28/22	TK Services Inc		B160-BUS ELECTRICAL	\$114.94	-	-
4500046637	4/28/22	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$820.76	-	-
4500046638	4/28/22	Jeyco Products Inc		G140-SHOP SUPPLIES	\$53.86	-	-
4500046639	4/28/22	Gillig LLC		B250-BUS REPAIR PARTS	\$370.26	-	-
4500046640	4/28/22	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$14.02	-	-
4500046641	4/28/22	Brady Industries of California, LLC		G180-JANITORIAL SUPPLIES	\$241.41	-	-
4500046642	4/28/22	R.S. Hughes Co Inc		B130-BUS BODY	\$441.43	-	-
4500046643	4/29/22	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$650.17	-	-
4500046644	4/29/22	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$70.77	-	-
4500046645	4/29/22	Transit Holdings Inc		B210-BUS TIRES & TUBES	\$652.28	-	-
4500046646	4/29/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$238.40	-	-
4500046647	4/29/22	Cummins Pacific LLC		B140-BUS CHASSIS	\$1,795.12	-	-
4500046648	4/29/22	Mohawk Mfg & Supply Co		B130-BUS BODY	\$130.81	-	-
4500046649	4/29/22	Transit Holdings Inc		B140-BUS CHASSIS	\$643.77	-	-
4500046650	4/29/22	Transit Holdings Inc		B130-BUS BODY	\$3,552.86	-	-
4500046651	4/29/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$112.82	-	-
4500046652	4/29/22	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	\$497.97	-	-
4500046653	4/29/22	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$1,205.73	-	-
4500046654	4/29/22	Cembre Inc		G130-SHOP TOOLS	\$3,384.43	-	-
4500046655	4/29/22	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$179.28	-	-
4500046656	4/29/22	Trentman Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$1,050.20	-	-
4500046657	4/29/22	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$2,230.43	-	-
4500046658	4/29/22	US Mobile Wireless		G120-SECURITY	\$471.55	-	-
4500046659	4/29/22	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$270.00	-	-
4500046660	4/29/22	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	\$101.05	-	-
4500046661	4/29/22	Gillig LLC		B130-BUS BODY	\$857.59	-	-
4500046662	4/29/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$65.05	-	-
4500046663	5/2/22	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,854.12	-	-
4500046664	5/2/22	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$107.05	-	-
4500046665	5/2/22	Neyenesch Printers Inc	Small Business	G230-PRINTED MATERIALS	\$3,087.04	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046666	5/2/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,540.83	-	-
4500046667	5/2/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$8,497.17	-	-
4500046668	5/2/22	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$17.56	-	-
4500046669	5/2/22	Muncie Transit Supply		B140-BUS CHASSIS	\$381.91	-	-
4500046670	5/2/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$2,936.18	-	-
4500046671	5/2/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$2,849.94	-	-
4500046672	5/2/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$355.90	-	-
4500046673	5/2/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$833.21	-	-
4500046674	5/2/22	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$5,896.25	-	-
4500046675	5/2/22	Transit Holdings Inc		B130-BUS BODY	\$1,490.60	-	-
4500046676	5/2/22	Elkhart Brass Manufacturing Co.		B130-BUS BODY	\$14.36	-	-
4500046677	5/2/22	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$60.98	-	-
4500046678	5/2/22	Brady Industries of California, LLC		G180-JANITORIAL SUPPLIES	\$654.43	-	-
4500046679	5/2/22	Kiel NA LLC		B130-BUS BODY	\$404.62	-	-
4500046680	5/2/22	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$3,501.72	-	-
4500046681	5/2/22	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$16,053.66	-	-
4500046682	5/2/22	Gillig LLC		B130-BUS BODY	\$1,463.32	-	-
4500046683	5/2/22	Vern Rose Inc		G130-SHOP TOOLS	\$244.84	-	-
4500046684	5/3/22	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	\$1,545.89	-	-
4500046685	5/3/22	Industrial Maintenance Supply LLC	DBE	G130-SHOP TOOLS	\$64.51	-	-
4500046686	5/3/22	Culligan of San Diego		G140-SHOP SUPPLIES	\$2,461.87	-	-
4500046687	5/3/22	Transit Holdings Inc		B140-BUS CHASSIS	\$771.27	-	-
4500046688	5/3/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$479.28	-	-
4500046689	5/3/22	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$251.07	-	-
4500046690	5/3/22	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$46.01	-	-
4500046691	5/3/22	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$9,304.97	-	-
4500046692	5/3/22	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$17,302.35	-	-
4500046693	5/3/22	Professional Sports		G260-MEDIA	\$3,499.00	-	-
4500046694	5/3/22	Gillig LLC		B250-BUS REPAIR PARTS	\$598.52	-	-
4500046695	5/3/22	ZUZA LLC		G280-FARE MATERIALS	\$12,423.58	-	-



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
L1032.20-12	SIEMENS MOBILITY INC	AMD 20 TPSS	\$94,536.64	4/8/2022
PWG332.2-21	SOCAL STORMWATER	SOCAL INCREASED QUANTITIES	\$0.00	4/18/2022
G2605.0-22	FOSTER & FOSTER	ACTURAL SERVICES FOR GASB OPEB	\$45,600.00	4/19/2022
B0703.5-19	FIRST TRANSIT	TAXI PASS THRU COST CHANGES	\$0.00	4/27/2022
PWB342.0-22	PALM ENG	IRIS RAPID ROUTE CON AGREEMENT	\$0.00	5/3/2022

REVENUE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
M6771.0-22	AMERICAN SCAFFOLD	ROE RIO SAN DIEGO DRIVE	\$1,274.58	4/6/2022
S200-22-771	ORTIZ CONSTUCTION	CITY CI WATER 69TH ST ROE	\$0.00	4/6/2022
G2597.0-22	UCSD	SPECIAL EVENTS PASS PARTNERSHIP AGREEMENT	\$0.00	4/11/2022
G2606.0-22	FUSCOE ENG	ROE RANCHO BERNARDO STATION SURVEY	\$0.00	4/18/2022
L1617.0-22	IRVINE COMPANY	ROE AMERICA PLAZA WINDOW REPLACEMENT	\$1,049.58	4/18/2022
S200-22-270.1	AM ORTEGA CONSTRUCTION	AMD 1 TIME EXT	\$2,099.58	4/19/2022