



Board of Directors Agenda

Click link to access the meeting:

<https://us02web.zoom.us/j/98288032362>






Zoom Meeting ID

Ways to Join



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

Webinar Features:

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



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



Phone:

1. If you are joining the meeting audio by phone and viewing the meeting on a device, dial the number provided in the 'join audio' phone call tab of the initial pop-up, and enter the Meeting ID (found in the link).
2. If you are joining by phone only, dial: **+1-669-900-9128** or **+1-253-215-8782** and type the meeting ID found in the link, press #. You will have access to the meeting audio, **but will NOT be able to view the PowerPoint presentations.**



Live Verbal Public Comments: Use the 'Raise Hand' icon every time you wish to make a public comment on an item. Raise your hand once the agenda item you wish to comment on has been called. In person public comments will be taken first, virtual attendees will be taken in the order in which they raise their hand. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting. Three-minutes of time is allotted per speaker, unless otherwise directed by the Chair.

Public Comments Made Via Zoom

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

Public Comments Made by Phone Only

1. Dial **+1-669-900-9128**
2. Type in the zoom meeting ID found in the link and press #
3. Dial *9 to raise your hand via phone
4. The Clerk will call out the last 4 digits of your phone number to announce you are next to speak
5. Dial *6 to unmute yourself



Written Public Comments (before the meeting): Written public comments will be recorded in the public record and will be provided to MTS Board Members in advance of the meeting. Comments must be emailed or mailed to the Clerk of the Board* by 4:00pm the day prior to the meeting.



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



In-Person Participation: In-person public comments will be heard first. Following in-person public comments, virtual attendees will be heard in the order in which they raise their hand via the Zoom platform. Speaking time will be limited to three minutes per person, unless specified by the Chairperson. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

Instructions for providing in-person public comments:

1. Fill out a speaker slip located at the entrance of the Board Room;
2. Submit speaker slip to MTS staff seated at the entrance of the Board Room;
3. When your name is announced, please approach the podium located on the right side of the dais to make your public comments.

Members of the public are permitted to make general public comment at the beginning of the agenda or specific comments referencing items on the agenda during the public comment period. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting.



Assistive Listening Devices (ALDs): ALDs are available from the Clerk of the Board* prior to the meeting and are to be returned at the end of the meeting.



Reasonable Accommodations: As required by the Americans with Disabilities Act (ADA), requests for agenda information in an alternative format or to request reasonable accommodations to facilitate meeting participation, please contact the Clerk of the Board* at least two working days prior to the meeting.



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



Agenda de la Junta de Directores

Haga clic en el enlace para acceder a la reunión:

<https://us02web.zoom.us/j/98288032362>






Formas de Participar



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

ID de la reunión
en Zoom

Funciones del Seminario En Línea:

 Levantar la mano	►	Use la herramienta de levantar la mano cada vez que desee hacer un comentario público.
	►	Los participantes pueden habilitar el subtitulado haciendo clic en el ícono CC. También puede ver la transcripción completa y cambiar el tamaño de letra haciendo clic en “configuración de subtítulos”. Estas herramientas no están disponibles por teléfono.
	►	Este símbolo indica que usted se encuentra en silencio , haga clic en este ícono para quitar el silenciador de su micrófono.
	►	Este símbolo indica que su micrófono se encuentra encendido . Haga clic en este símbolo para silenciar su micrófono.
	►	La herramienta de chat deben usarla los panelistas y asistentes únicamente para asuntos “pertinentes a la reunión”, ya que comentarios realizados a través de esta herramienta no se conservarán como parte del registro de la reunión. Consulte el Comentario público verbal en vivo para obtener instrucciones sobre cómo hacer un comentario público.



Teléfono Inteligente o Tableta: Descargue la aplicación de Zoom y participe en la reunión haciendo clic en el enlace o usando el ID del seminario web (que se encuentra en el enlace).



Teléfono:

1. Si está participando en la reunión mediante audio de su teléfono y viendo la reunión en un dispositivo, marque el número indicado en la pestaña de llamada telefónica “unirse por audio” en la ventana emergente inicial e ingrese el ID de la reunión (que se encuentra en el enlace).
2. Si está participando solo por teléfono, marque: **+1-669-900-9128** o **+1-253-215-8782** e ingrese el ID de la reunión que se encuentra en el enlace, pulse #. Tendrá acceso al audio de la reunión, **pero NO podrá ver las presentaciones en PowerPoint.**



Comentarios Públicos Verbales en Vivo: Use la herramienta “levantar la mano” cada vez que desee hacer un comentario público sobre alguno de los artículos. Levante la mano una vez que el artículo de la agenda sobre el que desea comentar haya sido convocado. Los comentarios públicos en persona se escucharán primero, se escuchará a los asistentes virtuales en el orden en el que levanten la mano. No se aceptarán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción. Comentarios públicos generales, únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión. Se otorga tres minutos de tiempo por persona que desee hablar, a menos de que el presidente instruya de otra forma. *(Consulte la página 2 para obtener instrucciones sobre cómo hacer un comentario público.)*

Comentarios Públicos a Través de Zoom

1. Haga clic en el enlace que se encuentra en la parte superior de esta página de instrucciones
2. Haga clic en el ícono de levantar la mano en el centro inferior de la plataforma
3. El secretario anunciará su nombre cuando sea su turno de hablar
4. Desactive el silenciador para que pueda hablar

Comentarios Públicos Realizados Únicamente por Teléfono

1. Marque el **+1-669-900-9128**
2. Ingrese el ID de la reunión en Zoom que se encuentra en el enlace y pulse #
3. Marque *9 para levantar la mano por teléfono
4. El secretario indicará los últimos 4 dígitos de su número de teléfono para anunciar que usted será el siguiente en hablar
5. Marque *6 para desactivar el silenciador



Comentarios Públicos por Escrito (Antes de la Reunión): Los comentarios públicos por escrito se registrarán en el registro público y se entregarán a los miembros de la Junta de MTS antes de la reunión. Los comentarios deben enviarse por correo electrónico o postal al secretario de la Junta* antes de las 4:00 p.m. el día anterior a la reunión.



Servicios de Traducción: Pueden solicitarse servicios de traducción comunicándose con el secretario de la Junta* por lo menos cuatro días hábiles antes de la reunión.



Participación en Persona: Los comentarios públicos en persona se escucharán primero. Después de los comentarios públicos en persona, se escuchará a los asistentes virtuales en el orden en el que levanten la mano a través de la plataforma de Zoom. El tiempo para hablar se limitará a tres minutos por persona, a menos de que el presidente especifique de otra forma. No se recibirán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción.

Instrucciones para brindar comentarios públicos en persona:

1. Llene la boleta para personas que desean hablar que se encuentran en la entrada de la Sala de la Junta.
2. Entregue la boleta para personas que desean hablar al personal de MTS que se encuentra sentado en la entrada de la Sala de la Junta.
3. Cuando anuncien su nombre, por favor, acérquese al podio ubicado en el lado derecho de la tarima para hacer sus comentarios públicos.

Los miembros del público pueden hacer comentarios públicos generales al inicio de la agenda o comentarios específicos que hagan referencia a los puntos de la agenda durante el periodo de comentarios públicos. Los comentarios públicos generales únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión.



Dispositivos de Asistencia Auditiva (ALD, por sus siglas en inglés): Los ALD están disponibles con el secretario de la Junta* antes de la reunión y estos deberán ser devueltos al final de la reunión.



Facilidades Razonables: Según lo requerido por la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), para presentar solicitudes de información de la agenda en un formato alternativo o solicitar facilidades razonables para facilitar su participación en la reunión, por favor, comuníquese con el secretario de la Junta* por lo menos dos días hábiles antes de la reunión.



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



Board of Directors Agenda

May 18, 2023 at 8:00 a.m.

In-Person Participation: James R. Mills Building, 1255 Imperial Avenue, 10th Floor Board Room, San Diego CA 92101

Teleconference Participation: (669) 444-9171; Webinar ID: 982 8803 2362, <https://zoom.us/j/98288032362>

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	Roll Call	
2.	Public Comments This item is 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.	
SPECIAL ITEMS		
3.	Chairperson and Board Leadership Election Action would: 1) Elect a Chairperson for the remainder of this calendar year, December 31, 2023 and potentially for the next term beginning January 1, 2024 through December 21, 2025; and 2) Elect other vacant Board Leadership positions, as necessary.	Elect
CONSENT ITEMS		
4.	Approval of Minutes Action would approve the April 20, 2023 Board of Director meeting minutes.	Approve
5.	Centralized Train Control (CTC) System Maintenance Agreement – Work Order Agreement (WOA) Approval Action would authorize the CEO to execute WOA 6 to MTS Doc. No. L1607.0-22 (WOA 6) with Wabtec, in the amount of \$161,687.00, for the Imperial Terminal Yard 25 Interlocking (INTL) option associated with the Imperial Terminal Double-Track (IMTDT) upgrade project.	Approve



- | | | |
|-----|--|---------------|
| 6. | Demolition of Building at 1501 National Avenue as part of 12th & Imperial Transit Center Rehabilitation Improvement Project and Determination that Work Order is Categorically and Statutorily Exempt under the California Environmental Quality Act – Work Order
Action would 1) Authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC347-10 to MTS Doc. No. PWG347.0-22 with ABC General Contractor, Inc. (ABCGC) in the amount of \$882,136.07 to demolish the building at 1501 National Avenue and convert the space to employee parking; and 2) Determine that the demolition Work Order is categorically and statutorily exempt under the California Environmental Quality Act. | Approve |
| 7. | Increased Authorization for Legal Services Contracts to Pay Projected Expenses in Fiscal Year 2024
Action would authorize the Chief Executive Officer (CEO) to execute amendments to the legal services contracts described herein increasing the dollar amounts of fifteen (15) legal services contracts by \$2,650,000.00 to cover anticipated Fiscal Year 2024 (FY 24) expenses. | Approve |
| 8. | Sale of Ten (10) 60-FT Compressed Natural Gas (CNG) Articulated Buses to Santa Cruz Metropolitan Transit District (SCMTD) – Contract Approval for Sale of Surplus Property
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0757.0-23 for the sale of ten (10) New Flyer 60-FT CNG buses (1100 Series) to the SCMTD for \$9,000.00 per vehicle, for a total of \$90,000.00. | Approve |
| 9. | Investment Report – Quarter Ending March 31, 2023 | Informational |
| 10. | PRONTO Fare Collection Spare Parts – Sole Source Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2660.0-23 with INIT Innovations in Transportation, Inc., (INIT) for the provision of fare collection spare parts in the amount of \$1,090,910.17, for a period of ten (10) years. | Approve |
| 11. | Purchase of Seven (7) Starcraft Bus, Class E, Ford F-550/65 GGE Propane Powered – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0758.0-23, with Creative Bus Sales (CBS), for the purchase of up to seven (7) Starcraft Bus, Class E, Ford F-550/65 GGE propane powered in the amount of \$2,034,500.02. | Approve |
| 12. | Internal Audit Report – Travel Expense Claims | Informational |
| 13. | Internal Audit Report – Accounts Payable | Informational |
| 14. | Internal Audit Report – Information Technology Security | Informational |

DISCUSSION AND REPORT ITEMS

- | | | |
|------------|---|---------|
| 15. | Fiscal Year (FY) 2024 Proposed Operating Budget (Mike Thompson)
Action would 1) Receive testimony, review, and comment on the FY 2024 San Diego Metropolitan Transit System (MTS) Operating Budget at a public hearing; and 2) Enact Resolution No. 23-4 adopting the FY 2024 operating budget for the MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry. | Approve |
| 16. | 2023 Public Safety Focus Groups Report (Mark Olson, MTS; and Judith McCourt, Redhill Group)
Action would receive a report and provide feedback to staff. | Approve |
| 17. | Social Equity Listening Tour Findings and Funding (Stacie Bishop)
Action would 1) Approve the following allocations of funding for Social Equity Listening Tour projects: a) Approximately \$1.7 million for Bus Stop Shelter Upgrades; b) Approximately \$450,000 for Orange Line Lighting Project; c) Approximately \$120,000 for Bus Stop Solar Lighting Project; d) Approximately \$250,000 for upgraded trash receptacles at downtown Trolley Stations; e) Approximately \$200,000 for the Beyer Bridge Underpass Lighting and Mural project; and 2) Approve the following additional recommendations from the Executive Committee: a) Direct staff to explore how restrooms might be incorporated into the funding allocation; and b) Direct staff to develop a draft Board Policy on Equity. | Approve |

OTHER ITEMS

- | | | |
|------------|---|---------------|
| 18. | Chair's Report | Informational |
| 19. | Chief Executive Officer's Report | Informational |
| 20. | Board Member Communications | Informational |
| 21. | Additional Public Comments Not on The Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. | |

CLOSED SESSION

- | | | |
|------------|--|-----------------|
| 22. | Closed Session - Conference with Legal Counsel – Anticipated Litigation
Initiation of litigation pursuant to Government Code 54956.9 (d)(4) (one potential case) | Possible Action |
|------------|--|-----------------|

- | | |
|--|--------------------|
| 23. Closed Session - Conference with Legal Counsel – Anticipated Litigation | Possible
Action |
| Initiation of litigation pursuant to Government Code 54956.9 (d)(4) (one potential case) | |

ADJOURNMENT

- 24. Next Meeting Date**
The next Board of Director's meeting is scheduled for June 15, 2023 at 9:00am.
- 25. Adjournment**

From: Zack Defazio Farrell <zack@ridesd.org>
Sent: Monday, May 15, 2023 1:42 PM
To: ClerkoftheBoard
Cc: contact@ridesd.org
Subject: Request for Transit Signal Priority Coordination with the City Council
Attachments: MTS TSP.pdf

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

Dear Clerk of the Board,

My name is Zack Defazio Farrell and I am the co-founder of RideSD, an advocacy group that promotes improvements to public transit in San Diego.

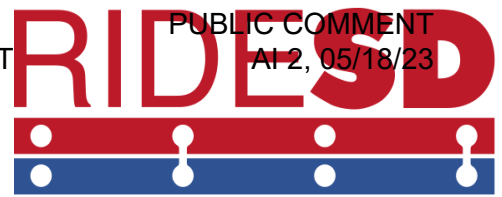
Attached to this email is a letter for the MTS board of directors regarding transit signal priority. Please ensure that they are made aware of it ahead of this week's board meeting.

Thank you.

Cheers,

Zack Defazio Farrell
Co-Founder





Dear MTS Board Members,

RideSD is an organization dedicated to improving public transit in the City of San Diego. We are writing to urge you to work with the City of San Diego to invest in traffic signal optimization, specifically for transit, at certain intersections along certain transit routes.

We are pleased to hear that the City of San Diego's draft budget has allocated money for traffic signal optimization. However, we believe that MTS should also invest in traffic signal optimization to make transit more practical for everyday San Diegans. By allowing buses and trolleys to seamlessly pass through intersections, we would get closer to making transit practical for all.

Transit signal priority would benefit current riders as well, most of whom are working class and deal with long commutes. Transit signal priority would make the service more reliable and faster, saving precious time for its riders.

We urge MTS to work with the City of San Diego to invest in traffic signal priority. We believe that a fraction of a percent of the capital improvements budget can go a long way in improving your service to the public.

Specifically, we believe that transit signal priority is needed most on all of the trolley intersections in Downtown on Broadway and C St, and all of the 215 bus intersections on Park and El Cajon Blvds.

Thank you for your consideration of this request. We look forward to working with you to improve public transit in the City of San Diego.

Sincerely,

RideSD



Salesdrivers, Helpers and Dairy Employees

San Diego and Vicinity, California

PHONE (619) 232-7903 • 1333 E. Madison Ave, Ste. 200 El Cajon, CA 92021 • FAX (619) 873-2174

ARMANDO MARTINEZ
PRESIDENT

LEE FLETCHER
SECRETARY-TREASURER

May 17, 2023

Via Email: ClerkoftheBoard@sdmts.com

Clerk of the Board MTS

Re: Teamsters Local 683 and Transdev (Strike Notice)

Dear Clerk of the Board:

Teamsters Local 683 ("Union") is currently on strike at Transdev South Bay for unfair labor practices committed by Transdev during the negotiations for a successor labor agreement. This strike is sanctioned by both the Teamsters Joint Council 42 and the San Diego Labor Council. Teamsters Local 683 is proving notice that the Union will establish a picket line at MTS and that it shall comply with the standards contained in *Sailors Union of the Pacific (Moore Dry Dock)*, 92 N.L.R.B. 547 (1950). The strike began yesterday, and we expect to establish picket lines at MTS and at Transdev locations in the San Diego area today. The duration of the strike is day to day until a resolution or notification by the Union that the employees will return to work. Under *Moore Dry Dock*, the NLRB established criteria to picket a neutral employer whether a union has (and its employees) are picketing or threatening to picket a primary employer with whom it has a dispute, at a common situs. Under the *Moore Dry Dock* standard, picketing is considered *presumptively* lawful if: (1) the picketing is strictly limited to times when the site of the dispute is on the neutral premises; (2) at the time of the picketing, the primary employer is engaged in its normal business operations at the common situs; (3) the picketing is limited to locations reasonably close to the location of the situs; and (4) the picketing discloses clearly that the dispute is with the primary employer.

Many MTS locations are currently operating with Transdev employees. The Union has a primary dispute with Transdev, and the work is commingled with MTS employees. In closing, the Union's dispute is with Transdev and therefore, the Union will be extending picketing of Transdev to MTS locations.

If you have any questions, do not hesitate to contact the Union 619-375-9116.

Fraternally,

Jose Puga
Vice President / Business Agent
Teamsters Local 683

JP/ka



Agenda Item No. 3

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Chairperson and Board Leadership Election

RECOMMENDATION:

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

- 1) Elect a Chairperson for the remainder of this calendar year, December 31, 2023 and potentially for the next term beginning January 1, 2024 through December 21, 2025; and
- 2) Elect other vacant Board Leadership positions, as necessary.

Budget Impact

None.

DISCUSSION:

Nathan Fletcher has resigned as MTS Chairperson effective March 28, 2023. The two-year chair term expires December 31, 2023.

Public Utilities Code Section 120050.2 and MTS Board Policy 22.1.2(e) establish the procedure for selection of the MTS chairperson: "The chairperson shall be selected by a two-thirds vote of the board, a quorum being present. The chairperson shall serve for a term of two years, except that he or she is subject to removal at any time by a two-thirds vote of the board, a quorum being present."

At the April 20, 2023 Board of Directors meeting, the Board failed to elect a Chairperson.

In the event a Board Chair is chosen from the current Board leadership positions of Vice Chair or Chair Pro Tem, then the Board may also take action to fill those positions. Votes on Vice Chair and Chair Pro Tem only require a majority vote of the members present.



The Board leadership nomination and election procedures are pursuant to Robert's Rules of Order as follows:

1. The Chair of the Board (in this case, the Vice Chair) opens the agenda item.
2. The Chair requests nominations from the floor. Nominations do not require a second.
3. The Chair closes the nominations.
4. The Chair invites the candidate(s) to address the Board for 3 minutes.
5. The Chair asks for any Board discussion.
6. The Chair calls for the vote on each motion for each candidate.
7. The vote is taken on the motion(s) for each candidate based upon the order in which they were nominated. The vote continues until a candidate is elected.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

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

April 20, 2023

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

1. Roll Call

Vice Chair Whitburn called the Board meeting to order at 8:04 a.m. A roll call sheet listing Board member attendance is attached.

2. Public Comment

Susan – Made a verbal statement to the Board during the meeting. Susan made a statement about Board Member Elo-Rivera and the ongoing Grecia Figueroa v Nathan Fletcher, San Diego Metropolitan Transit System, et al. San Diego Superior court case. Susan asked that Board Member Elo-Rivera show all communication between him and Nathan Fletcher and resign from office.

Kera – Made a verbal statement to the Board during the meeting. Kera acknowledged the ongoing Grecia Figueroa v Nathan Fletcher, San Diego Metropolitan Transit System, et al. San Diego Superior Court Case and asked that Board Member Elo-Rivera show all communication between him and Nathan Fletcher and resign from office. Kera asked that all Board members take extensive Sexual Harassment training and the investigation review all Board Member involvement.

Jeff – Made a verbal statement to the Board during the meeting. Jeff was unsatisfied with the overlap representation throughout various organizations and believed that the membership was tied to global and federal oversight organizations. Jeff was skeptical about the validity of the COVID-19 pandemic. Jeff expressed dissatisfaction with the current Board composition.

Johnny Ramon – A resident of San Diego made a verbal statement to the Board during the meeting. Ramon encouraged Sean Elo-Rivera to resign from office and a review of complicity into the ongoing Grecia Figueroa v Nathan Fletcher, San Diego Metropolitan Transit System, et al. San Diego Superior Court Case. Ramon expressed concern with the state of the City.

Michael Brando – Provided a verbal statement to the Board during the meeting. Brando expressed disappointment in the former Chair Nathan Fletcher. Brando was unsatisfied with the overlap representation throughout various organizations. Brando expressed dissatisfaction with the current Board composition.

Truth – Provided a verbal statement to the Board during the meeting. Truth asked for a live video streaming platform during MTS meetings. Truth was concerned that Board Member Vargas could represent both SANDAG and MTS.

SPECIAL ITEM

3. Chairperson and Board Leadership Nomination

Vice Chair Whitburn explained that the vacancy in the Chair position was created by former Chair Nathan Fletcher's resignation. Three Board members have been nominated for the position of chair. The Executive Committee nominated Board Member Dillard, Board Member

Goble, and Vice Chair Whitburn. The Ad Hoc Nominating Committee nominated Vice Chair Whitburn as Chair. The election of a chair requires two thirds vote by the Board, and upon election of a Chair, additional leadership will be nominated as necessary.

Public Comment

Gretchen Newsom – Representing IBEW 569, provided a live public comment during the meeting. On behalf of the organization, Newsom endorsed Board Member Patricia Dillard as the next MTS Chair.

Lori Saldana – Provided a verbal statement to the Board during the meeting. Saldana stated it is necessary that sexual assault citations are reported in a timely manner to ensure public trust. Saldana did not endorse a Board Member in particular and was concerned that California law was violated.

Truth – Provided a verbal statement to the Board during the meeting. Truth did not support Patricia Dillard or Stephen Whitburn, but voiced support for Steve Goble. Truth encouraged the membership to ride the system all throughout the County.

Danny Avitia – Provided a verbal statement to the Board during the meeting. Avitia asked that Patricia Dillard be nominated for MTS Chair and suggested that Vice Chair Whitburn was currently involved in a scandal.

Marko Solovan – Provided a verbal statement to the Board during the meeting. Solovan did not want a Chair with an existing lawsuit and supported Patricia Dillard.

Katheryn Rhodes – Provided a verbal statement to the Board during the meeting. Rhodes supported appointing Goble as the MTS Chair and was not in support of Stephen Whitburn.

The OriginalDra. – Provided a verbal statement to the Board during the meeting. They were not confident in any of the nominees.

Committee Comment

Vice Chair Whitburn encouraged the nominees to each provide a statement on their nomination.

Board Member Dillard spoke about her experience with the City of La Mesa Community Police Oversight Board. She spoke about the various types of oversight she has been a part of including: community safety, police department restructuring, community trust through an independent audit of the police department, public meetings, and a task force. She assisted with ordinances that were passed by the City Council Community Place Oversight Board. She also noted her corporate management leadership skills to address complex challenges, organizational structure and leadership qualities to address problems.

Board Member Goble stated that the public expects and needs an experienced leader. He noted his membership with the Board for seven years and acknowledged that he was in the minority opinion and considers himself understanding the agency's blind spots. He highlighted his institutional knowledge, problem solving skills, the company he previously retired from and Chair of an Easy County Joint Powers Authority and Chair of SANDAG's Military Working Group. As Chair, he would advocate for financial solvency, and to collaborate and focus the agency's efforts on delivering the best public transportation system to benefit the people of San Diego.

Vice Chair Whitburn acknowledged the circumstances that the agency has been put in a situation that constitutes a critical moment for the Board. He noted the independent investigation that the agency will oversee, along with the budget and other accessibility projects. He noted his duties as Vice Chair and hoped that the Board was satisfied with his leadership thus far.

Board Member Bush asked Vice Chair Whitburn to explain the voting process. Vice Chair Whitburn explained that the Board will consider the three nominations, including Patricia Dillard, Steve Goble and Stephen Whitburn. The Board will also make additional leadership nominations as necessary. The election of Chair requires a two-thirds vote. All other leadership elections require a majority vote. Board Member Bush asked what happens if the Board fails to meet two thirds majority. Karen Landers, MTS General Counsel, clarified that a two-thirds majority is a 10-vote affirmative, and if a weighted vote is called, then 67% is needed for the motion to pass. The first candidate that reaches that count, becomes Chair. If no candidate reaches that count, the Board would continue as is with the current Vice-Chair acting as Chair and the Board would vote on this at a later meeting. Sharon Cooney, MTS Chief Executive Officer, also stated that the Board could nominate additional members from the floor and make a nomination today. Ms. Landers continued that an absent member counts as a no vote.

Action Taken – Executive Committee Nomination Vote to Elect Board Member Dillard as Chair until December 31, 2023

The motion failed with the vote of 5 in favor (Board Member Dillard, Board Member Bush, Board Member Montgomery Steppe, board Member Elo-Rivera, Board Member Moreno) and 7 opposed (Board Member Chavez, Board Member McCann, Board Member Donovan, Board Member Goble, Board Member Leyba-Gonzalez, Board Member Frank, Board Member Hall) with Board Member Vargas absent, Board Member Gastil and Vice Chair Whitburn abstaining.

Action Taken – Executive Committee Nomination Vote to Elect Board Member Goble as Chair until December 31, 2023

The motion failed with the vote of 3 in favor (Board Member Donovan, Board Member Frank, Board Member Hall) and 7 opposed (Board Member Chavez, Board Member Leyba-Gonzalez, Board Member Dillard, Board Member Bush, Board Member Montgomery Steppe, Board Member Elo-Rivera, Board Member Moreno) with Board Member Vargas absent and Board Member McCann, Board Member Goble, Board Member Gastil and Vice Chair Whitburn abstaining.

Action Taken – Executive Committee Nomination Vote to Elect Vice Chair Whitburn as Chair until December 31, 2023

The motion failed to meet the two thirds threshold with the vote of 9 in favor (Board Member Chavez , Board Member McCann , Board Member Donovan , Board Member Goble , Board Member Leyba-Gonzalez , Board Member Gastil , Board Member Frank , Vice Chair Whitburn , Board Member Hall) and 5 opposed (Board Member Dillard , Board Member Bush , Board Member Montgomery Steppe , Board Member Elo-Rivera , Board Member Moreno), with Board Member Vargas absent.

Committee Comment

Board Member Moreno stated that her priority was to establish stable and new leadership at the Board of Directors. She wanted to take all the necessary steps to respond to Nathan Fletcher's misconduct and believed that Board Member Dillard could fulfil that as Chair. She highlighted

Board Member Dillard as a business professional who has the skills and time necessary to fill the role. She stated that men have occupied the Chair and Vice Chair leadership roles and believed that a woman representative was necessary. She also stated the importance of having an African American Chairperson since historically, the agency has not had one. Finally, she stated the importance to appoint a smaller city as the Chair representative.

Board Member Hall nominated Board Member Goble as Chair due to his experience and stated that Board Member Dillard would be an exceptional Vice Chair since she was a new addition to the Board.

Board Member Bush supported Board Member Dillard's nomination because he believed that her representation reflects the community at the leadership level. He stated that she would make up for her lack of tenure with her leadership qualities. He stated he would vote against the substitute motion to nominate Board Member Goble but recognized his leadership. He suggested that the Board could help the Chair lead. Board Member Montgomery Steppe clarified that there was no substitute motion on the floor. Vice Chair Whitburn clarified that floor nominations did not require a second.

Board Member Chavez nominated Vice Chair Whitburn for the position of Chair.

Board Member Moreno stated her respect for Board Member Goble and stated that she would be supporting Board Member Dillard and opposing his nomination. She also urged the Board to vote against the appointment of Vice Chair Whitburn because the Board and the agency will need to rebuild trust with the public and its employees. She believed that the agency needed an entirely new leadership on the Board to reignite trust in the current leadership. She also restated the importance of small city representation. At the beginning of the year, both SANDAG and MTS had county and city Chairs and Vice Chairs. She stated that before a Chair appointment is made, the Board should make sure there are no outstanding sexual harassment allegations in future leadership. She stated she would be opposing appointing Vice Chair Whitburn as Chair.

Board Member Elo-Rivera supported the nomination of Board Member Dillard. He agreed that many types of experience were necessary and stated that Board Member Dillard had both business and community experience. He stated that the Board was too dependent on the previous Chair. He believed that Board Member Dillard was the correct person to guide the agency through this time.

Board Member Gastil noted that Vice Chair Whitburn received nine votes from various endorsements of the region to elect him as Chair. He stated that his constituents want MTS to focus on operating the system and planning for the future. He stated that the agency needed to focus on moving people. He vouched for Vice Chair Whitburn's skillset to be a leader and acknowledged that a few months ago, the Board unanimously picked him to represent the agency as the Vice Chair.

Board Member Montgomery Steppe stated that the recent misconduct by the former Chair gives the agency additional perspective and continues to pay attention to the details and notes the ongoing investigation that may reveal new evidence. She believed that the agency will need to continuously work to build the trust through new leadership and perspective. She believed that the Patricia Dillard can perform the job well.

Board Member Chavez praised Board Member Goble and Board Member Dillard. She vouched for Vice Chair Whitburn's dedication to the Board and endorsed his appointment as Chair.

Vice Chair Whitburn stated that if a nominee receives 10 votes, then that nominee will become the Chair. If nobody receives 10 votes, then he would continue as acting chair in this role until the body takes another vote at the following meeting. He stated that he could provide the Board with stability during these times.

Board Member Hall asked if the rules allow the appointment of the top two candidates. Ms. Landers replied that there is no set procedure beyond voting on each motion until the Board agrees on a Chair.

Action Taken – Board of Director Floor Nomination Vote to Elect Board Member Dillard as Chair until December 31, 2023

Board Member Moreno moved to elect Board Member Patricia Dillard as Chair. The vote was 5 in favor (Board Member Dillard, Board Member Bush, Board Member Montgomery Steppe, Board Member Elo-Rivera, Board Member Moreno) to 8 opposed (Board Member Chavez, Board Member McCann, Board Member Donovan, Board Member Goble, Board Member Leyba-Gonzalez, Board Member Gastil, Board Member Frank, Board Member Hall) with Board Member Vargas absent and Vice Chair Whitburn abstaining.

Action Taken – Board of Director Floor Nomination Vote to Elect Board Member Goble as Chair until December 31, 2023

Board Member Hall moved to elect Board Member Steve Goble as Chair. The vote was 5 in favor (Board Member McCann, Board Member Donovan, Board Member Goble, Board Member Frank, Board Member Hall) to 8 opposed (Board Member Chavez, Board Member Leyba-Gonzalez, Board Member Dillard, Board Member Gastil, Board Member Bush, Board Member Montgomery Steppe, Board Member Elo-Rivera, Board Member Moreno) with Board Member Vargas absent and Vice Chair Whitburn abstaining.

Action Taken – Board of Director Floor Nomination Vote to Elect Vice Chair Whitburn as Chair until December 31, 2023

Board Member Chavez moved to elect Vice Chair Whitburn as Chair. The vote was 9 in favor (Board Member Chavez, Board Member McCann, Board Member Donovan, Board Member Goble, Board Member Leyba-Gonzalez, Board Member Gastil, Board Member Frank, Vice Chair Whitburn, Board Member Hall) to 5 opposed (Board Member Dillard, Board Member Bush, Board Member Montgomery Steppe, Board Member Elo-Rivera, Board Member Moreno) with Board Member Vargas absent.

Committee Comment

Vice Chair Whitburn stated that because the floor nominations failed to reach the two thirds threshold, he would continue as acting Chair until the May 18, 2023 meeting when the Board could consider this item again.

CONSENT ITEMS:

4. Approval of Minutes

Action would approve the March 16, 2023 Board of Director meeting minutes and the April 6, 2023 Special Board of Director meeting minutes.

5. Fiscal Year (FY) 2022-2023 Low Carbon Transit Operations Program (LCTOP) Funding

Action would: 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 \$8,100,849 in Fiscal Year (FY) 2022-2023 LCTOP funding for the procurement of Battery Electric Buses (BEBs), 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.

6. San Diego Transit Enforcement (SDTE) Patio Upgrade – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-27 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABC General Contracting, Inc. (ABCGC), in the amount of \$149,913.51, for rehabilitating the patio area that is in use by SDTE officers adjacent to Building C.

7. Design Services for South Bay Maintenance Facility (SBMF) Electric Bus Charging Project – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA353-AE-18 (in substantially the same format as Attachment A) under MTS Doc No. PWL353.0-22 with Dokken Engineering (Dokken) in the amount of \$16192.32, for the design of charging platforms, separate add alternate bid package, and additional design support during construction (DSDC) services.

8. Special Trackwork Replacement – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA352-AE-12 under MTS Doc. No. PWL352.0-22 (in substantially the same format as Attachment A) with HDR Inc. (HDR), in the amount of \$413,230.03 for design services for special trackwork replacement at the Yard A track and Newton crossover.

9. Right-of-Entry Engineering Services – Work Order Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA355-AE-10 under MTS Doc. No. PWL355.0-22 (in substantially the same format as Attachment A) with Psomas in the amount of \$475,914.28 to perform right-of-entry (ROE) engineering review services for a period of one (1) year to support the MTS Land Management Department.

10. Declaration of Surplus Property and Authorization of Transfer

Action would declare the property located at the eastern corner of Camino de la Plaza and Interstate 5 in San Ysidro, San Diego, California (Assessor's Parcel Number 667-020-76-00) (Property) as "exempt surplus land" for purposes of Government code sections 54221, et seq, and approve the transfer of land to the United States Federal Government (USA).

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth spoke on items 4, 5, 7, 10. Truth disagreed with the references made in item 4 about yearly increases in ridership and did not believe that the system was readily used. They did not support the open fare system when cash payments are not accepted. They also did not support the purchase of electric vehicles in item 5. They also did not support the electric charging stations as proposed by item 7.

The OriginalDra. – Provided a verbal statement to the Board during the meeting. They did not support fleet electrification.

Action on Recommended Consent Items

Board Member Hall moved to approve Consent Agenda Item Nos. 4 to 10. Board Member McCann seconded the motion, and the vote was 14 to 0 in favor with Board Member Vargas absent.

DISCUSSION ITEMS AND REPORT ITEMS:

13. Imperial Avenue Terminal (IMT) Transit Center Expansion and Joint Development Project – Exclusive Negotiation Agreement (TAKEN OUT OF ORDER)

Karen Landers, MTS General Counsel, presented on IMT Transit Center Expansion and Joint Development Project – Exclusive Negotiation Agreement. She outlined the following information: MTS TOD program, San Diego Foundation, 12th & Imperial Transit Center Expansion & TOD project, 12th & Imperial area, overall project need/concept, project funding, project concept, current status, conceptual site plan, massing studies for TOD project, MTS seeking joint development partner and San Diego Foundation seeking a project, and the proposed action. Mark Stuart, President and Chief Executive Officer of the San Diego Foundation, used Vienna Austria as a case study for innovative social housing developments. He stated that non-owned land along with private and public partnerships and developer competitions created the livable model that the Foundation strives to support in the San Diego region.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth was concerned about the potential disruptions that the trolley would cause, along with encampments throughout the area and were concerned about the size of the housing units.

Lori Saldana – Provided a verbal statement to the Board during the meeting. Saldana commented on the history of flooding in the area and asked that future projects prepare for sea level rise.

Katheryn Rhodes – Provided a verbal statement to the Board during the meeting. Rhodes was concerned about the low water table in the downtown bus yard. Rhodes supported the project and endorsed a full affordable housing project along with a disclosure that residents will not have car accommodations. Rhodes also cautioned the Board about an active fault line along 13th Street.

The OriginalDra. – Provided a verbal statement to the Board during the meeting. They did not support the project.

Committee Comment

Board Member McCann supported the partnership for the project. He believed that mixed used housing was the best approach for this project.

Board Member Goble noticed that the Surplus Land Act declaration was conducted in August 2020 and asked staff if the declaration had an expiration date to recertify. Ms. Landers confirmed that there was not a re-certification requirement as of now. He asked if staff anticipated the need for gap financing and if so, where that may come from. Ms. Landers replied that the agency will clarify with the Foundation during negotiations of the minimum project components which will meet Policy 18 priorities. She continued that the agency wanted developer competition to entice creativity. She assured the Board that staff would bring back the item to receive direction about the minimum level of affordability and density. The agency does anticipate that buildings over seven stories become expensive, and thus, an increase in gap financing if the entire project is affordable. The Foundation would provide some gap funding to make the project financially feasible along with helping pursue loans and grants to support the project. Board Member Goble asked about childcare and commended the agency as a retention incentive for workers. Ms. Landers stated that staff understands this to be a policy priority for the Board, so the agency is having the conversation at the beginning of the project and but acknowledged regulations that might impact the feasibility of a childcare facility at this site.

Board Member Elo-Rivera praised the agency for its commitment to building more housing. He supported the partnership with the San Diego Foundation as a crucial first step to bringing philanthropic dollars to the region. He stated that the total number of affordable homes take precedent over the percentage of homes. He said that he would rather lower the percentage of affordability and have a higher total number of homes rather than saying that the project was approved as 100% affordable. He supported a high rise building to take advantage of the market rate view the top floors could offer. He also encouraged that the agency continues its commitment to its workforce. The City is soon acting to declare a property near this project as surplus land and encouraged a partnership between the City and MTS to maximize the project's impacts. He also expressed excitement over the construction and maintenance of restrooms in La Mesa and urged staff to incorporate bus benches, shade structure and active transportation amenities that promote multiple modes of mobility and transportation for prospective residents.

Board Member Moreno asked about the Greyhound bus facility. Ms. Landers explained that the bus stop has always functioned under a short-term lease and conditional use permit with the City of San Diego. They are re-evaluating their model and looking at additional locations. MTS staff did not receive direction from the City that space should be reserved for the Greyhound bus.

Board Member Bush supported additional housing units in the region. He asked if the ENA will have public restrooms available. Ms. Landers stated that now was the time to capture the Board's priority list; however, there will be additional opportunities for the Board to identify wish list and priority amenities once there is a final agreement. Ms. Cooney clarified that the Board has not directed staff to include a restroom at the location. Ms. Cooney clarified that there is a public restroom in the current building that would be adjacent to the new structure. If the Board does want the agency to include another bathroom, staff should be advised today. Board Member Bush asked that staff explore the addition. He also asked that local hire and skilled and trained workforce be included for the project. Ms. Landers confirmed that requirements of Policy 18 would apply to the project. Board Member Bush asked about home ownership opportunities.

Ms. Landers explained that the agency participates in ground leases because the agency wants continuing control of the land. This helps the agency with maintenance or other issues related to the project with the contractual ability to enforce it. Construction defect liability, prices, and insurance are different for rental versus condo/owned projects, which could impact the financial feasibility of the overall project. Board Member Bush acknowledged that home ownership opportunities for condos or town homes does increase the cost of the unit, and the return is community wealth building. He asked staff to explore the opportunity for home ownership. Board Member Bush asked why the building was capped at a 500ft restriction. Ms. Landers could not provide an answer for that question, and clarified that the analysis was done between 2018-2020. Ms. Cooney added that the height limit included all the zoning restrictions and density bonuses allowed under City and State laws. She noted that these limitations could have changed since the study was conducted. Board Member Bush asked staff to reach out to whatever regulatory Board enforces that limitation to negotiate those restrictions. Ms. Cooney added that the 47 floors include the density bonuses, but clarified that this was a conceptual design. He encouraged staff to explore additional density options for the project, along with restroom availability for the site.

Action Taken

Board Member Hall moved to authorize the Chief Executive Officer to 1) enter into an Exclusive Negotiation Agreement with the San Diego Foundation for a potential joint development project at 1313 National Avenue and 1344 National Avenue 2) have staff explore bathroom and home ownership opportunities for the site. Board Member McCann seconded the motion, and the vote was 13 to 0 in favor with Board Member Vargas and Board Member Moreno absent.

11. Fiscal Year (FY) 2024 Operating Budget Discussion (Mike Thompson)

The Board deferred the staff report for this item to the Budget Development Committee.

12. Fiscal Year (FY) 2024 Capital Improvement Program (CIP) (Mike Thompson)

Mike Thompson, MTS Director of Finance presented on the FY 2024 CIP. He presented on: Development of the FY 2024 CIP: Guiding Principles, Development of the FY 2024 CIP, FY 2024-28 CIP unconstrained project list, capital funding levels proposed FY 2024, capital project summary proposed Fiscal Year 2024, FY 2024 CIP project highlights for: bus revenue vehicles, rail revenue vehicles, facility & construction projects, rail infrastructure projects, other equipment & installation projects, five year forecast – SGR, FY 2024 CIP initiatives, FY 2024 CIP – Five Year Summary, takeaways and staff recommendation.

Public Comment

Lori Saldana – Provided a verbal statement to the Board during the meeting. Saldana noted that the budget did not include a public restroom and cited a City of San Diego park survey and asked for new or upgraded bathrooms. Saldana added the Board to budget for additional restrooms and ADA upgrades for bathrooms.

Truth – Provided a verbal statement to the Board during the meeting. Truth was unsatisfied by the funding allocations.

Katheryn Rhodes – Provided a verbal statement to the Board during the meeting. Rhodes cautioned the Board about active fault lines. Rhodes also stated that the 500ft height limit is an FAA part 77 directive for all of downtown. Rhodes also noted the COVID-19 ARPA funds.

The OriginalDra. – Provided a verbal statement to the Board during the meeting. They expressed weariness about the funding allocations.

Committee Comment

Board Member Goble asked staff to explain how the bus type is chosen for the different route lines. Ms. Cooney explained that staff anticipates peak ridership, and two different contractors provide service with either the shorter or longer vehicles. The agency also assesses the least expensive way to operate the service. He encouraged staff for fleet replacement to use mini buses if the current service can be supported on a mini bus.

Board Member Bush encouraged staff to make sure they are meeting the challenges at the moment. He asked staff about the budget for bathrooms. Ms. Cooney stated that the agency is currently trying to work with the Adult School to open the bathroom at 24th Street as they are contractually obligated to maintain it. San Diego State University (SDSU) refuses to open their bathroom due to ongoing issues they have experienced. The 12th and Imperial bathrooms are now opened until 6:00pm at no cost to the agency. Spring Street and El Cajon TOD are in negotiations. Board Member Bush asked if the agency had a timeline for the SDSU bathroom reopening. Ms. Cooney clarified that the agency does not have any control over that bathroom. Ms. Landers added that the 24th Street bathroom is contractually obligated to keep the facility open but they have not done so. He asked about the ability to influence SDSU. Ms. Cooney replied that the University historically maintained the bathroom. Board Member Bush asked that staff report back on the SDSU and 24th Street bathrooms and any other existing facilities throughout the system at a future Board meeting.

Board Member Hall asked for the agency to look into the ability to televise or live stream the meetings.

Board Member Elo-Rivera asked if it was typical for MTS to make a recommendation to the SANDAG Board of Directors. Mr. Thompson clarified that this has been the historical language used in the action for this item. Ms. Cooney added that the agency needs to go through SANDAG to have the CIP shown in the Regional Transportation Improvement Plan.

Action Taken

Board Member Bush moved to 1) Approve the FY 2024 CIP with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels; 2) Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337, and 5339 applications for the MTS FY 2024 CIP (shown in Attachment A); and 3) Recommend that the SANDAG Board of Directors approve amendment number 3 of the 2023 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2024 CIP recommendations 4) and have staff report back on the SDSU, 24th street and any other existing bathrooms throughout the system. Board Member Elo-Rivera seconded the motion, and the vote was 14 to 0 in favor with Board Member Vargas absent or abstaining.

OTHER ITEMS:

14. Chair Report

There was no Chair report.

15. Chief Executive Officer's Report

There was no Chief Executive Officer's Report.

17. Additional Public Comments on Items Not on the Agenda

Lori Saldana – Provided a verbal statement to the Board during the meeting. Saldana acknowledged the state training requirements on sexual harassment prevention for the California Department of Civil Rights. Saldana encouraged that everyone completes the training.

Truth – Provided a verbal statement to the Board during the meeting. Truth voiced dissatisfaction about Nathan Fletcher.

Katheryn Rhodes – Provided a verbal statement to the Board during the meeting. Rhodes gave recommendations for closed session items.

16. Board Member Communications

Board Member Goble suggested that the agency start collecting copies of the City mandated Sexual Harassment Training certifications for Board Members.

21. Next Meeting Date

The next regularly scheduled Board meeting is May 18, 2023 at 9:00am.

[Clerk's Note: the meeting time for the May 18, 2023 Board meeting was subsequently changed to 8:00am.]

CLOSED SESSION:

The Board convened to Closed Session at 10:58 a.m.

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

Grecia Figueroa v Nathan Fletcher, San Diego Metropolitan Transit System, et al. San Diego Superior Court Case No. 37-2023-00012828-CU-OE-CTL

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session: The Board received a report from legal counsel and gave instructions.

19. Closed Session – Conference with Legal Counsel – Anticipated Litigation

Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9: (Claimant: Veda Short; bus incident 3-19-2023)

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session: The Board received a report from legal counsel.

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

Adan Soto vs Metropolitan Transit System, et al.
San Diego Superior Court Case No. 37-2021-00027416-CU-PA-CTL

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session: The Board received a report from legal counsel and gave instructions.

The Board reconvened to Open Session at 12:15 p.m.

ADJOURNMENT

22. Adjournment

The meeting was adjourned at 12:16 p.m.

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit
System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): April 20, 2023 CALL TO ORDER (TIME): 8:04am
 RECESS: _____ RECONVENE: _____
 CLOSED SESSION: 10:58am RECONVENE: 12:15pm
 PUBLIC HEARING: _____ RECONVENE: _____
 ORDINANCES ADOPTED: _____ ADJOURN: 12:16pm

JURISDICTION	BOARD MEMBER	ALTERNATE	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Chavez <input checked="" type="checkbox"/>	Cardenas <input type="checkbox"/>	8:04am	12:16pm
City of Chula Vista	McCann <input checked="" type="checkbox"/>	Cardenas <input type="checkbox"/>	8:04am	12:16pm
City of Coronado	Donovan <input checked="" type="checkbox"/>	Duncan <input type="checkbox"/>	8:04am	12:16pm
County of San Diego	<input type="checkbox"/>	Vargas <input type="checkbox"/>	ABSENT	ABSENT
City of El Cajon	Goble <input checked="" type="checkbox"/>	Ortiz <input type="checkbox"/>	8:04am	12:16pm
City of Imperial Beach	Leyba-Gonzalez <input checked="" type="checkbox"/>	Aguirre <input type="checkbox"/>	8:04am	12:16pm
City of La Mesa	Dillard <input checked="" type="checkbox"/>	Arapostathis <input type="checkbox"/>	8:04am	12:16pm
City of Lemon Grove	Gastil <input checked="" type="checkbox"/>	Mendoza <input type="checkbox"/>	8:04am	12:16pm
City of National City	Bush <input checked="" type="checkbox"/>	Rodriguez <input type="checkbox"/>	8:04am	12:16pm
City of Poway	Frank <input checked="" type="checkbox"/>	Pepin <input type="checkbox"/>	8:04am	12:16pm
City of San Diego	Montgomery Steppe <input checked="" type="checkbox"/>	Von Wilpert <input type="checkbox"/>	8:04am	12:16pm
City of San Diego	Elo-Rivera <input checked="" type="checkbox"/>	LaCava <input type="checkbox"/>	8:04am	12:16pm
City of San Diego	Gloria <input type="checkbox"/>	Moreno <input checked="" type="checkbox"/>	8:04am 10:30am	10:05am 12:16pm
City of San Diego	Whitburn (Vice-Chair) <input checked="" type="checkbox"/>	Campillo <input type="checkbox"/>	8:04am	12:16pm
City of Santee	Hall <input checked="" type="checkbox"/>	Koval <input type="checkbox"/>	8:04am	12:16pm

SIGNED BY THE CLERK OF THE BOARD:

/S/ Dalia Gonzalez



Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Centralized Train Control (CTC) System Maintenance Agreement – Work Order Agreement (WOA) Approval

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors to authorize the CEO to execute WOA 6 to MTS Doc. No. L1607.0-22 (WOA 6) with Wabtec, in the amount of \$161,687.00, for the Imperial Terminal Yard 25 Interlocking (INTL) option associated with the Imperial Terminal Double-Track (IMTDT) upgrade project, as shown in Attachment A.

Budget Impact

The total cost of this work order is estimated to be \$161,687.00, resulting in a total budget for this contract at \$3,868,475.50. This work order is funded by MTS Capital Improvement Program (CIP) 2005108201 – Green Line Imperial Terminal (IMT) Double Tracking.

The contract summary is shown below:

Date Issued	Board Approval or Ratified Date	Document	Description	Amount
1/1/2022	12/16/2021		CTC System Maintenance	\$1,568,916.00
5/1/2022	12/16/2021	WOA 1	Various System Integrations	\$452,000.00
		WOA 1	Project came in below budget. MTS received a credit of \$2,077.00.	(\$2,077.00)
5/9/2022	9/15/22	WOA 1.1	Add Beech Street Interlocking Field Integration Testing	\$72,003.50
6/24/2022	n/a	L1607.1-22	Recognized assignment from ARINC to Wabtec; updated Federal Requirements language	n/a
9/15/2022	9/15/22	L1607.2-22	Travel Expense. Reimbursements to be paid during the contract.	\$15,000.00
9/15/2022	9/15/22	WOA 1.2	Final Acceptance of Beech Street Double Crossover	\$55,130.00



9/15/2022	9/15/22	WOA 2	SANDAG – Mid Coast existing Task Orders # 33 (SANDAG Traction power substations (TPSS) point-to-point testing and Global Positioning System (GPS) and #34 (SANDAG Field Integration testing TPSS, Stations and warranty). MTS takes on these Task Orders using Addendum 17 SOW 105, and will be reimbursed by SANDAG.	\$297,555.00
9/15/2022	9/15/22	WOA 3	Medium Voltage Frequency Inverter Mission Valley West (MVW) Signal, IMT Double Track, and El Cajon Third Track Upgrades	\$1,222,599.00
9/15/2022	9/15/22	WOA 5	Server and Sonicwall SecurID Token Upgrades	\$27,817.00
		WOA 1	Project came in below budget. MTS received a credit of \$2,155.00.	(\$2,155.00)
Subtotal				\$3,706,788.50
<i>TBD</i>	<i>5/18/22</i>	<i>WOA 6 (Approve)</i>	<i>Imperial Terminal Yard 25 INTL option associated with the IMTDT upgrade project.</i>	<i>\$161,687.00</i>
Total Contract Amount after Board Approval				\$3,868,475.50

DISCUSSION:

In December 2007, after a competitive Request for Proposals (RFP), the San Diego Association of Governments (SANDAG) entered into Agreement No. 5000786 with Wabtec's predecessor-in-interest, ARINC Inc. (collectively "Wabtec"), to design, fabricate, install, integrate, implement and test all hardware, software, components and subsystems of the CTC System. This work was completed over multiple phases. Each phase had warranty and maintenance services to ensure the system ran smoothly. The last phase was entered into January 1, 2017 and terminated December 31, 2021. As that SANDAG contract expired, SANDAG and MTS staff agreed that it was more appropriate for MTS to manage and oversee future contracts related to the CTC system. This was appropriate because CTC services relate more to MTS's ongoing operations as opposed to new regional projects managed by SANDAG. Historically, MTS has provided the funding for such services.

Therefore, on December 16, 2021 (AI 21), the MTS Board of the Directors approved a sole source contract in the amount of \$2,020,916.00 for CTC Service Maintenance with Wabtec. The new Wabtec contract included five (5) years of general maintenance of the CTC system and provided for the ability to issue work orders for future as-needed CTC-related work such as new systems, maintenance obligations or integration of new MTS projects into current systems. CTC services generally include tracking trains, dispatch, security and control systems for MTS

Rail Operations, as well as maintenance of all Wabtec licensed software, patches, bug-fixes, and updates required to maintain original software capabilities relating to CTC.

The December 16, 2021 (AI 21) Board approval also authorized the first as-needed services work – WOA No. 1 which included various pending projects that were transferred from the SANDAG contract to the new MTS contract. WOA No. 1 included system services for Beech St. Deployment & Cutover; Blue Line TPSS F St. & 24th St. Integration; Commercial St. Switch 9 & 11 Interface; Blue Line Siemens S7 Upgrades; and San Ysidro TPSS to the Blue Line TPSS Replacement.

On September 15, 2022 (AI 7), the Board approved WOA 1.1 and 1.2 for final acceptance of Beech Street Double Crossover; WOA 2 for TPSS point-to-point testing, field integration testing, and warranty; WOA 3 for MVW Signal, IMT Double Track, and El Cajon Third Track Upgrades; and WOA 5 for Server and Sonicwall SecurID Token Upgrades. For WOA 4, MS OS Patching Services, MTS staff and Wabtec are having continuous conversations to finalize the pricing for the project.

Today's proposed action would approve WOA 6 (Attachment A). This work includes the Yard routing for Blue Line South, which will be enhanced with the 25 INTL for routing Blue Line trains into and out of the yard. One new ElectroLogIXS controller at 25 INTL will be added for the new 25M, 25R & 25Y signals which are part of the new 25 INTL. This Work Order will allow the Operations Control Center (OCC) to route Blue Line trains into the new double tracked Green Line (Bayside) platform at the Imperial Transit Center. It will also provide train location to OCC for all train movements at the new platform. WOA 6 also provides for maintenance of this new system segment. This is necessary to maintain consistency with the rest of the CTC system at OCC. These improvements will give MTS the ability to route some Blue Line trains through downtown up the Bayside corridor instead of the normal route up Park Boulevard and through C Street. This will provide MTS with flexibility during special events and regular service.

Therefore, staff recommends that the Board of Directors to authorize the CEO to execute MTS Doc. No. L1607.0-22 WOA 6 with Wabtec, in the amount of not-to-exceed \$161,687.00 for the Imperial Terminal Yard 25 INTL option associated with the IMTD upgrade project, in substantially the same format as Attachment A.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Order 6
B. Proposal



**Metropolitan
Transit
System**

Att.A, AI 5, 05/18/23

Work Order Agreement No. 6 (WOA 6)

May 18, 2023

MTS Doc No. L1607.0-22

CENTRALIZED TRAIN CONTROL (CTC) SYSTEM MAINTENANCE AGREEMENT – WOA 6

Wabtec Transportation Systems, LLC
Mohsen Shafeie
Sr. Manager, Program Management
5140 W. Goldleaf Cir. Suite 300
Los Angeles, CA 90056

This shall serve as WOA 6 to the original agreement L1607.0-22 as further described below.

SCOPE

The scope of work for this WOA 6, is for the Imperial Terminal Yard 25 INTL option associated with the Imperial Terminal Double-Track (IMTDT) upgrade project, and as further detailed in Exhibit A.

SCHEDULE

The schedule is as shown in Exhibit A.

There are no changes to the termination date of the overall agreement which remains December 31, 2026.

PAYMENT

The cost for this WOA 6, shall not exceed \$161,687.00 as shown in Exhibit A.

The overall contract amount including this WOA 6, is increased from \$3,706,788.50 to \$3,868,475.50. This amount shall not be exceeded without prior written approval from MTS.

CONTRACT SUMMARY

To-date, the contract summary is as shown below:

Date Issued	Document	Description	Amount
1/1/2022	Agreement	CTC System Maintenance	\$1,568,916.00
5/1/2022	WOA 1	Various System Integrations	\$452,000.00
	WOA 1	Project came in below budget.	(\$2,077.00)

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

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



5/9/2022	WOA 1.1	Beech Street Interlocking Field Integration Testing (FIT)	\$72,003.50
9/15/2022	Amendment 2	Travel Expense. Reimbursements to be paid during the contract.	\$15,000.00
9/15/2022	WOA 1.2	Final Acceptance of Beech Street Double Crossover	\$55,130.00
9/15/2022	WOA 2	SANDAG – Mid Coast existing Task Orders # 33 (SANDAG TPSS point-to-point testing and GPS) and #34 (SANDAG Field Integration testing TPSS, Stations and warranty). MTS takes on these Task Orders using Addendum 17 SOW 105, and will be reimbursed by SANDAG.	\$297,555.00
9/15/2022	WOA 3	MVW Signal, IMT Double Track, and El Cajon Third Track Upgrades	\$1,222,599.00
9/15/2022	WOA 5	Server and Sonicwall SecurID Token Upgrades	\$27,817.00
	Regarding WOA 1 (Blue Line)	Project came in below budget.	(\$2,155.00)
Subtotal			\$3,706,788.50
TBD	WOA 6	Imperial Terminal Yard 25 INTL option associated with the IMTDT upgrade project.	\$161,687.00
Total Contract Amount			\$3,868,475.50

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Mohsen Shafeie, Sr. Manager, Program
Management
Wabtec Transportation Systems, LLC

Date: _____

Attachment: Exhibit A – Wabtec Work Order 6 Proposal

Att.B, AI 5, 05/18/23



Mohsen Shafeie

Sr. Manager, Program Management
5140 W. Goldleaf Cir. Suite 300
Los Angeles, CA 90056 – USA
Phone: +1 647 669 3646
Email: Mohsen.shafeie@wabtec.com
www.wabteccorp.com

4/4/2023

Thang Q. Nguyen
San Diego Metropolitan Transit System
1255 Imperial Ave.
Suite 1000
San Diego, CA 92101-7490

REF: SDMTS Maintenance Work Order 6 Imperial Terminal Yard 25 – Interlocking (“INTL”) Upgrades Proposal; Proposal Number: 222294 (the “Proposal”)

Mr. Nguyen

Wabtec Transportation Systems, LLC (“**Wabtec**”) is pleased to provide the attached Proposal to San Diego Metropolitan Transit System (“**SDMTS**”) for Imperial Terminal Yard 25 INTL option associated with the Imperial Terminal Double-Track (IMTDT) upgrade project.

Wabtec welcomes the opportunity to provide this Proposal. If you have any questions or require any further assistance, please feel free to contact us.

Thank you,

DocuSigned by:

A blue ink signature of Mohsen Shafeie, written in a cursive style, enclosed within a blue rectangular border.

55291245339C4F1...
Mohsen Shafeie

Sr. Manager, Program Management
Wabtec Corporation

IMPORTANT NOTICE REGARDING PROPOSAL

1. **Confidentiality.** Customer and Wabtec acknowledge that Customer is a public agency subject to the California Public Records Act (CPRA) (California Government Code §§ 6250 through 6276.48) and other applicable laws. This Proposal and any agreement entered into between Customer and Wabtec will be considered a public record and subject to disclosure in compliance with the CPRA. Notwithstanding the above, this Proposal is for Customer only and not for the benefit of any third party. Customer acknowledges and agrees that during the course of the work conducted by Wabtec, Customer may be provided with Wabtec's confidential and proprietary or trade secret information that is not subject to disclosure under the CPRA or other applicable law. Such information will be clearly marked as "Confidential and Proprietary". Customer shall maintain such Confidential and Proprietary documents as confidential and shall not disclose them to third parties unless required to do so by applicable law, rule or regulation. In the event a request for Wabtec's Confidential and Proprietary documents is received by Customer, whether under the CPRA, subpoena, or other method, Customer will provide Wabtec with an opportunity to review the request, and at Wabtec's sole cost, to defend or pursue an action to protect such Confidential and Proprietary documents from disclosure. Customer shall not be required to incur legal fees and costs to protect Wabtec's Confidential and Proprietary documents from disclosure under state or federal law.
2. **Not an offer.** This Proposal is for discussion purposes only, and Customer shall not rely on this Proposal. This Proposal is not an offer capable of acceptance. Wabtec and Customer shall not be bound in relation to the subject of this Proposal unless and until Wabtec and Customer sign a mutually agreed, written contract. Should Wabtec and Customer mutually agree to proceed, the final contract signed by Wabtec and Customer will be the entire agreement, superseding this Proposal. This Proposal is given based on the terms and conditions of the referenced agreement. Any deviation from such terms and conditions in the final signed written contract may impact price, schedule and other terms in Wabtec's sole discretion.
3. **No liability for costs of Proposal.** Wabtec shall have no liability for costs incurred by Customer in reviewing this Proposal.
4. **Validity.** This Proposal is valid for sixty (60) days from the date of the Proposal, unless withdrawn or extended by Wabtec prior to that time.
5. **Structural Considerations.** Wabtec may have one or more of Wabtec's affiliated entities enter into relevant contract documents and/or provide some or all of Wabtec's offerings described in this Proposal. In this Proposal, references to Wabtec mean Wabtec and/or one or more of Wabtec's affiliated entities.
6. **Statements as to future.** In this Proposal, any information regarding Wabtec's roadmaps and future product plans are indicative only of Wabtec's current plans and are not binding. Plans are subject to Wabtec internal approvals, and plans may change, in Wabtec's sole discretion. Commitments and binding representations as to the future are expressly disclaimed. Customer must not rely on such information and plans in deciding whether to proceed with a final written agreement.



SDMTS Maintenance Work Order 6 Imperial Terminal Yard 25 – Interlocking (“INTL”) Upgrades Proposal

Wabtec Proposal Number 222294 dated 4/4/2023

1. Contents

1.1 This Proposal is comprised of the following:

- Section 1: Contents
- Section 2: Scope of Wabtec Offerings
- Section 3: Customer responsibilities
- Section 4: Anticipated Delivery schedule
- Section 5: Fees
- Appendix A: Description of Offerings

1.2 In this Proposal, except where the context requires otherwise, all references to Sections and Appendices are to Sections and Appendices of this Proposal.

1.3 If Customer wishes to proceed with this Proposal, Wabtec will provide the contract incorporating the Terms and Conditions in this Proposal.

2. Scope of Wabtec Offerings

This Proposal is for Wabtec to provide Imperial Terminal Yard 25 those INTL upgrades described in Appendix A.

3. Customer Responsibilities

3.1 Customer will be responsible for:

- (a) Assumptions referenced in Section 7 of the Scope of Work in Appendix A.

4. Anticipated Delivery Schedule

4.1 An anticipated period of performance shall be approximately six (6) months from notice to proceed.

4.2 The above schedule for delivery of the scope described in Section 2 of this Proposal is indicative only. Actual times may vary. Further, timely delivery of Wabtec’s offerings is dependent on Customer’s timely discharge of Customer’s responsibilities, including as identified in this Proposal.

5. Fees

- 5.1 The Fees for the scope of Wabtec's offerings as described in this Proposal are as follows.
- (a) The Fees are one hundred fifty-two thousand five dollars (**\$161,687USD**).
- 5.2 The Fees will be invoiced as listed in Section 8 of the Scope of Work in Appendix A.
- 5.3 The above Fees are subject to the following qualifications:
- (a) All Fees are stated and shall be paid in United States dollars.
- (b) Prices are NET and are exclusive of all taxes, customs, duties, levies, tariffs, government permits and third-party licenses.
- (c) Delays caused by Customer or delays for which Customer is responsible will incur additional charge on account of costs incurred by Wabtec plus Wabtec's standard administration fee.
- (d) Any deviations from Wabtec's standard terms and conditions referenced in Appendix A may incur an additional risk premium, which will be added to the price, in Wabtec's sole discretion.

Appendix A: Description of Offerings



SAN DIEGO METROPOLITAN TRANSIT SYSTEM (SDMTS)

**Maintenance Work Order 6
Imperial Terminal Yard 25 - INTL Upgrades
Proposal**

Revision	Description	Date
0.0	Initial version	February 22, 2023
1.0	Removed Confidentiality Clause from Footer	April 4, 2023

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1. INTRODUCTION

The San Diego Metropolitan Transit System (SDMTS) has decided to implement the Imperial Terminal Yard 25 INTL option associated with the Imperial Terminal Double-Track (IMTDT) upgrade project (See Work Order 3). The Imperial Terminal Yard 25 INTL project, as detailed in this Proposal, shall be a separate Work Order under that certain "Standard Agreement for MTS Centralized Train Control Maintenance Agreement", dated as of March 1, 2016, Contract No. 4600001414, as modified and amended.

2. Background

The San Diego Metropolitan Transit System (SDMTS) has multiple signaling, track, and station enhancement projects to upgrade and improve various portions of its 53-mile trolley system for operational flexibility, reliability, and efficiency. These upgrades require modifications to the existing Advanced Information Management (AIM®) Centralized Train Control (CTC) system developed by Wabtec.

3. PERSONNEL

A list of the personnel responsible for Work Order 6 are identified below.

NAME	TITLE
Mohsen Shafeie	Sr. Manager, Program Management
Jack Luepke	Project Engineering Lead / System Engineering
Jonathan Wu	Software Engineering Lead
Nubia Vazquez	Sr. Coordinator, Administration

* Personnel assignments are subject to change at the discretion of Wabtec management.

4. Scope of Work

SDMTS has plans to Upgrade the Blue Line Yard access at 12th & Imperial Transit Center. This includes the Yard routing for Blue Line South, which shall be enhanced with the 25 INTL for routing Blue Line trains into and out of the yard. One new ElectroLogiXS controller at 25 INTL shall be added by SDMTS for the new 25M, 25R & 25Y signals which are part of the new 25 INTL. The new equipment shall utilize the fiber optic communications backbone, along with ruggedized Ethernet switches at the location (IP addresses shall be assigned by SDMTS). The Ethernet switch traffic shall be collected at the station communications cabinet at Imperial Terminal and reach the central control facility via the SDMTS network. The compatible Genisys protocol (over Ethernet) shall be utilized for the ElectroLogiXS controller communications back to the central control facility, in a manner consistent with what is used elsewhere on the SDMTS Rail network.

New and revised Train to Wayside (TWC) equipment shall be implemented at the 25RC relay case location. The compatible Modbus protocol (over Ethernet) shall be utilized for these systems.

New and revised overhead Catenary System (OCS) will be implemented at the 25 INTL. The compatible Modbus protocol (over Ethernet) shall be utilized interface to existing TPSS station(s).

All network components shall be provided by SDMTS and other contractor(s).

A system architecture identifying proposed modifications and updates, proposed new and revised I/O lists, as well as track layout shall be provided by SDMTS or the contractor(s).

The ElectroLogiXS controller shall be procured and installed by others.

4.1 Expected Results

Pursuant to this SDMTS Work Order 6 Wabtec shall implement system modifications including, but not limited to graphics, functions, displays, database points, Supervisory Control, panel logic, and communications within the AIM® CTC system, upon completion of which the AIM® CTC system database shall allow for:

- All new and modified Track circuit, switch, and signaling at Imperial Terminal Yard 25 INTL (at 25RC) upgrades for Blue Line South Yard access.

The new or replaced equipment and functions supported by the CTC modifications shall include:

- Track occupancy, and switch & signal processing for the track interlocking systems.
- An overhead Catenary (OCS) at Imperial Terminal which reflects additional interlocking.
- New and revised functionalities to identify and track trains shall be implemented using Train to Wayside Controller (TWC).

SDMTS Maintenance Work Order 6 Imperial Terminal
Yard 25 – Interlocking (“INTL”) Upgrades Proposal

5. Deliverables

Wabtec shall provide the following:

1. CDRL – WO6.01 Schedule
2. CDRL – WO6.02 Imperial Terminal Yard 25 INTL upgrade DCF
3. CDRL – WO6.03 FAT Test Plan & Procedures
4. CDRL – WO6.04 Field Test Plan & Procedures

6. Wabtec Responsibilities

Wabtec shall assume complete responsibility for the design, fabrication, testing, installation, and start-up of all subsystems and components of the expanded AIM® CTC system except for any exclusions listed in Section 8 below. Wabtec’s obligations shall include those in the following list and those required to meet all requirements described in this Proposal:

1. System Engineering and Project Management.
2. Software Analysis and Programming.
3. Development of Display (including OVD), modifications to existing displays, updating, and modifying the database, and linkage of displays to the database.
4. Compilation, integration, and testing of the SDMTS-supplied field point database and displays; generation, compilation, integration, and testing of all other databases (such as data exchange with other systems, alarms, and event reports) necessary to attain full operation.
5. Implementation of AIM® CTC System software interfaces to other programmable logic controllers and train-to-wayside controller devices.
6. Provision and Integration of new signals and programmable logic controllers into the AIM® CTC system.
7. Field and Availability testing in accordance with SDMTS approved plans.

7. ASSUMPTIONS AND EXCLUSIONS

Wabtec's Proposal is based on the following assumptions:

1. Wabtec shall not be responsible for the configuration or programming of the 25RC ElectroLogIXS controller.
2. Wabtec assumes the ElectroLogIXS controller will utilize Genisys protocol.
3. Wabtec assumes TWC Interrogator utilizes Modbus protocol.
4. Wabtec assumes Imperial Terminal Yard 25 interlocking design will conform to Midcoast design standards.
5. Wabtec assumes SDMTS will provide all field hardware and install the hardware in the field and will verify their operations over the network prior to performing field tests.
6. Wabtec assumes any issues with the field hardware and its performance over the network are the responsibility of SDMTS.
7. Wabtec expects that the RTUs will be accessible to CTC via the SDMTS network.
8. Wabtec assumes that it will receive final code charts within 2 weeks from NTP.
9. Wabtec's Proposal assumes no warranty for this scope of work.
10. All features of this Work Order are implemented only on the 64-bit system.
11. Wabtec assumes if needed, SDMTS will provide a Flag Person at no cost to Wabtec.
12. Wabtec assumes that SDMTS will be responsible for scheduling and coordinating the IP address changes prior to the start of the FAT.

SDMTS Maintenance Work Order 6 Imperial Terminal
Yard 25 – Interlocking (“INTL”) Upgrades Proposal

8. SDSDMTS PRICE BREAKDOWN

Item	PAYMENTS	USD
1	NTP	\$ 80,843
2	Cutover	\$ 80,844
Total		\$ 161,687



**Metropolitan
Transit
System**

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Demolition of Building at 1501 National Avenue as part of 12th & Imperial Transit Center Rehabilitation Improvement Project and Determination that Work Order is Categorically and Statutorily Exempt under the California Environmental Quality Act - Work Order

RECOMMENDATION:

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

- 1) Authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC347-10 to MTS Doc. No. PWG347.0-22 (in substantially the same format as Attachment A) with ABC General Contractor, Inc. (ABCGC) in the amount of \$882,136.07 to demolish the building at 1501 National Avenue and convert the space to employee parking; and
- 2) Determine that the demolition Work Order is categorically and statutorily exempt under the California Environmental Quality Act.

Budget Impact

The total budget for this work order is estimated to be \$882,136.07. Under separate MTS Doc No. L1282.0-16, with The Gordian Group, MTS will pay a 1.95% Job Order Contract (JOC) software license fee in the amount of \$17,201.65. This project is funded by MTS Capital Improvement Program (CIP) WSBE#1009108301 – 12th Imperial Enabling Project.

DISCUSSION:

Project Background

On October 20, 2022, MTS' Board of Directors accepted the 2022 Transit and Intercity Rail Capital Program (TIRCP) Grant Award for the Zero Emission Transit Enhancement project, which includes the 12th & Imperial Transit Center (TC) Rehabilitation Project ("Project").

The Project would combine two MTS owned parcels and build additional bus bays and an Orange Line de-boarding platform. Additionally, combining the two parcels, currently bifurcated by National Avenue, into one parcel will create an opportunity for future Transit-Oriented Development (TOD).



To simplify construction staging, the Project includes demolition of the building at 1501 National Avenue, San Diego, CA 92113. The building has been vacant for eight months and prior to vacancy, only the second floor was in use due to flooding at the lower levels during rain events. MTS no longer has a need for office spaces in this building, and due to flooding and the poor condition of the building, demolition is the best course of action. Despite MTS' best efforts to secure the building, it has been vulnerable to trespassers that could cause fires and other public safety issues.

In anticipation of the demolition project, MTS hired San Diego Testing to perform the asbestos and lead testing on January 17, 2023. The test results indicate a substantial amount of asbestos and lead, both expected due to the age of the structure, and both add to the cost for building removal. The contract price for approval today covers the contractor's cost for appropriately removing and disposing of these materials in accordance with current regulations and industry best practices.

Bid Process

On October 6, 2020, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide JOC building and facilities construction services that primarily consists of repair, remodeling, or other repetitive work, and general building and facility contracting services. These services include, but are not limited to, demolition, maintenance, and modification of existing buildings and facilities, as well as any required incidental professional and technical services.

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

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

Nine (9) bids were received and MTS determined that ABCGC was the lowest responsive and responsible bidder. On December 10, 2020 under Agenda Item 11, the MTS Board authorized the CEO to execute MTS Doc. No. PWG324.0-21 with ABCGC for General Building Construction Services.

Today's proposed action will issue a work order to ABCGC under this JOC master agreement. Staff has reviewed the pricing for this repair work order and determined it to be fair and reasonable. ABCGC will be providing all materials, labor and equipment for the demolition of 1501 National Avenue and related work. Work is expected to be completed by December 2023. For this work order, ABCGC will utilize the Ludwig Masonry, BTS Equipment Unlimited Inc., The Doctor of Electricity, Fencecorp, Performance Plumbing & Mechanical, and Koch General Engineering as its subcontractors (as shown in Exhibit C of Attachment B).

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC347-10 to MTS Doc. No. PWG347.0-22 (in substantially the same format as Attachment A) with ABCGC in the amount of \$882,136.07 to demolish the building at 1501 National Avenue and convert the space to employee parking.

Compliance with California Environmental Quality Act

On October 28, 2022, MTS filed a Notice of Exemption for the Project under the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000 *et seq.* and Title 14 of the California Code of Regulations, section 15000 *et seq.* ("State CEQA Guidelines"). MTS determined the Project is statutorily exempt under Public Resources Code section 21080.25, subdivision (b)(5) (institution or increase of new bus rapid transit, bus, or light rail service), subdivision (b)(6) (zero emission infrastructure), and subdivision (b)(7) (maintenance, repair, relocation replacement, or removal of any utility infrastructure associated with these types of projects).

The Project is also statutorily exempt under Public Resources Code section 21080, subdivision (b)(10) and (b)(12) and State CEQA Guidelines section 15275 because the Project will increase commuter services on rail rights-of-way that are already in use, including the modernization of an existing station, and includes facility extensions required for transfer of transit passengers that would not exceed four miles length.

The Project is categorically exempt under State CEQA Guidelines section 15301 (Class 1) because it consists of the maintenance and minor alteration of existing bus lanes and transit improvements and would involve negligible or no expansion of an existing use. Demolition of the building at 1501 National Avenue fits within example 15301(I), which includes demolition and removal of individual small structures such as an office or similar small commercial structure if designed for an occupant load of 30 persons or less.

The Project is also categorically exempt under State CEQA Guideline section 15302 (Class 2) because it includes the replacement or reconstruction of existing small structures or facilities on the same site and will have substantially the same purpose and capacity as the replaced structures.

Recent conditions at 1501 National Avenue have made it unsuitable for use and a risk to public health, safety and welfare necessitating immediate demolition. Accordingly, independent of the Project, the demolition work at 1501 National Avenue must be completed immediately in order to secure the property from hazards that have a high probability of occurring in the short-term, making it infeasible to conduct environmental review (even if such review were required under CEQA). This demolition work is therefore exempt from CEQA review under State CEQA Guidelines section 15269, subdivision (c) as a specific action necessary to prevent or mitigate an emergency.

Any future TOD on the project site would be subject to further consideration by MTS for approval and compliance with CEQA.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Work Order MTSJOC 347-10
B. Scope of Work



Metropolitan Transit System

Att.A, AI 6, 05/18/23

JOB ORDER CONTRACT WORK ORDER

PWG347.0-22
CONTRACT NUMBER

MTSJOC347-10
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2023, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: ABC General Contractor, Inc. Address: 3120 National Avenue

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

Telephone: 619.937.1010

Authorized person to sign contracts: Travis Brozowski President
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG347.0-22), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$882,136.07

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

ABC GENERAL CONTRACTOR, INC.

By: Sharon Cooney, Chief Executive Officer

Approved as to form:

By: Karen Landers, General Counsel

Firm: _____

By: _____
Signature

Title: _____



EXHIBIT A
(Scope of Work)



San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, California 92101

Final Scope of Work

Date: 4/10/2023

Job Order Contracting

To:	From:
Contract No:	PWG347.0-22
Job Order No:	MTSJOC347-10
Job Order Title:	12th and Imperial Enabling Project
Location:	Building B 1341 Commercial Street San Diego, CA 92101
Brief Scope of Work:	The Building at 12th and Imperial was bought by MTS and needs to be demolished due to its inability to maintain its structural integrity and will no longer be used for MTS facilities. All work is to occur at the Jolley Trolley Building located at 1501 National Ave San Diego, CA 92113.

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

The contractor shall complete the construction of this project in its entirety and shall provide all labor, materials, equipment, and traffic control, procuring all materials and performing all other work necessary to complete the project in accordance with the Detailed Scope of Work.

The existing building has been inspected prior and contains asbestos and lead that is very harmful when not disposed of properly.

This work will consist of the following:

- Removal the asbestos and lead prior to demolition
- Relocation of the existing electrical panel in order to feed power into the nearby trailers
- Demolition of building
- Removal and disposal of the debris after demolition.

All work must be completed within 180 calendar days from NTP.

Thang Nguyen, Systems Engineer

Date

EXHIBIT B (Cost Breakdown)

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$882,136.07

Approved Date: April 5, 2023

Job Order: MTSJOC347-10

Job Order Name: 12th and Imperial Enabling Project

Location: Building B 1341 Commercial Street San Diego, CA 92101



Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	\$60,433.19	\$0.00	\$0.00	\$60,433.19
02	Existing Conditions	\$657,888.10	\$0.00	\$0.00	\$657,888.10
32	Exterior Improvements	\$147,195.82	\$0.00	\$16,618.96	\$163,814.78
Line Count: 18			Proposal Total:		\$882,136.07

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

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$882,136.07

Approved Date: April 5, 2023

Job Order: MTSJOC347-10

Job Order Name: 12th and Imperial Enabling Project

Location: Building B 1341 Commercial Street San Diego, CA 92101



Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES

01 General Requirements								\$60,433.19
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012223000690	55.0 KW, 60 Hertz Towable Diesel Powered Generator Set	Installation	2.00	\$2,058.48	MO	1.0890	\$4,483.37
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	MO	1.0890	\$0.00
		Includes Labor No	Includes Equipment No	Includes Materials Yes				

Total:	\$4,483.37
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2	012223000785	50', 4/0 Cable With Camlock Ends For Generator Set	Installation	4.00	\$76.34	MO	1.0890	\$332.54
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	MO	1.0890	\$0.00
		Includes Labor No	Includes Equipment No	Includes Materials Yes				

Total:	\$332.54
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3	015626000005	Temporary 6' High Chain Link Fence And Posts, Up To 6 Months	Installation	200.00	\$6.35	LF	1.0890	\$1,383.03
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	LF	1.0890	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials Yes				

Total:	\$1,383.03
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4	017113000002	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Rollback Flatbed Truck	Installation	6.00	\$230.26	EA	1.0890	\$1,504.52
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	EA	1.0890	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials No				

Total:	\$1,504.52
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* Includes Price Changes due to Construction Task Catalog update

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$882,136.07

Approved Date: April 5, 2023

Job Order: MTSJOC347-10

Job Order Name: 12th and Imperial Enabling Project

Location: Building B 1341 Commercial Street San Diego, CA 92101



Contractor: ABC General Inc.
Contract Number: PWG347.0-22
Contract Name: JOC CIVIL CONSTRUCTION SERVICES

5	017419000021	Rampless Concrete Washout Bin	Installation	4.00	\$555.08	MO	1.0890	\$2,417.93
Accepted	History: 2.0 Accepted, 1.1 Added		Demo:	0.000000	\$0.00	MO	1.0890	\$0.00
Includes Labor No Includes Equipment No Includes Materials Yes								

Total:	\$2,417.93
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6	017419000039	Hauling On Paved Roads, First 15 Miles	Installation	15,000.00	\$0.95	CYM	1.0890	\$15,518.25
Accepted	History: 2.0 Accepted, 1.1 Added		Demo:	0.000000	\$0.00	CYM	1.0890	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials No								

Total:	\$15,518.25
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7	017419000040	Hauling On Paved Roads, Miles Over Initial 15 Miles	Installation	45,000.00	\$0.71	CYM	1.0890	\$34,793.55
Accepted	History: 2.0 Accepted, 1.1 Added		Demo:	0.000000	\$0.00	CYM	1.0890	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials No								

Total:	\$34,793.55
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02 Existing Conditions								\$657,888.10
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
8	024116130015	By Machine, Masonry Construction Building Demolition	Installation	12,000.00	\$32.72	CCF	1.0890	\$427,584.96
Accepted	History: 2.0 Accepted, 1.1 Added		Demo:	0.000000	\$0.00	CCF	1.0890	\$0.00
Includes Labor Yes Includes Equipment Yes Includes Materials No								

Total:	\$427,584.96
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Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$882,136.07

Approved Date: April 5, 2023

Job Order: MTSJOC347-10

Job Order Name: 12th and Imperial Enabling Project

Location: Building B 1341 Commercial Street San Diego, CA 92101



Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES

9	024116130020	Sorting Of Material Debris For Recycling Prior To Hauling Off	Installation	12,000.00	\$8.19	CCF	1.0890	\$107,026.92
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	CCF	1.0890	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials No				
Total:								\$107,026.92
10	024116130024	Reinforced Concrete Foundation Demolition	Installation	6,000.00	\$14.88	CF	1.0890	\$97,225.92
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	CF	1.0890	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials No				
Total:								\$97,225.92
11	024119130058	Bituminous Paving Up To 4" Depth, Saw Cut	Installation	750.00	\$1.97	LF	1.0890	\$1,609.00
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	LF	1.0890	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials Yes				
Total:								\$1,609.00
12	024119130059	Brick Masonry Up To 4" Depth, Saw Cut	Installation	2,000.00	\$7.27	LF	1.0890	\$15,834.06
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	LF	1.0890	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials Yes				
Total:								\$15,834.06
13	024119130063	Rod Reinforced Concrete Slab Up To 4" Depth, Saw Cut	Installation	950.00	\$4.90	LF	1.0890	\$5,069.30
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	LF	1.0890	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials Yes				
Total:								\$5,069.30

* Includes Price Changes due to Construction Task Catalog update

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$882,136.07

Approved Date: April 5, 2023

Job Order: MTSJOC347-10

Job Order Name: 12th and Imperial Enabling Project

Location: Building B 1341 Commercial Street San Diego, CA 92101



Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES

14	028213000002	Certified Asbestos Air Sampling Technician For Bulk Sampling Or Air Monitoring	Installation	40.00	\$81.22	HR	1.0890	\$3,537.94
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	HR	1.0890	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials No				

Total:	\$3,537.94
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32 Exterior Improvements	\$163,814.78
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
15	321216130013	Bituminous Hot Mix Surface Course 3954 LB/CY	Installation	223.00	\$102.43	TON	1.0890	\$24,874.82
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	TON	1.0890	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials Yes				

User Note: +/- 6,000SF @ 6"

Item Note: Includes Type A and Type B with 1/2" to 3/4" course or medium aggregate, placement, rolling, finishing and sweeping. Used for applications not described elsewhere in this section.

Total:	\$24,874.82
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16	321236230002	GuardTop® Asphalt Based Sealcoat (Two Coats)	Installation	28,000.00	\$2.22	SY	1.0890	\$67,692.24
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	0.000000	\$0.00	SY	1.0890	\$0.00
		Includes Labor Yes	Includes Equipment Yes	Includes Materials Yes				

Total:	\$67,692.24
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17	323113130158	8' Vinyl Cover Chain Link Fence, 9 Gauge Coiled Spring Mesh, Top And Bottom Rails, 2-1/2" Line Post At 10' On Center, 3" Corner Post	Installation	335.00	\$41.21	LF	1.0890	\$15,034.03
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	335.000000	\$5.41	LF	1.0890	\$1,973.65
		Includes Labor Yes	Includes Equipment Yes	Includes Materials Yes				

Total:	\$17,007.68
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* Includes Price Changes due to Construction Task Catalog update

Price Proposal Detail Report

By Division

Version: 2.0

Approved

Proposal Value: \$882,136.07

Approved Date: April 5, 2023

Job Order: MTSJOC347-10

Job Order Name: 12th and Imperial Enabling Project

Location: Building B 1341 Commercial Street San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG347.0-22

Contract Name: JOC CIVIL CONSTRUCTION SERVICES

18	323213000001	4' High With Base, 10" Thick Reinforced	Installation	120.00	\$302.99	LF	1.0890	\$39,594.73
Accepted		History: 2.0 Accepted, 1.1 Added	Demo:	120.000000	\$112.07	LF	1.0890	\$14,645.31
Includes Labor Yes Includes Equipment Yes Includes Materials Yes								

Total:	\$54,240.04
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Proposal Total: \$882,136.07

Div	The Percentage of Non Pre-Priced on this Proposal:	0.0%
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* Includes Price Changes due to Construction Task Catalog update

EXHIBIT C

(Subcontractor Listing)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 4/10/2023

Job Order Contracting

Contract #: PWG347.0-22
Job Order #: MTSJOC347-10
Job Order Title: 12th and Imperial Enabling Project
Location: Building B
Contractor: ABC General Inc.
Subcontractors: BTS Equipment Unlimited Inc.
FENCECORP
Koch General Engineering
Ludwig Masonry
PERFORMANCE PLUMBING & MECHANICAL
the doctor of electricity

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
BTS Equipment Unlimited Inc. 13465 Camino Canada 106-501, El Cajon, CA 92021	907777	Heavy equipment operator		\$231,140.00	26.20%
FENCECORP 2401 Industry St, Oceanside, CA 92054	886544	Fencer		\$21,105.00	2.39%
Koch General Engineering PO Box 1190, Lakeside, CA 92040	1023489A	Paving		\$49,842.20	5.65%
Ludwig Masonry 13631 Putney Road, Poway, CA 92064	943777	Mason		\$50,000.00	5.67%
PERFORMANCE PLUMBING & MECHANICAL 3740 OCEANIC WAY #307, OCEANSIDE, CA 92056	866856	Plumber		\$60,000.00	6.80%
the doctor of electricity 41815 Hawthorne Street, Murrieta, CA 92562	517763	Electrician		\$5,625.00	0.64%



Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Increased Authorization for Legal Services Contracts to Pay Projected Expenses in Fiscal Year 2024

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute amendments to the legal services contracts described herein increasing the dollar amounts of fifteen (15) legal services contracts by \$2,650,000.00 to cover anticipated Fiscal Year 2024 (FY 24) expenses.

Budget Impact

Sufficient funding has been programmed to pay these expenses in the current operating and capital budgets. The departments from which these expenses are drawn include: Risk & Claims, Land Management, General Counsel, Human Resources, Finance and the San Diego & Arizona Eastern Railway (SD&AE).

DISCUSSION:

On October 11, 2018, the Board established a panel of qualified law firms to assist MTS, San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC) with various legal matters on an as-needed basis. Thereafter, MTS began contracting with the approved firms for designated amounts. The firms provide different specialties of law, such as tort liability, workers' compensation, employment practices, real estate/land management, environmental and taxation. Fifteen of these firms will require contract increases to pay current and anticipated legal expenses in FY 24.

MTS currently employs two in-house attorneys: General Counsel and Deputy General Counsel. The General Counsel position represents the Board at public meetings, sits on the executive management team, supervises the Risk and Internal Audit departments and handles various legal matters such as review of contracts, real estate transactions, public records requests, Brown Act compliance, regulatory compliance, ethics questions, and oversight of various outside counsel assignments. The Deputy General Counsel position focuses on various regulatory compliance matters, For Hire Vehicle Program Administration, Title VI and DBE



compliance, procurement compliance, and other matters in support of the Agency and the General Counsel. The legal services panel is used on an as-needed basis to provide expert advice on various matters such as public contracting requirements, taxation, environmental compliance, labor and employment, federal railroad law and other specialized areas of the law where MTS does not have sufficient in-house expertise or capacity. MTS also assigns all litigation matters to outside counsel.

Legal services needs are estimated every year during the MTS budget process. Each department or capital project that may incur legal fees evaluates ongoing matters and upcoming projects or cases and builds the estimated legal services costs into each department's budget. Most legal services costs are born by the Risk Department (for tort liability and workers' compensation cases), the Human Resources Department (for labor and employment advice and litigation), and the Legal Department (for general advice and special projects). Storm water compliance matters are billed to the Storm Water Department budget, and matters involving the Desert Line or legal issues related to property owned by the San Diego & Arizona Eastern Railroad entity (SD&AE) are billed to the SD&AE budget.

After the budget is approved, and at the start of the fiscal year, each department looks at the applicable law firm contracts for matters that are overseen by that department. If it appears that there is sufficient Board-authorized funding on a law firm contract to handle the anticipated needs for the fiscal year (as determined during the budget process), then no action is taken on the contract. If the contract funding is below the estimated needs for the new fiscal year, then a contract amendment adding funding is processed according to Board Policy 41. The contracts proposed for today's action require Board authority under Board Policy 41.

Individual cases are assigned to a given firm based on the subject area of the case, the expertise of a particular law firm, the capacity of the firm to handle the case, and the number of MTS cases already being handled by that firm. Adding funding authority does not guarantee that MTS will assign a case to a particular law firm, or otherwise limit MTS's ability to determine the best firm on MTS's Board-approved legal services panel to handle a particular matter. If the anticipated need is not realized, then the excess funding authority will be carried over to the next fiscal year.

The contract increases are based upon each firm's current caseload, the likelihood that a particular case may go to trial, and anticipated future litigation assigned to these firms in the current fiscal year. It is important to note that requested increases this year reflect numerous cases being set for trial after years of court delays and closures related to COVID-19. The following table includes the contracts needing Board approval to increase the dollar amount for legal services contracts for FY 24:

#	Firm Name		Contract No.			Attachment
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		Area of Law		Current Contract Amount	Proposed Increase Amount	Total Contract Amount	
1	Dean Gazzo Roistacher	Tort Liability	G2204.7-19	\$460,000.00	\$275,000	\$735,000.00	A
2	Floyd Skeran Manukian Langevin	Workers' Compensation	G2215.5-19	\$375,000.00	\$75,000	\$450,000.00	B
3	Horton Oberrecht & Kirkpatrick	Tort Liability	G2326.4-20	\$300,000.00	\$200,000	\$500,000.00	C
4	Laughlin Falbo Levy & Moresi	Workers' Compensation	G2216.6-19	\$511,911.71	\$25,000	\$536,911.71	D
5	Law Offices of Eldon Floyd	Workers' Compensation	G2214.3-19	\$200,000.00	\$50,000	\$250,000.00	E
6	Law Offices of Mark Barber	Workers' Compensation	G2217.6-19	\$326,533.45	\$75,000	\$401,533.45	F
7	Baker Miller	Railroad	G2210.2-19	\$51,693.56	\$50,000	\$101,693.56	G
8	Ryan Carvalho	Tort Liability	G2207.5-19	\$738,877.22	\$100,000	\$838,877.22	H
9	Trovillion Inveiss & Demakis	Workers' Compensation	G2218.4-19	\$325,173.24	\$50,000	\$375,173.24	I
10	Wheatley Bingham & Baker	Tort Liability	G2209.5-19	\$1,537,369.09	\$600,000	\$2,137,369.09	J
11	Kahana & Feld	Tort Liability	PO 4500051973	\$150,000.00	\$200,000	\$350,000.00	K
12	Best Best & Krieger	General	G2200.4-19	\$597,785.29	\$250,000	\$847,785.29	L
13	Environmental Law Group	Environmental	G2212.4-19	\$469,796.09	\$200,000	\$669,796.09	M
14	Stoel Rives	Environmental	G2749.1-23	\$100,000.00	\$200,000	\$300,000.00	N
15	Meyers Nave	General	G2202.6-19	\$425,000.00	\$300,000	\$725,000.00	O
TOTALS				\$6,569,139.65	\$2,650,000.00	\$9,219,139.65	

Item #11 and #14 are sole source agreements. Item #11 is a new relationship that MTS formed with Kahana & Feld due to the unfortunate passing of a tort liability attorney and the need to transfer his cases and provide immediate capacity for the tort liability case load. A competitive procurement is currently underway to add additional tort liability capacity to the legal services panel.

Item #14 is Stoel Rives, a firm where an attorney handling California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance matters transferred to. Fees and costs for these legal services are currently being paid on a purchase order basis.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute amendments to the legal services contracts described above, increasing the dollar amount of fifteen (15) legal services contracts by \$2,650,000.00 to cover anticipated FY 24 expenses. (Draft contract amendments shown in Attachments A-O.)

/S/ Sharon Cooney

Sharon Cooney

Chief Executive Officer

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

Attachments: A. Draft Amendment MTS DOC No. G2204.8-19
B. Draft Amendment MTS DOC No. G2215.7-19
C. Draft Amendment MTS DOC No. G2326.5-19
D. Draft Amendment MTS DOC No. G2216.7-19
E. Draft Amendment MTS DOC No. G2214.6-19
F. Draft Amendment MTS DOC No. G2217.7-19
G. Draft Amendment MTS DOC No. G2210.3-19
H. Draft Amendment MTS DOC No. G2207.6-19
I. Draft Amendment MTS DOC No. G2218.5-19
J. Draft Amendment MTS DOC No. G2209.6-19
K. Draft Amendment MTS DOC No. G2750.1-23
L. Draft Amendment MTS DOC No. G2200.6-19
M. Draft Amendment MTS DOC No. G2212.5-19
N. Draft Amendment MTS DOC No. G2749.1-23
O. Draft Amendment MTS DOC No. G2202.6-19



Metropolitan Transit System

Amendment 8

May 19, 2023

MTS Doc No. G2204.8-19

LEGAL SERVICES – TORT LIABILITY

Dean Gazzo Rostacher, LLP
Mr. Scott Noya
Of Counsel
462 Stevens Ave, Suite 201
Solana Beach, CA 92075-2099

This shall serve as Amendment No.8 to the original agreement G2204.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There is no change to the contact schedule.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$275,000.00. The total value of this contract including this amendment shall be in the amount of \$735,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Mr. Scott Noya, Of Counsel
Dean Gazzo Rostacher, LLP

Date: _____





Metropolitan Transit System

Amendment 7

May 19, 2023

MTS Doc No. G2215.7-19

LEGAL SERVICES – WORKERS' COMPENSATION

Floyd Sketen Manukian Lagevin, LLP
Thomas M. Skeren, Jr.
Senior Partner
7525 Metropolitan Drive, Suite 304
San Diego, CA 92108

This shall serve as Amendment No.7 to the original agreement G2215.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There is no change to the contract schedule.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$75,000.00. The total value of this contract including this amendment shall be in the amount of \$450,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Thomas M. Skeren, Jr., Senior Partner
Floyd Sketen Manukian Lagevin, LLP

Date: _____





Metropolitan Transit System

Amendment 5

May 19, 2023

MTS Doc No. G2326.5-20

LEGAL SERVICES – TORT LIABILITY

Horton, Oberrecht, Kirkpatrick & Martha
Kimberly S. Oberrecht, Esq.
Managing Partner
101 W. Broadway, Suite 600
San Diego, CA 92101

This shall serve as Amendment No.5 to the original agreement G2326.0-20 as further described below.

SCOPE

There shall be no changes to the scope of work of this contract.

SCHEDULE

There shall be no changes to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$200,000.00. The total value of this contract including this amendment shall be in the amount of \$500,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Kimberly S. Oberrecht, Esq., Managing
Partner
Horton, Oberrecht, Kirkpatrick & Martha

Date: _____





Metropolitan Transit System

Amendment 7

May 19, 2023

MTS Doc No. G2216.7-19

LEGAL SERVICES – WORKERS’ COMPENSATION

Laughlin, Falbo, Levy & Moresi LLP
Marijo Kuperman
Managing Partner
600 B Street, Suite 2300
San Diego, CA, 92101

This shall serve as Amendment No.7 to the original agreement G2216.0-19 as further described below.

SCOPE

There shall be no change to the scope of work.

SCHEDULE

There shall be no change to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$25,000.00. The total value of this contract including this amendment shall be in the amount of \$536,911.71. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Marijo Kuperman, Managing Partner
Laughlin, Falbo, Levy & Moresi LLP

Date: _____





Metropolitan Transit System

Amendment 6

May 19, 2023

MTS Doc No. G2214.6-19

LEGAL SERVICES – WORKERS' COMPENSATION

Eldon L. Floyd & Associates
Eldon Floyd
Managing Attorney/Owner
7710 Hazard Center Drive, E-124
San Diego, CA, 92108

This shall serve as Amendment No.6 to the original agreement G2214.0-19 as further described below.

SCOPE

There shall be no change to the scope of work.

SCHEDULE

There shall be no change to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$50,000.00. The total value of this contract including this amendment shall be in the amount of \$250,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Eldon Floyd, Managing Attorney/Owner
Eldon L. Floyd & Associates

Date: _____





**Metropolitan
Transit
System**

Att.F, AI 7, 05/18/23

Amendment 7

May 19, 2023

MTS Doc No. G2217.7-19

LEGAL SERVICES – WORKERS' COMPENSATION

Law Offices of Mark H. Barber
Mark H. Barber
Managing Attorney/Owner
2727 Camino del Rio South, Suite 200
San Diego, CA, 92108

This shall serve as Amendment No.7 to the original agreement G2217.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

There shall be no changes to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$75,000.00. The total value of this contract including this amendment shall be in the amount of \$401,533.45. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Mark H. Barber, Managing
Attorney/Owner
Law Offices of Mark H. Barber

Date: _____





Metropolitan Transit System

Amendment 3

May 19, 2023

MTS Doc No. G2210.3-19

LEGAL SERVICES

Baker and Miller, PLLC
William A. Mullins
Partner
2401 Pennsylvania Ave. NW, Ste 300
Washington, DC 20037-1725

This shall serve as Amendment No.3 to the original agreement G2210.0-19 as further described below.

SCOPE

There shall be no changed to the scope of work.

SCHEDULE

There shall be no change to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$50,000.00. The total value of this contract including this amendment shall be in the amount of \$101,693.56. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

William A. Mullins, Partner
Baker and Miller, PLLC

Date: _____





Metropolitan Transit System

Amendment 6

May 19, 2023

MTS Doc No. G2207.6-19

LEGAL SERVICES – TORT LIABILITY

Ryan Carvalho, LLP
Norman Ryan
Attorney
8989 Rio San Diego Drive, Suite 368
San Diego, CA, 92130

This shall serve as Amendment No.6 to the original agreement G2207.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

There shall be no changes to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$100,000.00. The total value of this contract including this amendment shall be in the amount of \$838,877.22. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Norman Ryan, Attorney
Ryan Carvalho, LLP

Date: _____





Metropolitan Transit System

Amendment 5

May 19, 2023

MTS Doc No. G2218.5-19

LEGAL SERVICES – WORKERS” COMPENSATION

Trovillion, Invesiss & Demakis, APC
Nicole Demakis
Partner
1455 Frazee Road, Suite 650
San Diego, CA, 92108

This shall serve as Amendment No.5 to the original agreement G2218.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

There shall be no changes to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$50,000.00. The total value of this contract including this amendment shall be in the amount of \$375,173.24. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Nicole Demakis, Partner
Trovillion, Invesiss and Demakis, APC

Date: _____





Metropolitan Transit System

Amendment 6

May 19, 2023

MTS Doc No. G2209.6-19

LEGAL SERVICES – WORKERS' COMPENSATION

Wheatley Bingham & Baker LLP
Roger P. Bingham
Partner
101 W. Broadway, Suite 600
San Diego, CA, 92101

This shall serve as Amendment No.6 to the original agreement G2209.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

There shall be no changes to the schedule of this contract.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$600,000.00. The total value of this contract including this amendment shall be in the amount of \$2,137,369.09. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Roger P. Bingham, Partner
Wheatley Bingham & Baker LLP

Date: _____





Metropolitan Transit System

Amendment 1

May 19, 2023

MTS Doc No. G2750.1-23

Legal Services

Kahana & Feld LLP
2603 Main Street, Suite 350
Irvine, CA 92614

This shall serve as Amendment No.1 to the original agreement G2750.0-23 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There is no change to the schedule of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$200,000.00. The total value of this contract including this amendment shall be in the amount of \$350,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Kahana & Feld LLP

Date: _____





Metropolitan Transit System

Amendment 6

May 19, 2023

MTS Doc No. G2200.6-19

LEGAL SERVICES

Best Best & Krieger, LLP
Mr. Bruce W. Beach
Equity Partner
655 West Broadway, 15th Floor
San Diego, CA, 92101

This shall serve as Amendment No.6 to the original agreement G2200.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$250,000.00. The total value of this contract including this amendment shall be in the amount of \$847,785.29. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Mr. Bruce W. Beach, Equity Partner
Best Best & Krieger, LLP

Date: _____





Metropolitan Transit System

Amendment 5

May 19, 2023

MTS Doc No. G2212.5-19

LEGAL SERVICES

Environment Law Group, LLP
Varco & Rosenbaum
Ms. Suzanne Varco
Managing Partner
225 Broadway, Suite 1900
San Diego, CA, 92101-3542

This shall serve as Amendment No.5 to the original agreement G2212.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There is no change to the schedule of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$200,000.00. The total value of this contract including this amendment shall be in the amount of \$669,796.09. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Suzanne Varco, Managing Partner
Environmental Law Group, LLP

Date: _____





Metropolitan Transit System

Amendment 1

May 19, 2023

MTS Doc No. G2749.1-23

LEGAL SERVICES

Stole Rives, LLP
Lindsey D. Puckett
Partner
501 West Broadway, Suite 200
San Diego, CA 92101

This shall serve as Amendment No.1 to the original agreement G2749.0-23 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There is no change to the schedule of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$200,000.00. The total value of this contract including this amendment shall be in the amount of \$300,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

Lindsey D. Puckett, Partner
Stole Rives, LLP

Date: _____





**Metropolitan
Transit
System**

Amendment 6

May 18, 2023

MTS Doc No. G2202.6-19

LEGAL SERVICES

Meyers Nave
David W. Skinner
Partner
101 W. Broadway, Suite 1105
San Diego, CA, 92101

This shall serve as Amendment No.6 to the original agreement G2202.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There are no changes to the schedule of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$300,000. The total value of this contract including this amendment shall in the amount of \$725,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

Sharon Cooney, Chief Executive Officer

David W. Skinner, Partner
Meyers Nave

Date: _____





Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Sale of Ten (10) 60-FT Compressed Natural Gas (CNG) Articulated Buses to Santa Cruz Metropolitan Transit District (SCMTD) – Contract Approval for Sale of Surplus Property

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0757.0-23 (in substantially the same format as Attachment A) for the sale of ten (10) New Flyer 60-FT CNG buses (1100 Series) to the SCMTD for \$9,000.00 per vehicle, for a total of \$90,000.00.

Budget Impact

Proceeds from the sale of the MTS vehicle will be recorded to the San Diego Transit Revenue account 901014-440200.

DISCUSSION:

MTS maintains a fleet of buses to operate its fixed route transit services. In general, the useful life of each bus is between 7 and 12 years or 150,000 to 500,000 miles (depending on bus type). Annually, MTS includes bus purchases and bus retirements in its capital improvement budget to keep the bus fleet in a state of good repair. As part of a bus purchase that was approved by the Board on December 13, 2012 (AI 33b), the 1100 series 60-FT CNG buses were placed into service between September 2013 and January 2014. These buses are set for replacement once MTS's most recent 60-foot bus order is delivered. Based on the projected bus delivery schedule, the 1100 series buses will be retiring around July to September of 2023. By this time, they will have reached the end of their useful life based on mileage as designated by Federal Transit Administration (FTA) regulations.

With any capital asset that has reached the end of its useful life, MTS's procedure is to send it to the contracted auctioneer, J. J. Kane, to ensure that MTS receives a fair price for the vehicles. A commission is applied by J. J. Kane and the remaining proceeds vary depending on the age and mileage of the vehicle.



MTS has determined a fair market valuation by comparison to previous auction sales of similar MTS vehicles in the last 12 months. The estimated fair market value of each vehicle is \$9,000.00.

In February 2023, SCMTD approached MTS in need of acquiring articulated buses to better serve the residents and students who use SCMTD to travel to and from the University of California Santa Cruz campus. Per MTS Board Policy No. 33, Capital Asset Disposal, in order to execute a negotiated sale of assets collectively valued over \$25,000.00, Board of Directors approval is required.

Per MTS Board Policy No. 33, Capital Asset Disposal, Section 33.3 – Negotiated Sale, capital assets with an individual value in excess of \$10,000.00 or an aggregate value in excess of \$25,000.00 may be disposed of on a negotiated sale basis provided a finding by the MTS Board of Directors by a two-thirds vote that special circumstances exist that make it in the best interest of the Board. Such circumstances may include the following:

1. Unique item(s) may have a limited resale market.
2. The financial interest of MTS would be best served by negotiation.
3. In the case of used buses, the Board shall give specific direction on the method of disposal to be followed on a case-by-case basis considering potential financial return and available alternatives, including the sale for scrap or other nonoperating purposes to avoid use of the vehicles and resultant air pollution in California and the San Diego region. A method of disposal may be approved even though the financial benefit may be less than other methods of disposal.
4. If approved, the CEO may be authorized to negotiate a sale price.

A negotiated sale for these used buses would be the most advantageous option for MTS because MTS would receive the greatest financial return, since it would not have to pay a commission fee to the auctioneer. Further, MTS would be assisting a public institution in its mission to provide services to residents and students in the SCMTD area.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0757.0-23 (in substantially the same format as Attachment A) for the sale of ten (10) New Flyer 60-FT CNG buses (1100 Series) to the SCMTD for \$9,000.00 per vehicle, for a total of 90,000.00.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Agreement MTS Doc. No. B0757.0-23



Metropolitan Transit System

AGREEMENT FOR SALE OF SURPLUS PROPERTY

MTS DOC. NO. B0757.0-23

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AGREEMENT NO. _____

This AGREEMENT FOR SALE OF SURPLUS PROPERTY ("Agreement") is made this _____ day of _____ 2023 ("Date of Sale") by and between the San Diego Metropolitan Transit System (MTS), a California Public Agency, and the Santa Cruz Metropolitan Transit District ("Buyer").

For good consideration it is agreed between the parties that:

1. MTS agrees to sell, and Buyer agrees to buy ten (10) 2013 New Flyer 60' CNG articulated buses ("Vehicles"), shown as Attachment 1, described as surplus property.
2. MTS warrants it has full legal titles to said Vehicles.
3. Buyer agrees to pay to MTS the total purchase price of Nine Thousand Dollars and no/100 (\$9,000) for each Vehicle, for a total of Ninety Thousand Dollars and no/100 (\$90,000) for all ten (10) Vehicles; payable thirty (30) days after the last signature date ("Pay by Date").

Payable To:

San Diego Metropolitan Transit System
1255 Imperial Avenue #1000
San Diego, CA 92101

4. Buyer shall pay all taxes, costs, and fees imposed by any governmental entity upon the Vehicle, as well as all operating costs and expenses associated with the Vehicle.
5. Buyer is responsible for all transportation costs of the Vehicles from the MTS location to Buyer's facility.
6. Buyer agrees that the following items will not be included in the Vehicles:
 - A. Radio system.
 - B. Farebox and PRONTO card reader system.
 - C. Traffic signal emitter.
 - D. Tires will be at the end of useful life, as MTS leases tires.
7. MTS will remove all the logos. Buyer agrees to repaint the Vehicle to differentiate it from the MTS brand.



8. The parties agree that the MTS will be released of all liability resulting from the operation of the Vehicle effective upon the Date of Sale (California Vehicle Code §5602). MTS shall cause the *Notice of Release of Liability* to be properly filed with the California Department of Motor Vehicles upon the Date of Sale.

9. Release of Liability:

The undersigned hereby certifies that they are authorized to sign this document on behalf of the organization or governmental agency herein after referred to as the Buyer. The Buyer thereby agrees to indemnify and hold harmless, at its own risk, cost and expense, defend MTS, its officers, agents, employees, and volunteers hereinafter referred to as MTS from and against any and all liability, loss, or expense to persons or property, including defense costs, legal fees, and claims for damages, arising out of, or related to, the access to or use of MTS property, including access to MTS facilities, and viewing, selection, removal, loading/unloading, or eventual use or transfer of vehicle by the Buyer and any person using, operating or handling that property.

10. No warranties - asset is being sold "As Is":

MTS makes no representations whatsoever, extend no warranties of any kind, either express or implied, including but not limited to the implied warranties of merchantability or fitness for a particular purpose, and assumes no responsibilities whatsoever with respect to design, development, manufacture, or use of the vehicle. Furthermore, in no event shall MTS be liable for direct, indirect, special, consequential, incidental or punitive loss, damage, or expenses arising out of or in connection with this vehicle, including but not limited to Buyer's use of the vehicle or removal of the vehicle from the MTS's premises, whether based on breach of contract or tort which would include any negligence by MTS.

11. The parties agree to transfer title of the subject vehicle upon receipt of the full payment, at the MTS address located at:

San Diego Metropolitan Transit System
100 16th Street
San Diego, CA 92101

12. This agreement shall be binding and inure to the benefit of the parties, their successors, assigns and personal representatives.

[THIS SECTION INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties have read and fully understand the terms and conditions as set out in this Agreement.

Executed on the dates written below.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
By: _____ Sharon Cooney, Chief Executive Officer	By: _____ Michael Tree, Chief Executive Officer/General Manager
_____ Date	_____ Date
Approved as to form: By: _____ Karen Landers, General Counsel	

ATTACHMENT 1

Item	Serial # or Vehicle Identification #	Tag #, Stock Code, or License #	MTS Vehicle #	MTS Vehicle Estimated Mileage	Quantity	Est. Market Value
1	5FYC8YC1XDB042050	1383813	1111	614,557	1	\$ 9,000.00
2	5FYC8YC13DB042052	1416625	1113	580,054	1	\$ 9,000.00
3	5FYC8YC17DB042054	1416627	1115	604,663	1	\$ 9,000.00
4	5FYC8YC19DB042055	1383832	1116	582,925	1	\$ 9,000.00
5	5FYC8YC10DB042056	1383814	1117	603,322	1	\$ 9,000.00
6	5FYC8YC12DB042057	1383829	1118	628,857	1	\$ 9,000.00
7	5FYC8YC14DB042058	1383830	1119	605,804	1	\$ 9,000.00
8	5FYC8YC16DB042059	1383853	1120	612,726	1	\$ 9,000.00
9	5FYC8YC12DB042060	1383831	1121	602,062	1	\$ 9,000.00
10	5FYC8YC14DB042061	1416635	1122	587,299	1	\$ 9,000.00
TOTAL					10	\$ 90,000.00

**The vehicle identifying numbers (VIN, license and vehicle #s) may change by the time the agreement is approved by the MTS Board and executed. The quantity and cost remains the same.*



Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Investment Report – Quarter Ending March 31, 2023

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of March 31, 2023. The combined total of all investments has increased quarter to quarter from \$225.5M to \$233.5M. This \$8.0M increase is attributable to \$14.7M in American Rescue Plan Act (ARPA) of 2021 revenue, \$9.6M in TransNet funding for Mid-Coast operations, \$5.6M in Compressed Natural Gas (CNG) tax credits, \$5.5 million in FasTrak funding, partially offset by \$22.7M in capital expenditures, as well as normal timing differences between other payments and receipts.

The first column provides details about investments restricted for Capital Improvement Projects (CIP) 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

Attachment: A. Investment Report for the Quarter Ending March 31, 2023



**San Diego Metropolitan Transit System
Investment Report
March 31, 2023**

Institution / Issuer	Function	Investment Type	Restricted	Unrestricted	Total	Avg. Rate of Return		Benchmark
J.P. Morgan Chase	Operating Funds	Depository Bank	-	22,652,493	22,652,493	2.14%	*	0.490% WSJ Money Market
U.S. Bank - Retention Trust Account	Restricted for Capital Support	Depository Bank	8,532,556	-	8,532,556	N/A	**	-
Local Agency Investment Fund (LAIF)	Restricted (Stored Value)	Investment Pool	5,258,905		5,258,905	2.831%		2.598% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	State Grant Funds	Investment Pool	17,359,616	4,880	17,364,496	3.160%		2.598% S&P US T-Bill 0-3 Mth Index
Subtotal: Restricted for Capital Support / Stored Value			31,151,077	4,880	31,155,957			
Local Agency Investment Fund (LAIF)	Investment of Surplus Funds	Investment Pool	-	75,235,946	75,235,946	2.831%		2.598% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	Investment of Surplus Funds	Investment Pool	-	104,446,496	104,446,496	3.160%		2.598% S&P US T-Bill 0-3 Mth Index
Subtotal: Investment Surplus Funds			-	179,682,442	179,682,442			
Grand Total Cash and Investments			\$ 31,151,077	\$ 202,339,814	\$ 233,490,892			

*-The .80% 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. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

PRONTO Fare Collection Spare Parts – Sole Source Contract Award

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2660.0-23 (in substantially the same format as Attachment A) with INIT Innovations in Transportation, Inc., (INIT) for the provision of fare collection spare parts in the amount of \$1,090,910.17, for a period of ten (10) years.

Budget Impact

The total cost for this contract is estimated to be \$1,090,910.17. The contract will be funded by the Bus Maintenance Operating Budget 311014-545100 and Light Rail Vehicle Maintenance Operating Budget 350016-545100.

DISCUSSION:

On December 13, 2018 (AI 31), the MTS Board of Directors awarded a contract to INIT for the implementation of a new account-based fare collection system (MTS Contract No. G2091.0-18). The contract is for a term of ten (10) years, and includes software development and initial hardware.

On September 1, 2021, MTS launched the PRONTO Fare Collection System. PRONTO allows passengers to pay for their MTS fixed-route bus and trolley trips through a variety of sales channels served by nearly 170 ticket vending machines, over 300 platform validators, over 600 onboard bus validators and driver control units. This hardware requires consumable parts and replacements throughout the life of the system. Therefore, staff deemed it necessary to contract with INIT for consumable parts that are not repairable. This will ensure the successful operation of the PRONTO fare system.



In October 2022, MTS Procurement staff entered into negotiations with INIT and secured a proposed ten (10) year supply for spare parts that include the below contract provisions:

- To ensure INIT physically stocks adequate inventory levels to meet MTS forecasted consumption with defined delivery time targets.
- Established the lowest set pricing through aggregated volume with a provision for a five (5) percent capped annual price adjustments.
- Implemented a “Most Favored Customer” clause to ensure the price offered to MTS is the lowest part prices offered by INIT to its customers.
- Inclusion of a Liquidated Damages provision to compensate MTS for loss of revenue due to INIT’s inability to provide spare parts resulting in any component unavailability.

The pricing obtained from INIT, when compared to NCTD pricing, and MTS’s Independent Cost Estimate (ICE) of \$1,325,841.07 was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2660.0-23 (in substantially the same format as Attachment A) with INIT, for the provision of fare collection spare parts in the amount of \$1,090,910.17, for a period of ten (10) years effective from June 1, 2023 – May 31, 2033.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement MTS Doc No. G2660.0-23
B. Scope of Work
C. Cost Form



Metropolitan Transit System

STANDARD AGREEMENT FOR

MTS DOC. NO. G2660.0-23

PRONTO FARE COLLECTION SPARE PARTS

THIS AGREEMENT is entered into this _____ day of _____, 2023 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: INIT - Innovations in Transportation, Inc. Address: 424 Network Station
Chesapeake, VA 23320

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

Telephone: 757-413-9100 ext. 307

Authorized person to sign contracts Linda Keith Vice President and CFO
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 up to (10) years effective June 1, 2023 through May 31, 2033.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$1,090,910.17 without the express written consent of MTS.

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



EXHIBIT A (Scope of Work)

1. BACKGROUND

San Diego Metropolitan Transit System (MTS) has integrated its new fare system, PRONTO, to enhance ticketing functionality, access and value for MTS passengers. The new system is manufactured by INIT (OEM). It enables passengers to pay for their MTS fixed-route bus and trolley trips through a variety of sales channels served by nearly 170 ticket vending machines, 300 platform validators and over 600 onboard bus validators and driver control units.

In order for MTS to maintain the functionality of the fare system, there will be a need for spare parts that are irreparable.

The spare parts required are only available from the OEM, with lead times that vary by item. The parties acknowledge the unpredictable nature of repairs, including the supply chain bottlenecks that will present challenges in maintaining appropriate stock levels.

2. OBJECTIVE

The supplies outlined herein are required to maintain the functionality of the MTS fare collection system. Therefore, to mitigate the risk of stock outs and to ensure the continued availability of these parts, MTS seeks a long-term agreement with the OEM for spare parts.

3. CONTRACT TERM

The period of performance under the agreement shall be for up to a ten (10) year base period. The base period shall be effective approximately June 1, 2023 through May 31, 2033.

4. LEAD TIME

It is requested that the OEM shall provide set lead times not to exceed sixty (60) days across each item listed herein. The lead time will be quoted individually and will be calculated for the duration period of three (3) days after the Purchase Order (PO) date and three (3) days prior to the actual MTS goods receipt date.

5. KEY PERFORMANCE INDICATORS

MTS will measure the service levels for items delivered under this contract across the following criteria:

- a) On Time Delivery – this criteria will measure the percentage of line items delivered in the entire quantity under each Purchase Order in accordance with the contract lead time. The service level success target shall be 95%.
- b) Purchase Order Recovery – this criteria will measure the items that failed under “On Time Delivery” and will allow these items to be delivered in its entirety of the Purchase Order quantity within a further five (5) days from the failure delivery date.

6. ON HAND INVENTORY

In order to ensure adequate planning by the OEM, MTS shall provide an annual consumption forecast across each part under the contract where the service level shall be calculated based on a rolling 12 month average up to 125% of the forecast amount. Anything over the 125% monthly average will not be reflected in the monthly KPI's. MTS agrees not to place orders that exceed 50% of the annual forecast in a rolling 60-day period.

7. LABELING AND SHIPPING

Each shipped item shall have the below information listed on the packing slip:

1. OEM part number
2. MTS part number
3. Part description
4. PO number
5. Quantity
6. Unit of Measure

All shipments shall be FOB destination. All materials shall be packaged sufficiently to arrive to MTS undamaged.

8. PRICE AND PAYMENT

For this agreement, both MTS and the Contractor shall establish a “catch price” for each part. The total “catch price” each part shall be based on the calculated based on a rolling 12-month average up to 125% of the forecast amount. For example, if the 12-month forecast average quantity for Part A is 25 units (20 multiplied by 125%), then the price for Part A shall be fixed annually for the Contractor’s pricing in the bid form, and irrespective of the actual amount ordered on the Purchase Order.

All prices shall include all taxes of any kind which either party is required to pay with respect to the sale of the goods covered under this Agreement.

Payment shall be made within 30 days from the receipt of invoice documents by MTS.

9. PRICE ADJUSTMENTS

During the term of the agreement, the part usage forecast average shall be adjusted annually based on the prior year’s actual consumption, and the 12-month average, up to 125% of the forecast amount.

Additionally, unit price adjustments may be made annually from the start of each contract year and not again for 365 days. Price is subject to annual escalation based on the lower of Producer Price Index (PPI) for goods two months prior to the annual anniversary date (contract execution date) of the agreement for the preceding 12-months. Contractor is responsible for notifying MTS 30 days prior to the annual anniversary date (contract execution date) of the agreement. Failure to do so may result in a forfeiture of annual PPI escalation. The parties agree that on the anniversary date of the first year of this contract, the parties will revisit and potentially increase the 5% cap so that the cap reasonably reflects the PPI for the coming years.

The “catch price” may be updated annually to reflect changes in the forecast levels, if any, and Producer Price Index (PPI) adjustments, if any.

MTS will attempt to update contract pricing within thirty (30) days of notification by the contractor.

10. MOST FAVORED CUSTOMER PRICING

During the term of this agreement, Contractor shall at all times make sure that all prices charged to MTS for each part, as represented in Exhibit B, Bid Form, are the lowest offered by Contractor to MTS based on same parts and quantities.

11. OPTIONS FOR EXPANSION OR REDUCTION

MTS reserves the right to add or remove parts during the life of the contract. The scope of additional parts, if any, shall be determined by MTS and a proposed pricing will be requested from the Contractor, which shall be subject to negotiations. Any additions or deletions shall be handled via a written modification to this contract and the parties will agree on any necessary adjustments needed to the contract documents as a result of any deletion of parts.

12. INVOICES

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

Payment terms shall be net 30 days from invoice date.

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

13. MATERIAL SAFETY DATA SHEETS (MSDS)

MTS retains the safety data sheets on an electronic database (currently CloudSDS). Upon award, Contractors shall email the MSDS for chemicals that any individuals may be exposed to, attention Ngan Nguyen, MTS Environmental Health and Safety Specialist at Ngan.Nguyen@sdmts.com to upload into the database. The Contractor shall notify the MTS Environmental Health and Safety Specialist if there are changes or updates to the MSDS during the term of the contract to ensure the MTS database is kept updated throughout the contract

14. WARRANTY

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

15. REPLACEMENT PARTS

Replacement parts and technical support for the specified equipment must be guaranteed by the contractor; to be available for a ten (10) year period from the date of purchase. Contractor shall keep parts books and maintenance manuals up-to-date for that period. The contractor can substitute equivalent components of the system that may become end of life as long as the system is operational for the ten (10) year contract period.

16. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to SDTI, Building B., 1341 Commercial Street, San Diego, California 92113 unless otherwise specified, in first class condition, complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery.

Contractor 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, or if ten (10) business days have passed since delivery, 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).

17. PROCURE DEDICATED STOCK (INITIAL ORDER)

INIT is responsible for the placement of purchase orders to maintain its desired stocking levels of parts to meet the service level requirements of this contract. INIT shall provide a two (2) month ramp up period across each and all parts at the initial phase to MTS where MTS shall apply the ramp up period from the date of execution of the contract to transition purchases over to INIT.

18. SET-UP DEDICATED STOCK

Upon contract award, INIT will develop a warehouse systems and stocking plan to ensure dedicated part availability for the Joint Agency "Vendor Managed Inventory" (VMI) Program.

19. LIQUIDATED DAMAGES

Liquidated Damages (LDs) may be assessed for TVM and Validator parts that are undelivered to MTS and impacting its revenue collection to the extent caused solely by INIT. INIT hardware replacement parts are proprietary to INIT equipment installed on MTS vehicles and properties; therefore, MTS does not have a secondary source of supply to procure replacement parts. TVMs and Validators are critical, customer-facing components which must be operating correctly to ensure the successful delivery of services by MTS. Therefore, LDs are capped at 75 percent of the value of the affected equipment, for in which a TVM or Validator component has not arrived to MTS, after the promised lead time/due date. This is a reasonable forecast of just compensation for undeliverable TVM and Validator parts impacting revenue collection. The LDs may be deducted automatically by MTS from Contractor's invoices.

If INIT feels liquidated damages are being imposed unjustly, INIT can file an appeal with the Contract Officer within twenty-four (24) hours of the notification of impending liquidated damages. The letter must provide details of the situation and why INIT feels the liquidated damages are unjust. The Contract Officer shall review the situation, and if necessary, meet with INIT to provide an opportunity to state their reason why liquidated damages should not be assessed. The Contract Officer shall render a decision.

If INIT feels the decision is not acceptable and the situation warrants further consideration, appeal reconsideration may be filed with the Manager of Procurement. The Manager of Procurement shall review the reconsideration, and a final determination shall be made. The decision of the Manager of Procurement shall be final. No other appeals shall be heard for this particular incident.

The assessment of LDs and/or deductions as provided under the agreement, shall in no way relieve Contractor of its obligation to supply parts and meet any of the terms of the agreement.

INIT Part Number	MTS Material #	Item Description	Annual Usage	Qty 1-5	Qty 6-10	Qty 11-20	Qty 21+
BRD000618A00/01B	70202492	Coin Sensor Board	90	n/a	\$ 13.28	\$ 12.32	\$ 11.38
BRD000618A00/02B	70202660	Coin Photosensor VENDstation Coin Unit / Standard	30	n/a	\$ 14.60	\$ 13.56	\$ 12.52
BRD000621B00/01A	70202464	VENDstation Address and sensor board / Standard	15	\$ 31.00	\$ 28.92	\$ 26.87	\$ 24.80
BRD000625B00/01A	70202475	VENDstation / VENDmobil switch / Standard	90	n/a	\$ 15.33	\$ 14.24	\$ 13.15
BRD000629B00/01A	70202476	VENDstation LED Board white / Standard	15	\$ 21.62	\$ 20.18	\$ 18.74	\$ 17.30
BRD000697A00/01A	70202477	VENDstation / VENDmobil LED Board white small / Standard	15	n/a	\$ 10.57	\$ 9.82	\$ 9.07
CABSQM000007/004	70202515	Cable Internal VENDstation USB / CABLE USB A-MALE TO B-MALE 1M Wuerth: 692903100000	15	\$ 42.92	\$ 40.07	\$ 37.21	\$ 34.34
CABSQM000007/006	70202517	Cable Internal VENDstation USB / Ingenico POS int.(USB A<->USB B, 0.3 m) L-COM : CAA-90RB-03M	15	\$ 21.10	\$ 19.69	\$ 18.29	\$ 16.88
CABSQM000007/007	70202518	Cable Internal VENDstation USB / USB 2.0 A pl. <-> USB 2.0 A ja, 3.0m, Roline: 11.02.8960-100	15	\$ 18.37	\$ 17.15	\$ 15.92	\$ 14.70
CABSQM000007/008	70202516	Cable Internal VENDstation USB / USB 2.0<->USB 2.0 Stewart Connectors SC-2ABE003F	15	n/a	n/a	n/a	\$ 3.98
CABSQM000008/003	70202519	Cable Internal VENDstation / "DisplayP. (M)<->DispP. (M), 0.9m(3 ft) Startech: 176-5709	15	\$ 41.20	\$ 38.45	\$ 35.70	\$ 32.96
CABSQM000016/001	70202520	Cable Internal VENDstation / Ext for Headphone plug cable KB*522A00-001 Tensility10-02135	15	n/a	\$ 11.95	\$ 11.09	\$ 10.23
KB0000300A00/009	70202521	Cable internal PROXmobil2/3 mounting plate/ VendPC / VENDpc Address dongle	15	\$ 149.03	\$ 139.09	\$ 129.16	\$ 119.22
KB0000333A00/002	70202522	Cable Internal VENDstation / WAGO MCS-MINI <-> Visaton K50SQ Speaker	105	\$ 65.85	\$ 61.46	\$ 57.07	\$ 52.68
KB0000349A00/005	70202523	Cable Internal VENDstation Coin Unit / Photosensor (BRD*618) <-> Photosensor (BRD*618) (100mm)	45	n/a	\$ 12.11	\$ 11.25	\$ 10.38
KB0000367A00/003	70202524	Cable Internal VENDstation / D-Sub 15 Pin (F) <-> D-Sub 15 Pin (M)	15	\$ 126.89	\$ 118.43	\$ 109.97	\$ 101.51
KB0000382A00/006	70202525	Cable Internal VENDstation / PE Connection (M4, 200 mm length) (POS <-> Housing)	15	n/a	\$ 13.64	\$ 12.67	\$ 11.69
KB0000446A00/008	70202526	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (F) <-> Components on door	15	\$ 199.20	\$ 185.93	\$ 172.64	\$ 159.36
KB0000458A00/013	70202527	Cable Internal VENDstation / Power Supply VENDpc BRD607 <->BRD614 1.0 m UL cable	15	\$ 63.93	\$ 59.67	\$ 55.41	\$ 51.14

INIT Part Number	MTS Material #	Item Description	Annual Usage	Qty 1-5	Qty 6-10	Qty 11-20	Qty 21+
KB0000458A00/017	70202531	Cable Internal VENDstation / Coin Rack Power supply	15	\$ 84.80	\$ 79.14	\$ 73.50	\$ 67.84
KB0000458A00/018	70202530	Cable Internal VENDstation / Banknote module Power supply	15	\$ 87.88	\$ 82.02	\$ 76.16	\$ 70.31
KB0000458A00/019	70202528	Cable Internal VENDstation / Power Supply VENDpc Extension (24V power supply <-> BRD*607)	15	\$ 82.50	\$ 77.00	\$ 71.50	\$ 66.00
KB0000458A00/021	70202529	Cable Internal VENDstation / Display unit power supply, 0.91 m (BRD*614<->BRD*612/BRD666	15	\$ 62.36	\$ 58.21	\$ 54.05	\$ 49.89
KB0000460A00/002	70202532	Cable Internal VENDstation / Banknote module Power supply adapter cable (MEI BNR)	15	\$ 30.09	\$ 28.08	\$ 26.07	\$ 24.07
KB0000478A00/009	70202533	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (M) <-> Components on door	15	\$ 211.09	\$ 197.01	\$ 182.95	\$ 168.88
KB0000490A00/001	70202534	Cable Internal VENDstation / Ring Terminal M8 <-> Ring Terminal M8	15	\$ 17.12	\$ 15.98	\$ 14.84	\$ 13.70
KB0000491A00/001	70202535	Cable Internal VENDstation / AC/DC powerCON TRUE1, male <-> WAGO 721, female	15	\$ 327.90	\$ 306.04	\$ 284.18	\$ 262.32
KB0000494A00/008	70202536	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power to UPS)	15	\$ 54.68	\$ 51.03	\$ 47.39	\$ 43.74
KB0000495A00/003	70202537	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power from UPS)	15	\$ 51.22	\$ 47.81	\$ 44.39	\$ 40.98
KB0000506A00/002	70202538	Cable internal VENDstation / VENDpc (BRD*622) <-> Feig cVEND plug	15	\$ 61.64	\$ 57.53	\$ 53.42	\$ 49.32
KB0000513A00/002	70202539	Cable internal VENDstation / Printer data (D-Sub 9 pin <-> 2x D-Sub 9 pin)	15	\$ 121.59	\$ 113.48	\$ 105.38	\$ 97.28
KB0000521A00/002	70202540	Cable Internal VENDstation / VENDPc Extension <-> Lighting Hood (2x BRD629B), 1050mm	15	\$ 87.58	\$ 81.73	\$ 75.90	\$ 70.06
KB0000522A00/002	70202541	Cable Internal VENDstation / Cable 3.5mm Headphone Jack <-> 3.5 mm Headphone Plug	15	\$ 117.34	\$ 109.52	\$ 101.70	\$ 93.88
KB0000530A00/005	70202542	Cable internal VENDstation / Cable 2x single printer power supply (Printer 1+2)	15	\$ 112.23	\$ 104.75	\$ 97.27	\$ 89.79
KB0000548A00/001	70202543	Cable internal VENDstation / INGENICO POS Power RJ12 <-> JST PHR-2	15	\$ 60.43	\$ 56.40	\$ 52.38	\$ 48.35
KB0000549A00/003	70202544	Cable internal VENDstation / Push button connection, buttons below display	15	\$ 61.31	\$ 57.22	\$ 53.13	\$ 49.04
KB0000550A00/002	70202545	Cable internal VENDstation / Ground Connection	15	\$ 22.18	\$ 20.70	\$ 19.22	\$ 17.75
MC00VSGHTR80/OA0	70202495	Info Signage Holder -->Plastic part only	15	\$ 46.12	\$ 43.05	\$ 39.98	\$ 36.90
MCVSGHTRAS01/4A0	70202496	Return tray cover	15	\$ 105.73	\$ 98.67	\$ 91.63	\$ 84.58
MCVSGHTRBCB2/1C0	70202500	Credit Card Bay Assembly	15	\$ 691.35	\$ 645.26	\$ 599.17	\$ 553.08

INIT Part Number	MTS Material #	Item Description	Annual Usage	Qty 1-5	Qty 6-10	Qty 11-20	Qty 21+
MCVSGHTRBDB2/2CO	70202501	Bay Assembly Display with side buttons	6	\$ 955.15	\$ 891.48	\$ 827.80	\$ 764.12
MCVSGHTRBL03/1B0	70202498	Door Upper cover plate	6	\$ 710.12	\$ 662.78	\$ 615.43	\$ 568.10
MCVSGHTRBL04/1B0	70202499	Door Lower cover plate	6	\$ 985.34	\$ 919.65	\$ 853.96	\$ 788.28
MCVSGHTRBL05/2A0/C067	70202924	Lock Cover plate	6	\$ 144.79	\$ 135.14	\$ 125.49	\$ 115.83
MCVSGHTRBLB1/1B0	70202502	Middle Cover	6	\$ 791.01	\$ 738.28	\$ 685.55	\$ 632.81
MCVSGHTRBS31/1A0	70202504	VENDstation Labeling plate "COINS" / Labeling plate "COINS"	6	\$ 195.23	\$ 182.21	\$ 169.20	\$ 156.18
MCVSGHTRBS33/1A0	70202508	VENDstation Labeling plate "CANCEL"	6	\$ 110.49	\$ 103.13	\$ 95.76	\$ 88.40
MCVSGHTRBS34/1A0	70202505	VENDstation Labeling plate "CREDIT" / Labeling plate "CREDIT"	6	\$ 150.33	\$ 140.31	\$ 130.29	\$ 120.27
MCVSGHTRBS36/1A0	70202506	VENDstation Labeling plate "BILLS" / Labeling plate "BILLS"	6	\$ 110.12	\$ 102.78	\$ 95.44	\$ 88.10
MCVSGHTRBS38/1A0	70202507	VENDstation Labeling plate "TRANSIT CARD" / Blind plate "TRA"	6	\$ 61.48	\$ 57.38	\$ 53.29	\$ 49.19
MCVSGHTRBS39/1A0	70202503	VENDstation Labeling plate "TICKET" / Labeling plate "TICKET"	6	\$ 69.71	\$ 65.07	\$ 60.42	\$ 55.77
MECSQM000139/001	70202721	Mirror	45	n/a	\$ 6.66	\$ 6.19	\$ 5.71
PCH000000532/010	70202489	Push button / 22mm, sta. steel, MSM 22 series Schurter 1241.6631.1110000	15	\$ 24.25	\$ 22.63	\$ 21.01	\$ 19.40
PCH000000855/008	70202493	Coin Validator VENDstation Coin Unit / EMP845v7 programmed for USA with remote update enabled	15	\$ 274.79	\$ 256.47	\$ 238.15	\$ 219.83
PCHSQM000004/001	70202491	Coin Shutter / Coin Shutter (coin slot group 2) WH-Berlin: ES 005K.S Gr. 2	20	\$ 345.71	\$ 322.67	\$ 299.62	\$ 276.58
PCHTQA000220/049	70202478	VENDstation Material / Enclosed switch disconnecter 1SCA022793R3060	15	\$ 272.67	\$ 254.49	\$ 236.32	\$ 218.13
PCHTQA000220/050	70202479	VENDstation Material / Surge Protector 2CTB802343R2100	15	\$ 397.64	\$ 371.13	\$ 344.62	\$ 318.11
PCHTQA000220/051	70202480	VENDstation Material / Circuit Breaker 2CDS271001R0134	15	\$ 35.19	\$ 32.84	\$ 30.50	\$ 28.15
PCHTQA000220/052	70202481	VENDstation Material / Bus Bar 2CDL210111R1060 cut	15	\$ 29.43	\$ 27.47	\$ 25.51	\$ 23.54
PCHTQA000220/053	70202482	VENDstation Material / End cap for bus bar 2CDL200001R0004	15	n/a	n/a	n/a	\$ 2.38
PCHTQA000220/054	70202483	VENDstation Material / Installation Contactor 1SBE121111R011	15	\$ 49.76	\$ 46.44	\$ 43.12	\$ 39.80
PCHTQA000220/055	70202484	VENDstation Material / FI-switch 2CSF202199R1400	15	\$ 77.86	\$ 72.67	\$ 67.48	\$ 62.29
PCHTQA000220/062	70202485	VENDstation Material / Dual Receptacle NEMA5-15	15	\$ 143.13	\$ 133.59	\$ 124.05	\$ 114.50

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 1	Year 2	Year 3	Year 4	Year 5
BRD000618A00/01B	70202492	Coin Sensor Board	90	\$ 1,024.20	\$ 1,024.20	\$ 1,024.20	\$ 1,024.20	\$ 1,024.20
BRD000618A00/02B	70202660	Coin Photosensor VENDstation Coin Unit / Standard	30	\$ 375.60	\$ 375.60	\$ 375.60	\$ 375.60	\$ 375.60
BRD000621B00/01A	70202464	VENDstation Address and sensor board / Standard	15	\$ 403.05	\$ 403.05	\$ 403.05	\$ 403.05	\$ 403.05
BRD000625B00/01A	70202475	VENDstation / VENDmobil switch / Standard	90	\$ 1,183.50	\$ 1,183.50	\$ 1,183.50	\$ 1,183.50	\$ 1,183.50
BRD000629B00/01A	70202476	VENDstation LED Board white / Standard	15	\$ 281.10	\$ 281.10	\$ 281.10	\$ 281.10	\$ 281.10
BRD000697A00/01A	70202477	VENDstation / VENDmobil LED Board white small / Standard	15	\$ 147.30	\$ 147.30	\$ 147.30	\$ 147.30	\$ 147.30
CABSQM000007/004	70202515	Cable Internal VENDstation USB / CABLE USB A-MALE TO B-MALE 1M Wuerth: 692903100000	15	\$ 558.15	\$ 558.15	\$ 558.15	\$ 558.15	\$ 558.15
CABSQM000007/006	70202517	Cable Internal VENDstation USB / Ingenico POS int.(USB A<->USB B, 0.3 m) L-COM : CAA-90RB-03M	15	\$ 274.35	\$ 274.35	\$ 274.35	\$ 274.35	\$ 274.35
CABSQM000007/007	70202518	Cable Internal VENDstation USB / USB 2.0 A pl. <-> USB 2.0 A ja, 3.0m, Roline: 11.02.8960-100	15	\$ 238.80	\$ 238.80	\$ 238.80	\$ 238.80	\$ 238.80
CABSQM000007/008	70202516	Cable Internal VENDstation USB / USB 2.0<->USB 2.0 Stewart Connectors SC-2ABE003F	15	\$ 59.70	\$ 59.70	\$ 59.70	\$ 59.70	\$ 59.70
CABSQM000008/003	70202519	Cable Internal VENDstation / "DisplayP. (M)<->DispP. (M), 0.9m(3 ft) Startech: 176-5709	15	\$ 535.50	\$ 535.50	\$ 535.50	\$ 535.50	\$ 535.50
CABSQM000016/001	70202520	Cable Internal VENDstation / Ext for Headphone plug cable KB*522A00-001 Tensility10-02135	15	\$ 166.35	\$ 166.35	\$ 166.35	\$ 166.35	\$ 166.35
KB0000300A00/009	70202521	Cable internal PROXmobil2/3 mounting plate/ VendPC / VENDpc Address dongle	15	\$ 1,937.40	\$ 1,937.40	\$ 1,937.40	\$ 1,937.40	\$ 1,937.40
KB0000333A00/002	70202522	Cable Internal VENDstation / WAGO MCS-MINI <-> Visaton K50SQ Speaker	105	\$ 5,531.40	\$ 5,531.40	\$ 5,531.40	\$ 5,531.40	\$ 5,531.40
KB0000349A00/005	70202523	Cable Internal VENDstation Coin Unit / Photosensor (BRD*618) <-> Photosensor (BRD*618) (100mm)	45	\$ 467.10	\$ 467.10	\$ 467.10	\$ 467.10	\$ 467.10
KB0000367A00/003	70202524	Cable Internal VENDstation / D-Sub 15 Pin (F) <-> D-Sub 15 Pin (M)	15	\$ 1,649.55	\$ 1,649.55	\$ 1,649.55	\$ 1,649.55	\$ 1,649.55
KB0000382A00/006	70202525	Cable Internal VENDstation / PE Connection (M4, 200 mm length) (POS <-> Housing)	15	\$ 190.05	\$ 190.05	\$ 190.05	\$ 190.05	\$ 190.05
KB0000446A00/008	70202526	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (F) <-> Components on door	15	\$ 2,589.60	\$ 2,589.60	\$ 2,589.60	\$ 2,589.60	\$ 2,589.60
KB0000458A00/013	70202527	Cable Internal VENDstation / Power Supply VENDpc BRD607 <->BRD614 1.0 m UL cable	15	\$ 831.15	\$ 831.15	\$ 831.15	\$ 831.15	\$ 831.15

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 1	Year 2	Year 3	Year 4	Year 5
KB0000458A00/017	70202531	Cable Internal VENDstation / Coin Rack Power supply	15	\$ 1,102.50	\$ 1,102.50	\$ 1,102.50	\$ 1,102.50	\$ 1,102.50
KB0000458A00/018	70202530	Cable Internal VENDstation / Banknote module Power supply	15	\$ 1,142.40	\$ 1,142.40	\$ 1,142.40	\$ 1,142.40	\$ 1,142.40
KB0000458A00/019	70202528	Cable Internal VENDstation / Power Supply VENDpc Extension (24V power supply <-> BRD*607)	15	\$ 1,072.50	\$ 1,072.50	\$ 1,072.50	\$ 1,072.50	\$ 1,072.50
KB0000458A00/021	70202529	Cable Internal VENDstation / Display unit power supply, 0.91 m (BRD*614<->BRD*612/BRD666	15	\$ 810.75	\$ 810.75	\$ 810.75	\$ 810.75	\$ 810.75
KB0000460A00/002	70202532	Cable Internal VENDstation / Banknote module Power supply adapter cable (MEI BNR)	15	\$ 391.05	\$ 391.05	\$ 391.05	\$ 391.05	\$ 391.05
KB0000478A00/009	70202533	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (M) <-> Components on door	15	\$ 2,744.25	\$ 2,744.25	\$ 2,744.25	\$ 2,744.25	\$ 2,744.25
KB0000490A00/001	70202534	Cable Internal VENDstation / Ring Terminal M8 <-> Ring Terminal M8	15	\$ 222.60	\$ 222.60	\$ 222.60	\$ 222.60	\$ 222.60
KB0000491A00/001	70202535	Cable Internal VENDstation / AC/DC powerCON TRUE1, male <-> WAGO 721, female	15	\$ 4,262.70	\$ 4,262.70	\$ 4,262.70	\$ 4,262.70	\$ 4,262.70
KB0000494A00/008	70202536	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power to UPS)	15	\$ 710.85	\$ 710.85	\$ 710.85	\$ 710.85	\$ 710.85
KB0000495A00/003	70202537	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power from UPS)	15	\$ 665.85	\$ 665.85	\$ 665.85	\$ 665.85	\$ 665.85
KB0000506A00/002	70202538	Cable internal VENDstation / VENDpc (BRD*622) <-> Feig cVEND plug	15	\$ 801.30	\$ 801.30	\$ 801.30	\$ 801.30	\$ 801.30
KB0000513A00/002	70202539	Cable internal VENDstation / Printer data (D-Sub 9 pin <-> 2x D-Sub 9 pin)	15	\$ 1,580.70	\$ 1,580.70	\$ 1,580.70	\$ 1,580.70	\$ 1,580.70
KB0000521A00/002	70202540	Cable Internal VENDstation / VENDPc Extension <-> Lighting Hood (2x BRD629B), 1050mm	15	\$ 1,138.50	\$ 1,138.50	\$ 1,138.50	\$ 1,138.50	\$ 1,138.50
KB0000522A00/002	70202541	Cable Internal VENDstation / Cable 3.5mm Headphone Jack <-> 3.5 mm Headphone Plug	15	\$ 1,525.50	\$ 1,525.50	\$ 1,525.50	\$ 1,525.50	\$ 1,525.50
KB0000530A00/005	70202542	Cable internal VENDstation / Cable 2x single printer power supply (Printer 1+2)	15	\$ 1,459.05	\$ 1,459.05	\$ 1,459.05	\$ 1,459.05	\$ 1,459.05
KB0000548A00/001	70202543	Cable internal VENDstation / INGENICO POS Power RJ12 <-> JST PHR-2	15	\$ 785.70	\$ 785.70	\$ 785.70	\$ 785.70	\$ 785.70
KB0000549A00/003	70202544	Cable internal VENDstation / Push button connection, buttons below display	15	\$ 796.95	\$ 796.95	\$ 796.95	\$ 796.95	\$ 796.95
KB0000550A00/002	70202545	Cable internal VENDstation / Ground Connection	15	\$ 288.30	\$ 288.30	\$ 288.30	\$ 288.30	\$ 288.30
MC00VSGHTR80/OA0	70202495	Info Signage Holder -->Plastic part only	15	\$ 599.70	\$ 599.70	\$ 599.70	\$ 599.70	\$ 599.70
MCVSGHTRAS01/4A0	70202496	Return tray cover	15	\$ 1,374.45	\$ 1,374.45	\$ 1,374.45	\$ 1,374.45	\$ 1,374.45
MCVSGHTRBCB2/1C0	70202500	Credit Card Bay Assembly	15	\$ 8,987.55	\$ 8,987.55	\$ 8,987.55	\$ 8,987.55	\$ 8,987.55

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 1	Year 2	Year 3	Year 4	Year 5
MCVSGHTRBDB2/2CO	70202501	Bay Assembly Display with side buttons	6	\$ 4,966.80	\$ 4,966.80	\$ 4,966.80	\$ 4,966.80	\$ 4,966.80
MCVSGHTRBL03/1B0	70202498	Door Upper cover plate	6	\$ 3,692.58	\$ 3,692.58	\$ 3,692.58	\$ 3,692.58	\$ 3,692.58
MCVSGHTRBL04/1B0	70202499	Door Lower cover plate	6	\$ 5,123.76	\$ 5,123.76	\$ 5,123.76	\$ 5,123.76	\$ 5,123.76
MCVSGHTRBL05/2A0/C067	70202924	Lock Cover plate	6	\$ 752.94	\$ 752.94	\$ 752.94	\$ 752.94	\$ 752.94
MCVSGHTRBLB1/1B0	70202502	Middle Cover	6	\$ 4,113.30	\$ 4,113.30	\$ 4,113.30	\$ 4,113.30	\$ 4,113.30
MCVSGHTRBS31/1A0	70202504	VENDstation Labeling plate "COINS" / Labeling plate "COINS"	6	\$ 1,015.20	\$ 1,015.20	\$ 1,015.20	\$ 1,015.20	\$ 1,015.20
MCVSGHTRBS33/1A0	70202508	VENDstation Labeling plate "CANCEL"	6	\$ 574.56	\$ 574.56	\$ 574.56	\$ 574.56	\$ 574.56
MCVSGHTRBS34/1A0	70202505	VENDstation Labeling plate "CREDIT" / Labeling plate "CREDIT"	6	\$ 781.74	\$ 781.74	\$ 781.74	\$ 781.74	\$ 781.74
MCVSGHTRBS36/1A0	70202506	VENDstation Labeling plate "BILLS" / Labeling plate "BILLS"	6	\$ 572.64	\$ 572.64	\$ 572.64	\$ 572.64	\$ 572.64
MCVSGHTRBS38/1A0	70202507	VENDstation Labeling plate "TRANSIT CARD" / Blind plate "TRA"	6	\$ 319.74	\$ 319.74	\$ 319.74	\$ 319.74	\$ 319.74
MCVSGHTRBS39/1A0	70202503	VENDstation Labeling plate "TICKET" / Labeling plate "TICKET"	6	\$ 362.52	\$ 362.52	\$ 362.52	\$ 362.52	\$ 362.52
MECSQM000139/001	70202721	Mirror	45	\$ 278.55	\$ 278.55	\$ 278.55	\$ 278.55	\$ 278.55
PCH000000532/010	70202489	Push button / 22mm, sta. steel, MSM 22 series Schurter 1241.6631.1110000	15	\$ 315.15	\$ 315.15	\$ 315.15	\$ 315.15	\$ 315.15
PCH000000855/008	70202493	Coin Validator VENDstation Coin Unit / EMP845v7 programmed for USA with remote update enabled	15	\$ 3,572.25	\$ 3,572.25	\$ 3,572.25	\$ 3,572.25	\$ 3,572.25
PCHSQM000004/001	70202491	Coin Shutter / Coin Shutter (coin slot group 2) WH-Berlin: ES 005K.S Gr. 2	20	\$ 5,531.60	\$ 5,531.60	\$ 5,531.60	\$ 5,531.60	\$ 5,531.60
PCHTQA000220/049	70202478	VENDstation Material / Enclosed switch disconnecter 1SCA022793R3060	15	\$ 3,544.80	\$ 3,544.80	\$ 3,544.80	\$ 3,544.80	\$ 3,544.80
PCHTQA000220/050	70202479	VENDstation Material / Surge Protector 2CTB802343R2100	15	\$ 5,169.30	\$ 5,169.30	\$ 5,169.30	\$ 5,169.30	\$ 5,169.30
PCHTQA000220/051	70202480	VENDstation Material / Circuit Breaker 2CDS271001R0134	15	\$ 457.50	\$ 457.50	\$ 457.50	\$ 457.50	\$ 457.50
PCHTQA000220/052	70202481	VENDstation Material / Bus Bar 2CDL210111R1060 cut	15	\$ 382.65	\$ 382.65	\$ 382.65	\$ 382.65	\$ 382.65
PCHTQA000220/053	70202482	VENDstation Material / End cap for bus bar 2CDL200001R0004	15					
PCHTQA000220/054	70202483	VENDstation Material / Installation Contactor 1SBE121111R011	15	\$ 646.80	\$ 646.80	\$ 646.80	\$ 646.80	\$ 646.80
PCHTQA000220/055	70202484	VENDstation Material / FI-switch 2CSF202199R1400	15	\$ 1,012.20	\$ 1,012.20	\$ 1,012.20	\$ 1,012.20	\$ 1,012.20
PCHTQA000220/062	70202485	VENDstation Material / Dual Receptacle NEMA5-15	15	\$ 1,860.75	\$ 1,860.75	\$ 1,860.75	\$ 1,860.75	\$ 1,860.75
Estimated Subtotals Per Year (including shipping)				\$ 95,954.33	\$ 95,954.33	\$ 95,954.33	\$ 95,954.33	\$ 95,954.33
Estimated Annual PPI increase @ Max 5% (subject to provisions outlined in agreement)				\$ -	\$ 4,797.72	\$ 5,037.60	\$ 5,289.48	\$ 5,553.96
Estimated Subtotals				\$ 95,954.33	\$ 100,752.05	\$ 100,991.93	\$ 101,243.81	\$ 101,508.29
Estimated Annual Sales Tax @ 7.75%				\$ 7,436.46	\$ 7,808.28	\$ 7,826.87	\$ 7,846.40	\$ 7,866.89
Estimated Subtotals Per Year				\$ 103,390.79	\$ 108,560.33	\$ 108,818.81	\$ 109,090.21	\$ 109,375.18
Estimated Grand Total				\$ 1,090,910.17				

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 6	Year 7	Year 8	Year 9	Year 10
BRD000618A00/01B	70202492	Coin Sensor Board	90	\$ 1,024.20	\$ 1,024.20	\$ 1,024.20	\$ 1,024.20	\$ 1,024.20
BRD000618A00/02B	70202660	Coin Photosensor VENDstation Coin Unit / Standard	30	\$ 375.60	\$ 375.60	\$ 375.60	\$ 375.60	\$ 375.60
BRD000621B00/01A	70202464	VENDstation Address and sensor board / Standard	15	\$ 403.05	\$ 403.05	\$ 403.05	\$ 403.05	\$ 403.05
BRD000625B00/01A	70202475	VENDstation / VENDmobil switch / Standard	90	\$ 1,183.50	\$ 1,183.50	\$ 1,183.50	\$ 1,183.50	\$ 1,183.50
BRD000629B00/01A	70202476	VENDstation LED Board white / Standard	15	\$ 281.10	\$ 281.10	\$ 281.10	\$ 281.10	\$ 281.10
BRD000697A00/01A	70202477	VENDstation / VENDmobil LED Board white small / Standard	15	\$ 147.30	\$ 147.30	\$ 147.30	\$ 147.30	\$ 147.30
CABSQM000007/004	70202515	Cable Internal VENDstation USB / CABLE USB A-MALE TO B-MALE 1M Wuerth: 692903100000	15	\$ 558.15	\$ 558.15	\$ 558.15	\$ 558.15	\$ 558.15
CABSQM000007/006	70202517	Cable Internal VENDstation USB / Ingenico POS int.(USB A<->USB B, 0.3 m) L-COM : CAA-90RB-03M	15	\$ 274.35	\$ 274.35	\$ 274.35	\$ 274.35	\$ 274.35
CABSQM000007/007	70202518	Cable Internal VENDstation USB / USB 2.0 A pl. <-> USB 2.0 A ja, 3.0m, Roline: 11.02.8960-100	15	\$ 238.80	\$ 238.80	\$ 238.80	\$ 238.80	\$ 238.80
CABSQM000007/008	70202516	Cable Internal VENDstation USB / USB 2.0<->USB 2.0 Stewart Connectors SC-2ABE003F	15	\$ 59.70	\$ 59.70	\$ 59.70	\$ 59.70	\$ 59.70
CABSQM000008/003	70202519	Cable Internal VENDstation / "DisplayP. (M)<->DispP. (M), 0.9m(3 ft) Startech: 176-5709	15	\$ 535.50	\$ 535.50	\$ 535.50	\$ 535.50	\$ 535.50
CABSQM000016/001	70202520	Cable Internal VENDstation / Ext for Headphone plug cable KB*522A00-001 Tensility10-02135	15	\$ 166.35	\$ 166.35	\$ 166.35	\$ 166.35	\$ 166.35
KB0000300A00/009	70202521	Cable internal PROXmobil2/3 mounting plate/ VendPC / VENDpc Address dongle	15	\$ 1,937.40	\$ 1,937.40	\$ 1,937.40	\$ 1,937.40	\$ 1,937.40
KB0000333A00/002	70202522	Cable Internal VENDstation / WAGO MCS-MINI <-> Visaton K50SQ Speaker	105	\$ 5,531.40	\$ 5,531.40	\$ 5,531.40	\$ 5,531.40	\$ 5,531.40
KB0000349A00/005	70202523	Cable Internal VENDstation Coin Unit / Photosensor (BRD*618) <-> Photosensor (BRD*618) (100mm)	45	\$ 467.10	\$ 467.10	\$ 467.10	\$ 467.10	\$ 467.10
KB0000367A00/003	70202524	Cable Internal VENDstation / D-Sub 15 Pin (F) <-> D-Sub 15 Pin (M)	15	\$ 1,649.55	\$ 1,649.55	\$ 1,649.55	\$ 1,649.55	\$ 1,649.55
KB0000382A00/006	70202525	Cable Internal VENDstation / PE Connection (M4, 200 mm length) (POS <-> Housing)	15	\$ 190.05	\$ 190.05	\$ 190.05	\$ 190.05	\$ 190.05
KB0000446A00/008	70202526	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (F) <-> Components on door	15	\$ 2,589.60	\$ 2,589.60	\$ 2,589.60	\$ 2,589.60	\$ 2,589.60
KB0000458A00/013	70202527	Cable Internal VENDstation / Power Supply VENDpc BRD607 <->BRD614 1.0 m UL cable	15	\$ 831.15	\$ 831.15	\$ 831.15	\$ 831.15	\$ 831.15
KB0000458A00/017	70202531	Cable Internal VENDstation / Coin Rack Power supply	15	\$ 1,102.50	\$ 1,102.50	\$ 1,102.50	\$ 1,102.50	\$ 1,102.50
KB0000458A00/018	70202530	Cable Internal VENDstation / Banknote module Power supply	15	\$ 1,142.40	\$ 1,142.40	\$ 1,142.40	\$ 1,142.40	\$ 1,142.40

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 6	Year 7	Year 8	Year 9	Year 10
KB0000458A00/019	70202528	Cable Internal VENDstation / Power Supply VENDpc Extension (24V power supply <-> BRD*607)	15	\$ 1,072.50	\$ 1,072.50	\$ 1,072.50	\$ 1,072.50	\$ 1,072.50
KB0000458A00/021	70202529	Cable Internal VENDstation / Display unit power supply, 0.91 m (BRD*614<->BRD*612/BRD666	15	\$ 810.75	\$ 810.75	\$ 810.75	\$ 810.75	\$ 810.75
KB0000460A00/002	70202532	Cable Internal VENDstation / Banknote module Power supply adapter cable (MEI BNR)	15	\$ 391.05	\$ 391.05	\$ 391.05	\$ 391.05	\$ 391.05
KB0000478A00/009	70202533	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (M) <-> Components on door	15	\$ 2,744.25	\$ 2,744.25	\$ 2,744.25	\$ 2,744.25	\$ 2,744.25
KB0000490A00/001	70202534	Cable Internal VENDstation / Ring Terminal M8 <-> Ring Terminal M8	15	\$ 222.60	\$ 222.60	\$ 222.60	\$ 222.60	\$ 222.60
KB0000491A00/001	70202535	Cable Internal VENDstation / AC/DC powerCON TRUE1, male <-> WAGO 721, female	15	\$ 4,262.70	\$ 4,262.70	\$ 4,262.70	\$ 4,262.70	\$ 4,262.70
KB0000494A00/008	70202536	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power to UPS)	15	\$ 710.85	\$ 710.85	\$ 710.85	\$ 710.85	\$ 710.85
KB0000495A00/003	70202537	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power from UPS)	15	\$ 665.85	\$ 665.85	\$ 665.85	\$ 665.85	\$ 665.85
KB0000506A00/002	70202538	Cable internal VENDstation / VENDpc (BRD*622) <-> Feig cVEND plug	15	\$ 801.30	\$ 801.30	\$ 801.30	\$ 801.30	\$ 801.30
KB0000513A00/002	70202539	Cable internal VENDstation / Printer data (D-Sub 9 pin <-> 2x D-Sub 9 pin)	15	\$ 1,580.70	\$ 1,580.70	\$ 1,580.70	\$ 1,580.70	\$ 1,580.70
KB0000521A00/002	70202540	Cable Internal VENDstation / VENDpc Extension <-> Lighting Hood (2x BRD629B), 1050mm	15	\$ 1,138.50	\$ 1,138.50	\$ 1,138.50	\$ 1,138.50	\$ 1,138.50
KB0000522A00/002	70202541	Cable Internal VENDstation / Cable 3.5mm Headphone Jack <-> 3.5 mm Headphone Plug	15	\$ 1,525.50	\$ 1,525.50	\$ 1,525.50	\$ 1,525.50	\$ 1,525.50
KB0000530A00/005	70202542	Cable internal VENDstation / Cable 2x single printer power supply (Printer 1+2)	15	\$ 1,459.05	\$ 1,459.05	\$ 1,459.05	\$ 1,459.05	\$ 1,459.05
KB0000548A00/001	70202543	Cable internal VENDstation / INGENICO POS Power RJ12 <-> JST PHR-2	15	\$ 785.70	\$ 785.70	\$ 785.70	\$ 785.70	\$ 785.70
KB0000549A00/003	70202544	Cable internal VENDstation / Push button connection, buttons below display	15	\$ 796.95	\$ 796.95	\$ 796.95	\$ 796.95	\$ 796.95
KB0000550A00/002	70202545	Cable internal VENDstation / Ground Connection	15	\$ 288.30	\$ 288.30	\$ 288.30	\$ 288.30	\$ 288.30
MC00VSGHTR80/0A0	70202495	Info Signage Holder -->Plastic part only	15	\$ 599.70	\$ 599.70	\$ 599.70	\$ 599.70	\$ 599.70
MCVSGHTRAS01/4A0	70202496	Return tray cover	15	\$ 1,374.45	\$ 1,374.45	\$ 1,374.45	\$ 1,374.45	\$ 1,374.45
MCVSGHTRBCB2/1C0	70202500	Credit Card Bay Assembly	15	\$ 8,987.55	\$ 8,987.55	\$ 8,987.55	\$ 8,987.55	\$ 8,987.55
MCVSGHTRBDB2/2C0	70202501	Bay Assembly Display with side buttons	6	\$ 4,966.80	\$ 4,966.80	\$ 4,966.80	\$ 4,966.80	\$ 4,966.80

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 6	Year 7	Year 8	Year 9	Year 10
MCVSGHTRBL03/1B0	70202498	Door Upper cover plate	6	\$ 3,692.58	\$ 3,692.58	\$ 3,692.58	\$ 3,692.58	\$ 3,692.58
MCVSGHTRBL04/1B0	70202499	Door Lower cover plate	6	\$ 5,123.76	\$ 5,123.76	\$ 5,123.76	\$ 5,123.76	\$ 5,123.76
MCVSGHTRBL05/2A0/C067	70202924	Lock Cover plate	6	\$ 752.94	\$ 752.94	\$ 752.94	\$ 752.94	\$ 752.94
MCVSGHTRBLB1/1B0	70202502	Middle Cover	6	\$ 4,113.30	\$ 4,113.30	\$ 4,113.30	\$ 4,113.30	\$ 4,113.30
MCVSGHTRBS31/1A0	70202504	VENDstation Labeling plate "COINS" / Labeling plate "COINS"	6	\$ 1,015.20	\$ 1,015.20	\$ 1,015.20	\$ 1,015.20	\$ 1,015.20
MCVSGHTRBS33/1A0	70202508	VENDstation Labeling plate "CANCEL"	6	\$ 574.56	\$ 574.56	\$ 574.56	\$ 574.56	\$ 574.56
MCVSGHTRBS34/1A0	70202505	VENDstation Labeling plate "CREDIT" / Labeling plate "CREDIT"	6	\$ 781.74	\$ 781.74	\$ 781.74	\$ 781.74	\$ 781.74
MCVSGHTRBS36/1A0	70202506	VENDstation Labeling plate "BILLS" / Labeling plate "BILLS"	6	\$ 572.64	\$ 572.64	\$ 572.64	\$ 572.64	\$ 572.64
MCVSGHTRBS38/1A0	70202507	VENDstation Labeling plate "TRANSIT CARD" / Blind plate "TRA"	6	\$ 319.74	\$ 319.74	\$ 319.74	\$ 319.74	\$ 319.74
MCVSGHTRBS39/1A0	70202503	VENDstation Labeling plate "TICKET" / Labeling plate "TICKET"	6	\$ 362.52	\$ 362.52	\$ 362.52	\$ 362.52	\$ 362.52
MECSQM000139/001	70202721	Mirror	45	\$ 278.55	\$ 278.55	\$ 278.55	\$ 278.55	\$ 278.55
PCH000000532/010	70202489	Push button / 22mm, sta. steel, MSM 22 series Schurter 1241.6631.1110000	15	\$ 315.15	\$ 315.15	\$ 315.15	\$ 315.15	\$ 315.15
PCH000000855/008	70202493	Coin Validator VENDstation Coin Unit / EMP845v7 programmed for USA with remote update enabled	15	\$ 3,572.25	\$ 3,572.25	\$ 3,572.25	\$ 3,572.25	\$ 3,572.25
PCHSQM000004/001	70202491	Coin Shutter / Coin Shutter (coin slot group 2) WH-Berlin: ES 005K.S Gr. 2	20	\$ 5,531.60	\$ 5,531.60	\$ 5,531.60	\$ 5,531.60	\$ 5,531.60
PCHTQA000220/049	70202478	VENDstation Material / Enclosed switch disconnecter 1SCA022793R3060	15	\$ 3,544.80	\$ 3,544.80	\$ 3,544.80	\$ 3,544.80	\$ 3,544.80
PCHTQA000220/050	70202479	VENDstation Material / Surge Protector 2CTB802343R2100	15	\$ 5,169.30	\$ 5,169.30	\$ 5,169.30	\$ 5,169.30	\$ 5,169.30
PCHTQA000220/051	70202480	VENDstation Material / Circuit Breaker 2CDS271001R0134	15	\$ 457.50	\$ 457.50	\$ 457.50	\$ 457.50	\$ 457.50
PCHTQA000220/052	70202481	VENDstation Material / Bus Bar 2CDL210111R1060 cut	15	\$ 382.65	\$ 382.65	\$ 382.65	\$ 382.65	\$ 382.65
PCHTQA000220/053	70202482	VENDstation Material / End cap for bus bar 2CDL200001R0004	15					
PCHTQA000220/054	70202483	VENDstation Material / Installation Contactor 1SBE121111R011	15	\$ 646.80	\$ 646.80	\$ 646.80	\$ 646.80	\$ 646.80
PCHTQA000220/055	70202484	VENDstation Material / FI-switch 2CSF202199R1400	15	\$ 1,012.20	\$ 1,012.20	\$ 1,012.20	\$ 1,012.20	\$ 1,012.20
PCHTQA000220/062	70202485	VENDstation Material / Dual Receptacle NEMA5-15	15	\$ 1,860.75	\$ 1,860.75	\$ 1,860.75	\$ 1,860.75	\$ 1,860.75
Estimated Subtotals Per Year (including shipping)				\$ 95,954.33	\$ 95,954.33	\$ 95,954.33	\$ 95,954.33	\$ 95,954.33
Estimated Annual PPI increase @ Max 5% (subject to provisions outlined in agreement)				\$ 5,831.65	\$ 6,123.24	\$ 6,429.40	\$ 6,750.87	\$ 7,088.41
Estimated Subtotals				\$ 101,785.98	\$ 102,077.57	\$ 102,383.73	\$ 102,705.20	\$ 103,042.74
Estimated Annual Sales Tax @ 7.75%				\$ 7,888.41	\$ 7,911.01	\$ 7,934.74	\$ 7,959.65	\$ 7,985.81
Estimated Subtotals Per Year				\$ 109,674.40	\$ 109,988.58	\$ 110,318.47	\$ 110,664.85	\$ 111,028.55



Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Purchase of Seven (7) Starcraft Bus, Class E, Ford F-550/65 GGE Propane Powered –
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. B0758.0-23 (in substantially the same format as Attachment A), with Creative Bus Sales (CBS), for the purchase of up to seven (7) Starcraft Bus, Class E, Ford F-550/65 GGE propane powered in the amount of \$2,034,500.02.

Budget Impact

The total cost of this contract is estimated to be \$2,034,500.02, inclusive of all applicable taxes and fees. This project is funded by the Capital Improvement Program (CIP) 1001111601 – Minibus Replacement.

DISCUSSION:

MTS currently operates fixed route service with thirty-one (31) Class E cutaway minibuses to provide lifeline transit services in areas where ridership does not warrant the use of 40-foot transit buses. All these vehicles have reached the end of their useful life. Twenty-four (24) have been scheduled for replacement as part of the FY 2022 MTS Fleet Replacement Plan and approved by the MTS Board at the February 16, 2023 (AI 6) meeting.

This new purchase is for the remaining seven (7) minibuses that are due for replacement for a total of thirty-one (31) minibuses. The new vehicles will maintain and enhance the agency's ability to provide transit services efficiently and cost effectively. Currently there are no Zero Emission Buses (ZEB's) of this type that can meet our range requirements for this service. Although not currently included in the California Innovative Clean Transit Rule (ICT), MTS staff continues to evaluate options for these vehicle types, and assumes integration into our Board approved transition plan starting as early as 2026. Propane vehicles provide a significant emissions improvement as compared to unleaded powered options.



Federal Transit Administration (FTA) Circular 4220.1F, Chapter V, Section 4, encourages federal grant recipients to use state and local intergovernmental agreements for procurements of property and services. MTS staff identified an intergovernmental agreement that provides buses that meet MTS specifications, using a California State government purchasing schedule administered by the California Association of Coordinated Transportation (CalACT), Request for Proposal (RFP) No. 20-01. The CalACT Vehicle Purchasing Cooperative allows MTS to select vehicles from a pre-competed menu of choices from different vendors and manufacturers.

CalACT negotiates the purchasing collectively on behalf of multiple agencies and is able to obtain pricing that cannot be obtained through individual agency procurements. This pricing is in line with prior proposals from previous procurements for minibuses. Therefore, staff deems the \$290,642.86/bus all-inclusive unit cost (\$2,034,500.02 for 7 buses) to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0758.0-23 (in substantially the same format as Attachment A), with CBS, for the purchase of up to seven (7) Starcraft Bus, Class E, Ford F-550/65 GGE propane powered in the amount of \$2,034,500.02.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement, MTS Doc. No. B0758.0-23
B. Contractor's Proposal



Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. B0758.0-23

PURCHASE OF SEVEN (7) CLASS E PROPANE POWERED MINI BUSES

THIS AGREEMENT is entered into this _____ day of _____, 2023 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Creative Bus Sales (CBS) Address: 14740 Ramona Avenue
Chino CA 91710
City State Zip
Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.) Email: TonyM@creativebussales.com
Telephone: (562) 594-8948
Authorized person to sign contracts Tony Matijevich Vice President
Name Title

Provide up to seven (7) Class E Propane Powered Minibuses as specified in the Creative Bus Sales Proposal dated April 17, 2023 (attached as Exhibit A), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit B), Federal Requirements (Exhibit C), and signed MTS Forms (Exhibit D).

The contract duration shall be for no more than a two-year initial term, effective June 1, 2023 through May 31, 2025, with no more than three optional extensions exercisable at MTS's sole discretion, of not more than one year each, for an overall five-year term ending May 31, 2028.

MTS and Contractor shall agree to production and delivery schedules in writing upon execution of the Contract.

Vehicle shall be delivered to: Metropolitan Transit System (MTS) c/o First Transit
7490 Copley Park Place
San Diego, CA 92111

The registered owner will be: San Diego Metropolitan Transit System (MTS)
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Payment terms shall be net 30 days from invoice date. The total contract cost shall be firm fixed price not exceed \$2,034,500.02, which includes tax, delivery, registration and California tire fee.



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

DRAFT



Creative Bus Sales

14740 Ramona Avenue
Chino, CA 91710
888.633.8380



Creative Bus Sales

7471 Reese Road
Sacramento, CA 95828
888.633.8380

Att B, A 11 05/18/23

CalACT MBTA RFP #20-01 - Class E - Quote Sheet (Rev 2022)

Vehicle Type:	Class E - Starcraft Bus (Allstar XL)	Type of Lift:	<input checked="" type="checkbox"/> Braun	
Contact:	JAY WASHBURN	Lift Location:	<input type="checkbox"/> Front <input checked="" type="checkbox"/> Rear	
Agency:	SAN DIEGO MTS	Seat Material Level:	LEVEL 4 DOCKET 90	
Address:	100 16TH STREET	Seat Color:	WINE VINYL	
City, State, Zip:	SAN DIEGO, CA 92101	Flooring and Color:	ALTRO CHROMA TFCR27MTS GREY	
Phone:	619.235.2648	Salesperson:	STEVE CHUNG	
E-Mail:	JAY.WASHBURN@SDMTS.COM	Salesperson Cell:	909.549.9398	
Delivery:	9 TO 12-MONTHS FROM RECEIPT OF ORDER	Salesperson E-Mail:	STEVEC@CREATIVEBUSSALES.COM	
Quantity:	Description	Price	Ext. Price	ADA
1	Starcraft Bus - Class E - (Ford F550/65 GGE Propane) 32.5' *Subject to CARB certification*	\$181,768.00	\$181,768.00	\$11,790.00
Published Options				
1	1 - Freedman Foldaway Seat (double)	\$2,070.00	\$2,070.00	\$11,790.00
2	2 - 34"-36" Freedman Flip Seat (featherweight)	\$1,670.00	\$3,340.00	\$23,580.00
2	9 - Credit for seat delete	-\$120.00	-\$240.00	
2	26 - Qstraint Deluxe (8100) credit per set of 4	-\$100.00	-\$200.00	\$23,580.00
1	37 - Lift Pad Cover	\$300.00	\$300.00	\$11,790.00
1	42 - 2-Way radio prep	\$170.00	\$170.00	
1	43 - REI PA system (4 interior, 1 exterior ADA speaker)	\$460.00	\$460.00	
1	58 - Telma Driveline Brake Retarder	\$11,700.00	\$11,700.00	
1	61 - Liquidspring Suspension	\$12,900.00	\$12,900.00	
1	73 - Sportworks bike rack (Stainless 2 Bike) APEX/ W/FAT TIRE ADAPTORS FOR BOTH BIKE POSITIONS	\$3,290.00	\$3,290.00	
1	75 - Roof Vent (SafeFleet)	\$310.00	\$310.00	
1	76 - Rear Tow Hooks	\$155.00	\$155.00	
1	88 - Amerex Fire Suppression	\$3,155.00	\$3,155.00	
1	92 - Rear Backup Camera and Monitor	Standard	Standard	
1	113 - Delivery Zone 1	\$800.00	\$800.00	
1	120 - Diamond Farebox SV (2 vaults)	\$2,400.00	\$2,400.00	\$2,400.00
1	133 - Stop Request System (w/ sign)	\$805.00	\$805.00	\$805.00
Non-Published Options				
1	Chassis Keyed Alike	\$420.00	\$420.00	
3	Altro T36T Aluminum step edging w/yellow insert (Each)	\$50.00	\$150.00	
1	REDUCE TENSION ON ALTERNATOR POWER WIRES FROM EXTRA SUPPORT BASE	\$50.00	\$50.00	
1	ALIGN FRONT END OF BUS	\$0.00	\$0.00	
1	INTERIOR BUS NUMBERS CENTERED ON FRONT EDGE OF CELING	\$20.00	\$20.00	
1	FULL WIDTH DRIVER'S STORAGE COMPARTMENT LOCKED AND CARPETED	\$595.00	\$595.00	
1	EXHAUST TO EXIT STREETSIDE OF BUS TURNED DOWN 90 DEGREES FROM UNDERNEATH CHASSIS AND EXIT 6" OF BUMPER	\$510.00	\$510.00	
1	(2) MATCHING 750 CCA BATTERIES WITH MILITARY TERMINALS IN TRAY (NO BATTERY UNDER HOOD)	\$595.00	\$595.00	
1	BUS PAINT AND DECAL (VALSPAR #829r4072) TOYLAND RED	\$10,000.00	\$10,000.00	
1	CREDIT FOR TOOL BOX REMOVAL	-\$20.00	-\$20.00	
1	CREDIT FOR FIRST AID KIT AND BODY FLUID KIT	-\$50.00	-\$50.00	
1	LUMINATOR HORIZON SMT FRONT AND SIDE DESTINATION SIGNS	\$9,445.00	\$9,445.00	
1	FORD CHASSIS COST INCREASE SUBJECT TO MBTA CALACT APPROVAL	\$6,743.00	\$6,743.00	
1	ADD SLACK TO MAIN POWER CABLE AT WHEELCHAIR BASE	\$50.00	\$50.00	
1	FLOW THROUGH GATOR VALVE CORE CAPS / NO VALVE EXTENSIONS	\$50.00	\$50.00	
3	Antenna ground plane w/conduit and pull cord	\$80.00	\$240.00	
1	Pre-wire, BAT/IGN/GND FRONT STORAGE WITH BUSS BAR	\$595.00	\$595.00	

1	Pre-wire, BAT/IGN/GND Behind Driver HD	\$295.00	\$295.00	
1	MOVE HEATERS FOR CAD / AVL INSTALLATION BY CUSTOMER	\$0.00	\$0.00	
1	REMOVE OEM STEREO	\$0.00	\$0.00	\$0.00
1	SAFEFLEET SEON CAMERA SYSTEM PER ATTACHED SPECIFICATIONS	\$13,000.00	\$13,000.00	
1	COMM TOWER BEHIND DRIVER PER FLOOR PLAN	\$2,495.00	\$2,495.00	
1	WHITE PAINTED RIMS	\$350.00	\$350.00	
1	PROPANE HEAT MITIGATION SYSTEM	\$3,000.00	\$3,000.00	
1	WATCH YOUR STEP SIGNAGE IN STEPS (NOT DECALS)	\$595.00	\$595.00	
1	RUBBER TIRE FLARES	\$395.00	\$395.00	
1	REMOVE BACK UP SENSORS IN REAR BUMPER	-\$200.00	-\$200.00	
1	WHEELCHAIR LOOP COMPARTMENT UNDER FLIP SEAT	\$550.00	\$550.00	
		Class E - Base Price	\$181,768.00	
		Published Options	\$41,415.00	
		Non-Published Options	\$49,873.00	
		Total	\$273,056.00	\$85,735.00
		Doc Prep Fee	\$85.00	
The Non-Taxable Amount is the ADA Equipment in the Base and Added as Options		Non-Taxable	\$85,735.00	
The Taxable Amount Includes the Mobility Rebate of \$1,000.00 For Ford Chassis		Taxable Amount	\$188,406.00	
San Diego*		1398 Tax Total	\$14,601.47	7.750%
		Sub-Total	\$287,742.47	
		CalACT Fee	\$2,857.14	
		DMV E-File Fee:	\$31.00	
		DMV Fee	\$0.00	(Estimated)
		Tire Fee	\$12.25	
		Local Delivery	\$0.00	
		Total	\$290,642.86	
		Number of Units	7	
		Final Total	\$2,034,500.02	
Purchasing of vehicles requires a CALACT membership, letter of assignment, and payment of procurement fee. If you have any questions, please contact CALACT direct at 916-920-8018				

SEON 10 CAMERA SYSTEM

NH16KH2T0 - NH NVR Hybrid, 16 Channels, 8CH Analog HD Built-In, 16 Port POE Switch, Audio, Security Front Cover with Lock Set, Mounting Plates, Power Harnesses, Stacking Bracket, 2TB Single HDD

WT1D20S20G4 - TL, TL-HD & TH, Explorer TX8 and HX16 wiring bundle with adapter harness, diagnostic indicator/alarm button cable 20 ft., five signal input 20 ft., GPS4 receiver magnetic mount 20 ft.

C3Q9PD03AF-BK-FF20 - IP Camera, PoE, dome, black, 3MP progressive scan, 2.8 mm lens size, interior, IR Day/Night, audio, 20 ft. harness, with Forward Facing Bracket - to use with TH8 or NH16

C3Q9PD03A20 - IP Camera, PoE, dome, white, 3MP progressive scan, 2.8 mm lens size, interior, IR Day/Night, audio, 20 ft. harness - to use with TH8 or NH16

C3Q9PD03A50 - IP Camera, PoE, dome, white, 3MP progressive scan, 2.8 mm lens size, interior, IR Day/Night, audio, 50 ft. harness - to use with TH8 or NH16

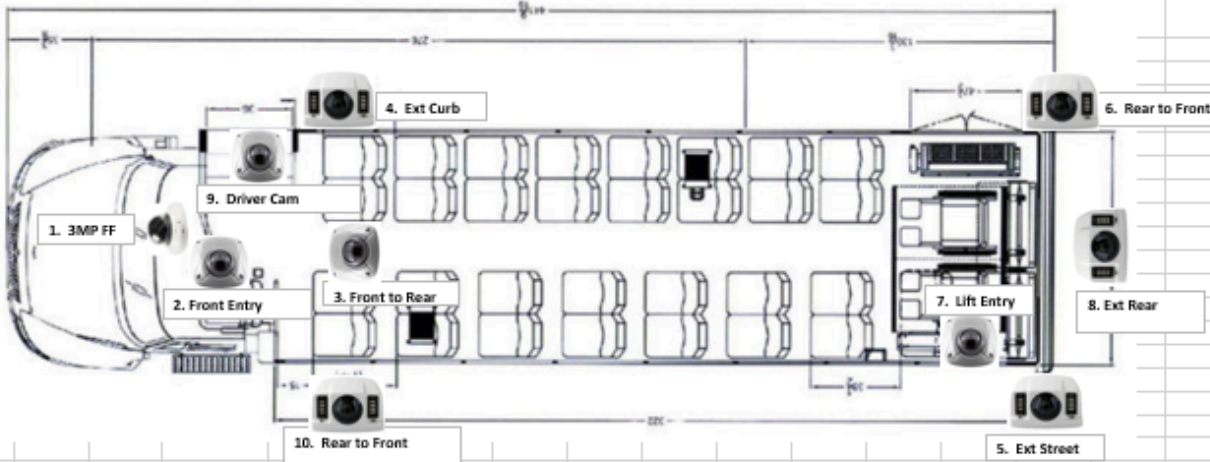
C3W9PD03E50 - IP Camera, PoE, wedge, 3MP progressive scan, 2.8 mm lens size, exterior (no audio), IR Day/Night, 50 ft. harness - to use with TH8 or NH16

C3W9PD03E75 - IP Camera, PoE, wedge, 3MP progressive scan, 2.8 mm lens size, exterior (no audio), IR Day/Night, 75 ft. harness - to use with TH8 or NH16

SRLN07NP - SmartReach Lite, 2.4/5GHz, ANT, No POE, -N

G-SENSOR-EXT - G-Sensor, module and cable kit for compatible DVR

ANTK-W11W5 - Dual Band White WiFi Antenna Kit with Single Cable at 1.8 m length plus 3 m Antenna Extension Cable and RP-SMA Male Termination



Camera Proposal Line

1	3
2	4
3	4
4	6
5	7
6	7
7	5
8	7
9	4
10	6



*Bus photo is not to exact specifications

Class E Standard Build Options

ALLSTAR XL F550 - 96" WIDE			
FORD F-550 19,500 GVWR 7.3L Prem Gas ENGINE			
Allstar XL 32 238" WB 264" Body 7.3L Prem Gas Includes 2nd Battery, Box & Tray	ST	93097	1
SPECIAL INSTRUCTIONS OR NOTES			
SEE BOTTOM OF ORDER FRO WARRANTY			1
Dealer to Perform 4-Wheel Alignment in California			1
Dealer to Weigh Each Bus on California Certified Scale			1
No Tow Vehicle Allowed During Delivery			1
Use 250 lbs Per Wheelchair Position			1
Parts Manual with As-built Electrical Schematics			1
All Excessories Except Lights, WC Lift & Mobile Radio (If Equipped) Are Ignition Hot			1
Wiring Harnesses Supported Every 24" Maximum			1
No Butt Connectors Allowed			1
If Driver Switch Panel is on Engine Cover, Then a Quick Disconnect is Required			1
Fast Idle: 1500 RPM on Gas - Fast Idle to Engage if Voltage Drops Below 12.5 VDC or if			1
Install Dome Light With Every Row of Seats, Including WC Position, Must Meeting 8			1
Hip-To-Knee Spacing 27" Minimum			1
Seat Track Not Extend More than 6" Past Seats			1
Undercoat Metal Skirts			1
Ground to First Step Height Shall Not Exceed 12.5" Unloaded			1
304SS Required for Entry Grabs and Ceiling Grabs			1
Ceiling Grab Rails Require Formed Elbows - No End Caps			1
AC & Heater Hoses Supported Every 24" Minimum			1
Build Front Driver Storage Compartment as Large as Possible, For Storage of Tiedown			1
Install Toolbox Next to Lift if Space Allows			1
Convex Mirror Must Avoid Sun Visor and Overhead Door			1
Headlight Aiming Certificate - Ship with Bus			1
Water Test Certificate - Ship with Bus			1
Driveline Metal Guards for Each Section of Shaft			1
All Harnesses Secured to Frame at Maximum of 24"			1
P-Clamps Added as Deemed Necessary by MBTA Inspector			1
Batteries Must Be Same Type (No Mismatch) (1 In Tray - 1 Underhood)			1
Continuous Run Battery Cables			1
Slide Blocks To Hold Batteries In Place			1
Floor Track Will Not Be Installed in Any Area not Covered by a Fixed Seat			1
Operations Manual - Covering Conversion Features as Listed			1
Parts Book, Operating Instructions, Troubleshooting Guide, Inspection & Service Guide,			1
SPECIAL BUILD ORDER			
Driver Entry Grab Steel Reinforced Plastic - Nutsert Install	ST	99	1
(3) GROUND WIRES TO BE ZERO OUGHT GAUGE, TO BE CONTINUOUS WITHOUT	ST	99	1
Interlock on Entry Door - Must Be in Park to Operate	ST	99	1
ENTRY DOOR HEADER ACCESS PANEL DOOR MUST BE HINGED WITH 2 THUMB	ST	99	1
Battery Tray: SS Tray & Slides Per Standard Options Below. Must Extend at Least 3"	ST	99	1
Install Battery Cable Wiring Diagram Inside Battery Access Door	ST	99	1
Decal: Battery Disconnect, Emergency Use Only	ST	99	1
Stainless Steel Battery Hold-Down Hardware	ST	99	1
Add 2nd Heater Line Brass 1/4 Turn Valve	ST	99	1
Decal: "Heater Shut Off Valve" - Install On Street Side Near Valves	ST	99	1
KEYED LOCK ILO THUMB LATCH FOR ELECTRICAL CENTER DOOR	ST	99	1
5/8", 7 Ply AC Marine Grade APA Plywood Floor	ST	99	1
Upgrade Driver Plexi Barrier: Extend to Within 6" of Ceiling	ST	99	1
14 Gauge Galvanized Steel Wheelwells	ST	99	1
Dual Handles on WC Lift Doors	ST	99	1
Laminated Modesty Panel, Grey Melamine, Each	ST	99	2
Intermotive Break Out Box	ST	99	1
GENERIC PARTS MANUAL ON FLASH DRIVE	ST	99	1
ELECTRICAL SYSTEM			
Intermotive Flex Tech Electrical System	05	STD	1
SIDEWALL / REARWALL / CEILING			
Sidewall: Grey FRP	05	STD	1
Driver Area: Grey Padded Vinyl	05	STD	1
FRP on Ceiling, Grey	05	22000	1
FRP on Rearwall, Grey	05	22001	1
Cove Colored Flooring on Sidewall to Seat Track	05	22005	1
FLOORING			
Altro Meta Storm	05	22014	1
Yellow Step Nosing per Step	05	22016	4
Standard Floor 2 Step Entry with Extra Step Behind Driver (F550 only)	05	STD	1
CHASSIS			



Att.B, AI 11, 05/18/23

HEAVY DUTY DRIVER RUNNING BOARD ** F-550 ONLY	05	22503		1
Romeo Rim Rear Bumper w/HawkEye RAS Installed	05	22035		1
Valve Stem Extender Inner Dual Rear Wheel, pair	05	22040		1
ENVIRONMENTAL CONTROL				
TRANS/AIR INTERNATIONAL A/C OPTIONS				
NOTE: CHECK THE CHASSIS/BODY COMBINATION FOR THE MODEL BEING ORDERED ABOVE FOR THE PROPER ENGINE KIT				
ENVIRONMENTAL CONTROL * NO TIE IN SYSTEMS ALLOWED BY INTERNATIONAL				
DOES THE ENGINE HAVE AN AIR PUMP? YOU MUST ENTER YES OR NO FOR PROPER ENGINE KIT!!!!				
TA SUPER 13 80K SYSTEMS 13 CID COMPRESSOR CHOOSE SINGLE TALL SKIRT OR ROOF MOUNT CONDENSER				
TA774C SUPER 13 TA77 EVAP SC4 TALL COND 13 CID COMP	05	22058		1
HEATERS				
Hot Water Heater, 65K BTU - Floor Mounted	05	20083		1
MISCELLANEOUS				
Silicone Heater Hose (for rear unit) w/full ring clamps	05	22076		1
ELECTRICAL				
Stainless Steel Battery Box & Tray	05	22089		1
Rotary Disconnect Switch	05	22092		1
Laminated Wiring Schematic ***AS BUILT*** ON ELECTRICAL PANEL DOOR	05	22101		1
EXTERIOR LIGHTS				
Surface Mount LED Entry Door Exterior Light - STD Choose Optional Below or Special builds	05	STD		1
LED Rear Center Mount Brake Light, Rectangular	05	20136		1
LED Mid-Ship Turn / Marker Lights	05	20138		1
Independent RED Brake & AMBER Turn Signal Lights (per NJ specs)	05	20139		1
INTERIOR LIGHTS				
Additional Interior Lights (LED If Option Selected) Each	05	8041		3
AUDIO / VISUAL				
FORD F550 OEM AM/FM RADIO W/AUX INPUT AND CLOCK (F550 RADIO CAN'T BE REMOVED) - ORDERED ON CHASSIS		NOTE		1
4 Speakers with Wire to Chassis OEM Radio (If Supplied)	05	20159		1
DOORS / HATCH / WINDOWS				
Required: please select one passenger door option.				
Passenger Door Electric (Standard)	05	STD		1
Passenger Door 36" (Standard)	05	2063		1
Exterior Passenger Entrance Door Key	05	8133		1
Solid Window(s) EACH Replace T-Slide(s) Enter Specific Instructions in Row Below	05	20187		1
STREET SIDE REAR				1
INTERIOR				
Driver Coat Hook	05	8769		1
LUGGAGE RACK / STORAGE				
Driver Storage in Cab Overhead with Lock	05	20192		1
PARATRANSIT OPTIONS				
Double W.C. Doors w/ Windows, LED Interior Lights, Leaf Spring, LED Exterior Lighting	05	20206		1
4" Grommet Mount LED is STD. Use Special Builds for Optional Choices				1
IS THE LIFT IN THE FRONT OR REAR OF THE UNIT?				1
Braun Century NCL917-2 800# Lift (33"x51")	05	8744		1
LIFT INTERLOCK				
Fast Idle w/Interlock - Intermotive GTWY508-F FORD F550 / F650 GAS	05	99		1
Q Straint W.C. Securement Kits, Accessories				
Q10007 - 4 QRT 360 Retractor Tie Down L track & Q8-6326-A1 Comb-Lap/Shldr	05	8826		2
Q5-7580-4 18" Blue Webbing Loops	05	20250		8
Q5-6327 84" Postural Belt with Padding - Black Webbing	05	20251		1
Q-Straint Belt Cutter (ship loose)	05	8179		1
SAFETY OPTIONS				
10 Lb Fire Extinguisher	05	8616		1
Body Fluid Kit	05	20264		1
Emergency Triangle Kit	05	8091		1
Back-Up Alarm SAE Type B 107 db(A) Ecco 575	05	2880		1
STANDARD ROSCO STSK4750 BACK-UP CAMERA SYSTEM W/ 7" REARVIEW MONITOR / MIRROR COMBO	05	STD		1
Interior Convex Mirror 6" x 9"	05	20276		1
Red Light Over Emergency Exit Ea: ON: SIDE & REAR EGRESS WINDOWS	05	8155		5
Yellow "Standee" Line	05	8802		1
GRAB RAIL / STANCHION / PANELS				



Att.B, AI 11, 05/18/23

Ceiling Grab Rail - Install on Both Sides	05	99	1
Left Hand Entry Vertical Grab Rail - 1 1/4"		STD	1
1 1/4" Grab Rail Parallel to Entrance Steps (both sides)	05	8130	1
Stanchion and Modesty Panel at Entry Door		STD	1
Stanchion and Modesty Panel Behind Driver	05	20301	1
Add Tinted Plexiglass Upper Panel LOCATION:	05	8146	1
SEATING - DRIVER			
FORD F-550 DRIVER SEATING			
Ford F-550 OEM Driver's Seat - Order On Chassis		NOTE	1
SEATING - PASSENGER			
STD RIGID SEATS			
Mid High Double Seat	05	8067	12
PASSENGER SEAT FABRICS			
EUROPEAN OR AMERICAN WOOL QUOTED AT TIME OF ORDER!!!!			
Seat Cover - Level 4 Ice Pinstripe; Mor-Care; Leathermate	05	2074	24
SEAT OPTIONS			
Anti-Vandal Grab Handle, Black Ea on:	ALL SEATS EXCEPT AGAINST REAR WALL		05 2311 24
Black US Armrest - Each - on:	aisle		05 2077 12
Flame Block Material on Underside of Seat (each)	05	2884	24
SEAT BELTS			
Seat Belt, Freedman USR Retractable (Per Person)	05	2282	24
Seat Belt Extension, 12" (P/N 56410) FOR USR SEAT BELTS	05	8771	2

SUMMARY OF STANDARD WARRANTIES

(Provide complete warranty information and parchment with proposal)

Warranty	Miles	Years	Warranty Details
Body Structure	100,000	5	See attached Warranty Info
Chassis	36,000	3	See attached Warranty Info
Engine	60,000	5	See attached Warranty Info
Transmission	60,000	5	See attached Warranty Info
Air conditioner	Unlimited	2	See attached Warranty Info
Lift/Ramp	Unlimited	5	See attached Warranty Info
EV Battery	N/A	N/A	N/A
EV Conversion/Installation	N/A	N/A	N/A
CNG Warranty (Install and tanks)	N/A	N/A	N/A



**Metropolitan
Transit
System**

Agenda Item No. 12

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

May 18, 2023

SUBJECT:

Internal Audit Report – Travel Expense Claims

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Report by MTS Internal Auditor Toufic Tabshouri on Travel Expense Claims.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachment: A. Travel Expense Claims Internal Audit Report



Internal Audit Report

DATE: December 1, 2022
TO: Erin Dunn, Larry Marinesi
FROM: Toufic Tabshouri
SUBJECT: Travel Expense Claims
CC: Sharon Cooney, Karen Landers

Report Summary

In accordance with the Internal Audit Plan for calendar year 2022, I conducted an audit of Travel Expenses. Areas¹ or topics are normally selected for inclusion in an annual audit plan based on the results of an organizational risk assessment or management request. In this case, I selected Travel Expenses for audit primarily for coverage. Although this area carries a lower total risk than other areas that were not chosen for audit, examining it was worthwhile because I have not conducted any internal audits of Finance or Accounting in recent years.

The two objectives of the audit were to evaluate MTS's Travel Policy (MTS Board Policy 44), and to determine whether it is being adhered to. The audit has two findings and two recommendations. The first finding is that MTS's Travel Policy is appropriate and meets the needs of the organization. The second finding is that payments to employees for travel-related expenses complied with MTS's Travel Policy. The first recommendation is that MTS should make minor updates to the Travel Policy such as increasing per diem rates. The second recommendation is that MTS should consider participating in a state program for procuring travel. I found no instances of non-compliance or fraud.

¹ E.g. departments, functions, programs, and processes.

Introduction and Background

Travel Expenses are typically paid to employees for work-related travel beyond an employee's normal commute to work. This may include longer trips within the local area or out-of-area travel. Local trips commonly involve meetings or site visits within city or county limits or to adjoining areas using private vehicles. Out-of-area travel or transit usually involves commercial flights, hotel accommodations, meals, and ancillary expenses such as taxi fares to and from an airport. Airfare is either booked and paid for by the employer or by the employee and reimbursed later. For accommodations and meals, employers either pay employees a fixed per diem amount or reimburse them for actual costs.

Within the audit literature, travel expenses are known to be susceptible to fraud, waste and abuse for several reasons. In some cases, employees who have no ability to commit fraud during their normal work duties may identify an opportunity to do so during travel. In other cases, employees may view job travel as a perk or vacation, or they may feel entitled to compensation for the inconvenience of travel with amenities and nice accommodations. Additionally, complex travel policies and regulations, a lack of knowledge of these policies by travelers, inadequate reviews, poor controls, and infrequent travel by staff can lead to inadvertent abuses and violations.

Exhibit 1 shows typical findings in audit reports of travel expenses at government entities. Some involve minor issues such as outdated policy provisions, whereas others indicate serious control deficiencies and an increased risk of fraud, waste, abuse and non-compliance.

Exhibit 1 – Audit Findings from Other Government Agencies

Finding or Observation	Government Entity
The County does not maintain an all-inclusive policy specific to expense reimbursements. Various policies, such as the <i>Purchase Card Policy</i> and the <i>County Travel Policy</i> are utilized to establish guidelines for the Expense Reimbursement program.	Arlington County
There is a high number of exceptions. Out of 66 samples tested, there were 42 exceptions of various kinds. The most common (28 instances) was the absence of any proof of payment by the requestor.	Arlington County
There is no process in place for program-level monitoring of employee expense reimbursements.	Arlington County
The Controller's Office should improve its monitoring of city agencies' compliance with travel expense rules.	City and County of Denver
Travel cards are not cancelled in a timely manner after an employee leaves their job with the City.	City and County of Denver
Improvement opportunities exist: Some travel policy sections need clarification; some reimbursement requests were submitted late; and an electronic system should be implemented.	City of San Jose
Use of gas cards lacked necessary controls. Gas cards are used by employees driving city vehicles; it is a legacy program that remains in limited use by the police department.	City of San Jose

Source: MTS Internal Auditor, based on a review of audit reports at the City of San Jose (November 2017); the City and County of Denver (October 2020) and Arlington County (December 2018).

Objectives, Scope and Methodology

This audit had two objectives. The first objective was to determine whether MTS's Travel Policy (MTS Board Policy 44) is a good policy. A good policy is one that is clear, readily comprehensible, conforms with laws, and meets the needs of its stakeholders and users. The second objective was to examine whether the Travel Policy is consistently enforced and adhered to.

The scope of the audit encompassed fiscal years 2020, 2021, and 2022. Due to the impacts of the COVID-19 pandemic, future travel expense patterns are likely to differ markedly from the patterns that were present in the audit period. Recent high general inflation, as well as higher fuel prices, will raise transportation costs; accommodation costs are likely to increase as well, as hotels incur higher labor expenses. Conversely, some travel may be curtailed if meetings or training can be conducted through video conferencing technologies.

To meet the first objective, I studied the provisions of MTS's Travel Policy; researched laws, regulations, and policies of other government entities pertaining to travel. Because I was unable to find a model policy that I could compare to MTS's Travel Policy, I relied on relevant sections from the Federal Travel Regulations² for audit criteria.

To meet the second objective, I reviewed audit reports of travel expenses at other government entities; researched travel expense fraud schemes; obtained and analyzed financial data for travel-related payments to employees; examined the processes and controls established in MTS's Travel Policy, observed the processing of payments; reviewed reimbursements to select employees; and sampled transactions for detailed scrutiny of approvals and supporting documentation.

² These are included in Title 41, Subtitle F of the Code of Federal Regulations (CFR).

Audit Results

This audit had two findings. The first finding was the MTS Travel Expense Policy is appropriate, and the second finding was that payments to employees complied with the policy.

There is no national standard or legal requirement for the adoption of a specific travel policy by local government agencies. Consequently, the oversight of employee travel is an activity that government entities manage, and they do so in a variety of ways. Some entities issue policies internal to the organization, whereas others pass regulations that have the force of federal, state or local laws

A guiding principle of employee travel management is minimizing costs to the government by ensuring that travel services are obtained at reasonable rates. Avoiding extravagant or unnecessary travel modes such as business or first-class travel is another imperative. This does not mean the lowest possible cost, or that employees should endure long indirect flights and dilapidated accommodations. The words “prudent” and “reasonable” appear throughout many of the government travel policies I reviewed, but the word “frugal” and “thrifty” do not. Exhibit 2 lists travel-related documents from other government entities that I reviewed.

Exhibit 2 – Travel Documents Reviewed from Other Government Agencies

Government Entity	Document Title	Length in Pages
State of New York	Office of the Comptroller Travel Manual	14
Atlanta Regional Commission	Travel and Reimbursement Policy	25
City of San Diego	Travel Policy	3
State of California	Human Resources Manual, Section 2203 – Allowances and Travel Reimbursements	8
SANDAG	Board Policy #11	4
Federal Government	Federal Travel Regulation System	260

Source: MTS Internal Auditor.

In general, the length of travel policies was related to the size and complexity of the government entity and the travel needs of its workforce. However, government entities differed in keeping their travel policies and systems updated.

Finding 1 – The MTS Travel Expense Policy is Appropriate

I reviewed MTS's Travel Expense Policy and scrutinized its provisions. The policy contains all the necessary elements that I found in travel policies from other government organizations, the most important of which are authorization,³ approval, and detailed expense reporting. A listing of the MTS's Travel Expense Policy provisions is provided in Exhibit 3. In conducting this assessment, I was informed by the Federal Travel Regulations (FTR), which provide the most comprehensive guidance that I found for travel-related rules. The relevant sections of the FTR that I relied on are listed in a table in Appendix A of this report.

I found that some provisions of MTS's Travel Expense Policy are more stringent or restrictive than those of other entities. For example, MTS reimburses employees for meals and accommodations for actual expenses up to a fixed per diem limit. Employees are required to support their reimbursement requests with detailed receipts. Many government agencies pay employees a fixed per diem amount for travel days. Employees are not required to furnish any evidence of actual expenses incurred. Government agencies choose per diem payments in order to reduce the administrative overhead and cost of processing travel expense claims.

Exhibit 3 – Provisions of MTS's Travel Policy

Section No.	Topic
44.1	Applicability
44.2	Authorization
44.3	Expense Report
44.4	Receipts
44.5	Travel Advances
44.6	Reimbursement
44.6 (a)	Upper Limit
44.6 (b)	Air Travel
44.6 (c)	Personal Auto Use
44.6 (d)	Ground Transportation
44.6 (e)	Parking
44.6 (f)	Personal Travel
44.6 (g)	Rental Car
44.6 (h)	Meals (While in Travel Status)
44.6 (i)	Business Meal
44.6 (j)	Hotel
44.6 (k)	Other Business-Related Expenses
44.6 (l)	Travel Outside of the U.S.
44.6 (m)	Telephone Calls (While in Travel Status)
44.6 (n)	Registration
44.6 (o)	Conferences
44.6 (p)	Cancellation Penalties
44.6 (q)	Non-allowable expenses

³ This is more accurately described as pre-approval of travel.

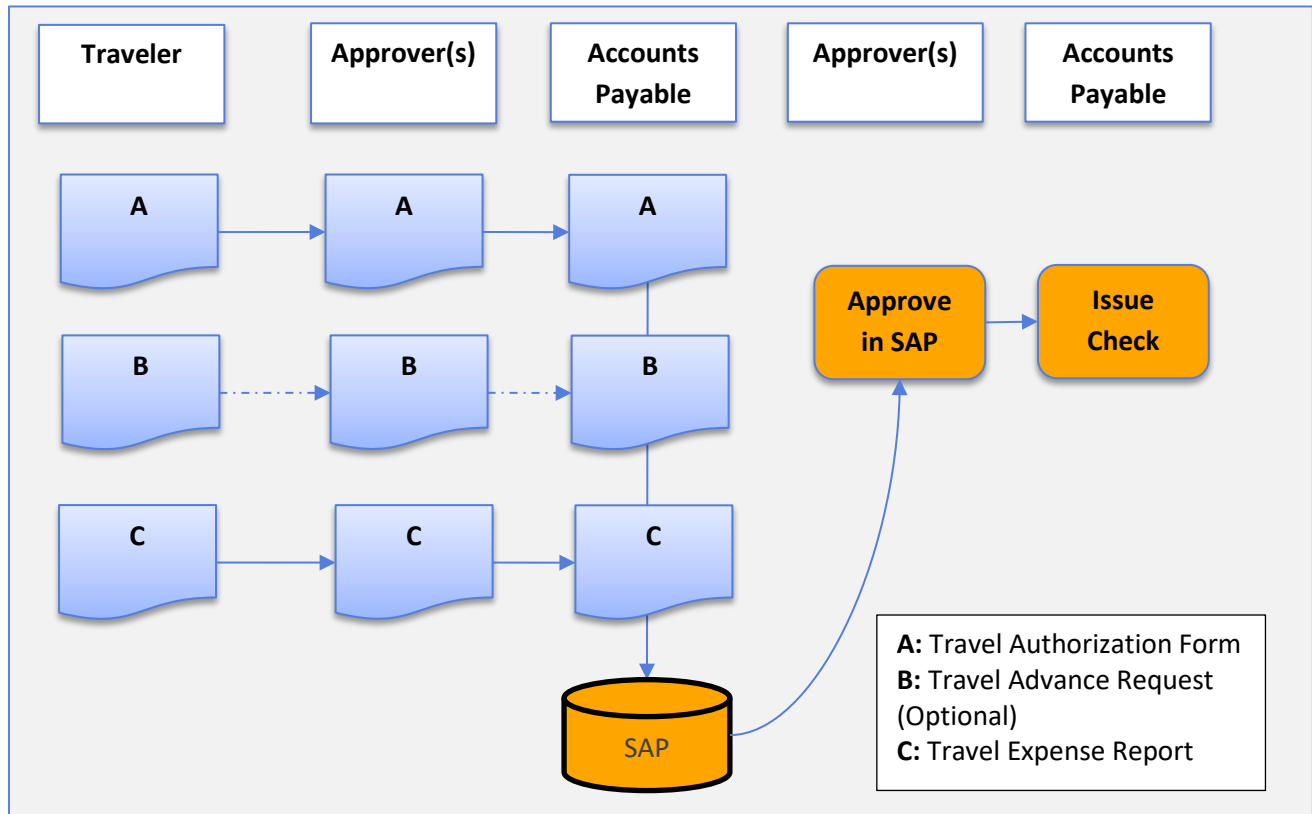
Section No.	Topic
44.6 (r)	Political Events
44.6 (s)	Non-Discrimination
44.7	Within-Area Expenses
44.7 (a)	Submittal of Form
44.7 (b)	Eligible Expenses
44.7 (c)	Description and Purpose
44.7 (d)	Approvals
44.8	Travel Time
44.8 (a)	Home to Work Travel
44.8 (b)	Single-Day Travel
44.8 (c)	Overnight Travel

Source: MTS Internal Auditor, from MTS's Travel Expense Policy.

MTS's Travel Expense Policy has been revised, amended, or updated 12 times since its adoption in 1993, and the most recent change was in 2017. The policy includes the following five attachments:

Attachment A – Travel Authorization Form
Attachment B – Travel Advance Request
Attachment C – Travel Expense Report
Attachment D – Expense Report (within-area expenses)
Attachment E – Annual Travel Cost Rates Calendar Year 2017

The first four attachments are forms that are completed and submitted by travelers in order to initiate the payment. Each form has to be approved by one or more reviewers. After the travel forms have been completed and approved, payments are processed through the financial system (SAP), which also has approval requirements that are hard-coded into it. Exhibit 4 shows the flow of forms, approvals, and payments within the travel and payment process.

Exhibit 4 – Basic Travel Authorization and Payment Processes

Source: MTS Internal Auditor, based on a review of MTS's Travel Policy and payment processes.

The approval processes for payments are strong. The number of signatories for travel authorization increases in relation to the cost of the travel, with thresholds established at \$500 for directors, \$1,500 for the Chief Financial Officer, Chief Operating Officers, and the General Counsel. Trips costing more than \$1,500 require the approval of the Chief Executive Officer. Approvals are also required for travel expense reporting after completion of travel, and a separate approval processes are also required (digitally) in the financial system before payment can be issued.

Finding 2 – Travel Payments to Employees are Appropriate and in Compliance with Policy

I obtained data for all payments made to employees in the past three fiscal years. The data is described in Exhibit 5 below. This data resides in MTS's financial system, SAP, and it is generated through a different process than payroll data, which resides in another information system. This payment data consisted of payments (i.e. advances and reimbursements) for travel as well as other payments such as reimbursements for training courses, books, and professional memberships. They also included payments for conferences, which were usually attended in conjunction with travel.

Travel payments are not separately coded as such, although there is a comment field in SAP that allows for a brief description of the transaction. This is in contrast to data from credit card transactions that comply with Payment Card Industry (PCI) standards and have several fields by which to sort or examine transaction data. Consequently, the only way to extract travel data is to manually do so. However, a reasonable estimate is that at least half the records in Exhibit 5 – transactions under \$250 – are not travel-related.

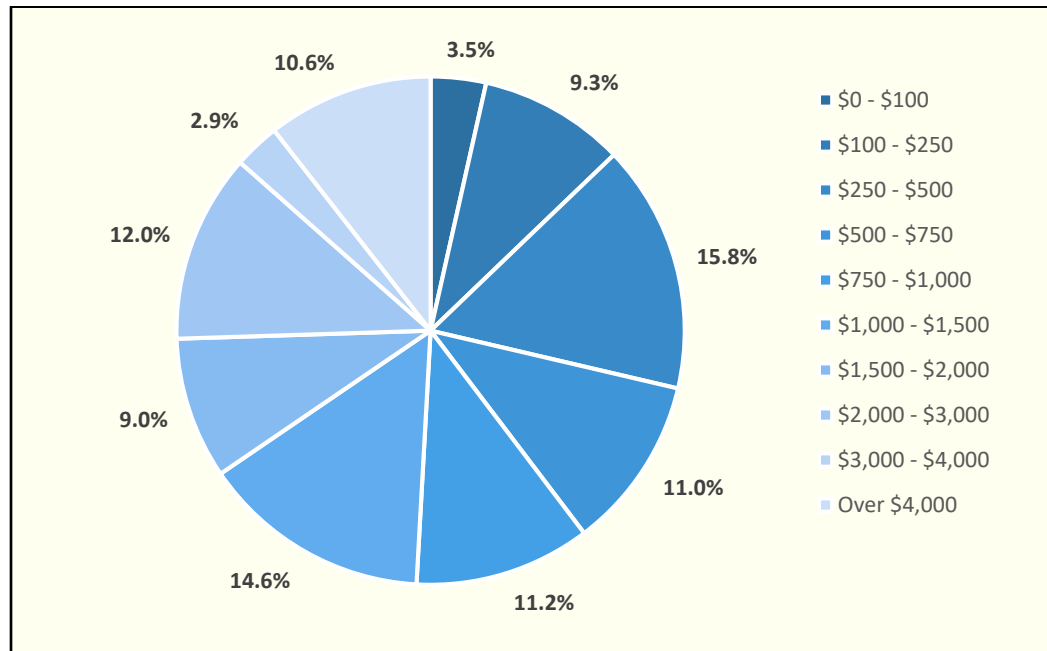
Exhibit 5 – Reimbursement Payments to Employees in Fiscal Years 2020, 2021, and 2022

Payment Range	No. of Payments in FY 2020	No. of Payments in FY 2021	No. of Payments in FY 2022	Total Number of Payments	Percentage of Total Payments in Range
\$0 - \$100	62	71	47	180	23.9%
\$100 - \$250	75	77	60	212	28.2%
\$250 - \$500	84	31	45	160	21.2%
\$500 - \$750	30	20	16	66	8.8%
\$750 - \$1,000	22	5	20	47	6.2%
\$1,000 - \$1,500	22	3	17	42	5.6%
\$1,500 - \$2,000	9	1	9	19	2.5%
\$2,000 - \$3,000	10	1	7	18	2.4%
\$3,000 - \$4,000	1	1	1	3	0.4%
Over \$4,000	2	2	2	6	0.8%
Totals	317	212	224	753	100%

Source: MTS Internal Auditor, based on an analysis of payment data to employees.

The total amount of payments to employees was \$366,434 for in the audit period. A distribution of these payments by amount range is shown in Exhibit 6.

Exhibit 6 – Reimbursement Amounts to Employees in Fiscal Years 2020, 2021, and 2022



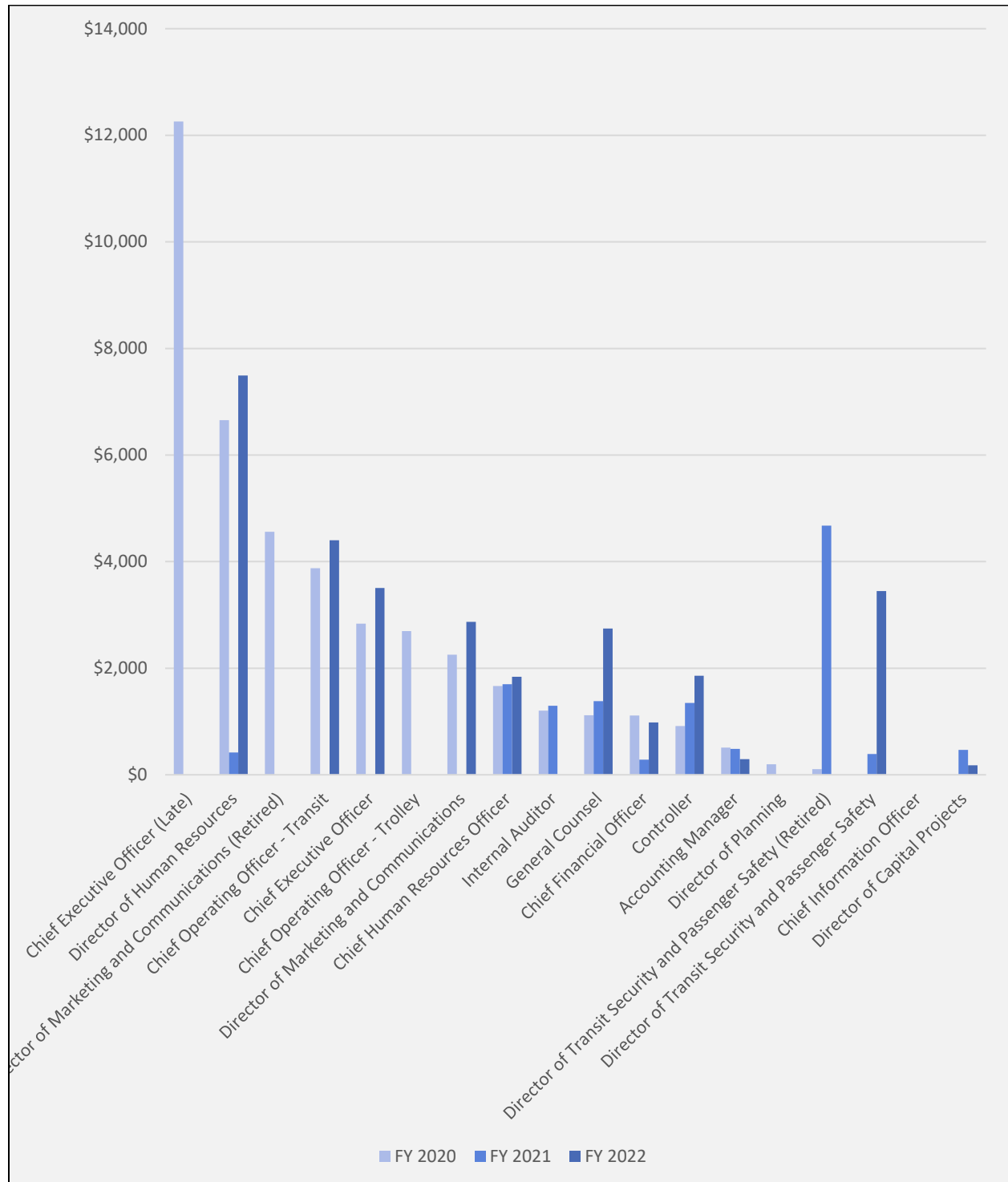
Source: MTS Internal Auditor, based on an analysis of payment data to employees.

Given the limitations of the payment data described earlier, I analyzed travel expenses for specific positions at MTS. Expense totals by fiscal year for these positions and their occupants are shown in Exhibit 7. Based on my examination of MTS's Travel Expense Policy and its related approval processes, I reasoned that any potential abuses of travel would likely be found among the positions listed. I visually scrutinized all payments to these employees, and I selected fifteen large payments to sample. In all cases, sample items were supported by detailed travel receipts and included the required reports and approvals.⁴

Based on my testing, I found that payments to employees were for reasonable amounts and appropriate work-related travel. In a few cases where the accommodation costs exceeded the established rates in Attachment E, the costs were still reasonable and approved.

⁴ One sample item did not contain sufficient support, but it does not pertain to travel and will be addressed separately.

Exhibit 7 – Reimbursements to Executives, Directors, and Other Select Employees



Source: MTS Internal Auditor, based on an analysis of payments to specific employees.

Other Matters

During the course of this audit, I became aware of the Statewide Travel Program (STP), a California government program for managing travel by state employees. The STP offers benefits to participating agencies such as discounts on air travel, vehicle rentals at state-contracted rates, travel support services, and separate billing and tracking of travel expenses. The STP allows participation by local government agencies, and two California transit agencies currently participate in it.

Recommendations

1. Revise MTS's Travel Expense Policy to:
 - a) Update the hotel and meal daily rate limits in attachments C and E to those of the U.S. General Service Administration's current rates (Fiscal Year 2023)
 - b) Update the mileage reimbursement rate in attachments A, B, C, D, and E to the latest rate published by the Internal Revenue Service.
 - c) Revise Attachment C, note 1, to allow travelers a period of two weeks to submit the travel expense report (with receipts) after completion of their travel.
 - d) Add a section to Attachment A for the traveler to justify lodging costs that exceed the daily limits
2. Evaluate the benefits of participating in the Statewide Travel Program that is administered by the California Department of General Services (DGS).

Management Response

Management agrees with both recommendations and is currently revising MTS's Travel Expense Policy. We are also evaluating participating in the Statewide Travel Program.

Conclusion

Maintaining the public trust is essential, and the results of this audit show that MTS has maintained appropriate oversight of travel expenses.

Scandals involving excessive or extravagant travel have repeatedly ensnared government entities. In most cases, mistakes have occurred due to a lack of attentiveness by management or lax controls and not due to any fraud schemes. Even the U.S. General Services Administration, the federal agency that promulgates travel regulations for federal employees and oversees the management of travel by other federal agencies suffered a public scandal involving its employees partying at a resort in Las Vegas in 2012. That scandal had significant ramifications. In addition to the forced resignation of agency leaders, the U.S. Government clamped down on federal employee travel, which then adversely impacted the work of other federal workers for years.

Appendix A – Select Sections of the Federal Travel Regulations

The table below includes sections from the Federal Travel Regulations (FTR) that I used and that were relevant for evaluating MTS's Travel Expense Policy. The FTR is located in Title 41, Subtitle F of the Code of Federal Regulations (CFR). The FTR is comprehensive, and many of its sections address situations that have minimal or relevance to non-federal entities. Examples include temporary out-of-area assignments, and travel on federally-owned aircraft.

Topic	Code Section
Subchapter A – Introduction	
Authorization to travel.	301-2.1
Agency payment for travel expenses.	301-2.2
Standard of care used in incurring travel expenses.	301-2.3
Employee responsibility for travel expenses.	301-2.4
Specific authorization or prior approval requirement for travel arrangements.	301-2.5
Subpart A—General	
Eligibility for payment of transportation expenses.	301–10.1
Expenses payable as transportation.	301–10.2
Agency authorization of methods of transportation.	301–10.3
Agency selection of the method of transportation to be used.	301–10.4
Presumptions as to the most advantageous method of transportation by order of precedence.	301–10.5
Employee liability for not travelling by the authorized method of transportation.	301–10.6
Travel routing.	301–10.7
Liability for travel by indirect route or interrupted travel for convenience.	301–10.8
Subpart B—Common Carrier Transportation	
Authorized types of common carrier transportation.	301–10.100
Basic requirements for using common carrier transportation.	301–10.105
USE OF CONTRACT CITY-PAIR FARE	
Use of a contract city-pair fare.	301–10.106
Exceptions to the use of a contract city-pair fare.	301–10.107
Requirements for use a non-contract fare.	301–10.108
Liability for unauthorized use of a non-contract carrier when contract service is available and exceptions for required use not met.	301–10.109
Use of contract passenger transportation service for personal travel.	301–10.110
Use of a reduced group or charter fare.	301–10.111
Action when different airlines furnish the same service at different fares.	301–10.112
Changing or not using a common carrier reservation.	301–10.113
Unused Government Transportation Request(s) (GTR(s)), ticket(s) or refund application(s).	301–10.114
Refund or credit for unused transportation.	301–10.115
Compensation from airlines for denial of seating.	301–10.116
Compensation from airlines for voluntarily vacating seat on a scheduled flight.	301–10.117
AIRLINE ACCOMMODATIONS	

Topic	Code Section
Classes of airline accommodations available.	301–10.121
Required class of airline accommodations.	301–10.122
Use of other than coach class airline accommodations?	301–10.123
Coach class Seating Upgrade Programs?	301–10.124
Use of the 14-hour rule to travel other than coach-class (see § 301–10.123(b)(6))?	301–10.125
TRAIN	
Available classes of train accommodations.	301–10.160
Required class of train accommodations.	301–10.161
Use of other than coach class train accommodations.	301–10.162
Extra-fare train.	301–10.163
Use of an extra-fare train service.	301–10.164
TRANSIT SYSTEMS	
Use a transit system as a means of transportation in conjunction with official travel.	301–10.190
Subpart C—Government Vehicle	
Government vehicles authorized by agency.	301–10.200
Use of a Government vehicle other than a Government aircraft.	301–10.201
Liability for unauthorized use of a Government vehicle.	301–10.202
GOVERNMENT-FURNISHED AUTOMOBILES	
Requirements for operating a Government automobile for official travel.	301–10.220
TRAVEL ON GOVERNMENT AIRCRAFT	
Use of Government aircraft for travel.	301–10.260
Conditions for using a Government aircraft for travel.	301–10.261
Agency authorization for travel on Government aircraft.	301–10.262
Presentation of required travel authorization documents to the aircraft management office that operates the Government aircraft.	301–10.263
Reimbursement amount to the Government for travel on Government aircraft.	301–10.264
Reporting of travel on Government aircraft.	301–10.265
Public information about travel on Government aircraft by senior Federal officials and non-Federal travelers.	301–10.266
Subpart D—Privately Owned Vehicle (POV)	
Permissibility of using a POV for official travel.	301–10.300
Computation of mileage for reimbursement.	301–10.301
Determining distance measurements for travel.	301–10.302
Reimbursement when use of POV is determined by my agency to be advantageous to the Government.	301–10.303
Allowable expenses in addition to the POV mileage rate allowances.	301–10.304
Reimbursement when another person(s) travels in the POV as well.	301–10.305
Reimbursement for authorized use of a POV between residence and office and then from office to a common carrier terminal, or from residence directly to a common carrier terminal.	301–10.306
Reimbursement for using a POV to transport other employees.	301–10.307
Reimbursement for parking a POV at a common carrier terminal while away from official station.	301–10.308

Topic	Code Section
Reimbursed for using a POV instead of authorized use of common carrier transportation or a rental vehicle.	301–10.309
Reimbursement for using a POV when authorized to use a Government-owned automobile.	301–10.310
Subpart E—Special Conveyances	
Special conveyances authorized by agency.	301–10.400
Reimbursable charges for use of a special conveyance.	301–10.401
Reimbursement for using a POV when authorized to use a special conveyance.	301–10.402
Difference between a Government aircraft and an aircraft hired as a special conveyance.	301–10.403
TAXIS, TRANSPORTATION NETWORK COMPANIES (TNCs), INNOVATIVE MOBILITY TECHNOLOGY COMPANIES, SHUTTLE SERVICES, OR OTHER COURTESY TRANSPORTATION	
Use of a taxi, TNC, innovative mobility technology company, shuttle service or other courtesy transportation.	301–10.420
Agency reimbursement for a tip to a taxi, TNC, innovative mobility technology company, shuttle service, courtesy transportation driver, or valet parking attendant.	301–10.421
RENTAL AUTOMOBILES	
Policies when authorized to rent a vehicle for official travel.	301–10.450
Reimbursement for the cost of collision damage waiver (CDW) or theft insurance.	301–10.451
Reimbursement for personal accident insurance.	301–10.452
Liability for unauthorized use of a rental automobile obtained with Government funds.	301–10.453

Source: MTS Internal Auditor, based on a review of the Federal Travel Regulations.



**Metropolitan
Transit
System**

Agenda Item No. 13

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

May 18, 2023

SUBJECT:

Internal Audit Report – Accounts Payable

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Report by MTS Internal Auditor Toufic Tabshouri on Accounts Payable.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachment: A. Accounts Payable Internal Audit Report





**Metropolitan
Transit
System**

Internal Audit Report

DATE: May 1, 2023
TO: Erin Dunn, Larry Marinesi
FROM: Toufic Tabshouri
SUBJECT: Accounts Payable
CC: Sharon Cooney, Karen Landers

Report Summary

In accordance with the Internal Audit Plan for calendar year 2022, I conducted an audit of Accounts Payable (AP). Areas¹ or topics are normally selected for inclusion in an annual audit plan based on the results of an organizational risk assessment or management request. However, I included AP and Travel Expense Claims in the Audit Plan for calendar year 2022 because I have not conducted any internal audits of Finance or Accounting in recent years.

AP is generally covered within the annual financial statement audits, but it can be audited separately. Financial statement audits are concerned with irregularities and misstatements that have a material effect on the veracity of the financial statements, whereas this audit was focused on the operation of the AP function within the Finance Department and its processes.

This audit had two objectives. The first was to examine the AP function and processes to determine whether they were operating efficiently and effectively. The second was to test a sample of transactions and determine whether they were properly authorized, accurate, and supported by adequate documentation. The audit has two positive findings, and I consequently did not make any recommendations. The first finding is that the AP function is operating efficiently and effectively, and the second finding was that there were no exceptions in my sample testing of payments. I also found no instances of non-compliance or fraud.

¹ E.g. departments, functions, programs, and processes.

Introduction and Background

Audit objectives in financial audits of AP collectively aim to provide reasonable assurance that AP liabilities are correctly stated. Basic objectives – ones that are standard for audits that entail a large amount of transactions – are concerned with the accuracy, completeness, and validity of AP transaction data. More specific objectives are focused on determining whether the accounts payable transactions are properly recorded, authorized, and supported by appropriate documentation, and ensuring that any potential fraud or irregularities are identified and addressed. Examples of such objectives are:

1. **Accuracy of the AP ledger** – The AP ledger accurately reflects all liabilities owed by the organization.
2. **Completeness of AP transactions** – All AP transactions have been recorded in the accounts payable ledger.
3. **Validity of accounts payable transactions** – All accounts payable transactions are valid and supported by appropriate documentation.
4. **Proper authorization of accounts payable transactions** – All AP transactions are properly authorized by management.
5. **Timeliness of accounts payable transactions**: AP transactions are recorded in a timely manner and that payment is made within agreed-upon terms.
6. **Accuracy of accounts payable aging** – AP aging reports accurately reflect the organization's outstanding liabilities.
7. **Detection of potential fraud** – Identify any potential fraud or irregularities in the accounts payable process.

The audit objectives should be tailored to the type of entity and its operations, as risk areas differ markedly across organizations. For example, private companies facing cash flow difficulties may be tempted to delay paying their invoices. Similarly, management incentives or pressures to show strong quarterly profits may lead to improper delays in the recognition of AP liabilities or, at worst, in hiding liabilities. These scenarios are not typically of concern to government agencies such as MTS.

Problematic findings in AP audits include the following:

1. **Unrecorded liabilities** – Liabilities that have not been properly recorded in the accounts payable ledger, which may result in inaccurate financial statements.
2. **Duplicate payments** – Payments that have been made more than once for the same invoice or transaction, which may result in financial losses if they are not identified and reimbursed.
3. **Lack of supporting documentation** – Transactions that are not supported by appropriate documentation such as invoices, purchase orders, or receipts.
4. **Late payments** – Payments that are not made within agreed-upon terms, which may result in financial penalties or damage relationships with vendors.
5. **Unauthorized payments** – Payments that have been made without proper authorization or approval, which may be due to errors or fraud.
6. **Weak internal controls** – Design flaws or misapplication of internal controls over the accounts payable process may increase the risk of fraud or errors.
7. **Fraudulent transactions** – There are a variety of fraud schemes that can occur through AP, such as payments to fictitious vendors.

Objectives, Scope and Methodology

This audit had two objectives. The first was to examine the AP function and processes to determine whether they were operating efficiently and effectively. The second was to test a sample of transactions and determine whether they were properly authorized, accurate, and supported by adequate documentation.

To meet the first objective, I reviewed audit reports of AP at other government entities; researched AP fraud schemes; examined the processes and controls established in the MTS Financial Procedures Manual pertaining to AP; observed the processing of payments; interviewed AP staff and management to understand how AP transactions are initiated, recorded, and processed. I also reviewed the internal controls over the AP process, including segregation of duties, authorization, review, and approval processes.

The reports I reviewed are listed in Exhibit 1.

Exhibit 1 – Reports Reviewed from Other Government Agencies

Report Title	Entity	Publication Date
Accounts Payable Audit	City of Palm Beach	February 2018
Audit of Accounts Payable – Follow-Up Report	City of Denton	October 2019
Accounts Payable and Disbursements	California State University, Dominguez Hills	August 2021
Audit of the City's Master Vendor File	City of Sacramento	December 2015
Operational Audit Disbursements/Accounts Payable	Port of Seattle	June 2018
Accounts Payable Audit Report	Fort Worth	April 2021
Accounts Payable Duplicative Payments and Other Reportable Matters	City of Oakland	March 2012

Source: MTS Internal Auditor from the websites of the audited entities.

To meet the second objective, I obtained and analyzed AP data for fiscal year 2022. I then selected a sample of payments, and reviewed transaction approvals and supporting documentation such as purchase orders, invoices, and receipts. I searched for any irregularities that may be indicative of fraud or other improper payments.

Exhibit 2 shows the findings in audit reports of AP at government entities from the reports I reviewed. Some involve minor noncompliance issues, whereas others indicate more serious discrepancies.

Exhibit 2 – Common Findings from AP Audits of Government Agencies

Findings, Weaknesses, or Areas for Improvement
Process for matching (terms, price, quantity) on procurements of goods can be improved
Increase in use of manual payments
Manual payment process can generate a duplicate payment
Issues with user access and user role changes
Approval authority limits not established (set at system default rate of \$1 billion)
Inaccurate AP aging reports
Inconsistent registration of vendors in the vendor master file
Policies and Procedures Manual needs updating
AP staff can have incompatible system access (which may undercut segregation of duties)
Purchase system access should be restricted
Duplicate payment controls should be improved
Duplicate payment via purchase card is possible
Payment of exempt taxes is possible
Receiving documentation is missing or inconsistent
No supervisory approval for checks under \$5,000
Manual checks for vendors are released to employees for delivery
The preferred vendor for office supplies is not always used
Inadequate segregation of duties
User access review needs improvement
Missing documentation for delegation of authority
Missed prompt payment discounts
Employees with incompatible duties have access to the Master Vendor File
Vendor data quality needs improvement
Prohibited vendors allowed to conduct business
Delegation of authority policy needs update
Some users could set up vendors in vendor master file and approve payments
New vendor setup process should be restricted
Invoice payment timeliness should be improved
Missed early payment discounts
Duplicative payments
Erroneous payments
System flaws that render the invoice number control ineffective

Source: MTS Internal Auditor, from reports listed in Exhibit 1.

The scope of the audit encompassed fiscal year 2022.

Audit Results

The audit has two positive findings. The first finding is that the AP function is operating efficiently and effectively, and the second finding is that the payments I sampled were authorized and appropriate. I found no instances of non-compliance or fraud. Consequently, I made no recommendations.

Finding 1 – The Accounts Payable Function is Operating Efficiently and Effectively

The processes for approving invoices and processing payments are strong and are programmed into MTS's financial system, SAP. This makes them "hard" controls that are not dependent on a person remembering to follow the correct procedure. The also cannot be easily circumvented by staff. Multiple approvals are required within SAP before any payments can be made. For goods, the system automatically matches the quantity and price on the invoice against contract terms. Additional reviews and approvals are required before any payment can be made. Payments thresholds are also established in SAP.

MTS pays vendors in two ways. Large vendors are paid electronically using a payment system known as the Automatic Clearing House (ACH). The largest eleven vendors are shown in Exhibit 4. They accounted for approximately \$136 million in payments in fiscal year 2022, representing 91 percent of the \$149 million in ACH payments that year. The number of ACH payments is relatively small, but their total exceeds the amount of payments made by physical checks.

Exhibit 4 – Automatic Clearing House

Payee Name	Number of Payments	Payments Total
Transdev	13	\$67,643,426
Siemens	24	\$24,861,970
Gillig	9	\$23,889,622
Calpers (SDTI)	27	\$8,157,573
BP Energy	14	\$6,206,801
Calpers (MTS)	27	\$3,796,072
Corvel Claims	4	\$985,086
Merch Fees	9	\$613,487
P-Card (MTS)	11	\$168,328
Sales and Use Tax	11	\$59,770
P-Card (SDTC)	12	\$42,168

Source: MTS Internal Auditor, based on AP data for fiscal year 2022.

The majority of vendors are paid by physical checks, and the breakdown of payments is shown in Exhibit 5 below.

Exhibit 5 – Volume of Check Payments

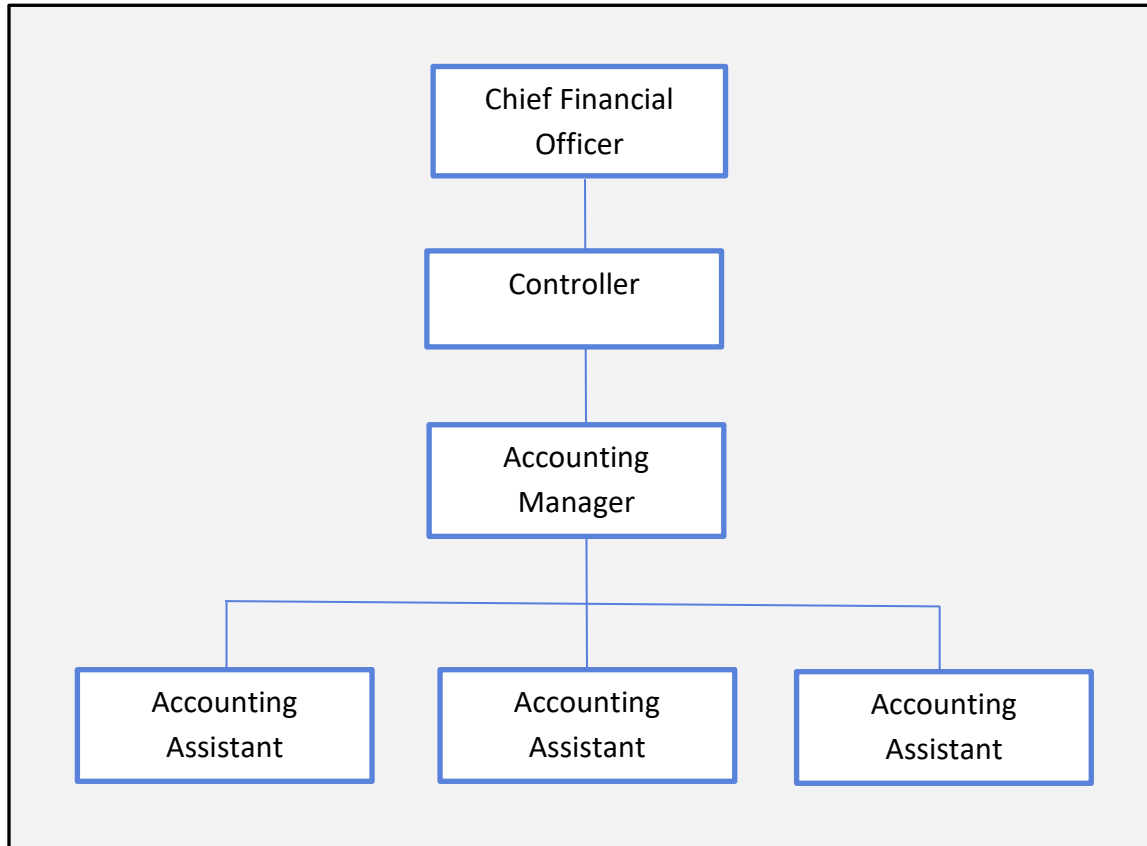
Payment Range	Number of Vendors	Number of Payments	Payment Totals
Over \$1 million	29	623	\$83,730,159
\$500K to \$1million	15	162	\$11,030,753
\$100K to \$500K	71	1,156	\$15,854,211
\$50K to \$100K	64	794	\$4,382,320
\$10K to \$50K	203	2,515	\$4,794,677
\$5,000 to 10,000	96	620	\$654,912
\$1,000 to \$5,000	248	925	\$608,378
\$1 to \$1,000	240	500	\$105,287
	966	7,295	\$121,160,696

Source: MTS Internal Auditor, based on AP data for fiscal year 2022.

I considered whether transitioning all payments to ACH would be in the best interest of MTS. While doing so may result in some benefits or an efficiency increase, this is not a feasible option or one that can be quickly implemented. Many MTS vendors are small businesses that do not use ACH, and MTS would have to mandate ACH payment in future contracts in order to persuade them to accept this payment method. The benefit of the transition may not be great, with the exception of preventing a few payments from being lost or delayed in the mail. Most AP staff time is spent on reviewing and approving invoices and payments and not on printing checks.

The staffing for the AP function appears adequate based on the timeliness of payments. Most payment issues that are encountered by MTS AP staff originate from large vendors that have complex billing processes and systems, or small vendors that do not have qualified billing staff and therefore submit inaccurate invoices.

Exhibit 3 – The Accounts Payable Function Within the Finance Department



Source: MTS Internal Auditor.

Finding 2 – Sampled Payments Were Authorized and Appropriate

I judgmentally sampled 25 transactions for payments to different vendors. For each transaction, I reviewed the underlying supporting documentation such as an invoice, and verified that payments were properly approved. As noted earlier in this report, payment approvals are hard coded into the financial system, and therefore no payment can be made unless approved by an authorized person. In all cases, there was sufficient and appropriate support for the payment, and the support was attached to the transaction within SAP.

I also reviewed voided checks within the AP data. Voided checks represented a very small fraction (0.06 percent) of the number of manual checks that were issued in fiscal year 2022. Categories of voided checks indicate a record and reason for correction: AP staff have identified an error and noted it. Most of errors are not preventable; some are due to data entry mistakes, while others are due to problems with printing equipment. One category (Lost in Mail) is outside the control of MTS staff.

Exhibit 6 – Checks Were Voided for Several Reasons

Reason for Voiding	Number of Voids
Printed Incorrectly	156
Posting Error	122
Stale Date	87
Lost in Mail	47
Destroyed/unusable	4
Incorrect Lot Inserted	1
Check Voided After Printing	1
Total	418

Source: MTS Internal Auditor, based on an analysis of AP data.

The main audit concern with voids is to ascertain that AP staff are voiding checks as soon as an error is identified. This was the case, as is evident from my analysis of voids in Exhibit 7.

Exhibit 7 – Checks Were Voided in a Timely Manner

Days to Void	Number of Voids
Same Day	232
One Week	32
One Week to One Month	24
One to Six Months	83
Six to Eight Months	47

Source: MTS Internal Auditor, based on an analysis of AP data.

Recommendations

I did not make any recommendations on this audit.

Management Response

No response is required as there were no recommendations.

Conclusion

As noted in the introductory section of this report, government agencies do not generally experience the conditions that cause them to misstate or misrepresent AP accounts and balances. Nonetheless, many government agencies experience difficulties managing the AP function, as was evident from my review of audit reports (Exhibit 2 and Exhibit 3). The AP function generally has to contend with a large volume of transactions, and if the staff are not trained and properly supervised, it is easy for payment processes to break down with resulting delays and inaccurate payments. These problems are exacerbated when the information systems are antiquated or incorrectly configured.

Fortunately, the AP function at MTS is operating smoothly. The implementation of a robust financial system (SAP) eight years ago facilitates orderly operation. Additionally, MTS Executive Management and the Finance Department have long nurtured and enforced a strong control environment that is attentive to spending and averse to waste.



**Metropolitan
Transit
System**

Agenda Item No. 14

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

May 18, 2023

SUBJECT:

Internal Audit Report – Information Technology Security

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Report by MTS Internal Auditor Toufic Tabshouri on Information Technology Security.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachment: A. Information Technology Security Internal Audit Report





Internal Audit Report

DATE: March 20, 2023
TO: Sharon Cooney, Emily Outlaw, Rodrigo Alonso
FROM: Toufic Tabshouri
SUBJECT: Information Technology Security Update
CC: Karen Landers, Larry Marinesi

Report Summary

In accordance with the Internal Audit Plan for calendar year 2022, I conducted an audit of Information Technology Security.

Audits and periodic reviews of information technology (IT) security are important, because shortcomings can allow hackers to access MTS systems and potentially cause significant damage and disruption. Transit operators like MTS possess several information systems that could be disrupted: Industrial control systems that govern trolley tracks, a financial system, data warehouses, a scheduling system, a fare collection system, and communication systems.

Because MTS has engaged parties to conduct technical assessments of IT security, I focused my efforts on management aspects of the IT security function. The IT security function is relatively new at MTS, so such focus is timely. My main objective was to report to Executive Management and the MTS Board of Directors on the state of IT security. Specifically, whether MTS was devoting sufficient resources to IT security, and whether these resources were being deployed effectively. I also wanted to help the IT security function navigate any issues they may be contending with.

This audit had four findings, which are detailed in this report. The first is that MTS has devoted sufficient resources to IT security. The IT security unit had made progress since its formation three years ago. However, as this is a new function, there are some obstacles having to do with a backlog of security vulnerabilities and interaction with other IT units. I made three recommendations to address these findings.

Introduction and Background

Over the past decade, there has been growing public awareness of the importance of information technology security. Exposed to news stories about hacking and cybercrime, most people have come to understand the potential damage that can result when hacker gain access to computer networks and systems. The faint possibility that computer code could be used to destroy physical equipment materialized when centrifuges in an Iranian nuclear reactor were destroyed by malware in 2010. This attack was followed by other events such as the unauthorized release of classified material related to U.S. surveillance tools and capabilities by Edward Snowden in 2013; and the hacking into Sony Pictures in 2014, which resulted in theft and release of emails and destruction of data. Occasional stories about hacking and malware became regular features after a wave of hacking hit retail companies, resulting in the theft of consumer records and widespread fraud. Defense entities and militaries recognized the value of cyber warfare capabilities, and criminals perceived great potential returns and very low risk from online theft and extortion schemes.

With the exception of military and intelligence units engaged in cyber warfare, government agencies were slow to respond to the growth in cyber threats. Law enforcement agencies struggled to combat cyber crime, and they lacked the tools, knowhow, and qualified personnel to tackle a booming criminal industry. The private sector responded slowly, with the exception of a few industries such as banking, which were highly-regulated, well-resourced, and which faced severe consequences from hacking.

The anemic organizational responses to cyber threats were unsurprising, considering that most executives and managers had built their careers in fields other than computer systems and found it difficult to contend with the rapid evolution and complexity in online threats. The technology infrastructure for most organizations was not designed with information security in mind, and improvements in security entailed replacing hardware systems, applications, and network equipment. Such undertakings were costly and disruptive, and it was tempting to avoid them and forgo spending money and depress corporate profits or squeeze government budgets. But even when funding was not a barrier, it was sometimes not possible to improve security application developers and manufactures did not offer any secure products.

Within a few years, industry had adapted. Software firms began offering tools for intrusion detection, monitoring and prevention; application developers added controls to their products, began coding more securely and releasing patches upon identification of vulnerabilities; and hardware manufacturers started incorporating security features into their devices. New standards and frameworks were promulgated by organizations focused on information security, and new regulations were imposed by governments. Examples include the Payment Card Industry (PCI) standard developed by the financial industry to reduce credit card and other forms of fraud, and various security frameworks promulgated by the National Institute of Standards and Technology. Despite this progress, the internet remains insecure, and there are intractable vulnerabilities in worldwide telecommunication systems that are regularly identified.

The experience with cybersecurity at MTS tracked this broader national pattern. MTS established an information security team within the IT Department in 2020, as management's awareness of threats and vulnerabilities grew.

Objectives, Scope and Methodology

This audit had one broad aim, which was to evaluate the state of information technology security at MTS. Specific objectives were to determine whether MTS has invested adequately in IT security, and whether the investments that it has made were being deployed effectively. Secondary objectives were to identify gaps in IT security and areas for improvement.

To accomplish these objectives, I reviewed the literature on IT security management; best practices and guidance; past information technology audits and assessments at MTS; documents and plans provided by ISI; IT security frameworks; MTS investments in IT Security. I also interviewed ISI employees and other IT staff and assessed ISI's capabilities

Audit Results

This audit had four findings pertaining to IT security at MTS. Looking at resources, I found that MTS has made adequate investments in information technology security. The IT function that is dedicated to security, known as the Information Security and Intelligence (ISI), has made steady progress since its formation in 2020 and is proceeding expeditiously... However, because it is a relatively new functions, the duties and responsibilities of ISI and other IT functions should be clarified. ISI is currently contending with a large backlog of exceptions that have not been reviewed or remediated.

Finding 1 – MTS Has Made Adequate Investments in Information Technology Security

My determination regarding the adequacy of MTS's investment in IT security is based on a consideration of the following question: What is the reasonable amount of resources for a local government agency such as MTS to invest in IT security? Reasonability takes into account the threat environment, as well as resource limitations and other constraints. I deemed the investments adequate by evaluating the magnitude of the investments and their timing, the types of security products purchased, and the composition and qualifications of the IT security workforce.

MTS formed a group dedicated to IT security in July of 2020. The team was initially staffed with a manger and a staff employee, and another position was added in July 2022. I reviewed the educational and professional background of ISI staff and determined that they are all well-qualified for their positions. The annual labor costs of ISI are approximately \$371,000 a year, consisting primarily of salaries and benefits for three employees.

MTS has procured tools that are premier commercial products, which are described in general terms in Exhibit 1. ISI staff have completed vendor training courses on these tools and are proficient in them. However, some of these tools are expansive and elaborate, and it takes time for users to reach expertise in them.

The total amount of labor and technology costs is at least \$606,000 a year. There are other direct and indirect costs related to IT security that are not included in this figure. An example of these costs is the time that IT staff spend remediating security issues that are not accounted for in this figure.

Exhibit 1 – Investments in Information Security Tools

Product	Function	Purchase Date	Contract Amount	Contract Term (Years)	Annual Cost
1	Exposure management	5/2020	\$224,500	3	\$74,833
2	Intrusion detection using artificial intelligence	5/2020	\$486,000	5	\$97,200
3	Endpoint detection and response	12/2021	\$190,000	3	\$63,333

Source: Internal Auditor, based on figures provided by ISI and contract documents.

Determining the appropriate level of investment in IT security for an organization such as MTS is not a straightforward undertaking. Rather, it requires professional judgement that weighs a variety of information from several sources. Benchmarking with other transit agencies is not very fruitful, even when adjustments are made for organizational size. Comparisons are difficult because technological environments (i.e. infrastructure and architecture) and systems differ widely between organizations, even when they are functionally similar. For example, most financial systems accomplish the same tasks such as recording payment transactions and generating reports, but they differ markedly in their cost, complexity and security.

Studying the information security practices of other industries can be informative, especially industries that are more attentive to information security. However, there are limitations on the conclusions that can be drawn from such efforts, as technological environments, work conditions, regulations and resources can be vastly different from those at MTS. Some are more critical and more complex than others, and are therefore more attractive to criminal hackers. For example, health care entities are more vulnerable to disruption than bus operators, and impacts from disruptions are more difficult and costly to remediate.

Investment in IT security will be scrutinized after a breach, and it may appear inadequate in retrospect. IT security professionals are naturally inclined to ask for more resources, given their awareness of emerging threats and their responsibility to keep their organizations safe from attack. But for Executive Management with fiscal constraints, spending on IT security carries an opportunity cost, and money spent on IT security cannot be otherwise spent on direct service delivery.

Furthermore, in a large portion of breaches, the root cause was not a lack of tools or resources. Rather, breaches were readily preventable and occurred due to deficiencies such as: a lack of procedures, failure to adhere to existing procedures, failure to patch software in a timely manner, leaving default (and less secure) configuration settings in place, neglecting to change manufacturer passwords, and failure to regularly review and update employee roles, permissions, and access privileges. While spending more money on IT security is always an option, large initial outlays will result in waste, as functions take time to build and mature and do not have the capacity to absorb and effectively use resources.

Investments in IT security should have been made two or three years earlier, as there was recognition at MTS for that need. I did not explore the reasons for the delay in this audit because key management employees involved in the decision are no longer with MTS, and because there is little prospective value in evaluating these reasons.

Finding 2 – ISI has Made Steady Progress Since its Formation

I reviewed the work and management of ISI to determine whether the investments that MTS has made in IT security are being deployed effectively. I found that the ISI Manager is building a solid foundation for an effective IT security function. This foundation includes basic steps such as creating a mission statement and establishing ISI's scope of work, as well as more complex and technical undertakings such as adopting an appropriate IT security framework, and obtaining independent security assessments for MTS.

Information security management encompasses many things, from perimeter protection and encryption to application security and disaster recovery. Security frameworks and cybersecurity standards are critical tools in helping protect organizational data. Knowledge of pertinent regulations, standards, and frameworks is important for information security and cybersecurity professionals. An IT security framework provides a blueprint for managing risk and reducing vulnerabilities. It encompasses a set of documented processes that define policies and procedures around the implementation and management of information security controls. Frameworks come in varying degrees of complexity and scale, and often overlap.¹

The MTS manager has adapted a cybersecurity framework from NIST 800-171, *Protecting Controlled Unclassified Information in Nonfederal Systems and Organizations*. Although the focus of this publication is protecting sensitive federal information that resides in nonfederal systems, it is an appropriate framework for MTS to use. The ISI Manager has assessed the implementation of the framework as follows.

Exhibit 2 – Implementation Status of MTS Cybersecurity Framework

Standard Section	Percentage of Completion
Access Control	63%
Awareness Training	0%
Audit and Accountability	44%
Configuration Management	22%
Identification and Authentication	36%
Incident Response	90%
Maintenance	50%
Media Protection	33%
Personnel Security	100%
Physical Protection	Unknown
Risk Assessment	33%
Security Assessment	50%
System and Communications Protection	25%
System and Information Integrity	57%

Source: Self-assessment figures provided by the ISI Manager.

¹ There are many definitions of IT security frameworks. This paragraph is adapted from the website of Pegasus One, a software development company.

If anything, the workplans that the ISI manager has developed are too ambitious. Although the plans do not account for hours, there is a discernable gap between current ISI resources and the current plans envisioned by the ISI Manager. At some point, the workplan should be formalized and agreement or approval from outside the department is a good idea.

ISI has engaged the Cybersecurity and Infrastructure Security Agency (CISA) to conduct a risk and vulnerability assessment for MTS. CISA is part of the U.S. Department of Homeland Security, and it provides technical support to various government and private entities at no cost. An assessment report was delivered in September 2022. The report contained 21 findings based on assessments and testing: Database Assessment, Penetration Testing, Phishing Assessment, Web Application Assessment. The findings were classified in terms of severity of impact as Critical, High, Medium, Low, and Informational. Five of the findings were rated critical, and they pertained to issues such as Personally Identifying Information, Patch Management, Unsupported Operating System or Application, and Group Policy Preferences.

ISI reports that most of these findings remain unremediated. MTS's use of CISA is a great way to improve security at MTS at no cost; a similar assessment from a commercial vendor conducted at MTS in 2018 cost approximately \$250,000. MTS has engaged with CISA to conduct follow-up assessments, and the next one planned in 2023. These assessments provide great value to MTS, as periodic feedback on MTS's capabilities and vulnerabilities helps focus security and remediation efforts.

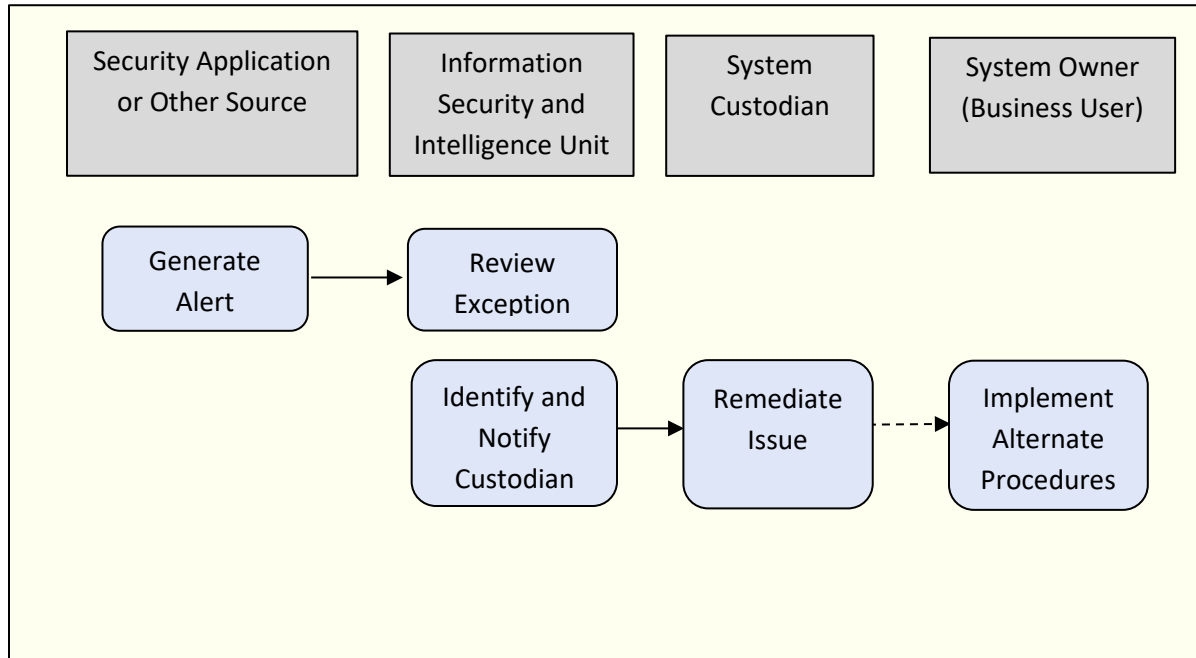
I also reviewed ISI's placement within the IT Department at MTS, a topic that was discussed at MTS even before the establishment of ISI. While there is no legal requirement or authoritative guidance that dictates the scope of work for IT security functions or their location within organizations, I found several articles and discussions in the field that promote independence for the information security function. Placing the IT security function outside of the IT Department can ensure that IT security's perspective is being communicated to Executive Management. When IT security staff have different views from the CIO but also report to the CIO, they may be reluctant to press their positions. Such differences sometimes arise because CIOs tend to have an operational focus and broad responsibilities, whereas IT security professionals are primarily concerned with preventing breaches. However, a "cleaner" placement of the IT security function may not be feasible in a small local government agency such as MTS. A reporting relationship where a function that has monitoring responsibilities reports to a manager who also oversees the areas being monitored is not unique to IT security. For example, safety functions at MTS report to the chief operating officers of San Diego Transit Corporation and the San Diego Trolley, Inc. Awareness of the potential for differences, the CIO's attentiveness to IT security, and a willingness to discuss differences in a collaborative and deliberative manner is a constructive way to strengthen IT security at MTS irrespective of the reporting structure.

Finally, I discerned that the motivation level of ISI employees is high, and the staff are very engaged in their work. Employee motivation is not commonly-reported topic in audits, as it is difficult to quantify without long, numerically-scored surveys or extensive interviews. However, in this case, it did not make sense to survey three employees, and I reached my conclusion through observations and informal discussions. Reporting on the unit's function is important because a lackadaisical work attitude will inevitably leave MTS more exposed.

Finding 3 – The Duties and Responsibilities of ISI and Other IT Functions Should be Clarified

The process of remediating security issues or threats generally works as illustrated in Exhibit 3.

Exhibit 3 – Normal Process for Handling IT Security Alerts



Source: Internal Auditor, based on interviews with ISI and other IT staff.

Because ISI is a new function, and because the tools that it is employing are relatively new to MTS, IT functions have not been accustomed to receiving and remediating security alerts. Security alerts require time to review by ISI staff, and time to remediate. Reviewing an alert entail determining the severity of the issue, the urgency required to resolve it,² and identifying the party that has responsibility for the systems concerned. Although that party is generally a function within the IT Department that is responsible for maintaining and supporting the system, but it may not be the end or business user of the system. In some cases, the business user will be informed because remediation efforts (such as updating or patching) will require a shutdown of the system. The business user can then implement alternate procedures to continue to process work while the system is down.

It is not possible to readily quantify the amount of time and resources it takes to review and/or remediate issues. Some reviews may take a few minutes while others may take

When an alert is forwarded to a responsible party to remediate, that alert adds to the normal workload of that party. Because ISI is a relatively new function, and because the tools (security applications) that it has deployed are generating a large number of alerts, other IT functions are experiencing an increase in the number of security-related issues that they have to attend to. These functions do not always know how to process such alerts and they may turn to ISI for

² The source of the alert will often provide some information on the criticality of the threat and advice on remediation, but such information has to be evaluated by staff.

help in remediating the security issue. However, ISI primarily sees its role as that of identifying issues and not remediating them, although ISI recognize that there is a gray area and that they have technical expertise and can assist, but they do not want to assume responsibility for implementing fixes. This – in their view – is not the role of an IT security function and would detract from their primary work.

Ambiguity pertaining to work responsibilities is to be expected whenever new functions and processes are implemented. Some role negotiation and attempts at workload shifting are natural, and it may be better to allow things to proceed organically at first and experiment with various approaches rather than to lay out a set of rules that may prove impractical. However, protocols or procedures should be established soon thereafter. Absent a formal clarification of duties and separation of responsibilities between ISI and other IT areas, disagreements may arise continually and that have to be negotiated or arbitrated by someone else. Its is more efficient to reach a broad understanding that obviates the need for case by case.

Potential recommendation to have ISI focus primarily on identification and review of threats (diagram)

Increasing the knowledge of other IT functions to remediate security issues

Finding 4 – The Number of Exceptions That Have not Been Reviewed or Remediated is Large

An exception is an issue that is identified by one of the security application tools that MTS has procured. It may be an intrusion attempt that needs to be investigated, a configuration vulnerability in an application, or an available patch for an application that has not yet been patched. It may also be hardware vulnerability. An exception should be reviewed by an ISI professional, after which a determination is made as to its level of criticality. The security applications will also provide criticality information.

When ISI first implemented some of its security application tools, the application identified a large number of exceptions. That number continues to grow as more exceptions are identified as part of continuous monitoring efforts. The ISI Manager estimates that normal workload will consume a week of staff time or about 120 hours. ISI does not currently have an estimate of the effort and resources needed to review and remediate this backlog of exceptions. However, it is clear that this backlog will not resolve on its own without additional resources. It is likely that a majority of exceptions is benign; the computer security software noticed anomalous activity that is not nefarious. However, it is also likely that some exceptions represent serious vulnerabilities. I can say this with some degree of confidence because the number of exceptions is very large.

Recommendations

Recommendation 1 – The ISI Manager should work with the Chief Information Officer (CIO) to formalize ISI's authority, role, and scope of work. The Chief Information Officer and the Chief Executive Officer should then review and approve the resulting document.

Auditor Comment: Review and approval by the CIO will allow the CIO to communicate her perspective and priorities, which may be broader than those of ISI. The Chief Executive Officer (CEO) should be briefed on this document in order to understand how IT security resources are being utilized and to provide direction as she sees fit.

Recommendation 2 – The ISI Manager and the CIO, with input from other IT managers, should clarify the roles and responsibilities of ISI and those of system custodians. A process for tracking and remediating vulnerabilities should be established, along with timelines that are based on the criticality of vulnerabilities and the resources required to remediate them.

Recommendation 3 – ISI should provide an annual report to Executive Management on the state of IT security at MTS. Any differences in perspective between the CIO and ISI should be noted and explained in this report.

Recommendation 4 – The CIO and ISI should develop a plan to address the backlog of unremediated vulnerabilities. The plan should identify consultants, staff, temporary employees, or vendors that can help clear the backlog. As additional financial resources will likely be needed, the IT Department should develop cost estimates and discuss a supplementary budget request with the Finance Department.

Management Response

I, Emily Outlaw (CIO), am in alignment with the findings. I would like to point out the cost of IT Security will grow with the organization. As we continue to increase assets, the cost increases.

As far as remediation, this will continue to be slow progress without more resources. Each team has their own responsibilities, and although security is everyone's responsibility, the teams did not increase in size when the IT Security team was created. Similar to how we increase resources to support Mid-Coast, we should have increased resources in Network, System Admin, Development and Database to help support IT Security remediation. We will have to continue to work with the resource time currently available in order to remediate.

Conclusion

For a transit agency, spending on IT Security is frustrating, as it siphons funds that could otherwise be devoted to operations. Nonetheless, spending on IT security has become unavoidable, akin to spending on physical security. It is difficult to finically quantify the value of such spending in terms of a return on investment or even as the avoided costs of prevented attacks. But forgoing such spending would leave an organization exposed to all cyberthreats,³ and scenarios where trolley or bus service is disrupted are easy to envision. There may be considerable impact on MTS customers in such scenarios, even if MTS does not suffer a large financial cost.

Since most attacks originate from overseas locations that are beyond the reach of American law enforcement agencies, preventing attacks and mitigating any damage from them is the only viable protection strategy. Perhaps more aggravating, spending money on cybersecurity does not guarantee protection against hacking or other malevolent threats. New methods of attack and criminal schemes are hatched continually, and one simple oversight or mistake in performing a task is sufficient to allow intruders in.

It is unreasonable to expect MTS to be immune from intrusions and malicious cyberattacks; rather, a reasonable expectation is that the IT professionals tasked with protecting MTS are doing all they can to prevent attacks, and that MTS management is providing them with adequate resources and support.

³ Some applications provide information on the number of attacks that have been blocked, but the applications cannot quantify the avoided financial and operational costs of these prevented attacks.



Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Fiscal Year (FY) 2024 Proposed Operating Budget (Mike Thompson)

RECOMMENDATION:

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

- 1) Receive testimony, review, and comment on the FY 2024 San Diego Metropolitan Transit System (MTS) Operating Budget at a public hearing; and
- 2) Enact Resolution No. 23-4 (in substantially the same format as Attachment B) adopting the FY 2024 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 2024 operating budget totaling \$407.0 million.

DISCUSSION:

Fiscal Year 2024 Budget Recap

The following is a recap of the FY 2024 budget process:

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



- On March 2, 2023, staff had its first meeting with the BDC. During this meeting, staff reviewed and recommended approval of the FY 2023 midyear operating budget amendment. Staff also recommended approval to accelerate the draws of federal stimulus funding and create an Operating Deficit Reserve for use in addressing the structural deficit in future fiscal years. In this meeting, staff also presented a preliminary forecast of the FY 2024 operating budget based on high-level expense and revenue assumptions.
- On March 16, 2023, staff held a Finance Workshop at the Board of Directors meeting. During this meeting, staff reviewed and received Board approval of the FY 2023 amended operating budget. Staff also received approval to accelerate the draws of federal stimulus funding and create an Operating Deficit Reserve for use in addressing the structural deficit in future fiscal years. Staff also presented a preliminary draft of the FY 2024 operating budget based on very high-level expense and revenue assumptions.
- On April 6, 2023, staff held the second meeting with the BDC. In this meeting, staff presented a more refined version of the operating budget. Staff also presented a variety of options available for beginning to address the structural deficit, which were discussed by the BDC. Options included freezing service levels near their FY 2023 levels, enforcing fare policy, and shifting capital budget to operations.
- Since April 6, 2023, staff has made some minor adjustments to the proposed operating budget. Staff has included two additional position requests for the Information Technology department, resulting in higher projected labor costs. Staff also made minor changes to the energy expense budget to reflect the most recent projections from the Department of Energy for compressed natural gas commodity prices as well as updated projections from our electricity vendor for electricity commodity prices. Staff also increased the projected budget for energy credit revenue based on the recent upward price movement of state energy credits as well as industry expectations that the price will continue to rise and approach more normal levels through FY 2024 and beyond.
- Staff held its third meeting with the BDC on April 27, 2023. During this meeting, staff reviewed assumption changes made to the operating budget and presented a proposed balanced draft for FY 2024. The BDC forwarded their recommendation to the Board to recommend staff hold a public hearing on May 18, 2023, with the purpose of reviewing and approving the proposed MTS FY 2024 Operating Budget.

Fiscal Year 2024 Operating Budget

The FY 2024 total budgeted revenue is projected at \$407.0 million, and total expenses are projected at \$407.0 million, resulting in a balanced budget for FY 2024. Attachment A is the proposed FY 2024 Operating Budget.

Fiscal Year 2024 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 2024 combined revenues total \$407.0 million, an increase from the FY 2023 amended budget of \$26.6 million (7.0%).

Operating revenue totals \$103.6 million, an increase from the FY 2023 amended budget of \$10.8 million (11.7%). Passenger revenues are projected to increase by \$8.0 million (11.3%). Other operating revenues are projected to increase by \$2.8 million (12.9%). This includes

projected increases in energy credit revenue to reflect a full year on the new compressed natural gas (CNG) contract which includes more lucrative revenue sharing for MTS versus the prior contract which ended in December 2022. Also, the market price of LCFS energy credits has begun to rebound recently and is expected to increase steadily heading into next year based on California Air Resources Board (CARB) projections as well as discussion with industry experts. Credit prices averaged \$73 in the first three quarters of FY 2023 (trading at \$85 in April 2023), and the FY 2024 budget includes a projected average credit price of \$93, a 27.4% increase. The increase in energy credit revenue is being partially offset by a decrease in naming rights revenue since the deal with Sycuan Casino for Green Line naming rights ended in FY 2023.

Non-operating revenue totals \$303.4 million, an increase from the FY 2023 amended budget of \$15.8 million (5.5%). Non-operating revenue includes both subsidy revenue and other revenue as detailed in Section 3.02 of Attachment A.

Section 3.05 details the subsidy revenues by funding source.

Federal Transit Administration (FTA) funding is structured on a reimbursement basis (after expenses are incurred), and funds both the Capital Improvement Program (CIP) and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by \$4.0 million (6.0%) from the FY 2023 amended budget to \$70.8 million in total. This is due to increasing the preventive maintenance funds in the operating budget by \$3.0 million, increasing the estimated share of rural 5311/5311(F) funds by \$477,000, and including \$375,000 of federal planning funds from a previously awarded discretionary grant.

On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided \$25 billion to the transit industry nationwide. MTS 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. In total, MTS has been awarded \$360.0 million in stimulus funds that have been used to address the structural deficit in the operating budget since award and will continue to be drawn based on eligible operating expenses until funds are exhausted. MTS plans to maximize federal stimulus drawdowns in the operating budget in FY 2024, as directed by the Board at the March 16, 2023 meeting. The amount of federal stimulus funds included in the operating budget is \$85.0 million, a decrease of \$2.3 million from the FY 2023 amended budget. The overall amount of federal revenues in the operating budget is projected to increase by \$1.7 million (-1.1%).

Regional sales tax revenues for MTS are projected to decrease by \$193,000 (-0.1%) year over year for FY 2024. Transportation Development Act (TDA) revenue in the operating budget is decreasing by \$4.9 million (-5.1%) over the FY 2023 amended budget. This is due to additional TDA funds being allocated to the Capital Improvement Program (CIP) to provide required matching funds for federal grant awards. 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. The overall amount of TDA projected for FY 2024, available for both capital and operations, is actually increasing by \$4.0 million (3.2%) over the FY 2023 claim amount based on projected sales tax receipts.

TransNet revenue is projected to increase by \$4.8 million for FY 2024 (7.0%) from the FY 2023 amended budget. Unlike TDA, TransNet revenues are not based on an annual claim process

and are instead disbursed as the revenue is generated. The formula share of TransNet funding is expected to increase by \$416,000 (1.0%) versus last year, representing lower sales tax growth versus recent years as economic growth is expected to slow. MTS also receives TransNet as operating assistance for TransNet funding service, which includes Superloop, I-15 BRT, Mid-City Rapid, South Bay BRT, and the Mid-Coast trolley extension. TransNet operating assistance is projected to be \$30.7 million in FY 2024, an increase of \$4.3 million from the FY 2023 amended budget. This is primarily due to an increase of \$2.0 million resulting from a swap with SANDAG in which FasTrak revenue is being decreased by \$2.0 million and backfilled with \$2.0 million in TransNet, as well as for increased reimbursement for TransNet-funded services based on higher expenses for these services.

In the FY 2023 fiscal year to date, MTS has received \$20.8 million of the originally projected \$40.0 million of State Transit Assistance (STA) funding. This funding is primarily programmed in the CIP due to its volatile history, but a portion is also allocated to operations to fund service increases, replace lost Medi-Cal revenue, and address the structural deficit. The share of STA in the operating budget is staying flat at \$11.3 million in FY 2024.

Other state revenue is projected to be \$112,000 in FY 2024, the same level as included in the FY 2023 amended operating budget.

Other local funding is projected to be \$4.5 million, a decrease of \$2.0 million (-30.8%) from the FY 2023 amended budget. This is due to reduction in the amount of FasTrak revenue available from SANDAG as part of a revenue swapping arrangement. This year, SANDAG is reducing FasTrak revenue provided to MTS by \$2.0 million, and the difference will be made up with TransNet operating funds.

Consolidated subsidy revenue totals \$337.2 million, a decrease of \$475,000 (-0.1%) from the FY 2023 amended budget.

Section 3.06 details the other non-operating revenues by funding source. Reserve revenue totals -\$33.9 million. For-Hire Vehicle Administration and San Diego & Arizona Eastern (SD&AE) are self-funded activities. In total, they are projected to increase their reserves by \$90,000 in FY 2024 as revenues are projected to exceed expenses. The creation of an Operating Budget Deficit reserve was approved as part of the adoption of the FY 2023 amended budget. In FY 2023, \$50.0 million in funds were projected to be added to the Operating Deficit Reserve (reflected as negative reserve figure in Section 3.06 of Attachment A). That figure is projected to be \$33.8 million in FY 2024, a decrease of \$16.2 million (-32.4%) in the amount being added to the reserve year over year.

Fiscal Year 2024 Expenses

Section 2.01 contains the total revenues as detailed above and the total proposed expenses for FY 2024. FY 2024 combined expenses totaled \$407.0 million, an increase from the FY 2023 amended budget of \$26.6 million (7.0%). The proposed FY 2024 budget assumes increases in service levels in both fixed route bus and paratransit operations. Rail operations service levels are expected to remain consistent with current levels. Internal and contracted fixed route bus service levels are expected to increase by a combined 5.4% year over year. Paratransit service levels, based on demand, are projected to increase by 24% and return to approximately 55% of baseline levels in FY 2024.

Within operating expenses, personnel expenses are projected to increase from the FY 2023 amended budget by \$9.3 million (5.7%). Wages are expected to increase by \$5.5 million

(5.7%), primarily due to higher bus operator wages resulting from a full year of increased driver pay rates as well as increased service levels assumed in the proposed budget. The budget includes wage increases ranging from 3.25% – 4.25% for all collective bargaining agreements, and also includes a 4.0% merit pool for non-bargaining unit employees and a 1.0% Performance Incentive Program for the fiscal year. Salary Grade Ranges for FY 2024 are increasing 4.0% from the amended FY 2023 ranges, matching the proposed merit increase for FY 2024. Fringe expenses are projected to increase by \$3.8 million (5.6%) versus the FY 2023 amended budget. This is primarily due to increasing healthcare expenses and pension expenses. Healthcare expenses are increasing by \$4.1 million as a result of the IBEW and ATU trust fund balances being completely dissolved, meaning the full cost of FY 2024 premiums will be incurred by MTS and current employee contributions rather than a remaining trust balance which had occurred in FY 2023 when remaining trust funds were used to offset premiums. Pension costs are increasing by \$893,000 (3.0%), primarily due to an increase in the SDTC defined benefit plan contribution amount for FY 2024 based on the most recent actuarial review. These increases are being partially offset by a projected decrease of \$1.1 million (-20.2%) million in worker's compensation costs.

Purchased transportation costs are projected to increase from the FY 2023 amended budget by \$13.9 million (15.3%). This is primarily due to contract increases and projected service level increases for both the fixed route contract operated by Transdev and the paratransit/minibus contract operated by First Transit. Both contracts have fixed and variable rates, and in both contracts the variable rates were amended in FY 2023 to adjust operator wages. 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 3.2%, and the variable rate is increasing by 5.3% in FY 2024 over the average blended rate of FY 2023. Overall Transdev costs are projected to increase by \$10.4 million (14.6%) as a result of contract increases and a projected 9.0% increase in Transdev service levels in this proposed budget. The fixed cost rate on the First Transit contract is increasing by 4.1% for both minibus and paratransit, the minibus per-mile rate is increasing by 7.6%, and the paratransit per-hour rate is increasing by 5.4%. Overall First Transit costs are projected to increase by \$3.6 million (18.0%) as a result of contract increases and an estimated 24% increase in service demand.

Excluding purchased transportation, other outside service expenses are projected to increase from the FY 2023 amended budget by \$6.3 million (15.4%). This is primarily due to increasing repair and maintenance costs within rail operations, increasing security contract costs, as well as increasing fare system and information technology costs within Administration. Repair and maintenance within rail operations are increasing primarily due to the inclusion of some large repair items (tie replacement, light rail vehicle drive unit overhauls, light rail vehicle seat replacement).

Materials and supplies costs are projected to decrease by \$93,000 (-0.6%), primarily due to a projected decrease in revenue vehicle parts for light rail vehicles as older vehicle are replaced.

Energy costs are projected to decrease by \$4.5 million (-8.6%). Traction power costs are projected to increase by \$214,000 (0.9%) due to projected rate increases, primarily on the SDG&E side versus the commodity price which is purchased through a third party. CNG costs are projected to decrease by \$4.7 million (-23.7%), primarily due to a projected 28.6% reduction in the overall CNG rate, partially offset by assumed service increases. FY 2023 included dramatic spikes in the commodity rate, particularly in January 2023, that skewed the FY 2023 budget figure dramatically higher. The proposed budget assumes a commodity rate averaging \$5.89 per term, which marks a return to a more normal level for FY 2024, but is still nearly

double the long-term average commodity rate. The dramatic spikes have largely been due to local pipeline and storage issues in California, and the commodity rate has continued to decline since January. The expectation is that these local factors will continue to improve heading into FY 2024. Staff are also currently exploring price fixing options for the commodity price for both CNG and electricity and will present options to the BDC in this meeting.

Risk management costs are increasing by \$1.3 million (16.5%). The increase is primarily driven by an increase of \$1.0 million (17.7%) in insurance premiums due to harsh market conditions for liability and property insurance.

General and Administrative costs are increasing by \$511,000 (8.1%), primarily due to increasing fare materials costs as a result of purchasing additional extended use and limited use Pronto cards in FY 2023.

Vehicle and Facility Lease costs are projected to increase by \$18,000 (1.1%), primarily due to non-revenue vehicle leasing expenses.

Debt service costs are projected to decrease from the FY 2023 amended budget by \$131,000 (-70.7%), primarily due to decreasing interest costs for the Pension Obligation Bond funding the SDTC pension plan. FY 2024 is the last year of payments for the pension obligation bonds.

In total, expenses are projected to increase by \$26.6 million or 7.0% versus the FY 2023 amended budget.

FY 2024 Other Information

Section 10 of Attachment A provides detail on the five-year forecast, key operating statistics, positional table information as well as the list of audited reserve balances as of June 30, 2022.

Five-Year Operating Forecast

Section 10.01 provides a look at MTS operations through FY 2028. Operating revenues are projected to increase by 7.7% in FY25 and 5.7% in FY26. These increases are primarily due to projected passenger revenue increases as ridership is expected to continue to grow. An average of 4% growth is assumed for FY27 and FY28, as passenger growth is expected to level off some. Subsidy revenue is projected to average 2.6% growth from FY25 through FY28, primarily reflecting projected sales tax growth. Funds from the Operating Deficit Reserve are projected to offset operating deficits into FY 2027. In total, revenues are projected to increase by an average of 3.4% percent over the next four fiscal years. Expenses are projected to increase by an average of 3.8% from FY 2025 through FY 2028, with high inflation projected in FY 2025 and FY 2026, and tapering off through FY 2028.

With projected expense growth exceeding projected growth in recurring revenues, the current five-year operating forecast shows projected structural deficits in each subsequent fiscal year, beginning with a structural deficit of \$57.0 million in FY 2025 and growing to \$65.9 million in FY 2028. Funds from the Operating Deficit Reserve are expected to be depleted partway through FY 2027, resulting in real operating deficits of \$46.7 million in FY 2027 and \$66.0 million in FY 2028.

Recommendation

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

- 1) Receive testimony, review, and comment on the FY 2024 San Diego Metropolitan Transit System (MTS) Operating Budget at a public hearing; and
- 2) Enact Resolution No. 23-4 (in substantially the same format as Attachment B) adopting the FY 2024 operating budget for the MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Proposed FY 2024 Operating Budget
B. Resolution No. 23-4



Fiscal Year 2024

Proposed Budget

**Public Hearing and
Board Adoption
Agenda Item No. 16**

May 18, 2023

Metropolitan Transit System



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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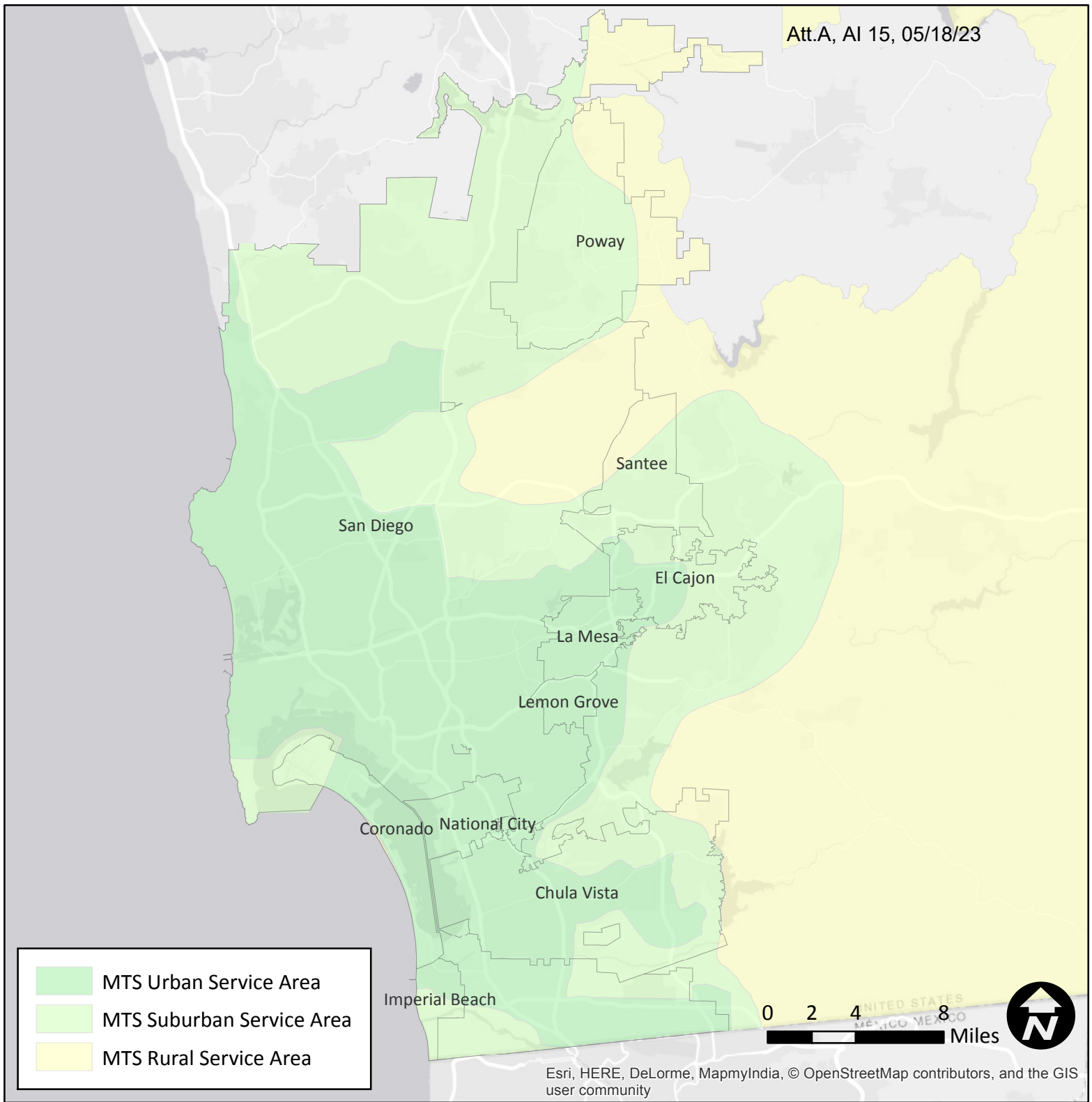
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San Diego Metropolitan Transit System

Area of Jurisdiction

June 2024



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
System Summary
Fiscal Year 2024
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 78% are powered by renewable compressed natural gas, 2% are electric, and 20% are light duty propane buses. In fiscal year (FY) 2024, MTS bus services will operate over 100 fixed routes, including traditional urban shuttle-type routes, express routes and bus rapid transit routes, plus paratransit services. These bus services will log almost 2.0 million revenue hours while traveling 23.5 million revenue miles across San Diego County. FY24 ridership for all MTS bus services is projected at 38.9 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 12th 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, and increased service is provided during special events throughout the year. FY24 ridership for the MTS rail system is projected at approximately 41.8 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 2024
 Section 1.03

General System Summary

San Diego Trolley, Inc. opened for revenue service on July 26, 1981, with the initial operating line extending from Centre City San Diego, to San Ysidro Station at the Mexican border. The system, now referred to as the MTS Rail Division, has enjoyed a very successful 42-year operating history, maturing through ten service expansions to one of the largest LRT systems in North America at over 65 miles in length.

The LRT operation consists of 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 12th 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 light rail vehicles. Of the original 52 Siemens SD100 high-floor light rail vehicles, 13 have been decommissioned and recycled. 9 of 39 SD100 light rail vehicles have been decommissioned and delivered to the Province of Mendoza, Argentina and the remaining 30 will be delivered by December 2024, and expanding 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 first and second quarters of Fiscal Year 2024. 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 41.8 million passengers in FY24. 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 120,000, this number increases substantially when event service is provided. Major special events include those at PETCO Park (Padres), ComicCon, Oktoberfest, etc. Regular LRT service is provided virtually around the clock with a 22-hour service window.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
 Directly Operated Bus Services Description of Activities
 Fiscal Year 2024
 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 277 buses is projected to carry 18.7 million passengers in FY24.

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.

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 2024
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, FY24 ridership for MTS contracted fixed routes is estimated at 19.9 million passengers. In FY24, contract bus services will operate a total of 77 traditional fixed and shuttle-type routes, logging approximately 1.1 million revenue hours while traveling approximately 11.6 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 \$932 million over the full 10-year contract term (6 base years with two 2-year options available to MTS).

South Bay Division

MTS's South Bay Division operates 45 fixed routes in the south and central areas of San Diego County, including the South Bay Rapid, which was launched in January of 2019. These routes utilize 244 MTS-owned compressed natural gas (CNG) fueled transit buses and 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.

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.

MTS is launching the new Route 227 (Iris Rapid) in September 2023, which will be operated by Transdev out of the South Bay Division. The Iris Rapid will be operated using a newly acquired fleet of 12 60-foot battery-electric articulated buses funded by a Transit and Intercity Rail Capital Program (TIRCP) grant award. The new route will run between Otay Mesa and Imperial Beach—connecting residents to coastal destinations, regional employment and activity centers, and the UC San Diego Blue Line. The new route is expected to log 528,000 revenue miles during FY24 based on the projected September start date.

South Bay Weekend/Holiday Service

On Sundays and holidays, South Bay operates six additional routes in the East County area. These routes utilize the same 244 MTS-owned CNG fueled transit buses as above and are serviced and fueled at the MTS South Bay Division.

East County Division

MTS's East County Division operates 19 fixed routes, 4 rural routes, and 2 express routes in the eastern, northern and rural areas of San Diego County. These routes utilize 68 MTS-owned CNG transit buses, 24 MTS-owned CNG over-the-road type coaches and 3 MTS-owned gasoline minibuses. All of these buses are operated, serviced and fueled at the MTS-owned East County Division located at 544 Vernon Way in El Cajon. The division also has two (2) battery electric bus chargers installed to support the Zero Emission Bus (ZEB) project.

Transdev operates mainly the 800 series fixed routes, but also operates a handful of 900 series fixed routes in the eastern areas of the county. The East County service operates within the cities of El Cajon, Santee, La Mesa, Lemon Grove and unincorporated areas of Lakeside, Alpine, Rancho San Diego, Casa de Oro, Spring Valley, La Mesa and the City of San Diego. Rural service operates in communities from Ramona to Borrego Springs, Jacumba, Pine Valley, Descanso, Viejas, Alpine, Tecate, Rancho San Diego and Campo.

Transdev's East County Division also operates two 200-series rapid express routes. These rapid express routes operate during peak periods only along Interstate 15 (I-15) between the communities of Escondido, Poway, Rancho Bernardo, Rancho Penasquitos/Sabre Springs, Carmel Mountain Ranch and downtown San Diego. Service is provided on commuter type over-the-road style buses and use dedicated high-occupancy vehicle (HOV) lanes and limited stops to provide quick and easy travel along the corridor.

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.

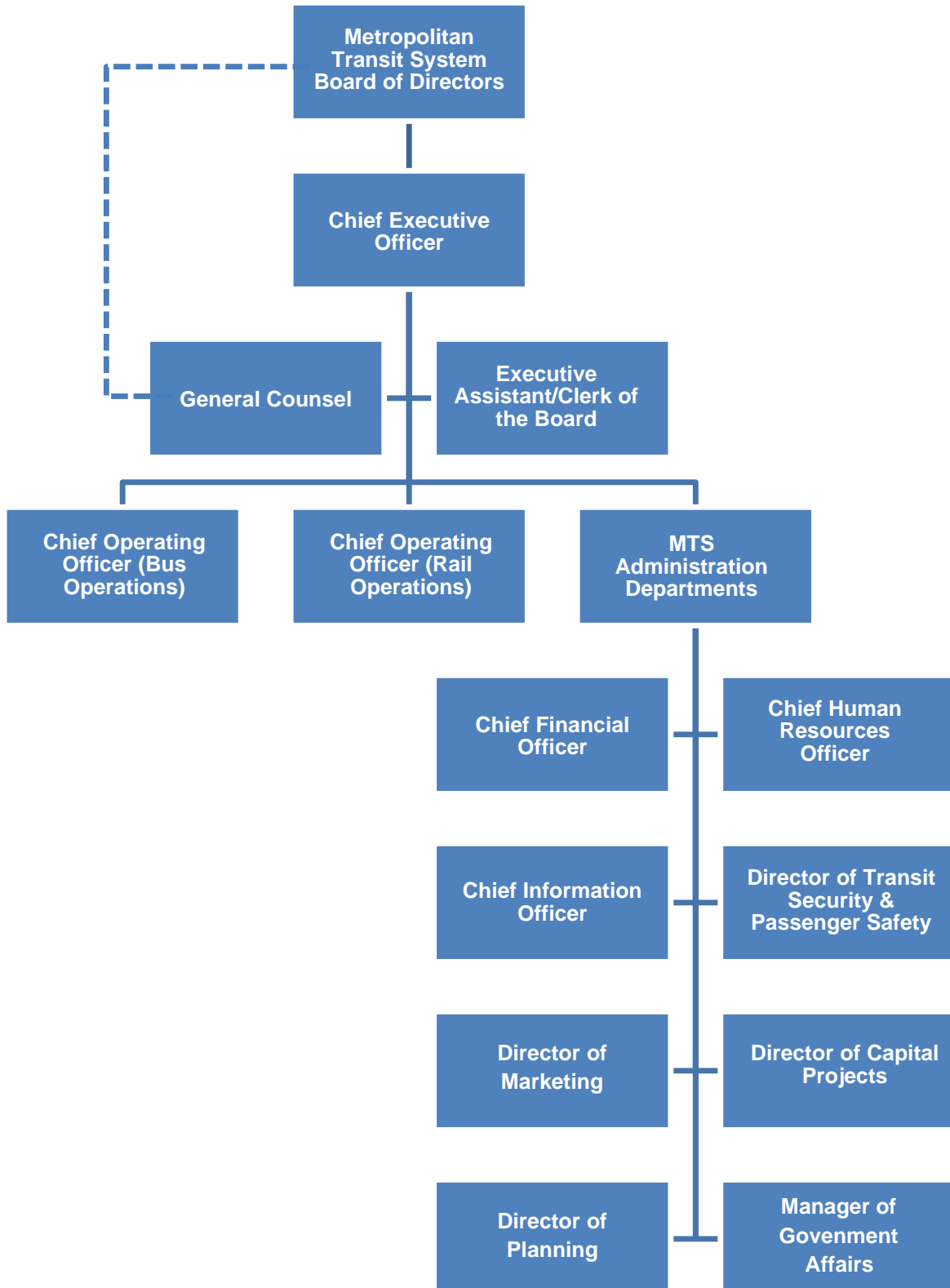
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Coronado Ferry Description of Activities
Fiscal Year 2024
Section 1.03

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 2024
Section 1.04**



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 2.01

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	56,146,854	70,902,459	78,925,285	8,022,826	11.3%
OTHER OPERATING REVENUE	21,769,898	21,885,695	24,710,122	2,824,427	12.9%
TOTAL OPERATING REVENUES	77,916,752	92,788,154	103,635,407	10,847,253	11.7%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	262,832,030	337,718,598	337,243,172	(475,426)	-0.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	566,353	(50,131,764)	(33,881,687)	16,250,077	-32.4%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	566,353	(50,131,764)	(33,881,687)	16,250,077	-32.4%
TOTAL NON OPERATING REVENUE	263,398,383	287,586,833	303,361,485	15,774,652	5.5%
TOTAL COMBINED REVENUES	341,315,135	380,374,988	406,996,892	26,621,905	7.0%
OPERATING EXPENSES					
LABOR EXPENSES	91,233,215	96,142,137	101,605,387	5,463,250	5.7%
FRINGE EXPENSES	58,637,634	67,418,495	71,217,488	3,798,993	5.6%
TOTAL PERSONNEL EXPENSES	149,870,849	163,560,632	172,822,875	9,262,243	5.7%
SECURITY EXPENSES	8,681,966	12,635,295	14,170,431	1,535,136	12.1%
REPAIR/MAINTENANCE SERVICES	8,459,072	8,093,103	10,967,666	2,874,563	35.5%
ENGINE AND TRANSMISSION REBUILD	717,996	768,464	716,400	(52,064)	-6.8%
OTHER OUTSIDE SERVICES	15,869,767	19,646,949	21,611,646	1,964,697	10.0%
PURCHASED TRANSPORTATION	82,920,384	90,877,960	104,821,016	13,943,056	15.3%
TOTAL OUTSIDE SERVICES	116,649,185	132,021,771	152,287,159	20,265,388	15.4%
LUBRICANTS	460,940	468,735	473,735	5,000	1.1%
TIRES	1,257,077	1,266,700	1,305,500	38,800	3.1%
OTHER MATERIALS AND SUPPLIES	12,876,380	14,573,551	14,436,261	(137,290)	-0.9%
TOTAL MATERIALS AND SUPPLIES	14,594,398	16,308,986	16,215,496	(93,490)	-0.6%
GAS/DIESEL/PROPANE	2,653,271	2,979,715	2,872,960	(106,755)	-3.6%
CNG	14,582,925	19,730,000	15,060,000	(4,670,000)	-23.7%
TRACTION POWER	17,631,190	23,904,159	24,117,862	213,703	0.9%
UTILITIES	5,241,551	5,951,186	6,017,669	66,483	1.1%
TOTAL ENERGY	40,108,937	52,565,060	48,068,491	(4,496,569)	-8.6%
RISK MANAGEMENT	7,453,957	7,773,340	9,058,779	1,285,439	16.5%
GENERAL AND ADMINISTRATIVE	5,323,272	6,327,108	6,838,481	511,373	8.1%
DEBT SERVICE	311,927	185,066	54,149	(130,917)	-70.7%
VEHICLE / FACILITY LEASE	1,469,788	1,633,024	1,651,462	18,438	1.1%
TOTAL OPERATING EXPENSES	335,782,313	380,374,987	406,996,892	26,621,905	7.0%
NET OPERATING SUBSIDY	(257,865,560)	(287,586,833)	(303,361,485)	15,774,652	5.5%
OVERHEAD ALLOCATION	0	0	0	(0)	0.0%
ADJUSTED NET OPERATING SUBSIDY	(257,865,560)	(287,586,833)	(303,361,485)	15,774,652	5.5%
TOTAL REVENUES LESS TOTAL EXPENSES	5,532,823	1	0	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2024
SECTION 2.02**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	56,146,854	70,902,459	78,925,285	8,022,826	11.3%
OTHER OPERATING REVENUE	942,131	890,000	915,000	25,000	2.8%
TOTAL OPERATING REVENUES	57,088,986	71,792,459	79,840,285	8,047,826	11.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	249,660,391	330,544,010	330,073,829	(470,180)	-0.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	(50,000,000)	(33,791,231)	16,208,769	-32.4%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	(50,000,000)	(33,791,231)	16,208,769	-32.4%
TOTAL NON OPERATING REVENUE	249,660,391	280,544,010	296,282,598	15,738,589	5.6%
TOTAL COMBINED REVENUES	306,749,377	352,336,469	376,122,884	23,786,415	6.8%
OPERATING EXPENSES					
LABOR EXPENSES	74,115,694	77,975,465	82,065,916	4,090,451	5.2%
FRINGE EXPENSES	52,037,049	59,364,458	62,831,604	3,467,146	5.8%
TOTAL PERSONNEL EXPENSES	126,152,743	137,339,923	144,897,520	7,557,597	5.5%
SECURITY EXPENSES	999,038	1,030,000	1,153,399	123,399	12.0%
REPAIR/MAINTENANCE SERVICES	8,323,773	7,807,103	10,825,666	3,018,563	38.7%
ENGINE AND TRANSMISSION REBUILD	717,996	768,464	716,400	(52,064)	-6.8%
OTHER OUTSIDE SERVICES	5,919,672	7,690,236	8,056,823	366,587	4.8%
PURCHASED TRANSPORTATION	82,920,384	90,877,960	104,821,016	13,943,056	15.3%
TOTAL OUTSIDE SERVICES	98,880,863	108,173,763	125,573,304	17,399,541	16.1%
LUBRICANTS	460,940	468,715	473,715	5,000	1.1%
TIRES	1,257,077	1,266,700	1,305,500	38,800	3.1%
OTHER MATERIALS AND SUPPLIES	12,614,567	14,529,701	14,396,411	(133,290)	-0.9%
TOTAL MATERIALS AND SUPPLIES	14,332,584	16,265,116	16,175,626	(89,490)	-0.6%
GAS/DIESEL/PROPANE	2,452,724	2,728,415	2,641,660	(86,755)	-3.2%
CNG	14,582,925	19,730,000	15,060,000	(4,670,000)	-23.7%
TRACTION POWER	17,631,190	23,904,159	24,117,862	213,703	0.9%
UTILITIES	4,424,998	4,971,586	5,016,069	44,483	0.9%
TOTAL ENERGY	39,091,837	51,334,160	46,835,591	(4,498,569)	-8.8%
RISK MANAGEMENT	6,721,767	6,732,463	7,884,624	1,152,161	17.1%
GENERAL AND ADMINISTRATIVE	987,858	1,038,216	1,073,143	34,927	3.4%
DEBT SERVICE	311,927	185,066	54,149	(130,917)	-70.7%
VEHICLE / FACILITY LEASE	1,233,226	1,368,024	1,381,462	13,438	1.0%
TOTAL OPERATING EXPENSES	287,712,803	322,436,731	343,875,419	21,438,688	6.6%
NET OPERATING SUBSIDY	(230,623,817)	(250,644,272)	(264,035,134)	13,390,862	5.3%
OVERHEAD ALLOCATION	(21,684,346)	(29,899,737)	(32,247,464)	(2,347,727)	7.9%
ADJUSTED NET OPERATING SUBSIDY	(252,308,163)	(280,544,009)	(296,282,598)	15,738,589	5.6%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,647,772)	1	0	0	-39.6%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2024
SECTION 2.03**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	20,010,257	20,095,095	22,894,522	2,799,427	13.9%
TOTAL OPERATING REVENUES	20,010,257	20,095,095	22,894,522	2,799,427	13.9%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	13,171,638	7,174,588	7,169,343	(5,245)	-0.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	800,000	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	800,000	-	-	-	-
TOTAL NON OPERATING REVENUE	13,971,638	7,174,588	7,169,343	(5,245)	-0.1%
TOTAL COMBINED REVENUES	33,981,895	27,269,683	30,063,865	2,794,182	10.2%
OPERATING EXPENSES					
LABOR EXPENSES	16,837,516	17,841,298	19,184,820	1,343,522	7.5%
FRINGE EXPENSES	6,444,255	7,870,054	8,190,159	320,105	4.1%
TOTAL PERSONNEL EXPENSES	23,281,771	25,711,352	27,374,979	1,663,627	6.5%
SECURITY EXPENSES	7,682,929	11,605,295	13,017,032	1,411,737	12.2%
REPAIR/MAINTENANCE SERVICES	131,899	283,000	138,000	(145,000)	-51.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	9,927,581	11,902,413	13,500,023	1,597,610	13.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	17,742,409	23,790,708	26,655,055	2,864,347	12.0%
LUBRICANTS	-	20	20	-	0.0%
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	262,333	43,350	39,350	(4,000)	-9.2%
TOTAL MATERIALS AND SUPPLIES	262,333	43,370	39,370	(4,000)	-9.2%
GAS/DIESEL/PROPANE	194,463	244,300	224,300	(20,000)	-8.2%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	814,427	979,600	1,001,600	22,000	2.2%
TOTAL ENERGY	1,008,891	1,223,900	1,225,900	2,000	0.2%
RISK MANAGEMENT	691,811	951,976	1,085,155	133,179	14.0%
GENERAL AND ADMINISTRATIVE	4,281,787	5,218,928	5,694,674	475,746	9.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	218,165	245,000	250,000	5,000	2.0%
TOTAL OPERATING EXPENSES	47,487,167	57,185,234	62,325,133	5,139,899	9.0%
NET OPERATING SUBSIDY	(27,476,910)	(37,090,139)	(39,430,611)	2,340,472	6.3%
OVERHEAD ALLOCATION	21,685,867	29,915,551	32,261,268	2,345,717	7.8%
ADJUSTED NET OPERATING SUBSIDY	(5,791,043)	(7,174,588)	(7,169,343)	(5,245)	-0.1%
TOTAL REVENUES LESS TOTAL EXPENSES	8,180,595	-	-	-	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2024
SECTION 2.04**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	817,510	900,600	900,600	-	0.0%
TOTAL OPERATING REVENUES	817,510	900,600	900,600	-	0.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(233,647)	(131,764)	(90,456)	41,309	-31.4%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(233,647)	(131,764)	(90,456)	41,309	-31.4%
TOTAL NON OPERATING REVENUE	(233,647)	(131,764)	(90,456)	41,309	-31.4%
TOTAL COMBINED REVENUES	583,863	768,836	810,144	41,309	5.4%
OPERATING EXPENSES					
LABOR EXPENSES	280,005	325,374	354,651	29,277	9.0%
FRINGE EXPENSES	156,330	183,983	195,725	11,742	6.4%
TOTAL PERSONNEL EXPENSES	436,335	509,357	550,376	41,019	8.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	3,400	3,000	4,000	1,000	33.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	22,514	54,300	54,800	500	0.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	25,913	57,300	58,800	1,500	2.6%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	(520)	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	(520)	500	500	-	0.0%
GAS/DIESEL/PROPANE	6,083	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,126	-	-	-	-
TOTAL ENERGY	8,209	7,000	7,000	-	0.0%
RISK MANAGEMENT	40,380	88,901	89,000	99	0.1%
GENERAL AND ADMINISTRATIVE	53,627	69,964	70,664	700	1.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	18,397	20,000	20,000	-	0.0%
TOTAL OPERATING EXPENSES	582,342	753,022	796,340	43,318	5.8%
NET OPERATING SUBSIDY	235,168	147,578	104,260	43,318	-29.4%
OVERHEAD ALLOCATION	(1,521)	(15,814)	(13,804)		-12.7%
ADJUSTED NET OPERATING SUBSIDY	233,647	131,764	90,456	41,309	-31.4%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	0	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL IMPROVEMENT PROGRAM
FY 2024 FUNDING SOURCES (\$000s)
SECTION 2.05**

Funding Description	FY22	FY23	FY24
Federal Funding Estimate	\$ 78,567	\$ 105,845	\$ 107,714
Transportation Development Act	33,087	56,900	42,935
California State Transit Assistance (STA)	16,789	24,621	34,992
California Cap and Trade (TIRCP, LCTOP)	25,396	5,585	22,599
Other Funding	34,455	28,830	32,653
Total Available Funding	\$ 188,292	\$ 221,781	\$ 240,893
Preventive Maintenance	\$ (60,131)	\$ (59,000)	\$ (60,000)
SANDAG Planning Study	(213)	(273)	(279)
Operation Usage	(2,462)	(4,593)	(6,008)
Total Preventative Maintenance/SANDAG Planning	\$ (62,806)	\$ (63,866)	\$ (66,287)
Available Funding for Capital Program	\$ 125,486	\$ 157,915	\$ 174,606

Capital Project Categories	FY22	FY23	FY24
Bus Revenue Vehicles	\$ 42,225	\$ 70,828	\$ 60,917
Rail Revenue Vehicles	28,500	30,500	22,000
Facility & Construction Projects	11,985	18,691	10,913
Rail Infrastructure	26,062	15,565	19,080
Other Equipment & Installations	16,715	6,572	5,580
Other Initiatives	-	15,759	56,116
Grand Total	\$ 125,486	\$ 157,915	\$ 174,606

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Summary of Significant Revenue Activities
Proposed Budget Fiscal Year 2024
Section 3.01

Fare Revenue

Fare revenue is detailed in Section 3.03.

Passenger fares make up approximately 19.4 percent of the system's \$407.0 million operating budget. Passenger fare revenue is projected at \$78.9 million for FY24, an increase of \$8.0 million (11.3 percent) compared to amended FY23 levels. Total passenger levels for all operators are projected to total 80.7 million, an increase of 7.7 million (10.5 percent) from amended FY23 levels. Passenger revenue and passenger level forecasts assume steady growth, similar to the growth pattern realized in the first three quarters of FY23, and also reflect restored bus service levels planned for FY24. Average fare is assumed at \$0.98 per passenger, essentially at the same level as included in the FY23 amended budget.

Other Operating Revenues

Other revenue is detailed in Section 3.04.

MTS receives a variety of operating revenues that are not received directly from passenger fares. The sources of these revenues are advertising, interest income, rental income, land management income, energy credits, income related to the 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 increase by \$2.8 million (12.9 percent) compared to amended FY23 levels. This includes projected increases in energy credit revenue to reflect a full year on the new compressed natural gas (CNG) contract which includes more lucrative revenue sharing for MTS versus the prior contract which ended in December 2022. Also, the market price of LCFS energy credits is expected to rebound next year based on California Air Resources Board projections as well as discussion with industry experts. Credit prices averaged \$73 in the first three quarters of FY23, and the FY24 budget includes a projected average credit price of \$93. The increase in energy credit revenue is being partially offset by a decrease in naming rights revenue since the deal with Sycuan Casino for Green Line naming rights ended in FY23.

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 \$337.2 million (a decrease of \$475,000 or 0.1 percent) in subsidy revenue for FY24.

Subsidy revenue included in the CIP budget is detailed in Section 8.02. MTS is budgeting \$174.6 million in subsidy revenue in the FY24 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 \$4.0 million from the FY23 amended budget to \$70.8 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 FY24 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 2023, the estimated allocation for the MTS Section 5307 program is \$60.1 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 2023, the Section 5337 funds MTS allocation estimate is \$43.4 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 2023, the Section 5339 funds MTS allocation estimate is \$4.3 million.

In FY24, MTS will use both Section 5307 and 5337 funds for preventive maintenance totaling \$63.0 million. The FTA also allows the utilization of up to 10 percent of Section 5307 funding for ADA operations, resulting in an allocation of \$6.1 million in FY24. The remaining federal formula funding will fund the FY24 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 staff to draw these funds as fast as possible and to keep excess funds in the operating deficit reserve until needed to address the structural deficit in current and future fiscal years. This proposed FY24 operating budget includes \$85.0 million in federal stimulus funds based on eligible expenses for reimbursement, a decrease of \$2.3 million (-2.6 percent) from the FY23 amended budget.

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 FY24 is projected to be \$1,111,000.

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 FY24 CIP, \$15.0 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 FY24 operating budget is projected to decrease by \$4.9 million (-5.1 percent) over the FY23 amended budget. This is due to additional TDA funds being allocated to the CIP to provide required matching funds for federal grant awards. MTS files an annual TDA claim based on SANDAG projections, and that claim amount is the amount received, regardless of actual sales tax performance. The overall amount of TDA projected for FY24, available for both capital and operations, is actually increasing by \$4.0 million (3.2 percent) over the FY23 claim amount based on projected sales tax receipts.

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 FY24, the estimated STA funding is \$39.4 million, of which \$28.1 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 FY23 will provide \$5.1 million to MTS's FY24 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 FY24 CIP includes \$12.4 million in LCTOP funds for zero emission bus purchases.

Over the last few years, MTS has received multiple competitive grant awards from the Transit and Intercity Rail Capital Program (TIRCP). The FY24 CIP includes \$10.2 million for zero emission charging infrastructure, 12th/Imperial transit center improvements, and service enhancements on the orange line.

MTS annually receives Medi-Cal revenue for the reimbursement of certain Americans with Disability Act (ADA) Paratransit trips. The FY24 operating budget includes revenue of \$112,000, the same level assumed in the FY23 operating budget.

TransNet Revenue

In November of 2004, area voters approved a 40-year extension of the one-half cent sales tax original ordinance that was set to expire in 2008 (TransNet II). This approval had two impacts; first, it assured and slightly improved the original TransNet funding beyond 2008; second, the Bus Rapid Transit (BRT), Superloop, and Midcoast Programs will receive most of its funding from TransNet II. All of these funds are utilized in the operating budget.

For FY24, TransNet operating support funding is \$40.8 million and ADA funding is \$1.2 million. This totals \$42.0 million for FY24, which is an increase of \$416,000 (1.0 percent increase) from the FY23 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 \$30.7 million in FY24, an increase of \$4.3 million from the FY23 amended budget. This is primarily due to an increase of \$2.0 million resulting from a swap with SANDAG in which Fastrak revenue is being decreased by \$2.0 million and backfilled with \$2.0 million in TransNet, as well as for increased reimbursement for TransNet-funded services based on higher expenses for these services. In total, TransNet revenues are projected to increase by \$4.8 million (7.0 percent) from the FY23 amended budget.

Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. For FY24, 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 \$3.5 million, a \$2.0 million reduction from the FY23 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 FY24, 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 FY24 budget for UCSD shuttle revenue is \$690,000.

Other Non-Operating Revenue

Other non-operating revenue is detailed in Section 3.06. Overall reserve contributions are expected to decrease by 32.4 percent from the prior year, particularly due to a lower contribution to the Operating Deficit Reserve compared to the FY23 amended operating budget. The various reserves are detailed below.

Reserve Revenues

The FY24 operating budget projects a balanced budget, after contributing \$33.8 million in excess revenues over expenses to the Operating Deficit Reserve. The Operating Deficit Reserve will be used for funding structural deficits once the stimulus funds are completely drawn.

The FY24 operating budget does not include any usage of or contribution to the MTS Contingency Reserve.

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 contribute \$58,000 to its contingency reserves as total FY24 projected revenues exceed projected expenses. SD&AE is projected to add \$33,000 to its contingency reserves as total FY24 projected revenues exceed projected expenses.

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

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 3.02**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	56,146,854	70,902,459	78,925,285	8,022,826	11.3%
OTHER INCOME	21,769,898	21,885,695	24,710,122	2,824,427	12.9%
TOTAL OPERATING REVENUE	77,916,752	92,788,154	103,635,407	10,847,253	11.7%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	64,843,552	66,793,559	70,771,128	3,977,569	6.0%
FEDERAL REVENUE - CARES/ARP	47,700,000	87,260,241	85,000,000	(2,260,241)	-2.6%
TRANSPORTATION DEVELOPMENT ACT (TDA)	68,804,580	97,808,064	92,858,098	(4,949,966)	-5.1%
STATE TRANSIT ASSISTANCE (STA)	11,300,000	11,300,000	11,300,000	0	0.0%
STATE REVENUE - OTHER	105,771	112,000	112,000	0	0.0%
TRANSNET	60,312,099	67,953,741	72,710,953	4,757,212	7.0%
OTHER LOCAL SUBSIDIES	9,766,028	6,490,994	4,490,994	(2,000,000)	-30.8%
TOTAL SUBSIDY REVENUE	262,832,030	337,718,598	337,243,172	(475,426)	-0.1%
OTHER REVENUE					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	(233,647)	(50,131,764)	(33,881,687)	16,250,077	-32.4%
TOTAL OTHER REVENUE	(233,647)	(50,131,764)	(33,881,687)	16,250,077	-32.4%
TOTAL NON OPERATING REVENUE	262,598,383	287,586,833	303,361,485	15,774,652	5.5%
GRAND TOTAL REVENUES	340,515,135	380,374,987	406,996,892	26,621,905	7.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PASSENGER REVENUE BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 3.03**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
PASSENGER REVENUE					
BUS OPERATIONS	14,818,609	19,972,428	21,576,772	1,604,344	8.0%
RAIL OPERATIONS	25,588,742	27,806,898	31,278,658	3,471,760	12.5%
MCS - FIXED ROUTE	14,892,197	21,925,096	24,573,860	2,648,764	12.1%
MCS - PARATRANSIT	847,306	1,198,037	1,495,995	297,958	24.9%
CHULA VISTA TRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
TOTAL PASSENGER REVENUE	56,146,854	70,902,459	78,925,285	8,022,826	11.3%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 3.04**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OTHER INCOME					
BUS OPERATIONS	71,891	0	0	(0)	-100.0%
RAIL OPERATIONS	870,240	890,000	915,000	25,000	2.8%
MCS - FIXED ROUTE	0	0	0	0	-
MCS - PARATRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
ADMINISTRATIVE	20,010,257	20,095,095	22,894,522	2,799,427	13.9%
TAXICAB	627,969	710,600	710,600	0	0.0%
SD&AE	189,541	190,000	190,000	0	0.0%
TOTAL OTHER INCOME	21,769,898	21,885,695	24,710,122	2,824,427	12.9%
TOTAL OTHER OPERATING INCOME	21,769,898	21,885,695	24,710,122	2,824,427	12.9%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SUBSIDY REVENUE BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 3.05**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
FEDERAL					
FEDERAL OTHER	140,470	151,500	526,500	375,000	247.5%
FTA 5307/5309 - PREVENTITIVE MAINTENANCE	59,000,000	60,000,000	63,000,000	3,000,000	5.0%
FTA 5309 - PREVENTITIVE MAINTENANCE ADA	4,592,957	6,008,059	6,133,628	125,569	2.1%
FTA 5309 - PREVENTITIVE MAINTENANCE FUEL	0	0	0	0	-
FTA 5311 / 5311(f) - RURAL	1,110,125	634,000	1,111,000	477,000	75.2%
TOTAL FEDERAL FUNDS	64,843,552	66,793,559	70,771,128	3,977,569	6.0%
FEDERAL					
FTA 5307 - CARES ACT	47,700,000	87,260,241	85,000,000	(2,260,241)	-2.6%
TOTAL FEDERAL FUNDS	47,700,000	87,260,241	85,000,000	(2,260,241)	-2.6%
TRANSPORTATION DEVELOPMENT ACT (TDA)					
TDA - ARTICLE 4.0 MTS AREA	63,237,822	90,012,232	84,636,319	(5,375,913)	-6.0%
TDA - ARTICLE 4.0 MTS AREA - DEBT SERVICE	0	0	0	0	-
TDA - MATCH	0	0	0	0	-
TDA - ARTICLE 4.5 (ADA)	5,095,235	6,583,082	6,790,544	207,462	3.2%
TDA - ARTICLE 8.0	471,523	1,212,749	1,431,235	218,485	18.0%
TOTAL TDA FUNDS	68,804,580	97,808,064	92,858,098	(4,949,966)	-5.1%
STATE TRANSIT ASSISTANCE (STA)					
STA - FORMULA	11,300,000	11,300,000	11,300,000	0	0.0%
TOTAL STA FUNDS	11,300,000	11,300,000	11,300,000	0	0.0%
STATE REVENUE - OTHER					
CALTRANS	0	0	0	0	-
MEDICAL	105,771	112,000	112,000	0	0.0%
TOTAL STATE FUNDS	105,771	112,000	112,000	0	0
TRANSNET					
TRANSNET - 40% OPERATING SUPPORT	38,074,991	40,419,000	40,823,190	404,190	1.0%
TRANSNET - ACCESS ADA	1,163,589	1,191,497	1,203,412	11,915	1.0%
TRANSNET - SUPERLOOP	2,372,402	2,102,451	2,209,592	107,141	5.1%
TRANSNET - BRT	18,701,117	24,240,793	28,474,759	4,233,966	17.5%
TOTAL TRANSNET FUNDS	60,312,099	67,953,741	72,710,953	4,757,212	7.0%
OTHER LOCAL					
CITY OF SAN DIEGO	191,311	191,311	191,311	0	0.0%
SANDAG - FASTRAK	8,701,380	5,500,000	3,500,000	(2,000,000)	-36.4%
APCD	0	0	0	0	-
OTHER	873,337	799,683	799,683	0	0.0%
CNG REBATES	0	0	0	0	-
OTHER LOCAL FUNDS	9,766,028	6,490,994	4,490,994	(2,000,000)	-30.8%
TOTAL SUBSIDY REVENUE	262,832,030	337,718,598	337,243,172	(475,426)	-0.1%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER NON OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 3.06**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
RESERVES REVENUE					
MTS CONTINGENCY RESERVE	0	0	0	0	-
OPERATING DEFICIT RESERVE	0	(50,000,000)	(33,791,231)	16,208,769	-32.4%
TAXICAB RESERVES	(111,668)	(97,914)	(57,744)	40,171	-41.0%
CARRYOVERS	0	0	0	0	-
RISK INSURANCE RESERVE	0	0	0	0	-
SD&AE RESERVE	(121,978)	(33,850)	(32,712)	1,138	-3.4%
TOTAL RESERVES REVENUE	(233,647)	(50,131,764)	(33,881,687)	16,250,077	-32.4%
TOTAL OTHER NON OPERATING REVENUE	(233,647)	(50,131,764)	(33,881,687)	16,250,077	-32.4%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2024
SECTION 4.01**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	56,146,854	70,902,459	78,925,285	8,022,826	11.3%
OTHER OPERATING REVENUE	942,131	890,000	915,000	25,000	2.8%
TOTAL OPERATING REVENUES	57,088,986	71,792,459	79,840,285	8,047,826	11.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	249,660,391	330,544,010	330,073,831	(470,179)	-0.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	(50,000,000)	(33,791,231)	16,208,769	-32.4%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	(50,000,000)	(33,791,231)	16,208,769	-32.4%
TOTAL NON OPERATING REVENUE	249,660,391	280,544,010	296,282,600	15,738,590	5.6%
TOTAL COMBINED REVENUES	306,749,377	352,336,469	376,122,885	23,786,416	6.8%
OPERATING EXPENSES					
LABOR EXPENSES	74,115,694	77,975,465	82,065,916	4,090,451	5.2%
FRINGE EXPENSES	52,037,049	59,364,458	62,831,604	3,467,146	5.8%
TOTAL PERSONNEL EXPENSES	126,152,743	137,339,923	144,897,520	7,557,597	5.5%
SECURITY EXPENSES	999,038	1,030,000	1,153,399	123,399	12.0%
REPAIR/MAINTENANCE SERVICES	8,323,773	7,807,103	10,825,666	3,018,563	38.7%
ENGINE AND TRANSMISSION REBUILD	717,996	768,464	716,400	(52,064)	-6.8%
OTHER OUTSIDE SERVICES	5,919,672	7,690,236	8,056,823	366,587	4.8%
PURCHASED TRANSPORTATION	82,920,384	90,877,960	104,821,016	13,943,056	15.3%
TOTAL OUTSIDE SERVICES	98,880,863	108,173,763	125,573,304	17,399,541	16.1%
LUBRICANTS	460,940	468,715	473,715	5,000	1.1%
TIRES	1,257,077	1,266,700	1,305,500	38,800	3.1%
OTHER MATERIALS AND SUPPLIES	12,614,567	14,529,701	14,396,411	(133,290)	-0.9%
TOTAL MATERIALS AND SUPPLIES	14,332,584	16,265,116	16,175,626	(89,490)	-0.6%
GAS/DIESEL/PROPANE	2,452,724	2,728,415	2,641,660	(86,755)	-3.2%
CNG	14,582,925	19,730,000	15,060,000	(4,670,000)	-23.7%
TRACTION POWER	17,631,190	23,904,159	24,117,862	213,703	0.9%
UTILITIES	4,424,998	4,971,586	5,016,069	44,483	0.9%
TOTAL ENERGY	39,091,837	51,334,160	46,835,591	(4,498,569)	-8.8%
RISK MANAGEMENT	6,721,767	6,732,463	7,884,624	1,152,161	17.1%
GENERAL AND ADMINISTRATIVE	987,858	1,038,216	1,073,143	34,927	3.4%
DEBT SERVICE	311,927	185,066	54,149	(130,917)	-70.7%
VEHICLE / FACILITY LEASE	1,233,226	1,368,024	1,381,462	13,438	1.0%
TOTAL OPERATING EXPENSES	287,712,803	322,436,731	343,875,419	21,438,688	6.6%
NET OPERATING SUBSIDY	(230,623,817)	(250,644,272)	(264,035,134)	13,390,862	5.3%
OVERHEAD ALLOCATION	(21,684,346)	(29,899,737)	(32,247,465)	(2,347,727)	7.9%
ADJUSTED NET OPERATING SUBSIDY	(252,308,163)	(280,544,009)	(296,282,599)	15,738,589	5.6%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,647,772)	1	1	(1)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.02**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	14,818,609	19,972,428	21,576,772	1,604,344	8.0%
OTHER OPERATING REVENUE	71,891	0	-	(0)	-100.0%
TOTAL OPERATING REVENUES	14,890,501	19,972,428	21,576,772	1,604,344	8.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	85,614,910	145,234,662	131,516,432	(13,718,230)	-9.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	(50,000,000)	(33,791,231)	16,208,769	-32.4%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	(50,000,000)	(33,791,231)	16,208,769	-32.4%
TOTAL NON OPERATING REVENUE	85,614,910	95,234,662	97,725,201	2,490,539	2.6%
TOTAL COMBINED REVENUES	100,505,411	115,207,090	119,301,973	4,094,883	3.6%
OPERATING EXPENSES					
LABOR EXPENSES	41,564,793	43,279,021	46,079,303	2,800,282	6.5%
FRINGE EXPENSES	37,736,906	41,844,656	44,949,491	3,104,835	7.4%
TOTAL PERSONNEL EXPENSES	79,301,698	85,123,677	91,028,794	5,905,117	6.9%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	824,413	888,999	888,190	(809)	-0.1%
ENGINE AND TRANSMISSION REBUILD	153,114	135,000	224,400	89,400	66.2%
OTHER OUTSIDE SERVICES	662,814	1,828,503	1,909,527	81,024	4.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,640,341	2,852,502	3,022,117	169,615	5.9%
LUBRICANTS	154,205	143,715	148,715	5,000	3.5%
TIRES	1,237,962	1,246,700	1,283,500	36,800	3.0%
OTHER MATERIALS AND SUPPLIES	5,217,242	5,464,542	5,533,850	69,308	1.3%
TOTAL MATERIALS AND SUPPLIES	6,609,408	6,854,957	6,966,065	111,108	1.6%
GAS/DIESEL/PROPANE	216,503	235,000	225,000	(10,000)	-4.3%
CNG	7,049,159	10,034,000	7,523,000	(2,511,000)	-25.0%
TRACTION POWER	70,731	100,000	110,000	10,000	10.0%
UTILITIES	722,937	856,800	892,000	35,200	4.1%
TOTAL ENERGY	8,059,330	11,225,800	8,750,000	(2,475,800)	-22.1%
RISK MANAGEMENT	3,407,900	2,846,169	3,324,003	477,834	16.8%
GENERAL AND ADMINISTRATIVE	400,039	463,218	500,050	36,832	8.0%
DEBT SERVICE	311,927	185,066	54,149	(130,917)	-70.7%
VEHICLE / FACILITY LEASE	402,034	395,462	405,462	10,000	2.5%
TOTAL OPERATING EXPENSES	100,132,678	109,946,851	114,050,640	4,103,789	3.7%
NET OPERATING SUBSIDY	(85,242,178)	(89,974,423)	(92,473,868)	2,499,445	2.8%
OVERHEAD ALLOCATION	(3,207,730)	(5,260,238)	(5,251,333)	8,905	-0.2%
ADJUSTED NET OPERATING SUBSIDY	(88,449,908)	(95,234,661)	(97,725,201)	2,490,540	2.6%
TOTAL REVENUES LESS TOTAL EXPENSES	(2,834,998)	1	(0)	1	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.03**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	25,588,742	27,806,898	31,278,658	3,471,760	12.5%
OTHER OPERATING REVENUE	870,240	890,000	915,000	25,000	2.8%
TOTAL OPERATING REVENUES	26,458,982	28,696,898	32,193,658	3,496,760	12.2%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	76,914,757	95,626,135	99,121,099	3,494,964	3.7%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	76,914,757	95,626,135	99,121,099	3,494,964	3.7%
TOTAL COMBINED REVENUES	103,373,739	124,323,033	131,314,757	6,991,724	5.6%
OPERATING EXPENSES					
LABOR EXPENSES	32,038,568	34,163,987	35,448,613	1,284,626	3.8%
FRINGE EXPENSES	13,682,595	16,923,653	17,280,543	356,890	2.1%
TOTAL PERSONNEL EXPENSES	45,721,162	51,087,640	52,729,156	1,641,516	3.2%
SECURITY EXPENSES	158,409	180,000	200,000	20,000	11.1%
REPAIR/MAINTENANCE SERVICES	7,425,730	6,910,104	9,927,476	3,017,372	43.7%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,450,399	2,253,888	2,250,288	(3,600)	-0.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	9,034,538	9,343,992	12,377,764	3,033,772	32.5%
LUBRICANTS	306,735	325,000	325,000	-	0.0%
TIRES	19,116	20,000	22,000	2,000	10.0%
OTHER MATERIALS AND SUPPLIES	6,961,713	9,004,066	8,782,861	(221,205)	-2.5%
TOTAL MATERIALS AND SUPPLIES	7,287,564	9,349,066	9,129,861	(219,205)	-2.3%
GAS/DIESEL/PROPANE	406,833	506,222	481,222	(25,000)	-4.9%
CNG	-	-	-	-	-
TRACTION POWER	17,512,598	23,754,159	23,607,862	(146,297)	-0.6%
UTILITIES	2,837,079	3,187,400	3,185,200	(2,200)	-0.1%
TOTAL ENERGY	20,756,510	27,447,781	27,274,284	(173,497)	-0.6%
RISK MANAGEMENT	3,303,615	3,871,294	4,545,571	674,277	17.4%
GENERAL AND ADMINISTRATIVE	574,628	548,449	540,849	(7,600)	-1.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	459,880	602,117	605,000	2,883	0.5%
TOTAL OPERATING EXPENSES	87,137,898	102,250,339	107,202,485	4,952,146	4.8%
NET OPERATING SUBSIDY	(60,678,916)	(73,553,441)	(75,008,827)	1,455,386	2.0%
OVERHEAD ALLOCATION	(16,235,844)	(22,072,694)	(24,112,272)	(2,039,578)	9.2%
ADJUSTED NET OPERATING SUBSIDY	(76,914,760)	(95,626,135)	(99,121,099)	3,494,964	3.7%
TOTAL REVENUES LESS TOTAL EXPENSES	(3)	(0)	(0)	0	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.04

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	14,892,197	21,925,096	24,573,860	2,648,764	12.1%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	14,892,197	21,925,096	24,573,860	2,648,764	12.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	74,121,567	73,144,461	79,663,699	6,519,238	8.9%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	74,121,567	73,144,461	79,663,699	6,519,238	8.9%
TOTAL COMBINED REVENUES	89,013,764	95,069,557	104,237,559	9,168,002	9.6%
OPERATING EXPENSES					
LABOR EXPENSES	404,838	423,000	425,000	2,000	0.5%
FRINGE EXPENSES	330,353	255,700	255,000	(700)	-0.3%
TOTAL PERSONNEL EXPENSES	735,191	678,700	680,000	1,300	0.2%
SECURITY EXPENSES	840,628	850,000	953,399	103,399	12.2%
REPAIR/MAINTENANCE SERVICES	73,630	8,000	10,000	2,000	25.0%
ENGINE AND TRANSMISSION REBUILD	564,882	633,464	492,000	(141,464)	-22.3%
OTHER OUTSIDE SERVICES	2,674,864	2,480,585	2,569,717	89,132	3.6%
PURCHASED TRANSPORTATION	72,367,140	76,599,437	87,298,396	10,698,959	14.0%
TOTAL OUTSIDE SERVICES	76,521,144	80,571,486	91,323,512	10,752,026	13.3%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	435,612	61,093	79,700	18,607	30.5%
TOTAL MATERIALS AND SUPPLIES	435,612	61,093	79,700	18,607	30.5%
GAS/DIESEL/PROPANE	906,039	865,117	746,716	(118,401)	-13.7%
CNG	7,533,765	9,696,000	7,537,000	(2,159,000)	-22.3%
TRACTION POWER	47,862	50,000	400,000	350,000	700.0%
UTILITIES	864,982	927,386	938,869	11,483	1.2%
TOTAL ENERGY	9,352,648	11,538,503	9,622,585	(1,915,918)	-16.6%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	4,649	8,479	9,970	1,491	17.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	28,787	27,445	28,000	555	2.0%
TOTAL OPERATING EXPENSES	87,078,031	92,885,706	101,743,767	8,858,061	9.5%
NET OPERATING SUBSIDY	(72,185,834)	(70,960,610)	(77,169,907)	6,209,297	8.8%
OVERHEAD ALLOCATION	(1,935,733)	(2,183,851)	(2,493,791)	(309,940)	14.2%
ADJUSTED NET OPERATING SUBSIDY	(74,121,567)	(73,144,461)	(79,663,698)	6,519,237	8.9%
TOTAL REVENUES LESS TOTAL EXPENSES	0	0	1	(1)	0.0%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.05

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	847,306	1,198,037	1,495,995	297,958	24.9%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	847,306	1,198,037	1,495,995	297,958	24.9%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	12,392,760	15,717,012	18,925,691	3,208,679	20.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	12,392,760	15,717,012	18,925,691	3,208,679	20.4%
TOTAL COMBINED REVENUES	13,240,066	16,915,049	20,421,686	3,506,637	20.7%
OPERATING EXPENSES					
LABOR EXPENSES	107,495	109,457	113,000	3,543	3.2%
FRINGE EXPENSES	91,141	61,796	59,000	(2,796)	-4.5%
TOTAL PERSONNEL EXPENSES	198,636	171,253	172,000	747	0.4%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	953,847	897,608	1,091,264	193,656	21.6%
PURCHASED TRANSPORTATION	10,310,649	13,965,088	17,199,307	3,234,219	23.2%
TOTAL OUTSIDE SERVICES	11,264,496	14,862,696	18,290,571	3,427,875	23.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	923,349	1,122,076	1,188,722	66,646	5.9%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	923,349	1,122,076	1,188,722	66,646	5.9%
RISK MANAGEMENT	10,252	15,000	15,050	50	0.3%
GENERAL AND ADMINISTRATIVE	8,542	18,070	22,274	4,204	23.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	342,524	343,000	343,000	-	0.0%
TOTAL OPERATING EXPENSES	12,747,799	16,532,095	20,031,617	3,499,522	21.2%
NET OPERATING SUBSIDY	(11,900,493)	(15,334,058)	(18,535,622)	3,201,564	20.9%
OVERHEAD ALLOCATION	(305,039)	(382,954)	(390,069)	(7,115)	1.9%
ADJUSTED NET OPERATING SUBSIDY	(12,205,531)	(15,717,012)	(18,925,690)	3,208,679	20.4%
TOTAL REVENUES LESS TOTAL EXPENSES	187,229	0	1	(0)	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.06**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	242,595	313,435	323,313	9,878	3.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	242,595	313,435	323,313	9,878	3.2%
TOTAL COMBINED REVENUES	242,595	313,435	323,313	9,878	3.2%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	-	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	242,595	313,435	323,313	9,878	3.2%
TOTAL OUTSIDE SERVICES	242,595	313,435	323,313	9,878	3.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	242,595	313,435	323,313	9,878	3.2%
NET OPERATING SUBSIDY	(242,595)	(313,435)	(323,313)	9,878	3.2%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(242,595)	(313,435)	(323,313)	9,878	3.2%
TOTAL REVENUES LESS TOTAL EXPENSES	0	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.07**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	373,802	508,305	523,597	15,292	3.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	373,802	508,305	523,597	15,292	3.0%
TOTAL COMBINED REVENUES	373,802	508,305	523,597	15,292	3.0%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	196,054	278,653	287,570	8,917	3.2%
TOTAL PERSONNEL EXPENSES	196,054	278,653	287,570	8,917	3.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	177,748	229,652	236,027	6,375	2.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	177,748	229,652	236,027	6,375	2.8%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	373,802	508,305	523,597	15,292	3.0%
NET OPERATING SUBSIDY	(373,802)	(508,305)	(523,597)	15,292	3.0%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	(373,802)	(508,305)	(523,597)	15,292	3.0%
TOTAL REVENUES LESS TOTAL EXPENSES	-	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 4.08**

	AVAILABLE FUNDING FY24
City of Poway	91,491
City of El Cajon	138,518
City of Lemon Grove	184,677
City of La Mesa	78,488
City of Coronado	30,423
Grand Total	523,597

Transportation Development Act (TDA) funding passed through to the above cities can be used for all purposes necessary and convenient to the operation and maintenance of the MTS public transportation system.

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 5.01**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	20,010,257	20,095,095	22,894,522	2,799,427	13.9%
TOTAL OPERATING REVENUES	20,010,257	20,095,095	22,894,522	2,799,427	13.9%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	13,171,638	7,174,588	7,169,342	(5,246)	-0.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	800,000	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	800,000	-	-	-	-
TOTAL NON OPERATING REVENUE	13,971,638	7,174,588	7,169,342	(5,246)	-0.1%
TOTAL COMBINED REVENUES	33,981,895	27,269,683	30,063,864	2,794,181	10.2%
OPERATING EXPENSES					
LABOR EXPENSES	16,837,516	17,841,298	19,184,820	1,343,522	7.5%
FRINGE EXPENSES	6,444,255	7,870,054	8,190,159	320,105	4.1%
TOTAL PERSONNEL EXPENSES	23,281,771	25,711,352	27,374,979	1,663,627	6.5%
SECURITY EXPENSES	7,682,929	11,605,295	13,017,032	1,411,737	12.2%
REPAIR/MAINTENANCE SERVICES	131,899	283,000	138,000	(145,000)	-51.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	9,927,581	11,902,413	13,500,023	1,597,610	13.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	17,742,409	23,790,708	26,655,055	2,864,347	12.0%
LUBRICANTS	-	20	20	-	0.0%
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	262,333	43,350	39,350	(4,000)	-9.2%
TOTAL MATERIALS AND SUPPLIES	262,333	43,370	39,370	(4,000)	-9.2%
GAS/DIESEL/PROPANE	194,463	244,300	224,300	(20,000)	-8.2%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	814,427	979,600	1,001,600	22,000	2.2%
TOTAL ENERGY	1,008,891	1,223,900	1,225,900	2,000	0.2%
RISK MANAGEMENT	691,811	951,976	1,085,155	133,179	14.0%
GENERAL AND ADMINISTRATIVE	4,281,787	5,218,928	5,694,674	475,746	9.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	218,165	245,000	250,000	5,000	2.0%
TOTAL OPERATING EXPENSES	47,487,167	57,185,234	62,325,133	5,139,899	9.0%
NET OPERATING SUBSIDY	(27,476,910)	(37,090,139)	(39,430,611)	2,340,472	6.3%
OVERHEAD ALLOCATION	21,685,867	29,915,551	32,261,269	2,345,718	7.8%
ADJUSTED NET OPERATING SUBSIDY	(5,791,043)	(7,174,588)	(7,169,342)	(5,246)	-0.1%
TOTAL REVENUES LESS TOTAL EXPENSES	8,180,595	-	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS BUDGET
FISCAL YEAR 2024
SECTION 5.02**

	<u>ACTUAL FY22</u>	<u>AMENDED BUDGET FY23</u>	<u>PROPOSED BUDGET FY24</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NON OPERATING REVENUE					
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>
TOTAL NON OPERATING REVENUE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL COMBINED REVENUES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	5,324	6,600	6,900	300	4.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	<u>5,324</u>	<u>6,600</u>	<u>6,900</u>	<u>300</u>	<u>4.5%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
RISK MANAGEMENT	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GENERAL AND ADMINISTRATIVE	<u>59,606</u>	<u>63,500</u>	<u>74,500</u>	<u>11,000</u>	<u>17.3%</u>
DEBT SERVICE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
VEHICLE / FACILITY LEASE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL OPERATING EXPENSES	<u>64,930</u>	<u>70,100</u>	<u>81,400</u>	<u>11,300</u>	<u>16.1%</u>
NET OPERATING SUBSIDY	<u>(64,930)</u>	<u>(70,100)</u>	<u>(81,400)</u>	<u>11,300</u>	<u>16.1%</u>
OVERHEAD ALLOCATION	<u>103,400</u>	<u>70,100</u>	<u>81,400</u>	<u>11,300</u>	<u>16.1%</u>
ADJUSTED NET OPERATING SUBSIDY	<u>38,470</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL REVENUES LESS TOTAL EXPENSES	<u>38,470</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS ADMINISTRATION BUDGET
FISCAL YEAR 2024
SECTION 5.03**

	<u>ACTUAL FY22</u>	<u>AMENDED BUDGET FY23</u>	<u>PROPOSED BUDGET FY24</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NON OPERATING REVENUE					
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>
TOTAL NON OPERATING REVENUE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL COMBINED REVENUES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
OPERATING EXPENSES					
LABOR EXPENSES	73,750	176,898	185,756	8,858	5.0%
FRINGE EXPENSES	25,785	28,500	29,657	1,157	4.1%
TOTAL PERSONNEL EXPENSES	<u>99,535</u>	<u>205,398</u>	<u>215,413</u>	<u>10,015</u>	<u>4.9%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
RISK MANAGEMENT	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GENERAL AND ADMINISTRATIVE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
DEBT SERVICE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
VEHICLE / FACILITY LEASE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL OPERATING EXPENSES	<u>99,535</u>	<u>205,398</u>	<u>215,413</u>	<u>10,015</u>	<u>4.9%</u>
NET OPERATING SUBSIDY	<u>(99,535)</u>	<u>(205,398)</u>	<u>(215,413)</u>	<u>10,015</u>	<u>4.9%</u>
OVERHEAD ALLOCATION	135,608	205,398	215,413	10,015	4.9%
ADJUSTED NET OPERATING SUBSIDY	<u>36,073</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL REVENUES LESS TOTAL EXPENSES	<u>36,073</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS BENCH/SHELTER BUDGET
FISCAL YEAR 2024
SECTION 5.04**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,789,763	1,684,181	1,706,486	22,305	1.3%
TOTAL OPERATING REVENUES	1,789,763	1,684,181	1,706,486	22,305	1.3%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	1,789,763	1,684,181	1,706,486	22,305	1.3%
OPERATING EXPENSES					
LABOR EXPENSES	43,066	46,000	50,000	4,000	8.7%
FRINGE EXPENSES	35,219	42,000	42,000	-	0.0%
TOTAL PERSONNEL EXPENSES	78,285	88,000	92,000	4,000	4.5%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	4,243	3,000	3,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	4,243	3,000	3,000	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	82,528	91,000	95,000	4,000	4.4%
NET OPERATING SUBSIDY	1,707,235	1,593,181	1,611,486	(18,305)	1.1%
OVERHEAD ALLOCATION	(1,605,601)	(1,593,181)	(1,611,486)	(18,305)	1.1%
ADJUSTED NET OPERATING SUBSIDY	101,634	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	101,634	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL PROJECTS
FISCAL YEAR 2024
SECTION 5.05**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	684,302	740,000	867,250	127,250	17.2%
FRINGE EXPENSES	(80,185)	(297,800)	(319,167)	(21,367)	7.2%
TOTAL PERSONNEL EXPENSES	604,117	442,200	548,083	105,883	23.9%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	3,000	83,000	80,000	2666.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	3,000	83,000	80,000	2666.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	180	7,600	7,600	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	604,297	452,800	638,683	185,883	41.1%
NET OPERATING SUBSIDY	(604,297)	(452,800)	(638,683)	185,883	41.1%
OVERHEAD ALLOCATION	784,990	452,800	638,683	185,883	41.1%
ADJUSTED NET OPERATING SUBSIDY	180,694	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	180,694	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE BUDGET
FISCAL YEAR 2024
SECTION 5.06**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	488,422	530,000	556,582	26,582	5.0%
FRINGE EXPENSES	97,658	97,116	102,808	5,692	5.9%
TOTAL PERSONNEL EXPENSES	586,080	627,116	659,390	32,274	5.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	25,500	1,000	1,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	25,500	1,000	1,000	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	87	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	87	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	9,793	22,600	22,600	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	621,461	650,716	682,990	32,274	5.0%
NET OPERATING SUBSIDY	(621,461)	(650,716)	(682,990)	32,274	5.0%
OVERHEAD ALLOCATION	608,801	650,716	682,990	32,274	5.0%
ADJUSTED NET OPERATING SUBSIDY	(12,660)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(12,660)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FARE SYSTEM BUDGET
FISCAL YEAR 2024
SECTION 5.07**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,286,125	886,571	824,000	(62,571)	-7.1%
TOTAL OPERATING REVENUES	1,286,125	886,571	824,000	(62,571)	-7.1%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	422,394	588,121	165,727	39.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	422,394	588,121	165,727	39.2%
TOTAL COMBINED REVENUES	1,286,125	1,308,965	1,412,121	103,156	7.9%
OPERATING EXPENSES					
LABOR EXPENSES	653,987	735,000	756,165	21,165	2.9%
FRINGE EXPENSES	(348,974)	(58,275)	(151,140)	(92,865)	159.4%
TOTAL PERSONNEL EXPENSES	305,012	676,725	605,025	(71,700)	-10.6%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,073,884	1,469,833	2,096,519	626,686	42.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,073,884	1,469,833	2,096,519	626,686	42.6%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	216,071	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	216,071	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	38,687	50,000	50,000	-	0.0%
TOTAL ENERGY	38,687	50,000	50,000	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	1,101,111	1,717,012	2,168,100	451,088	26.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	2,734,766	3,913,570	4,919,644	1,006,074	25.7%
NET OPERATING SUBSIDY	(1,448,641)	(3,026,999)	(4,095,644)	1,068,645	35.3%
OVERHEAD ALLOCATION	1,855,080	2,604,605	3,507,523	902,918	34.7%
ADJUSTED NET OPERATING SUBSIDY	406,439	(422,394)	(588,121)	165,727	39.2%
TOTAL REVENUES LESS TOTAL EXPENSES	406,439	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FINANCE BUDGET
FISCAL YEAR 2024
SECTION 5.08**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	1,718,144	1,781,000	1,873,886	92,886	5.2%
FRINGE EXPENSES	347,094	347,000	362,951	15,951	4.6%
TOTAL PERSONNEL EXPENSES	2,065,238	2,128,000	2,236,837	108,837	5.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	39,760	39,700	10,000	(29,700)	-74.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	39,760	39,700	10,000	(29,700)	-74.8%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	6,878	18,500	20,000	1,500	8.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	2,111,876	2,186,200	2,266,837	80,637	3.7%
NET OPERATING SUBSIDY	(2,111,876)	(2,186,200)	(2,266,837)	80,637	3.7%
OVERHEAD ALLOCATION	2,136,966	2,186,200	2,266,837	80,637	3.7%
ADJUSTED NET OPERATING SUBSIDY	25,090	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	25,090	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FRINGE BENEFITS BUDGET
FISCAL YEAR 2024
SECTION 5.09**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	(72,633)	(0)	-	0	-100.0%
FRINGE EXPENSES	5,880,647	6,063,587	6,494,196	430,609	7.1%
TOTAL PERSONNEL EXPENSES	5,808,014	6,063,587	6,494,196	430,609	7.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	4,293	7,151	10,112	2,961	41.4%
GENERAL AND ADMINISTRATIVE	(65)	(100)	(100)	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	5,812,242	6,070,638	6,504,208	433,570	7.1%
NET OPERATING SUBSIDY	(5,812,242)	(6,070,638)	(6,504,208)	433,570	7.1%
OVERHEAD ALLOCATION	5,671,852	6,070,638	6,504,208	433,570	7.1%
ADJUSTED NET OPERATING SUBSIDY	(140,390)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(140,390)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
GENERAL EXPENSES BUDGET
FISCAL YEAR 2024
SECTION 5.10**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	127	-	-	-	-
FRINGE EXPENSES	(1,774,844)	(590,000)	(620,000)	(30,000)	5.1%
TOTAL PERSONNEL EXPENSES	(1,774,717)	(590,000)	(620,000)	(30,000)	5.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	121,212	130,000	130,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	903,460	891,600	899,100	7,500	0.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	1,024,672	1,021,600	1,029,100	7,500	0.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	9,912	1,000	1,000	-	0.0%
TOTAL MATERIALS AND SUPPLIES	9,912	1,000	1,000	-	0.0%
GAS/DIESEL/PROPANE	3,891	4,000	4,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	735,528	883,000	905,000	22,000	2.5%
TOTAL ENERGY	739,419	887,000	909,000	22,000	2.5%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	1,938,519	1,974,000	1,942,000	(32,000)	-1.6%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	218,165	245,000	250,000	5,000	2.0%
TOTAL OPERATING EXPENSES	2,155,970	3,538,600	3,511,100	(27,500)	-0.8%
NET OPERATING SUBSIDY	(2,155,970)	(3,538,600)	(3,511,100)	(27,500)	-0.8%
OVERHEAD ALLOCATION	2,143,811	3,538,600	3,511,100	(27,500)	-0.8%
ADJUSTED NET OPERATING SUBSIDY	(12,159)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(12,159)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
HUMAN RESOURCES BUDGET
FISCAL YEAR 2024
SECTION 5.11**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	1,272,234	1,340,500	1,398,036	57,536	4.3%
FRINGE EXPENSES	180,188	209,727	222,969	13,242	6.3%
TOTAL PERSONNEL EXPENSES	1,452,422	1,550,227	1,621,005	70,778	4.6%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	434,305	525,202	664,270	139,068	26.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	434,305	525,202	664,270	139,068	26.5%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	345	(0)	-	0	-100.0%
TOTAL MATERIALS AND SUPPLIES	345	(0)	-	0	-100.0%
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	15,226	48,380	65,854	17,474	36.1%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,902,298	2,123,809	2,351,129	227,320	10.7%
NET OPERATING SUBSIDY	(1,902,298)	(2,123,809)	(2,351,129)	227,320	10.7%
OVERHEAD ALLOCATION	2,041,554	2,123,809	2,351,129	227,320	10.7%
ADJUSTED NET OPERATING SUBSIDY	139,256	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	139,256	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
INFORMATION TECHNOLOGY BUDGET
FISCAL YEAR 2024
SECTION 5.12**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	2,501,549	2,701,000	3,043,565	342,565	12.7%
FRINGE EXPENSES	480,011	438,900	461,614	22,714	5.2%
TOTAL PERSONNEL EXPENSES	2,981,560	3,139,900	3,505,179	365,279	11.6%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	5,645,264	6,303,292	7,104,103	800,811	12.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	5,645,264	6,303,292	7,104,103	800,811	12.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	20,808	10,000	10,000	-	0.0%
TOTAL MATERIALS AND SUPPLIES	20,808	10,000	10,000	-	0.0%
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	8,705	12,000	12,000	-	0.0%
TOTAL ENERGY	8,705	12,000	12,000	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	287,654	494,261	496,000	1,739	0.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	8,943,989	9,959,453	11,127,282	1,167,829	11.7%
NET OPERATING SUBSIDY	(8,943,989)	(9,959,453)	(11,127,282)	1,167,829	11.7%
OVERHEAD ALLOCATION	9,467,824	9,959,453	11,127,282	1,167,829	11.7%
ADJUSTED NET OPERATING SUBSIDY	523,835	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	523,835	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LAND MANAGEMENT BUDGET
FISCAL YEAR 2024
SECTION 5.13**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	2,168,806	1,863,244	2,050,000	186,756	10.0%
TOTAL OPERATING REVENUES	2,168,806	1,863,244	2,050,000	186,756	10.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	2,168,806	1,863,244	2,050,000	186,756	10.0%
OPERATING EXPENSES					
LABOR EXPENSES	234,334	215,000	200,021	(14,979)	-7.0%
FRINGE EXPENSES	74,291	48,598	35,425	(13,173)	-27.1%
TOTAL PERSONNEL EXPENSES	308,625	263,598	235,446	(28,152)	-10.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	4,430	150,000	5,000	(145,000)	-96.7%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	463,537	501,100	625,600	124,500	24.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	467,967	651,100	630,600	(20,500)	-3.1%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	28,913	32,000	32,000	-	0.0%
TOTAL ENERGY	28,913	32,000	32,000	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	102,691	104,555	105,555	1,000	1.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	908,197	1,051,253	1,003,601	(47,652)	-4.5%
NET OPERATING SUBSIDY	1,260,610	811,991	1,046,399	(234,408)	28.9%
OVERHEAD ALLOCATION	(1,054,422)	(811,991)	(1,046,399)	(234,408)	28.9%
ADJUSTED NET OPERATING SUBSIDY	206,188	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	206,188	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LEGAL BUDGET
FISCAL YEAR 2024
SECTION 5.14**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	339,968	318,000	332,653	14,653	4.6%
FRINGE EXPENSES	55,672	63,564	57,738	(5,826)	-9.2%
TOTAL PERSONNEL EXPENSES	395,640	381,564	390,391	8,827	2.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	358,456	559,500	654,500	95,000	17.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	358,456	559,500	654,500	95,000	17.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	90,410	82,570	98,415	15,845	19.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	844,506	1,023,634	1,143,306	119,672	11.7%
NET OPERATING SUBSIDY	(844,506)	(1,023,634)	(1,143,306)	119,672	11.7%
OVERHEAD ALLOCATION	796,054	1,023,634	1,143,306	119,672	11.7%
ADJUSTED NET OPERATING SUBSIDY	(48,452)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(48,452)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MARKETING BUDGET
FISCAL YEAR 2024
SECTION 5.15**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	645,377	664,000	702,955	38,955	5.9%
FRINGE EXPENSES	197,372	110,440	120,577	10,137	9.2%
TOTAL PERSONNEL EXPENSES	842,748	774,440	823,532	49,092	6.3%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	565,753	1,064,200	855,500	(208,700)	-19.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	565,753	1,064,200	855,500	(208,700)	-19.6%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	1,670	2,000	2,000	-	0.0%
TOTAL MATERIALS AND SUPPLIES	1,670	2,000	2,000	-	0.0%
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	602,895	585,500	584,500	(1,000)	-0.2%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	2,013,066	2,426,140	2,265,532	(160,608)	-6.6%
NET OPERATING SUBSIDY	(2,013,066)	(2,426,140)	(2,265,532)	(160,608)	-6.6%
OVERHEAD ALLOCATION	1,828,117	2,426,140	2,265,532	(160,608)	-6.6%
ADJUSTED NET OPERATING SUBSIDY	(184,949)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(184,949)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PLANNING BUDGET
FISCAL YEAR 2024
SECTION 5.16**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	602,772	625,000	733,895	108,895	17.4%
FRINGE EXPENSES	139,142	123,409	126,126	2,717	2.2%
TOTAL PERSONNEL EXPENSES	741,914	748,409	860,021	111,612	14.9%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	51,058	67,000	30,000	(37,000)	-55.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	51,058	67,000	30,000	(37,000)	-55.2%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	6,038	13,850	14,750	900	6.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	799,010	829,259	904,771	75,512	9.1%
NET OPERATING SUBSIDY	(799,010)	(829,259)	(904,771)	75,512	9.1%
OVERHEAD ALLOCATION	773,448	829,259	904,771	75,512	9.1%
ADJUSTED NET OPERATING SUBSIDY	(25,562)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(25,562)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PURCHASING BUDGET
FISCAL YEAR 2024
SECTION 5.17**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	914,535	1,026,000	1,097,581	71,581	7.0%
FRINGE EXPENSES	149,904	182,116	191,203	9,087	5.0%
TOTAL PERSONNEL EXPENSES	1,064,439	1,208,116	1,288,784	80,668	6.7%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	33,684	41,000	35,500	(5,500)	-13.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	33,684	41,000	35,500	(5,500)	-13.4%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	123	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	123	500	500	-	0.0%
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	1,939	17,700	23,100	5,400	30.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,100,185	1,267,316	1,347,884	80,568	6.4%
NET OPERATING SUBSIDY	(1,100,185)	(1,267,316)	(1,347,884)	80,568	6.4%
OVERHEAD ALLOCATION	1,198,963	1,267,316	1,347,884	80,568	6.4%
ADJUSTED NET OPERATING SUBSIDY	98,778	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	98,778	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET
FISCAL YEAR 2024
SECTION 5.18**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	14,759,796	15,656,099	18,314,036	2,657,937	17.0%
TOTAL OPERATING REVENUES	14,759,796	15,656,099	18,314,036	2,657,937	17.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	13,031,169	6,600,694	6,429,721	(170,973)	-2.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	800,000	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	800,000	-	-	-	-
TOTAL NON OPERATING REVENUE	13,831,169	6,600,694	6,429,721	(170,973)	-2.6%
TOTAL COMBINED REVENUES	28,590,965	22,256,793	24,743,757	2,486,964	11.2%
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	184,522	-	-	-	-
TOTAL PERSONNEL EXPENSES	184,522	-	-	-	-
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	-	-	-	-	-
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	184,522	-	-	-	-
NET OPERATING SUBSIDY	14,575,274	15,656,099	18,314,036	(2,657,937)	17.0%
OVERHEAD ALLOCATION	(22,225,632)	(22,256,793)	(24,743,757)	(2,486,964)	11.2%
ADJUSTED NET OPERATING SUBSIDY	(7,650,358)	(6,600,694)	(6,429,721)	(170,973)	-2.6%
TOTAL REVENUES LESS TOTAL EXPENSES	6,180,811	-	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RISK BUDGET
FISCAL YEAR 2024
SECTION 5.19**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	316,041	320,527	332,546	12,019	3.7%
FRINGE EXPENSES	57,130	75,491	58,561	(16,930)	-22.4%
TOTAL PERSONNEL EXPENSES	373,170	396,018	391,107	(4,911)	-1.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	-	-	-	-	-
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	634,984	907,825	1,038,043	130,218	14.3%
GENERAL AND ADMINISTRATIVE	-	3,500	6,800	3,300	94.3%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,008,155	1,307,343	1,435,950	128,607	9.8%
NET OPERATING SUBSIDY	(1,008,155)	(1,307,343)	(1,435,950)	128,607	9.8%
OVERHEAD ALLOCATION	1,006,173	1,307,343	1,435,950	128,607	9.8%
ADJUSTED NET OPERATING SUBSIDY	(1,982)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(1,982)	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SECURITY BUDGET
FISCAL YEAR 2024
SECTION 5.20**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	140,470	151,500	151,500	-	0.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	140,470	151,500	151,500	-	0.0%
TOTAL COMBINED REVENUES	140,470	151,500	151,500	-	0.0%
OPERATING EXPENSES					
LABOR EXPENSES	4,303,856	4,539,000	4,901,144	362,144	8.0%
FRINGE EXPENSES	370,149	607,000	623,447	16,447	2.7%
TOTAL PERSONNEL EXPENSES	4,674,005	5,146,000	5,524,591	378,591	7.4%
SECURITY EXPENSES	7,682,929	11,605,295	13,017,032	1,411,737	12.2%
REPAIR/MAINTENANCE SERVICES	6,257	3,000	3,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	169,870	245,766	245,266	(500)	-0.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	7,859,056	11,854,061	13,265,298	1,411,237	11.9%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	7,358	15,550	11,550	(4,000)	-25.7%
TOTAL MATERIALS AND SUPPLIES	7,358	15,550	11,550	(4,000)	-25.7%
GAS/DIESEL/PROPANE	190,286	240,000	220,000	(20,000)	-8.3%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,595	2,600	2,600	-	0.0%
TOTAL ENERGY	192,881	242,600	222,600	(20,000)	-8.2%
RISK MANAGEMENT	52,534	37,000	37,000	-	0.0%
GENERAL AND ADMINISTRATIVE	30,550	48,500	42,500	(6,000)	-12.4%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	12,816,384	17,343,711	19,103,539	1,759,828	10.1%
NET OPERATING SUBSIDY	(12,816,384)	(17,343,711)	(19,103,539)	1,759,828	10.1%
OVERHEAD ALLOCATION	13,270,759	17,192,211	18,952,039	1,759,828	10.2%
ADJUSTED NET OPERATING SUBSIDY	454,375	(151,500)	(151,500)	-	0.0%
TOTAL REVENUES LESS TOTAL EXPENSES	594,845	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STORES BUDGET
FISCAL YEAR 2024
SECTION 5.21**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-	-
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	-	-	-	-	-
OPERATING EXPENSES					
LABOR EXPENSES	1,070,017	1,070,385	1,085,464	15,079	1.4%
FRINGE EXPENSES	158,220	193,028	176,006	(17,022)	-8.8%
TOTAL PERSONNEL EXPENSES	1,228,237	1,263,413	1,261,470	(1,943)	-0.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	151,114	175,000	180,000	5,000	2.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	151,114	175,000	180,000	5,000	2.9%
LUBRICANTS	-	20	20	-	0.0%
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	5,959	14,300	14,300	-	0.0%
TOTAL MATERIALS AND SUPPLIES	5,959	14,320	14,320	-	0.0%
GAS/DIESEL/PROPANE	286	300	300	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	286	300	300	-	0.0%
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	10,249	11,000	16,000	5,000	45.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	1,395,845	1,464,033	1,472,090	8,057	0.6%
NET OPERATING SUBSIDY	(1,395,845)	(1,464,033)	(1,472,090)	8,057	0.6%
OVERHEAD ALLOCATION	1,503,675	1,464,033	1,472,090	8,057	0.6%
ADJUSTED NET OPERATING SUBSIDY	107,830	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	107,830	-	-	-	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TELEPHONE INFORMATION SERVICES BUDGET
FISCAL YEAR 2024
SECTION 5.22**

	<u>ACTUAL FY22</u>	<u>AMENDED BUDGET FY23</u>	<u>PROPOSED BUDGET FY24</u>	<u>\$ CHANGE BUDGET/ AMENDED</u>	<u>% CHANGE BUDGET/ AMENDED</u>
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
NON OPERATING REVENUE					
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>
TOTAL NON OPERATING REVENUE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL COMBINED REVENUES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
OPERATING EXPENSES					
LABOR EXPENSES	680,559	644,500	690,994	46,494	7.2%
FRINGE EXPENSES	149,573	117,106	109,976	(7,130)	-6.1%
TOTAL PERSONNEL EXPENSES	<u>830,132</u>	<u>761,606</u>	<u>800,970</u>	<u>39,364</u>	<u>5.2%</u>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	(0)	-	0	-100.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	<u>-</u>	<u>(0)</u>	<u>-</u>	<u>0</u>	<u>-100.0%</u>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
RISK MANAGEMENT	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
GENERAL AND ADMINISTRATIVE	<u>-</u>	<u>-</u>	<u>500</u>	<u>500</u>	<u>-</u>
DEBT SERVICE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
VEHICLE / FACILITY LEASE	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL OPERATING EXPENSES	<u>830,132</u>	<u>761,606</u>	<u>801,470</u>	<u>39,864</u>	<u>5.2%</u>
NET OPERATING SUBSIDY	<u>(830,132)</u>	<u>(761,606)</u>	<u>(801,470)</u>	<u>39,864</u>	<u>5.2%</u>
OVERHEAD ALLOCATION	<u>829,500</u>	<u>761,606</u>	<u>801,470</u>	<u>39,864</u>	<u>5.2%</u>
ADJUSTED NET OPERATING SUBSIDY	<u>(632)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
TOTAL REVENUES LESS TOTAL EXPENSES	<u>(632)</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.0%</u>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TRANSIT STORE BUDGET
FISCAL YEAR 2024
SECTION 5.23**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	5,766	5,000	-	(5,000)	-100.0%
TOTAL OPERATING REVENUES	5,766	5,000	-	(5,000)	-100.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	-	-	-	-	-
TOTAL COMBINED REVENUES	5,766	5,000	-	(5,000)	-100.0%
OPERATING EXPENSES					
LABOR EXPENSES	367,109	368,488	376,327	7,839	2.1%
FRINGE EXPENSES	65,682	68,547	65,212	(3,335)	-4.9%
TOTAL PERSONNEL EXPENSES	432,791	437,035	441,539	4,504	1.0%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	2,369	5,620	5,765	145	2.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	2,369	5,620	5,765	145	2.6%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	-	-	-	-	-
GENERAL AND ADMINISTRATIVE	18,114	6,000	6,000	-	0.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	453,274	448,655	453,304	4,649	1.0%
NET OPERATING SUBSIDY	(447,508)	(443,655)	(453,304)	9,649	2.2%
OVERHEAD ALLOCATION	414,947	443,655	453,304	9,649	2.2%
ADJUSTED NET OPERATING SUBSIDY	(32,561)	-	-	-	-
TOTAL REVENUES LESS TOTAL EXPENSES	(32,561)	-	-	-	0.0%

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET SUMMARY
FISCAL YEAR 2024
SECTION 6.01**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	817,510	900,600	900,600	-	0.0%
TOTAL OPERATING REVENUES	817,510	900,600	900,600	-	0.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(233,647)	(131,764)	(90,456)	41,309	-31.4%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(233,647)	(131,764)	(90,456)	41,309	-31.4%
TOTAL NON OPERATING REVENUE	(233,647)	(131,764)	(90,456)	41,309	-31.4%
TOTAL COMBINED REVENUES	583,863	768,836	810,144	41,309	5.4%
OPERATING EXPENSES					
LABOR EXPENSES	280,005	325,374	354,651	29,277	9.0%
FRINGE EXPENSES	156,330	183,983	195,725	11,742	6.4%
TOTAL PERSONNEL EXPENSES	436,335	509,357	550,376	41,019	8.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	3,400	3,000	4,000	1,000	33.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	22,514	54,300	54,800	500	0.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	25,913	57,300	58,800	1,500	2.6%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	(520)	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	(520)	500	500	-	0.0%
GAS/DIESEL/PROPANE	6,083	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,126	-	-	-	-
TOTAL ENERGY	8,209	7,000	7,000	-	0.0%
RISK MANAGEMENT	40,380	88,901	89,000	99	0.1%
GENERAL AND ADMINISTRATIVE	53,627	69,964	70,664	700	1.0%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	18,397	20,000	20,000	-	0.0%
TOTAL OPERATING EXPENSES	582,342	753,022	796,340	43,318	5.8%
NET OPERATING SUBSIDY	235,168	147,578	104,260	43,318	-29.4%
OVERHEAD ALLOCATION	(1,521)	(15,814)	(13,804)	2,009	-12.7%
ADJUSTED NET OPERATING SUBSIDY	233,647	131,764	90,456	41,309	-31.4%
TOTAL REVENUES LESS TOTAL EXPENSES	(0)	0	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FOR-HIRE VEHICLE (FHV) ADMINISTRATION BUDGET
FISCAL YEAR 2024
SECTION 6.02**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	627,969	710,600	710,600	-	0.0%
TOTAL OPERATING REVENUES	627,969	710,600	710,600	-	0.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(121,978)	(97,914)	(57,744)	40,171	-41.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(121,978)	(97,914)	(57,744)	40,171	-41.0%
TOTAL NON OPERATING REVENUE	(121,978)	(97,914)	(57,744)	40,171	-41.0%
TOTAL COMBINED REVENUES	505,990	612,686	652,856	40,171	6.6%
OPERATING EXPENSES					
LABOR EXPENSES	278,427	320,374	349,651	29,277	9.1%
FRINGE EXPENSES	152,554	180,234	191,437	11,203	6.2%
TOTAL PERSONNEL EXPENSES	430,981	500,608	541,088	40,480	8.1%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	3,400	3,000	4,000	1,000	33.3%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	13,182	19,300	19,800	500	2.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	16,581	22,300	23,800	1,500	6.7%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	(520)	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	(520)	500	500	-	0.0%
GAS/DIESEL/PROPANE	6,083	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,126	-	-	-	-
TOTAL ENERGY	8,209	7,000	7,000	-	0.0%
RISK MANAGEMENT	8,075	9,000	9,000	-	0.0%
GENERAL AND ADMINISTRATIVE	33,055	37,464	37,664	200	0.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	18,397	20,000	20,000	-	0.0%
TOTAL OPERATING EXPENSES	514,779	596,872	639,052	42,180	7.1%
NET OPERATING SUBSIDY	113,189	113,728	71,548	42,180	-37.1%
OVERHEAD ALLOCATION	(1,521)	(15,814)	(13,804)	2,009	-12.7%
ADJUSTED NET OPERATING SUBSIDY	111,668	97,914	57,744	40,171	-41.0%
TOTAL REVENUES LESS TOTAL EXPENSES	(10,310)	0	(0)	0	0.0%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO AND ARIZONA EASTERN RAILROAD BUDGET
FISCAL YEAR 2024
SECTION 6.03**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	189,541	190,000	190,000	-	0.0%
TOTAL OPERATING REVENUES	189,541	190,000	190,000	-	0.0%
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(111,668)	(33,850)	(32,712)	1,138	-3.4%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(111,668)	(33,850)	(32,712)	1,138	-3.4%
TOTAL NON OPERATING REVENUE	(111,668)	(33,850)	(32,712)	1,138	-3.4%
TOTAL COMBINED REVENUES	77,873	156,150	157,288	1,138	0.7%
OPERATING EXPENSES					
LABOR EXPENSES	1,578	5,000	5,000	-	0.0%
FRINGE EXPENSES	3,776	3,749	4,288	539	14.4%
TOTAL PERSONNEL EXPENSES	5,354	8,749	9,288	539	6.2%
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	9,332	35,000	35,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	9,332	35,000	35,000	-	0.0%
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	-	-	-	-	-
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	-	-	-	-	-
RISK MANAGEMENT	32,305	79,901	80,000	99	0.1%
GENERAL AND ADMINISTRATIVE	20,572	32,500	33,000	500	1.5%
DEBT SERVICE	-	-	-	-	-
VEHICLE / FACILITY LEASE	-	-	-	-	-
TOTAL OPERATING EXPENSES	67,563	156,150	157,288	1,138	0.7%
NET OPERATING SUBSIDY	121,978	33,850	32,712	1,138	-3.4%
OVERHEAD ALLOCATION	-	-	-	-	-
ADJUSTED NET OPERATING SUBSIDY	121,978	33,850	32,712	1,138	-3.4%
TOTAL REVENUES LESS TOTAL EXPENSES	10,310	0	-	0	0.0%

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Summary of Debt-Service Activities
Proposed Budget Fiscal Year 2024
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 FY24 is \$1,893,000. This amount is budgeted in MTS bus operations with \$48,000 (interest component) budgeted in debt service and \$1,845,000 (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 2024 - 2025
SECTION 7.02**

Fiscal Year	2004 Fixed Pension Obligation (Operations)	Grand Total MTS Debt Service
2024	1,892,509	1,892,509
2025	-	-
Total	\$ 1,892,509	\$ 1,892,509

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Summary of Significant Capital Activities
Proposed Budget Fiscal Year 2024
Section 8.01

Development of the MTS Fiscal Year 2024 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 2022 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 FY24 ensuring that operationally critical projects were funded. The Chief Executive Officer (CEO) approved the prioritization of those capital requests. The FY24 MTS CIP was approved by the MTS Board of Directors on April 20, 2023.

The approved budget included funding \$60.0 million for preventative maintenance, \$6.0 million for ADA Operations, and \$278,570 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 FY24, there is \$174.6 million in available federal, state and local funding sources, which are detailed in Section 8.02. Recurring revenue sources total \$130.0 million in the FY24 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 \$44.6 million makes up the balance of the CIP revenues. One large part of this funding is made up of \$15.0 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 \$10.2 million in TIRCP competitive grant awards and \$4.0 million in alternative fuel credits that are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. An additional \$15.4 million of other one-time funding has also been included in the FY24 CIP. This balance includes transfers from older closed capital projects, proceeds from land sales, federal Community Project Funding (earmark), and state funds from the California Volkswagen mitigation trust.

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 FY24 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 FY24 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 FY24 funding level represent 80.2 percent of the total project needs after funding preventative maintenance.

Section 8.05 lists the descriptions of MTS administered projects that were determined to be the most critical to fund for the upcoming fiscal year. Of the \$174.6 million available after preventative maintenance and SANDAG planning studies, \$82.9 million (or 48 percent) has been dedicated to Revenue Vehicle replacement for the ongoing upkeep of the MTS fleet of service vehicles. \$10.9 million (or 6 percent) has been dedicated to Faculty and Construction projects, \$19.0 million (or 11 percent) has been dedicated to Rail Infrastructure projects, \$5.6 million (or 3 percent) has been dedicated to equipment purchases, and \$56.1 million (or 32 percent) has been dedicated to Major Initiatives. Major Initiatives include installing Zero Emission Bus (ZEB) infrastructure at each division, purchasing land for and construction of the Clean Transit Advancement Campus (CTAC, also known as “Division Six”) bus facility to accommodate service expansion and the ZEB transition plan.

Five-Year Capital Program Projections

Section 8.06 summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected by SANDAG to increase by 2% through FY 2028. Cumulative total capital needs for the five-year period exceed the available projected funding levels. Total project needs over the five-year term are projected to be \$1.1 billion. Projected deficits from FY 2024 to FY 2028 total \$388.0 million. The ratio of total funding to total capital needs over the five-year term is projected at 65.5 percent.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - REVENUES (in 000's)
FISCAL YEAR 2024
SECTION 8.02

Funding Description	Total
Federal - 5307 Funding Estimate	\$ 60,081
Federal - 5337 Funding Estimate	43,356
Federal - 5339 Funding Estimate	4,278
Federal RSTP	15,000
California Transportation Development Act (TDA)	42,934
California State Transit Assistance (STA/SB1)	28,079
California State of Good Repair (SGR)	5,096
California Cap and Trade (LCTOP)	12,427
California Cap and Trade (TIRCP)	10,172
IRS Compressed Natural Gas Credits	4,048
Other	15,422
Total Available Funding	\$ 240,893
Preventive Maintenance - Federal 5307	\$ (32,000)
Preventive Maintenance - Federal 5337	(28,000)
ADA Operation - Federal 5307	(6,008)
SANDAG Planning Study - Local Match	(279)
Total Preventative Maintenance/SANDAG Planning	\$ (66,287)
Available Funding for Capital Program	\$ 174,606

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS (in 000's)
FISCAL YEAR 2024
SECTION 8.03

PROJECT SUBMITTALS:

Division	Project Name	Funded Thru FY 2023	FY24 Request	FY 2024 Funded	FY 2025	FY 2026	FY 2027	FY 2028	BUDGET FY24 - FY28	TOTAL BUDGET
MTS Admin	Fare System Upgrades	30,250,000	2,472,500	2,472,500	-	-	-	-	2,472,500	32,722,500
MTS Admin	Social Equity Listening Tour	3,000,000	2,000,000	2,000,000	-	-	-	-	2,000,000	5,000,000
MTS Admin	Bus Stop Shelters	-	1,350,000	1,350,000	1,413,435	1,484,107	1,558,312	1,636,228	7,442,082	7,442,082
MTS Admin	Pyramid Building Design Services	-	1,085,000	1,085,000	-	-	-	-	1,085,000	1,085,000
MTS Admin	ADA Bus Stop Improvements - FY24	-	1,000,000	1,000,000	453,600	478,485	338,027	-	2,270,112	2,270,112
MTS Admin	Server Refresh	-	635,000	635,000	750,000	750,000	750,000	750,000	3,635,000	3,635,000
MTS Admin	Board Room Audio/Video Refresh	-	500,000	500,000	-	-	-	-	500,000	500,000
MTS Admin	Bus Yard Wireless Network Replacement	420,000	400,000	400,000	400,000	400,000	400,000	400,000	2,000,000	2,420,000
MTS Admin	System Sign Replacement	-	385,000	385,000	200,000	200,000	200,000	200,000	1,185,000	1,185,000
MTS Admin	Facility Roof Solar Assessments	-	250,000	250,000	-	-	-	-	250,000	250,000
MTS Admin	CCTV Upgrade and Installation	-	150,000	150,000	200,000	250,000	275,000	300,000	1,175,000	1,175,000
MTS Admin	Data Storage Refresh	-	121,000	121,000	125,000	781,000	100,000	125,000	1,252,000	1,252,000
MTS Admin	Trapeze IVR Replacement/Upgrade	-	105,000	105,000	-	-	-	120,000	225,000	225,000
MTS Admin	SAP S4 Upgrade & Cloud Migration	-	-	-	-	5,000,000	-	-	5,000,000	5,000,000
MTS Admin	Warehouse Bar Code	-	-	-	2,500,000	2,500,000	-	-	5,000,000	5,000,000
MTS Admin	Network Equipment Refresh	-	-	-	600,000	600,000	600,000	600,000	2,400,000	2,400,000
MTS Admin	Intranet Refresh	-	-	-	350,000	-	-	-	350,000	350,000
SDTC	Bus Procurement - FY24	-	60,917,073	60,917,073	60,000,000	60,000,000	60,000,000	60,000,000	300,917,073	300,917,073
SDTC	Clean Transit Advancement Campus	47,453,000	75,000,000	36,797,493	75,000,000	75,000,000	75,000,000	-	\$ 261,797,493	\$ 309,250,493
SDTC	Imperial Ave Division Overhead Charging Infrastructure	-	10,080,000	10,080,000	-	-	-	-	10,080,000	10,080,000
SDTC	IAD BEB Charging Infrastructure	-	2,350,000	2,350,000	-	-	-	-	2,350,000	2,350,000
SDTC	12th & Imperial Transit Center	-	1,335,000	1,335,000	12,315,000	-	-	-	13,650,000	13,650,000
SDTC	Kearny Mesa Division Overhead Charging Infrastructure	-	1,325,000	1,325,000	-	-	-	-	1,325,000	1,325,000
SDTC	Clean Transit Advancement Campus - CTAC Planning	-	1,000,000	1,000,000	-	-	-	-	1,000,000	1,000,000
SDTC	Southbay Building 3650A Partial Demolition	758,000	903,000	903,000	-	-	-	-	903,000	1,661,000
SDTC	Service Lane Probe & Vault Replacement - IAD & KMD	-	610,000	610,000	-	-	-	-	610,000	610,000
SDTC	East County Division Overhead Charging Master Plan	-	517,000	517,000	-	-	-	-	517,000	517,000
SDTC	Southbay Division CNG Dryer A & B Replacement	-	505,000	505,000	-	-	-	-	505,000	505,000
SDTC	Southbay Division 3620 Roofing Replacement	-	384,000	384,000	-	-	-	-	384,000	384,000
SDTC	Southbay Division Mobile Column Lift Replacement	-	282,000	282,000	-	-	-	-	282,000	282,000
SDTC	Imperial Ave Division Generator Replacement	705,000	260,000	260,000	-	-	-	-	260,000	965,000
SDTC	East County Division Battery Storage	-	212,000	212,000	-	-	-	-	212,000	212,000
SDTC	Imperial Ave Division Overhead Infrastructure - Tire Storage	-	171,000	171,000	-	-	-	-	171,000	171,000
SDTC	Transit Service Truck	-	136,000	136,000	-	-	-	-	136,000	136,000
SDTC	Copley Park Division Mobile Column Lift Replacement	-	102,000	102,000	-	-	-	-	102,000	102,000
SDTC	Kearny Mesa Division Upgrades	-	-	-	12,210,000	6,590,000	-	100,000	18,900,000	18,900,000
SDTC	East County Division Upgrades	-	-	-	1,090,000	6,080,000	9,800,000	-	16,970,000	16,970,000
SDTC	Southbay Division Upgrades	-	-	-	3,220,000	7,570,000	4,400,000	300,000	15,490,000	15,490,000
SDTC	Imperial Ave Division Upgrades	-	-	-	4,090,000	350,000	1,875,000	7,550,000	13,865,000	13,865,000
SDTC	Potential Hydrogen and ZEB Upgrades	-	-	-	250,000	1,370,000	5,345,000	5,220,000	12,185,000	12,185,000
SDTC	Southwestern Rapid	-	-	-	1,000,000	11,000,000	-	-	12,000,000	12,000,000
SDTC	Copley Park Division Upgrades	-	-	-	1,085,000	3,630,000	1,005,000	1,005,000	6,725,000	6,725,000
SDTC	Regional Transit Management System Upgrade	-	-	-	250,000	-	750,000	2,100,000	3,100,000	3,100,000
SDTC	Transit Service Trucks	-	-	-	-	665,000	-	-	665,000	665,000
SDTC	Bus Variable Message Signs	-	-	-	-	-	110,000	100,000	210,000	210,000
SDTC	Imperial Ave Division RAM Roof Replacement	-	995,000	-	-	-	-	-	-	-
SDTC	Kearny Mesa Division Chassis Wash Lift Replacement	-	685,000	-	-	-	-	-	-	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS (in 000's)
FISCAL YEAR 2024
SECTION 8.03

PROJECT SUBMITTALS:

Division	Project Name	Funded Thru FY 2023	FY24 Request	FY 2024 Funded	FY 2025	FY 2026	FY 2027	FY 2028	BUDGET FY24 - FY28	TOTAL BUDGET
SDTC	Imperial Ave Division CNG Dryer for A & B Replacement	-	504,000	-	-	-	-	-	-	-
SDTI	SD100 Replacement	167,858,000	22,000,000	22,000,000	31,000,000	-	-	-	53,000,000	220,858,000
SDTI	Downtown Parallel Feeder Cable	-	3,300,000	3,300,000	3,300,000	3,100,000	2,000,000	-	11,700,000	11,700,000
SDTI	Special Trackwork Replacement	-	3,200,000	3,200,000	6,945,000	-	-	1,200,000	11,345,000	11,345,000
SDTI	Signal Replacement	-	2,900,000	2,900,000	180,000	180,000	180,000	-	3,440,000	3,440,000
SDTI	Grade Crossing Replacement	-	1,985,000	1,985,000	7,463,000	3,155,000	4,412,000	-	17,015,000	17,015,000
SDTI	Building A Wheel Truing Machine Replacement	-	1,584,016	1,584,016	1,584,016	-	-	-	3,168,032	3,168,032
SDTI	Street Trackage Pavement Replacement	-	1,520,000	1,520,000	3,885,000	3,823,000	3,860,000	3,811,000	16,899,000	16,899,000
SDTI	Orange Line Improvement Project	-	1,300,000	1,300,000	16,900,000	-	-	-	18,200,000	18,200,000
SDTI	A-yard Catenary Replacement	-	1,300,000	1,300,000	1,000,000	1,000,000	1,000,000	2,000,000	6,300,000	6,300,000
SDTI	Substation Replacement	-	1,000,000	1,000,000	12,000,000	12,000,000	12,000,000	12,000,000	49,000,000	49,000,000
SDTI	Trolley Wash Cover	-	926,998	926,998	-	-	-	-	926,998	926,998
SDTI	Rail Fastener Replacement - Fletcher	-	700,000	700,000	-	-	-	-	700,000	700,000
SDTI	Green Line IMT Double Tracks	14,814,000	500,000	500,000	-	-	-	-	500,000	15,314,000
SDTI	Sicas S7 System Wide Replacement - Design	-	500,000	500,000	2,000,000	2,000,000	2,000,000	2,000,000	8,500,000	8,500,000
SDTI	Beyer Track and Slope	6,042,000	500,000	500,000	-	-	-	-	500,000	6,542,000
SDTI	Rio Vista Platform Design Phase II	1,140,000	500,000	500,000	1,500,000	-	-	-	2,000,000	3,140,000
SDTI	SDSU Station - Smoke Control System Upgrade	-	500,000	500,000	-	-	-	1,700,000	2,200,000	2,200,000
SDTI	Station Shelter Replacement	-	500,000	500,000	-	-	-	-	500,000	500,000
SDTI	S85 Retaining Wall	-	500,000	500,000	-	-	-	-	500,000	500,000
SDTI	Electronic Records Keeping	-	350,000	350,000	-	-	-	-	350,000	350,000
SDTI	Blue Line Fence Improvements	-	274,960	274,960	200,000	200,000	200,000	200,000	1,074,960	1,074,960
SDTI	Central Control HVAC	-	250,000	250,000	430,000	110,000	350,000	1,400,000	2,540,000	2,540,000
SDTI	Beech Street Double Crossover	-	100,000	100,000	-	-	-	-	100,000	100,000
SDTI	Electric Utility Vehicle	-	75,000	75,000	50,000	50,000	75,000	75,000	325,000	325,000
SDTI	SD7 Replacement	-	-	-	-	10,566,000	10,566,000	10,566,000	31,698,000	31,698,000
SDTI	San Ysidro Transit Center	-	-	-	15,000,000	15,000,000	-	-	30,000,000	30,000,000
SDTI	Overhead Catenary System	-	-	-	5,000,000	5,000,000	5,000,000	5,000,000	20,000,000	20,000,000
SDTI	Orange Line Improvement Project	-	-	-	1,500,000	5,000,000	5,000,000	3,000,000	14,500,000	14,500,000
SDTI	Drainage Improvements	-	250,000	-	3,250,000	3,250,000	3,000,000	-	9,500,000	9,500,000
SDTI	Massachusetts to San Altos Drainage Improvement	-	250,000	-	1,250,000	5,000,000	-	-	6,250,000	6,250,000
SDTI	Second Elevator Stadium / Fashion Replacement	-	-	-	700,000	5,000,000	-	-	5,700,000	5,700,000
SDTI	C Building Crane Upgrade & Expansion	-	500,000	-	5,000,000	-	-	-	5,000,000	5,000,000
SDTI	Station Trackway Replacement	-	940,000	-	3,550,000	-	850,000	-	4,400,000	4,400,000
SDTI	Trolley Platform Variable Message Sign Upgrades	-	-	-	753,625	753,625	753,625	753,625	3,014,500	3,014,500
SDTI	Trolley Station Network Communication Equipment	-	-	-	2,000,000	1,000,000	-	-	3,000,000	3,000,000
SDTI	Davra System Enhancements	-	-	-	600,000	-	600,000	-	1,200,000	1,200,000
SDTI	On-Track Equipment Replacement	-	650,000	-	250,000	-	-	550,000	800,000	800,000
SDTI	LRV Router Upgrade	-	-	-	-	-	-	500,000	500,000	500,000
SDTI	Grade Crossing Warning System	-	-	-	-	-	-	300,000	300,000	300,000
SDTI	Rail Replacement	-	-	-	-	300,000	-	-	300,000	300,000
SDTI	Trolley Right of Way Lidar Imagery Refresh	-	-	-	120,000	-	120,000	-	240,000	240,000
Totals		\$ 272,440,000	\$ 217,582,547	\$ 174,606,040	\$ 304,912,676	\$ 261,186,217	\$ 214,472,964	\$ 125,561,853	\$ 1,080,739,750	\$ 1,353,179,750

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - CUMMULATIVE THROUGH FISCAL YEAR 2024 (in 000's)
FISCAL YEAR 2024
SECTION 8.04

FUNDING SOURCES											
Project Name	Funded thru FY23	FY24 Funded	5307	5337	5339	Federal RSTP	TDA	STA/SB1 SGR	LCTOP	TIRCP	Other
Fare System Upgrades	\$ 30,250,000	\$ 2,472,500	\$ -	\$ -	\$ -	\$ -	\$ 2,472,500	\$ -	\$ -	\$ -	\$ -
Social Equity Listening Tour	3,000,000	2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
Bus Stop Shelters	-	1,350,000	\$ -	\$ -	\$ -	\$ -	\$ 1,350,000	\$ -	\$ -	\$ -	\$ -
Pyramid Building Design Services	-	1,085,000	\$ -	\$ -	\$ -	\$ -	\$ 1,085,000	\$ -	\$ -	\$ -	\$ -
ADA Bus Stop Improvements - FY24	-	1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
Server Refresh	-	635,000	\$ -	\$ -	\$ -	\$ -	\$ 635,000	\$ -	\$ -	\$ -	\$ -
Board Room Audio/Video Refresh	-	500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Bus Yard Wireless Network Replacement	420,000	400,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ -
System Sign Replacement	-	385,000	\$ -	\$ -	\$ -	\$ -	\$ 385,000	\$ -	\$ -	\$ -	\$ -
Facility Roof Solar Assessments	-	250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -
CCTV Upgrade and Installation	-	150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -	\$ -
Data Storage Refresh	-	121,000	\$ -	\$ -	\$ -	\$ -	\$ 121,000	\$ -	\$ -	\$ -	\$ -
Trapeze IVR Replacement/Upgrade	-	105,000	\$ -	\$ -	\$ -	\$ -	\$ 105,000	\$ -	\$ -	\$ -	\$ -
Bus Procurement - FY24	-	60,917,073	\$ 22,072,531	\$ -	\$ 4,278,086	\$ -	\$ 1,918,833	\$ 5,095,907	\$ 12,426,859	\$ -	\$ 15,124,857
Clean Transit Advancement Campus	47,453,000	36,797,493	\$ -	\$ -	\$ -	\$ -	\$ 8,718,544	\$ 28,078,949	\$ -	\$ -	\$ -
Imperial Ave Division Overhead Charging Infrastructure	-	10,080,000	\$ -	\$ -	\$ -	\$ -	\$ 2,016,000	\$ -	\$ -	\$ 8,064,000	\$ -
IAD BEB Charging Infrastructure	-	2,350,000	\$ -	\$ -	\$ -	\$ -	\$ 470,000	\$ -	\$ -	\$ -	\$ 1,880,000
12th & Imperial Transit Center	-	1,335,000	\$ -	\$ -	\$ -	\$ -	\$ 267,000	\$ -	\$ -	\$ 1,068,000	\$ -
Keamy Mesa Division Overhead Charging Infrastructure	-	1,325,000	\$ -	\$ -	\$ -	\$ -	\$ 1,325,000	\$ -	\$ -	\$ -	\$ -
Clean Transit Advancement Campus - CTAC Planning	-	1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000
Southbay Building 3650A Partial Demolition	758,000	903,000	\$ -	\$ -	\$ -	\$ -	\$ 903,000	\$ -	\$ -	\$ -	\$ -
Service Lane Probe & Vault Replacement - IAD & KMD	-	610,000	\$ -	\$ -	\$ -	\$ -	\$ 610,000	\$ -	\$ -	\$ -	\$ -
East County Division Overhead Charging Master Plan	-	517,000	\$ -	\$ -	\$ -	\$ -	\$ 517,000	\$ -	\$ -	\$ -	\$ -
Southbay Division CNG Dryer A & B Replacement	-	505,000	\$ -	\$ -	\$ -	\$ -	\$ 505,000	\$ -	\$ -	\$ -	\$ -
Southbay Division 3620 Roofing Replacement	-	384,000	\$ -	\$ -	\$ -	\$ -	\$ 384,000	\$ -	\$ -	\$ -	\$ -
Southbay Division Mobile Column Lift Replacement	-	282,000	\$ -	\$ -	\$ -	\$ -	\$ 282,000	\$ -	\$ -	\$ -	\$ -
Imperial Ave Division Generator Replacement	705,000	260,000	\$ -	\$ -	\$ -	\$ -	\$ 260,000	\$ -	\$ -	\$ -	\$ -
East County Division Battery Storage	-	212,000	\$ -	\$ -	\$ -	\$ -	\$ 212,000	\$ -	\$ -	\$ -	\$ -
Imperial Ave Division Overhead Infrastructure - Tire Storage Design	-	171,000	\$ -	\$ -	\$ -	\$ -	\$ 171,000	\$ -	\$ -	\$ -	\$ -
Transit Service Truck	-	136,000	\$ -	\$ -	\$ -	\$ -	\$ 136,000	\$ -	\$ -	\$ -	\$ -
Copley Park Division Mobile Column Lift Replacement	-	102,000	\$ -	\$ -	\$ -	\$ -	\$ 102,000	\$ -	\$ -	\$ -	\$ -
SD100 Replacement	167,858,000	22,000,000	\$ -	\$ 7,000,000	\$ -	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Downtown Parallel Feeder Cable	-	3,300,000	\$ -	\$ 2,640,000	\$ -	\$ -	\$ 660,000	\$ -	\$ -	\$ -	\$ -
Special Trackwork Replacement	-	3,200,000	\$ -	\$ 2,560,000	\$ -	\$ -	\$ 640,000	\$ -	\$ -	\$ -	\$ -
Signal Replacement	-	2,900,000	\$ -	\$ -	\$ -	\$ -	\$ 2,900,000	\$ -	\$ -	\$ -	\$ -
Grade Crossing Replacement	-	1,985,000	\$ -	\$ 1,588,000	\$ -	\$ -	\$ 397,000	\$ -	\$ -	\$ -	\$ -
Building A Wheel Truing Machine Replacement	-	1,584,016	\$ -	\$ -	\$ -	\$ -	\$ 423,016	\$ -	\$ -	\$ -	\$ -
Street Trackage Pavement Replacement	-	1,520,000	\$ -	\$ 1,216,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Orange Line Improvement Project	-	1,300,000	\$ -	\$ -	\$ -	\$ -	\$ 260,000	\$ -	\$ -	\$ 1,040,000	\$ -
A-yard Catenary Replacement	-	1,300,000	\$ -	\$ 351,766	\$ -	\$ -	\$ 948,234	\$ -	\$ -	\$ -	\$ -
Substation Replacement	-	1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -
Trolley Wash Cover	-	926,998	\$ -	\$ -	\$ -	\$ -	\$ 926,998	\$ -	\$ -	\$ -	\$ -
Rail Fastener Replacement - Fletcher	-	700,000	\$ -	\$ -	\$ -	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -
Green Line IMT Double Tracks	14,814,000	500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Sicas S7 System Wide Replacement - Design	-	500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Beyer Track and Slope	6,042,000	500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Rio Vista Platform Design Phase II	1,140,000	500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
SDSU Station - Smoke Control System Upgrade	-	500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Station Shelter Replacement	-	500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -

At A 15.05/18/23

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - CUMMULATIVE THROUGH FISCAL YEAR 2024 (in 000's)
FISCAL YEAR 2024
SECTION 8.04

FUNDING SOURCES											
Project Name	Funded thru FY23	FY24 Funded	5307	5337	5339	Federal RSTP	TDA	STA/SB1 SGR	LCTOP	TIRCP	Other
S85 Retaining Wall	-	500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -
Electronic Records Keeping	-	350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ -	\$ -	\$ -	\$ -
Blue Line Fence Improvements	-	274,960	\$ -	\$ -	\$ -	\$ -	\$ 274,960	\$ -	\$ -	\$ -	\$ -
Central Control HVAC	-	250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -
Beech Street Double Crossover	-	100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -
Electric Utility Vehicle	-	75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -
Totals	\$ 272,440,000	\$ 174,606,040	\$ 22,072,531	\$ 15,355,766	\$ 4,278,086	\$ 15,000,000	\$ 42,656,085	\$ 33,174,856	\$ 12,426,859	\$ 10,172,000	\$ 19,469,857

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2024 (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	FY24			
		Budget	Federal	State/Local	Other
1001	<u>Bus Ops - Clean Transit Advancement Campus Division 6/Clean Transit Advancement Campus</u>	36,797	-	36,797	-
1002	<u>Bus Ops - Bus Procurement - FY24</u>	60,917	26,351	30,518	4,048
1778	<u>Fiscal Year 2024 Bus Procurement</u>	10,080	-	10,080	-
1783	<u>Bus Ops - Imperial Ave Division Overhead Charging Infrastructure</u> <u>Imperial Ave Division Overhead Charging Infrastructure</u>	1,325	-	1,325	-
1786	<u>Bus Ops - Kearny Mesa Division Overhead Charging Infrastructure</u> <u>Kearny Mesa Division Overhead Charging Infrastructure</u>	903	-	903	-
1818	<u>Bus Ops - Southbay Building 3650A Partial Demolition</u> <u>Southbay Building Partial Demolition</u>	610	-	610	-
1790	<u>Bus Ops - Service Lane Probe & Vault Replacement - IAD & KMD</u> <u>Service Lane Probe & Vault Replacement</u>	517	-	517	-
1787	<u>Bus Ops - East County Division Overhead Charging Master Plan</u> <u>East County Division Overhead Charging Master Plan</u>	505	-	505	-
1803	<u>Bus Ops - Southbay Division CNG Dryer A & B Replacement</u> <u>Southbay Division CNG Dryer A & B Replacement</u>	384	-	384	-
1788	<u>Bus Ops - Southbay Division 3620 Roofing Replacement</u> <u>Southbay Division Roofing Replacement</u>	282	-	282	-
1807	<u>Bus Ops - Southbay Division Mobile Column Lift Replacement</u> <u>Southbay Division Mobile Column Lift Replacement</u>	260	-	260	-
1792	<u>Bus Ops - Imperial Ave Division Generator Replacement</u> <u>Imperial Ave Division Generator Replacement</u>	212	-	212	-
1992	<u>Bus Ops - East County Division Battery Storage</u> <u>East County Division Battery Storage</u>	171	-	171	-
1780	<u>Bus Ops - Imperial Ave Division Overhead Infrastructure - Tire Storage Design</u> <u>Imperial Ave Division Overhead Infrastructure - Tire Storage</u>	136	-	136	-
1789	<u>Bus Ops - Transit Service Truck</u> <u>Transit Service Truck</u>	102	-	102	-
1794	<u>Bus Ops - Copley Park Division Mobile Column Lift Replacement</u> <u>Copley Park Division Mobile Column Lift Replacement</u>	1,335	-	1,335	-
2007	<u>Rail Ops - 12th & Imperial Transit Center</u> <u>12th & Imperial Transit Center</u>	22,000	22,000	-	-
1779	<u>Rail Ops - SD100 Replacement</u> <u>SD100 Light Rail Vehicle Replacement</u>	1,584	-	423	1,161
1821	<u>Rail Ops - Building A Wheel Truing Machine Replacement</u> <u>Building A Wheel Truing Machine Replacement</u>	927	-	927	-
1983	<u>Rail Ops - Trolley Wash Cover</u> <u>Trolley Wash Cover</u>	500	-	500	-
1826	<u>Rail Ops - Station Shelter Replacement</u> <u>Station Shelter Replacement</u>	275	-	275	-

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2024 (in 000's)
ATTACHMENT C**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY24			
		Budget	Federal	State/Local	Other
1827	Blue Line Fence Improvements Rail Ops - Central Control HVAC	250	-	250	-
1825	Central Control HVAC Replacement Rail Ops - Electric Utility Vehicle	75	-	75	-
1765	Electric Utility Vehicle Rail Ops - Downtown Parallel Feeder Cable	3,300	2,640	660	-
1767	Downtown Parallel Feeder Cable Replacement Rail Ops - Signal Replacement	2,900	-	2,900	-
1770	Signal Replacement Rail Ops - A-yard Catenary Replacement	1,300	352	948	-
1764	A-yard Catenary Replacement Rail Ops - Orange Line Improvement Project	1,300	-	1,300	-
1762	Orange Line Improvement Project Rail Ops - Substation Replacement	1,000	-	1,000	-
1769	Substation Replacement Bus Ops - SDSU Station - Smoke Control System Upgrade	500	-	500	-
1768	SDSU Station - Smoke Control System Upgrade Rail Ops - Sicas S7 System Wide Replacement - Design	500	-	500	-
1987	Sicas S7 System Wide Replacement - Design Rail Ops - Electronic Records Keeping	350	-	350	-
1756	New Electronic Records Keeping System Rail Ops - Special Trackwork Replacement	3,200	2,560	640	-
1754	Special Trackwork Replacement Rail Ops - Grade Crossing Replacement	1,985	1,588	397	-
1758	Grade Crossing Replacement Rail Ops - Street Trackage Pavement Replacement	1,520	1,216	-	304
1003	Street Trackage Pavement Replacement Rail Ops - Rail Fastener Replacement - Fletcher	700	-	700	-
1962	Rail Fastener Replacement at Fletcher Rail Ops - Beyer Track and Slope	500	-	500	-
1752	Beyer Track and Slope Rail Ops - S85 Retaining Wall	500	-	500	-
1984	S85 Retaining Wall Rail Ops - Rio Vista Platform Design Phase II	500	-	500	-
1822	Rio Vista Platform Design Phase II Rail Ops - Green Line IMT Double Tracks	500	-	500	-
1804	Green Line IMT Double Tracks Admin - Fare System Upgrades	2,473	-	2,473	-
1805	Fare System Upgrades Admin - Server Refresh	635	-	635	-
1986	Server Refresh Admin - Board Room Audio/Video Refresh	500	-	500	-

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2024 (in 000's)
ATTACHMENT C**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY24			
		Budget	Federal	State/Local	Other
1772	Board Room Audio/Video Refresh <u>Admin - Bus Yard Wireless Network Replacement</u>	400	-	400	-
1819	Bus Yard Wireless Network Replacement <u>Admin - Data Storage Refresh</u>	121	-	121	-
1981	Data Storage Refresh <u>Admin - Trapeze IVR Replacement/Upgrade</u>	105	-	105	-
1777	Trapeze IVR Replacement/Upgrade <u>Admin - ADA Bus Stop Improvements - FY24</u>	1,000	-	1,000	-
1814	Fiscal Year 2024 ADA Bus Stop Improvements <u>Admin - Bus Stop Shelters</u>	1,350	-	1,350	-
1004	Bus Stop Shelters Replacement <u>Admin - Social Equity Listening Tour</u>	2,000	-	2,000	-
1791	Social Equity Listening Tour <u>Admin - System Sign Replacement</u>	385	-	385	-
1991	System Sign Replacement <u>Admin - CCTV Upgrade and Installation</u>	150	-	150	-
1793	CCTV Upgrade and Installation <u>Admin - Pyramid Building Design Services</u>	1,085	-	1,085	-
1005	Pyramid Building Design Services <u>Admin - Facility Roof Solar Assessments</u>	250	-	250	-
1006	Facility Roof Solar Assessments <u>Bus Ops - IAD BEB Charging Infrastructure</u>	2,350	1,880	470	-
1007	Imperial Avenue Division Charging Infrastructure <u>Bus Ops - Clean Transit Advancement Campus - CTAC Planning</u>	1,000	1,000	-	-
1008	Division 6/Clean Transit Advancement Campus - Planning <u>Rail Ops - Beech Street Double Crossover</u> Installation of Double Crossover at Beech Street	100	-	100	-
Totals		174,606	\$ 59,586	\$ 109,507	\$ 5,513

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - FIVE YEAR PROJECTION (000's)
FISCAL YEARS 2024-2028
SECTION 8.06

	Proposed FY24	Projected FY25	Projected FY26	Projected FY27	Projected FY28	Total FY24 to FY28
Total Revenues						
Recurring Dedicated CIP Revenues	\$ 183,824	\$ 187,075	\$ 188,471	\$ 193,917	\$ 197,415	\$ 950,702
Other Non Recurring Revenues	57,069	51,696	9,000	5,000	5,000	127,765
Total Capital Revenues	\$ 240,893	\$ 238,770	\$ 197,471	\$ 198,917	\$ 202,415	\$ 1,078,466
Less: "Off the Top" Expenses						
SANDAG Planning Studies	\$ (279)	\$ (284)	\$ (290)	\$ (296)	\$ (303)	\$ (1,452)
ADA Operations	(6,008)	(6,134)	(6,262)	(6,393)	(6,526)	(31,322)
Preventative Maintenance	(60,000)	(61,000)	(62,000)	(63,000)	(64,000)	(310,000)
Total "Off The Top" Expenses	\$ (66,287)	\$ (67,418)	\$ (68,552)	\$ (69,689)	\$ (70,829)	\$ (342,775)
Adjusted Available CIP Revenues	\$ 174,606	\$ 171,352	\$ 128,919	\$ 129,228	\$ 131,586	\$ 735,692
Project Needs						
State of Good Repair	\$ 123,264	\$ 198,303	\$ 152,246	\$ 119,043	\$ 114,537	\$ 707,392
Other Initiatives	94,319	106,610	108,940	95,430	11,025	416,324
Total Project Needs	\$ 217,583	\$ 304,913	\$ 261,186	\$ 214,473	\$ 125,562	\$ 1,123,716
Total Deficit	\$ (42,977)	\$ (133,560)	\$ (132,268)	\$ (85,245)	\$ 6,025	\$ (388,025)
% of Funding / Needs	80.2%	56.2%	49.4%	60.3%	104.8%	65.5%
Accumulated Deficit	\$ (42,977)	\$ (176,537)	\$ (308,805)	\$ (394,049)	\$ (388,025)	

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2024
SECTION 9.01

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SRTC	49,772,532	28,673,056	11,300,000	-	38,581,161	3,189,683	-	(33,791,231)	97,725,201
SRTI	54,675,429	20,171,593	-	-	24,274,077	-	-	-	99,121,099
MCS 801 - South Central	29,836,373	17,978,441	-	-	-	-	-	-	47,814,814
MCS 802 - South Bay BRT	-	952,470	-	-	4,995,964	-	-	-	5,948,434
MCS 820 - East County	5,266,899	7,877,668	-	-	-	-	-	-	13,144,567
MCS 825 - Rural	911,000	112,139	-	-	-	-	-	-	1,023,139
MCS 830 - Commuter Express	-	1,107,922	-	-	-	1,000,000	-	-	2,107,922
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	2,594,045	2,960,406	-	-	-	-	-	-	5,554,451
MCS 840 - Regional Transit Center Maintenance	-	569,458	-	-	-	-	-	-	569,458
MCS 845 - BRT Superloop	-	-	-	-	396,957	-	-	-	396,957
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,142,798	-	-	-	1,142,798
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	316,708	-	-	-	316,708
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,147,835	-	-	-	1,147,835
MCS 850 - ADA Access	6,133,628	10,568,686	-	112,000	1,267,332	191,311	-	-	18,272,956
MCS 856 - ADA Certification	-	652,734	-	-	-	-	-	-	652,734
MCS 875 - Coaster Connection	-	386,616	-	-	-	110,000	-	-	496,616
Coronado Ferry	-	323,313	-	-	-	-	-	-	323,313
Administrative Pass Thru	-	523,597	-	-	-	-	-	-	523,597
Subtotal Operations	149,189,906	92,858,098	11,300,000	112,000	72,122,831	4,490,994	-	(33,791,231)	296,282,598
FHV Administration	-	-	-	-	-	-	-	(57,744)	(57,744)
SD&AE	-	-	-	-	-	-	-	(32,712)	(32,712)
Subtotal Other Activities	-	-	-	-	-	-	-	(90,456)	(90,456)
Administrative	6,581,221	-	-	-	588,122	-	-	-	7,169,343
Grand Total	155,771,128	92,858,098	11,300,000	112,000	72,710,953	4,490,994	0	(33,881,687)	303,361,485

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2024
SECTION 9.02**

	FTA 5307 Preventative Maintenance	FTA 5307 CARES/ARP Act	Federal Other	FTA 5311/ 5311(f) Rural	TDA Article 4.0	TDA Article 4.5 ADA
SDTC	21,500,000	28,272,532	-	-	28,673,056	-
SDTI	31,500,000	22,800,429	375,000	-	20,171,593	-
MCS 801 - South Central	10,000,000	19,836,373	-	-	17,978,441	-
MCS 802 - South Bay BRT	-	-	-	-	952,470	-
MCS 820 - East County	-	5,266,899	-	-	7,877,668	-
MCS 825 - Rural	-	-	-	911,000	112,139	-
MCS 830 - Commuter Express	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	2,394,045	-	200,000	2,960,406	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	569,458	-
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	6,133,628	-	-	-	4,430,876	6,137,810
MCS 856 - ADA Certification	-	-	-	-	-	652,734
MCS 875 - Coaster Connection	-	-	-	-	386,616	-
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	523,597	-
Subtotal Operations	69,133,628	78,570,279	375,000	1,111,000	84,636,319	6,790,544
FHV Administration SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	6,429,721	151,500	-	-	-
Grand Total	69,133,628	85,000,000	526,500	1,111,000	84,636,319	6,790,544

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2024
SECTION 9.02**

	TDA Article 8.0	STA Formula	Medical	TransNet Operating	TransNet Access ADA	TransNet Other	City of San Diego
SDTC	-	11,300,000	-	26,485,464	-	12,095,697	-
SDTI	-	-	-	14,337,726	-	9,936,351	-
MCS 801 - South Central	-	-	-	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	4,995,964	-
MCS 820 - East County	-	-	-	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	1,107,922	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	396,957	-
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	1,142,798	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	316,708	-
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	1,147,835	-
MCS 850 - ADA Access	-	-	112,000	-	1,203,412	63,920	191,311
MCS 856 - ADA Certification	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	-	-
Coronado Ferry	323,313	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	1,431,235	11,300,000	112,000	40,823,190	1,203,412	30,096,229	191,311
FHV Administration	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-
Administrative	-	-	-	-	-	588,122	-
Grand Total	1,431,235	11,300,000	112,000	40,823,190	1,203,412	30,684,351	191,311

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2024
SECTION 9.02**

	SANDAG FasTrak	Other Local	Reserves/ Carryovers	Total
SDTC	2,500,000	689,683	(33,791,231)	97,725,201
SDTI	-	-	-	99,121,099
MCS 801 - South Central	-	-	-	47,814,814
MCS 802 - South Bay BRT	-	-	-	5,948,434
MCS 820 - East County	-	-	-	13,144,567
MCS 825 - Rural	-	-	-	1,023,139
MCS 830 - Commuter Express	1,000,000	-	-	2,107,922
MCS 835 - Central Routes 961-965	-	-	-	5,554,451
MCS 840 - Regional Transit Center Maintenance	-	-	-	569,458
MCS 845 - BRT Superloop	-	-	-	396,957
MCS 846 - I15 Transit Center Maintenance	-	-	-	1,142,798
MCS 847 - Mid City Transit Center Maintenance	-	-	-	316,708
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	1,147,835
MCS 850 - ADA Access	-	-	-	18,272,956
MCS 856 - ADA Certification	-	-	-	652,734
MCS 875 - Coaster Connection	-	110,000	-	496,616
Coronado Ferry	-	-	-	323,313
Administrative Pass Thru	-	-	-	523,597
Subtotal Operations	3,500,000	799,683	(33,791,231)	296,282,598
FHV Administration	-	-	(57,744)	(57,744)
SD&AE	-	-	(32,712)	(32,712)
Subtotal Other Activities	-	-	(90,456)	(90,456)
Administrative	-	-	-	7,169,343
Grand Total	<u>3,500,000</u>	<u>799,683</u>	<u>(33,881,687)</u>	<u>303,361,485</u>

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>MTS Consolidated</u>		
Operating Revenue		
Passenger Revenue	78,925,285	401100-409235
Other Income	24,710,122	409150-429900
Total Operating Revenue	103,635,407	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	69,133,628	451250
FTA 5307 - CARES/ARP	85,000,000	459900
FTA - Other	526,500	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	155,771,128	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	84,636,319	461100
TDA - Article 4.5 (ADA)	6,790,544	461200
TDA - Article 8.0	1,431,235	461300
Total TDA Revenue	92,858,098	
TransNet Revenue		
TransNet - Operating Support	40,823,190	471100
TransNet - Access ADA	1,203,412	471300
TransNet - SuperLoop, Other	30,684,351	471400
Total TransNet Revenue	72,710,953	
State Transit Assistance (STA) Revenue		
STA - Formula	11,300,000	462200
Total STA Revenue	11,300,000	
Other State Revenue		
MediCal	112,000	463400
Total Other State Revenue	112,000	
Other Local Revenue		
SANDAG - FasTrak	3,500,000	481100
City of San Diego	191,311	481200
Other Local	799,683	481400
CNG Credits	-	424100
Total Other Local Revenue	4,490,994	
Total Subsidy Revenue	337,243,172	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	(33,881,687)	491100
Carryovers	-	
Total Other Funds / Reserves	(33,881,687)	
Total Non Operating Revenue	303,361,485	
Total Revenue	406,996,892	
Total Expenses	406,996,892	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Administrative</u>		
Operating Revenue		
Passenger Revenue		401100-409235
Other Income	22,894,522	409150-429900
Total Operating Revenue	22,894,522	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	6,429,721	459900
FTA - Other	151,500	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	6,581,221	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	588,122	471400
Total TransNet Revenue	588,122	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	-	
Total Subsidy Revenue	7,169,343	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	7,169,343	
Total Revenue	30,063,865	
Total Expenses	30,063,864	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Operations Consolidated</u>		
Operating Revenue		
Passenger Revenue	78,925,285	401100-409235
Other Income	915,000	409150-429900
Total Operating Revenue	79,840,285	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	69,133,628	451250
FTA 5307 - CARES/ARP	78,570,279	459900
FTA - Other	375,000	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	149,189,906	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	84,636,319	461100
TDA - Article 4.5 (ADA)	6,790,544	461200
TDA - Article 8.0	1,431,235	461300
Total TDA Revenue	92,858,098	
TransNet Revenue		
TransNet - Operating Support	40,823,190	471100
TransNet - Access ADA	1,203,412	471300
TransNet - SuperLoop, Other	30,096,229	471400
Total TransNet Revenue	72,122,831	
State Transit Assistance (STA) Revenue		
STA - Formula	11,300,000	462200
Total STA Revenue	11,300,000	
Other State Revenue		
MediCal	112,000	463400
Total Other State Revenue	112,000	
Other Local Revenue		
SANDAG - FasTrak	3,500,000	481100
City of San Diego	191,311	481200
Other Local	799,683	481400
CNG Credits	-	424100
Total Other Local Revenue	4,490,994	
Total Subsidy Revenue	330,073,829	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	(33,791,231)	491100
Carryovers	-	
Total Other Funds / Reserves	(33,791,231)	
Total Non Operating Revenue	296,282,598	
Total Revenue	376,122,883	
Total Expenses	376,122,884	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Bus Operations (San Diego Transit Corp)</u>		
Operating Revenue		
Passenger Revenue	21,576,772	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	21,576,772	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	21,500,000	451250
FTA 5307 - CARES/ARP	28,272,532	459900
FTA - Other	-	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	49,772,532	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	28,673,056	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	(0)	461300
Total TDA Revenue	28,673,056	
TransNet Revenue		
TransNet - Operating Support	26,485,464	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	12,095,697	471400
Total TransNet Revenue	38,581,161	
State Transit Assistance (STA) Revenue		
STA - Formula	11,300,000	462200
Total STA Revenue	11,300,000	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	2,500,000	481100
City of San Diego	-	481200
Other Local	689,683	481400
CNG Credits	-	424100
Total Other Local Revenue	3,189,683	
Total Subsidy Revenue	131,516,432	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	(33,791,231)	491100
Carryovers	-	
Total Other Funds / Reserves	(33,791,231)	
Total Non Operating Revenue	97,725,201	
Total Revenue	119,301,973	
Total Expenses	119,301,973	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Rail Operations (San Diego Trolley)</u>		
Operating Revenue		
Passenger Revenue	31,278,658	401100-409235
Other Income	915,000	409150-429900
Total Operating Revenue	32,193,658	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	31,500,000	451250
FTA 5307 - CARES/ARP	22,800,429	459900
FTA - Other	375,000	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	54,675,429	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	20,171,593	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	20,171,593	
TransNet Revenue		
TransNet - Operating Support	14,337,726	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	9,936,351	471400
Total TransNet Revenue	24,274,077	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	99,121,099	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	99,121,099	
Total Revenue	131,314,757	
Total Expenses	131,314,757	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations Consolidated</u>		
Operating Revenue		
Passenger Revenue	26,069,855	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	26,069,855	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	16,133,628	451250
FTA 5307 - CARES/ARP	27,497,318	459900
FTA - Other	-	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	44,741,945	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	35,268,073	461100
TDA - Article 4.5 (ADA)	6,790,544	461200
TDA - Article 8.0	1,107,922	461300
Total TDA Revenue	43,166,539	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	1,203,412	471300
TransNet - SuperLoop, Other	8,064,182	471400
Total TransNet Revenue	9,267,593	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	-	
Other State Revenue		
MediCal	112,000	463400
Total Other State Revenue	112,000	
Other Local Revenue		
SANDAG - FasTrak	1,000,000	481100
City of San Diego	191,311	481200
Other Local	110,000	481400
CNG Credits	-	424100
Total Other Local Revenue	1,301,311	
Total Subsidy Revenue	98,589,388	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	98,589,388	
Total Revenue	124,659,243	
Total Expenses	124,659,243	
Net of Revenues over Expense	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations - Fixed Route Consolidated</u>		
Operating Revenue		
Passenger Revenue	24,573,860	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	24,573,860	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	10,000,000	451250
FTA 5307 - CARES/ARP	27,497,318	459900
FTA - Other	-	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	38,608,318	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	30,837,197	461100
TDA - Article 4.5 (ADA)	-	461200
TDA - Article 8.0	1,107,922	461300
Total TDA Revenue	31,945,119	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	-	471300
TransNet - SuperLoop, Other	8,000,262	471400
Total TransNet Revenue	8,000,262	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	-	
Other State Revenue		
MediCal	-	463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	1,000,000	481100
City of San Diego	-	481200
Other Local	110,000	481400
CNG Credits	-	424100
Total Other Local Revenue	1,110,000	
Total Subsidy Revenue	79,663,698	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	79,663,698	
Total Revenue	104,237,558	
Total Expenses	104,237,558	
Net of Revenues over Expense	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (801 - South Bay)</u>		
Operating Revenue		
Passenger Revenue	18,335,314	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	18,335,314	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	10,000,000	451250
FTA 5307 - CARES/ARP	19,836,373	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	29,836,373	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	17,978,441	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	17,978,441	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	47,814,814	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	47,814,814	
Total Revenue	66,150,128	
Total Expenses	66,150,128	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (802 - South Bay BRT)</u>		
Operating Revenue		
Passenger Revenue	890,624	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	890,624	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other	-	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	952,470	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	952,470	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	4,995,964	471400
Total TransNet Revenue	4,995,964	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	5,948,434	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	5,948,434	
Total Revenue	6,839,058	
Total Expenses	6,839,058	
Net of Revenues over Expense	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (820 - East County)</u>		
Operating Revenue		
Passenger Revenue	3,749,371	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	3,749,371	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	5,266,899	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	5,266,899	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	7,877,668	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	7,877,668	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	13,144,567	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	13,144,567	
Total Revenue	16,893,938	
Total Expenses	16,893,938	
Net of Revenues over Expense	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (825 - Rural)</u>		
Operating Revenue		
Passenger Revenue	211,394	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	211,394	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural	840,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	911,000	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	112,139	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	112,139	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	1,023,139	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	1,023,139	
Total Revenue	1,234,533	
Total Expenses	1,234,533	
Net of Revenues over Expense	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (830 - Commuter Express)</u>		
Operating Revenue		
Passenger Revenue	364,927	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	364,927	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	-	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	1,107,922	461300
Total TDA Revenue	1,107,922	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	1,000,000	481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	1,000,000	
Total Subsidy Revenue	2,107,922	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	2,107,922	
Total Revenue	2,472,849	
Total Expenses	2,472,849	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (835 - Minibus)</u>		
Operating Revenue		
Passenger Revenue	990,189	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	990,189	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	2,394,045	459900
FTA - Other		451800
FTA 5311 - Rural	200,000	451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	2,594,045	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	2,960,406	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	2,960,406	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	5,554,451	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	5,554,451	
Total Revenue	6,544,640	
Total Expenses	6,544,640	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (875 - Coaster Connection (SVCC))</u>		
Operating Revenue		
Passenger Revenue	32,040	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	32,040	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	386,616	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	386,616	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local	110,000	481400
CNG Credits		424100
Total Other Local Revenue	110,000	
Total Subsidy Revenue	496,616	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	496,616	
Total Revenue	528,656	
Total Expenses	528,656	
Net of Revenues over Expense	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (840 - Transit Center Maintenance)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	569,458	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	569,458	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	-	471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	569,458	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	569,458	
Total Revenue	569,458	
Total Expenses	569,458	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (845 - BRT Superloop)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	396,957	471400
Total TransNet Revenue	396,957	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	396,957	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	396,957	
Total Revenue	396,957	
Total Expenses	396,957	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (846 - I15 Transit Center Maintenance)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	1,142,798	471400
Total TransNet Revenue	1,142,798	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	1,142,798	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	1,142,798	
Total Revenue	1,142,798	
Total Expenses	1,142,798	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (847 - Mid City Transit Center Maintenance)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	316,708	471400
Total TransNet Revenue	316,708	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	316,708	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	316,708	
Total Revenue	316,708	
Total Expenses	316,708	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (848 - South Bay BRT Transit Center Maintenance)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	1,147,835	471400
Total TransNet Revenue	1,147,835	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	1,147,835	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	1,147,835	
Total Revenue	1,147,835	
Total Expenses	1,147,835	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations - Paratransit Consolidated</u>		
Operating Revenue		
Passenger Revenue	1,495,995	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	1,495,995	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	6,133,628	451250
FTA 5307 - CARES/ARP	-	459900
FTA - Other	-	451800
FTA 5311 - Rural	-	451900
FTA 5311(f) - Rural	-	451950
Total Federal Revenue	6,133,628	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	4,430,876	461100
TDA - Article 4.5 (ADA)	6,790,544	461200
TDA - Article 8.0	-	461300
Total TDA Revenue	11,221,420	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	1,203,412	471300
TransNet - SuperLoop, Other	63,920	471400
Total TransNet Revenue	1,267,332	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	-	
Other State Revenue		
MediCal	112,000	463400
Total Other State Revenue	112,000	
Other Local Revenue		
SANDAG - FasTrak	-	481100
City of San Diego	191,311	481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	191,311	
Total Subsidy Revenue	18,925,690	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
Total Other Funds / Reserves	-	
Total Non Operating Revenue	18,925,690	
Total Revenue	20,421,686	
Total Expenses	20,421,686	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (850 - ADA Access)</u>		
Operating Revenue		
Passenger Revenue	1,495,995	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	1,495,995	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	6,133,628	451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	6,133,628	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	4,430,876	461100
TDA - Article 4.5 (ADA)	6,137,810	461200
TDA - Article 8.0		461300
Total TDA Revenue	10,568,686	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA	1,203,412	471300
TransNet - SuperLoop, Other	63,920	471400
Total TransNet Revenue	1,267,332	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal	112,000	463400
Total Other State Revenue	112,000	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego	191,311	481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	191,311	
Total Subsidy Revenue	18,272,956	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	18,272,956	
Total Revenue	19,768,952	
Total Expenses	19,768,952	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Contracted Bus Operations (856 - ADA Certification)</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)	652,734	461200
TDA - Article 8.0		461300
Total TDA Revenue	652,734	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	652,734	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	652,734	
Total Revenue	652,734	
Total Expenses	652,734	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Coronado Ferry</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	323,313	461300
Total TDA Revenue	323,313	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	323,313	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	323,313	
Total Revenue	323,313	
Total Expenses	323,313	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Administrative Pass Thru</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	523,597	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	523,597	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	523,597	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	523,597	
Total Revenue	523,597	
Total Expenses	523,597	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>Other Activities - Consolidated</u>		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	900,600	409150-429900
Total Operating Revenue	900,600	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	-	451250
FTA 5307 - CARES/ARP	-	459900
FTA - Other	-	451800
FTA 5311 - Rural	-	451900
FTA 5311(f) - Rural	-	451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)	-	461200
TDA - Article 8.0	-	461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	-	471300
TransNet - SuperLoop, Other	-	471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	-	
Other State Revenue		
MediCal	-	463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak	-	481100
City of San Diego	-	481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	-	
Total Subsidy Revenue	-	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	(90,456)	491100
Carryovers	-	
Total Other Funds / Reserves	(90,456)	
Total Non Operating Revenue	(90,456)	
Total Revenue	810,144	
Total Expenses	810,144	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>FHV Administration</u>		
Operating Revenue		
Passenger Revenue		401100-409235
Other Income	710,600	409150-429900
Total Operating Revenue	710,600	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	-	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	(57,744)	491100
Carryovers		
Total Other Funds / Reserves	(57,744)	
Total Non Operating Revenue	(57,744)	
Total Revenue	652,856	
Total Expenses	652,856	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
<u>San Diego and Arizona Eastern Railroad</u>		
Operating Revenue		
Passenger Revenue		401100-409235
Other Income	190,000	409150-429900
Total Operating Revenue	190,000	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	-	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	(32,712)	491100
Carryovers		
Total Other Funds / Reserves	(32,712)	
Total Non Operating Revenue	(32,712)	
Total Revenue	157,288	
Total Expenses	157,288	
Net of Revenues over Expense	-	

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**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FIVE YEAR FINANCIAL PROJECTIONS (\$000s)
FISCAL YEAR 2024
SECTION 10.01**

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	PROJECTED FY25	PROJECTED FY26	PROJECTED FY27	PROJECTED FY28
TOTAL OPERATING REVENUES	\$ 77,917	\$ 92,788	\$ 103,635	\$ 111,603	\$ 117,929	\$ 123,251	\$ 127,630
RECURRING SUBSIDY FUNDING	190,732	250,458	252,243	258,742	265,999	272,780	279,156
TOTAL RECURRING REVENUES	\$ 268,649	\$ 343,247	\$ 355,879	\$ 370,345	\$ 383,929	\$ 396,032	\$ 406,786
PERSONNEL EXPENSES	\$ 149,871	\$ 163,561	\$ 172,823	\$ 178,997	\$ 186,243	\$ 192,128	\$ 198,209
OUTSIDE SERVICES	116,649	132,022	152,287	165,212	172,727	179,205	183,864
MATERIALS AND SUPPLIES	14,594	16,309	16,215	17,424	18,114	18,685	19,233
ENERGY	40,109	52,565	48,068	47,554	48,199	49,683	51,547
RISK MANAGEMENT	7,454	7,773	9,059	9,421	9,798	10,092	10,369
OTHER	7,105	8,145	8,544	8,756	9,032	9,247	9,451
TOTAL OPERATING EXPENSES	\$ 335,782	\$ 380,375	\$ 406,997	\$ 427,365	\$ 444,113	\$ 459,041	\$ 472,673
RECURRING OPERATING INCOME (DEFICIT)	\$ (67,134)	\$ (37,128)	\$ (51,118)	\$ (57,020)	\$ (60,185)	\$ (63,009)	\$ (65,886)
FEDERAL STIMULUS REVENUES	72,100	37,260	51,209	57,142	60,320	16,400	
NON RECURRING REVENUES	566	(132)	(90)	(122)	(136)	(138)	(130)
TOTAL OPERATING INCOME (DEFICIT)	\$ 5,533	\$ -	\$ -	\$ -	\$ -	\$ (46,747)	\$ (66,017)

Att.A, AI 15, 05/18/23

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2024
SECTION 10.02

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	VARIANCE	% CHANGE BUDGET/ AMENDED
PASSENGER REVENUE					
BUS OPERATIONS	14,816,698	19,972,428	21,576,772	1,604,344	8.0%
RAIL OPERATIONS	25,588,742	27,806,898	31,278,658	3,471,760	12.5%
CONTRACTED SERVICES - FIXED ROUTE	14,953,302	21,925,096	24,573,860	2,648,764	12.1%
CONTRACTED SERVICES - PARATRANSIT	847,306	1,198,037	1,495,995	297,958	24.9%
TOTAL PASSENGER REVENUES	56,206,048	70,902,459	78,925,285	8,022,826	11.3%
PASSENGERS					
BUS OPERATIONS	13,097,957	17,279,166	18,680,185	1,401,018	8.1%
RAIL OPERATIONS	29,737,403	37,848,855	41,790,198	3,941,343	10.4%
CONTRACTED SERVICES - FIXED ROUTE	14,586,629	17,670,321	19,912,695	2,242,374	12.7%
CONTRACTED SERVICES - PARATRANSIT	193,166	268,867	338,673	69,807	26.0%
TOTAL PASSENGERS	57,615,155	73,067,210	80,721,751	7,654,542	10.5%
AVERAGE FARE					
BUS OPERATIONS	1.131	1.156	1.155	-	0.0%
RAIL OPERATIONS	0.860	0.735	0.748	0.010	1.4%
CONTRACTED SERVICES - FIXED ROUTE	1.025	1.241	1.234	(0.010)	-0.8%
CONTRACTED SERVICES - PARATRANSIT	4.386	4.456	4.417	(0.040)	-0.9%
TOTAL AVERAGE FARE	0.976	0.970	0.978	0.010	0.8%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2024
SECTION 10.02

	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	VARIANCE	% CHANGE BUDGET/ AMENDED
REVENUE MILES					
BUS OPERATIONS	9,426,104	8,827,397	9,054,419	227,022	2.6%
RAIL OPERATIONS	11,626,163	12,865,412	12,981,281	115,869	0.9%
CONTRACTED SERVICES - FIXED ROUTE	11,306,373	10,721,706	11,554,932	833,226	7.8%
CONTRACTED SERVICES - PARATRANSIT	1,805,415	2,620,744	2,866,694	245,950	9.4%
TOTAL REVENUE MILES	34,164,055	35,035,259	36,457,326	1,422,068	4.1%
TOTAL MILES					
BUS OPERATIONS	10,698,881	10,025,926	10,282,562	256,636	2.6%
RAIL OPERATIONS	11,859,500	13,153,343	13,272,710	119,367	0.9%
CONTRACTED SERVICES - FIXED ROUTE	13,388,985	12,699,597	13,661,614	962,017	7.6%
CONTRACTED SERVICES - PARATRANSIT	2,446,098	3,098,349	3,725,420	627,071	20.2%
TOTAL MILES	38,393,463	38,977,215	40,942,306	1,965,091	5.0%
REVENUE HOURS					
BUS OPERATIONS	806,483	762,165	782,801	20,636	2.7%
RAIL OPERATIONS	638,971	698,817	706,167	7,350	1.1%
CONTRACTED SERVICES - FIXED ROUTE	1,085,422	1,032,335	1,105,054	72,720	7.0%
CONTRACTED SERVICES - PARATRANSIT	88,826	136,381	142,557	6,175	4.5%
TOTAL REVENUE HOURS	2,619,701	2,629,699	2,736,580	106,881	4.1%
TOTAL HOURS					
BUS OPERATIONS	864,403	804,979	827,407	22,427	2.8%
RAIL OPERATIONS	658,650	716,204	720,867	4,664	0.7%
CONTRACTED SERVICES - FIXED ROUTE	1,183,992	1,100,357	1,180,940	80,582	7.3%
CONTRACTED SERVICES - PARATRANSIT	110,282	154,270	194,049	39,779	25.8%
TOTAL HOURS	2,817,328	2,775,810	2,923,262	147,452	5.3%

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2024
SECTION 10.02

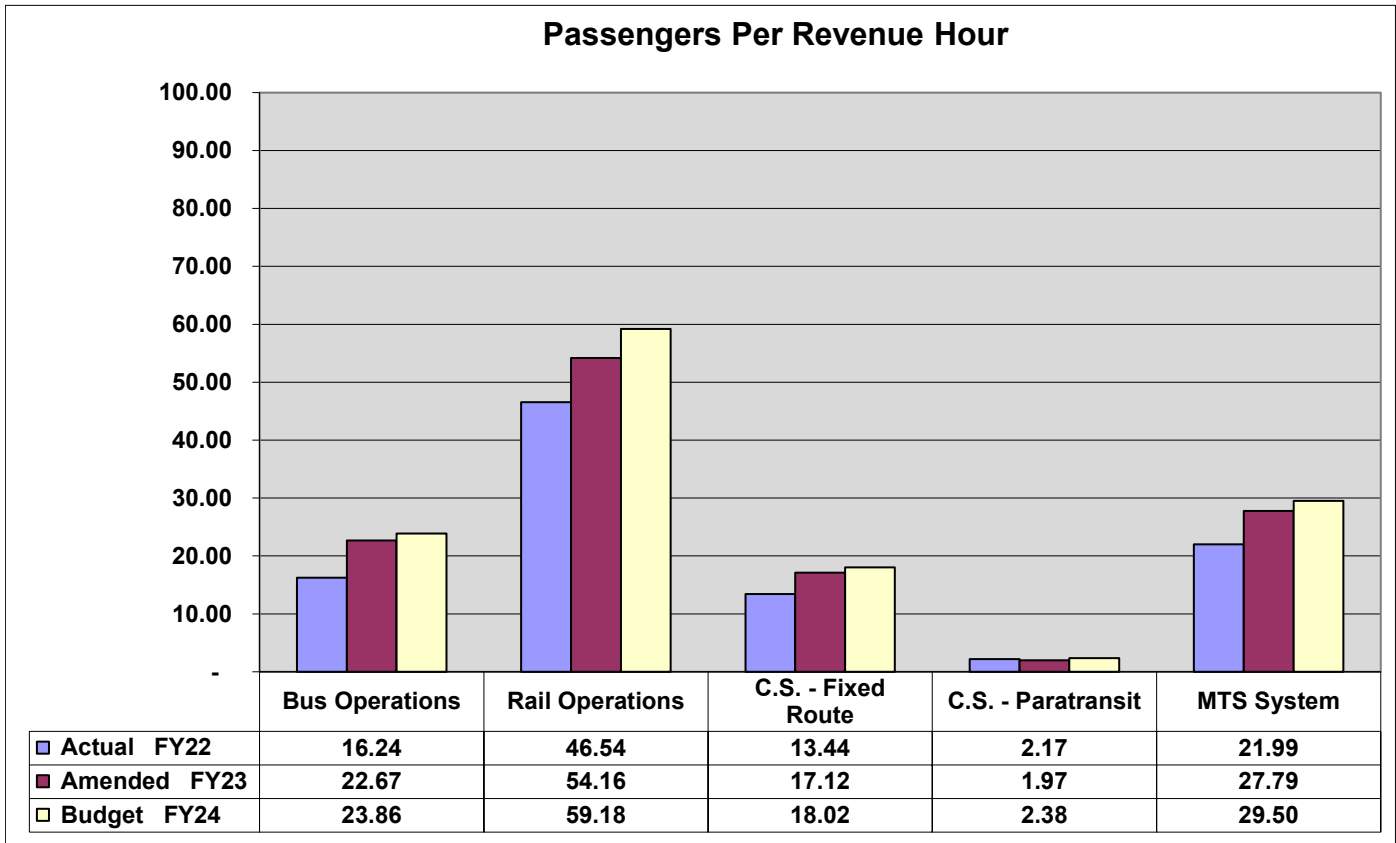
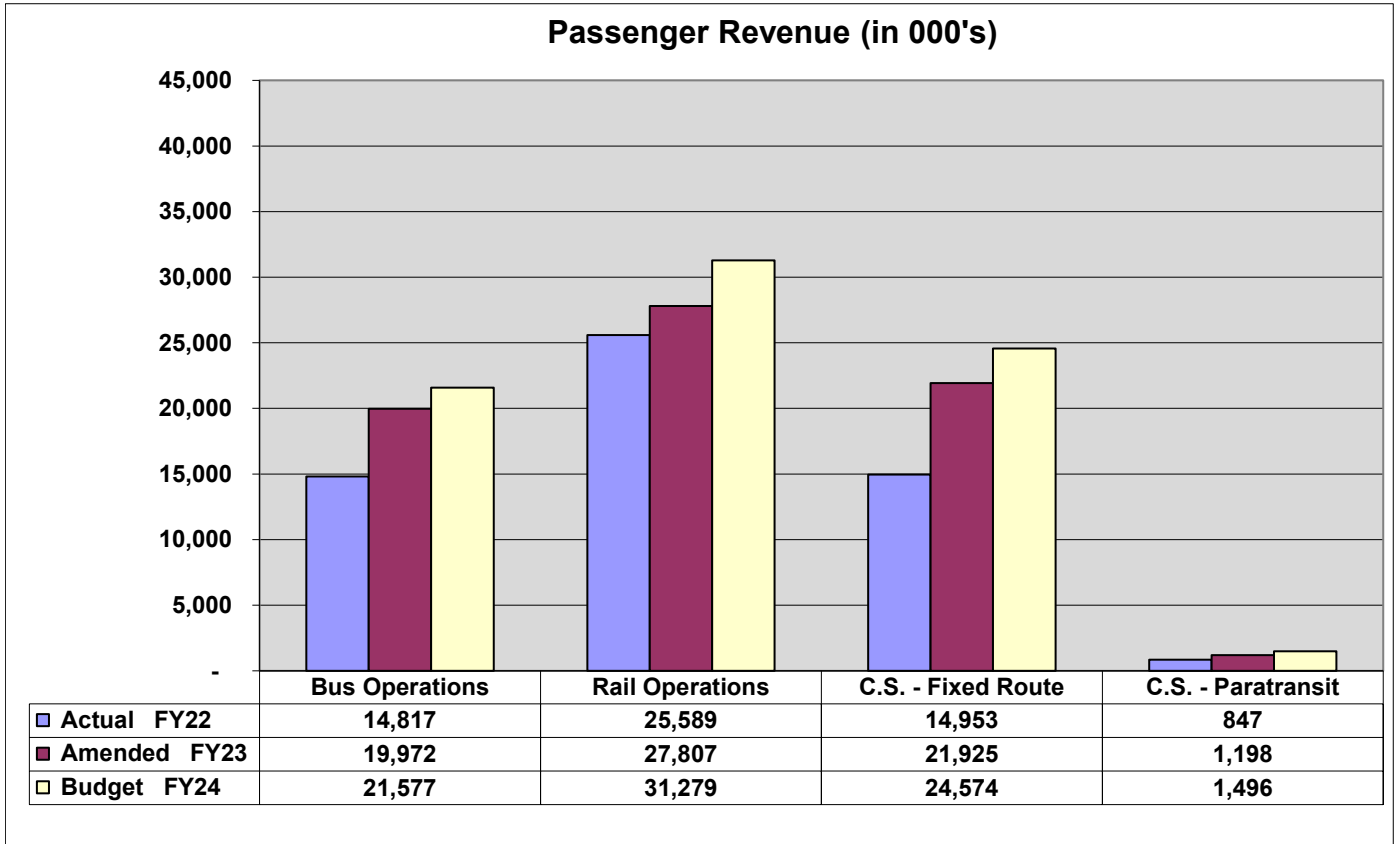
	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	VARIANCE	% CHANGE BUDGET/ AMENDED
TOTAL OPERATING COSTS *					
BUS OPERATIONS	103,340,409	115,207,089	119,301,973	4,094,884	3.6%
RAIL OPERATIONS	103,373,742	124,323,033	131,314,757	6,991,723	5.6%
CONTRACTED SERVICES - FIXED ROUTE	89,013,764	95,069,557	104,237,558	9,168,001	9.6%
CONTRACTED SERVICES - PARATRANSIT	13,052,837	16,915,049	20,421,686	3,506,637	20.7%
CORONADO FERRY	242,595	313,435	323,313	9,878	3.2%
ADMINISTRATIVE PASS THROUGH	373,802	508,305	523,597	15,292	3.0%
TOTAL OPERATING COSTS	309,397,149	352,336,468	376,122,883	23,786,415	6.8%
TOTAL PASSENGERS / REVENUE HOUR					
BUS OPERATIONS	16.2	22.7	23.9	1.2	5.3%
RAIL OPERATIONS	46.5	54.2	59.2	5.0	9.3%
CONTRACTED SERVICES - FIXED ROUTE	13.4	17.1	18.0	0.9	5.3%
CONTRACTED SERVICES - PARATRANSIT	2.2	2.0	2.4	0.4	20.5%
TOTAL PASSENGERS / REVENUE HOUR	22.0	27.8	29.5	1.7	6.2%
TOTAL FAREBOX RECOVERY					
BUS OPERATIONS	14.3%	17.3%	18.1%	0.7%	4.3%
RAIL OPERATIONS	24.8%	22.4%	23.8%	1.5%	6.5%
CONTRACTED SERVICES - FIXED ROUTE	16.8%	23.1%	23.6%	0.5%	2.2%
CONTRACTED SERVICES - PARATRANSIT	6.5%	7.1%	7.3%	0.2%	3.4%
TOTAL FAREBOX RECOVERY	18.2%	20.1%	21.0%	0.9%	4.3%

* Includes the administrative overhead allocation of expenses.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2024
SECTION 10.02

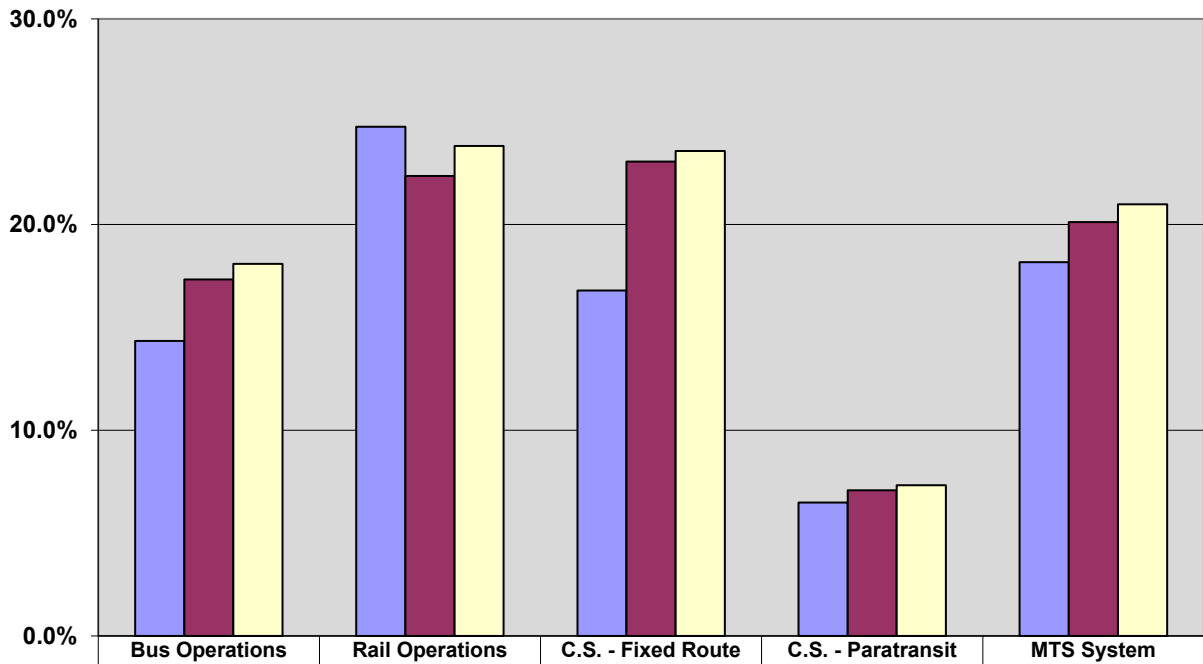
	ACTUAL FY22	AMENDED BUDGET FY23	PROPOSED BUDGET FY24	VARIANCE	% CHANGE BUDGET/ AMENDED
TOTAL OPERATING SUBSIDY					
BUS OPERATIONS	85,614,910	145,234,662	131,516,432	(13,718,230)	-9.4%
RAIL OPERATIONS	76,914,757	95,626,135	99,121,099	3,494,964	3.7%
CONTRACTED SERVICES - FIXED ROUTE	74,121,567	73,144,461	79,663,698	6,519,237	8.9%
CONTRACTED SERVICES - PARATRANSIT	12,392,760	15,717,012	18,925,690	3,208,678	20.4%
CORONADO FERRY	242,595	313,435	323,313	9,878	3.2%
ADMINISTRATIVE PASS THROUGH	373,802	508,305	523,597	15,292	3.0%
TOTAL OPERATING SUBSIDY	249,660,391	330,544,010	330,073,829	(470,180)	-0.1%
TOTAL SUBSIDY / PASSENGER					
BUS OPERATIONS	6.54	8.41	7.04	(1.36)	-16.2%
RAIL OPERATIONS	2.59	2.53	2.37	(0.15)	-6.1%
CONTRACTED SERVICES - FIXED ROUTE	5.08	4.14	4.00	(0.14)	-3.4%
CONTRACTED SERVICES - PARATRANSIT	64.16	58.46	55.88	(2.57)	-4.4%
TOTAL SUBSIDY / PASSENGER	4.33	4.52	4.09	(0.43)	-9.6%

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2024**



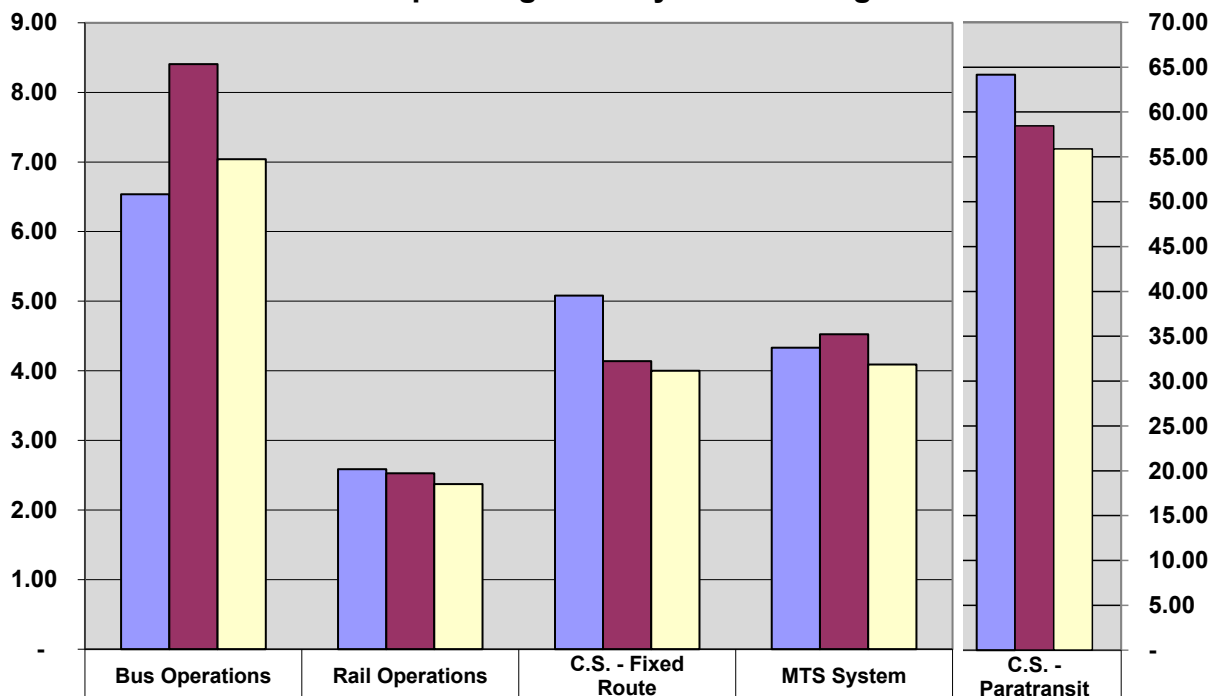
**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2024**

Farebox Recovery Ratio



Actual FY22	14.3%	24.8%	16.8%	6.5%	18.2%
Amended FY23	17.3%	22.4%	23.1%	7.1%	20.1%
Budget FY24	18.1%	23.8%	23.6%	7.3%	21.0%

Operating Subsidy Per Passenger



Actual FY22	6.54	2.59	5.08	4.33	64.16
Amended FY23	8.41	2.53	4.14	4.52	58.46
Budget FY24	7.04	2.37	4.00	4.09	55.88

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2024 PROPOSED BUDGET
SECTION 10.03**

Att.A, AI 15, 05/18/23

	Original Budget	Position	Net Positons Requiring	Amended	Frozen
	FY 2023	Shifts	Funding Adjs	FY 2023	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<u>MTS Administration</u>					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	8.0	0.0	0.0	8.0	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	2.0	34.0	0.0
LEGAL	2.0	0.0	0.0	2.0	0.0
MARKETING	11.0	0.0	0.0	11.0	0.0
PLANNING	9.5	0.0	0.0	9.5	0.0
PROCUREMENT	14.0	0.0	0.0	14.0	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	92.0	0.0	0.0	92.0	0.0
STORES (ADMIN)	2.0	0.0	0.0	2.0	0.0
STORES (BUS)	13.0	0.0	0.0	13.0	0.0
STORES (RAIL)	7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICES	17.0	0.0	0.0	17.0	0.0
TRANSIT STORES	8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration	278.5	0.0	2.0	280.5	0.0
<u>Bus Operations</u>					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)	3.5	0.0	0.0	3.5	0.0
MAINTENANCE	189.0	0.0	0.0	189.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	8.0	0.0	0.0	8.0	0.0
REVENUE (BUS)	6.0	0.0	0.0	6.0	0.0
SAFETY	2.0	0.0	0.0	2.0	0.0
TRAINING	8.0	0.0	0.0	8.0	0.0
TRANSPORTATION (BUS)	609.5	0.0	0.0	609.5	0.0
Subtotal Bus Operations	839.5	0.0	0.0	839.5	0.0
<u>Rail Operations</u>					
EXECUTIVE (RAIL)	4.5	0.0	0.0	4.5	0.0
FACILITIES	81.0	0.0	0.0	81.0	0.0
LIGHT RAIL VEHICLES	107.0	0.0	0.0	107.0	0.0
MAINTENANCE OF WAYSIDE	46.0	0.0	0.0	46.0	0.0
REVENUE (RAIL)	56.5	0.0	0.0	56.5	0.0
TRACK	22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)	253.0	0.0	5.0	258.0	0.0
Subtotal Rail Operations	570.0	0.0	5.0	575.0	0.0
<u>Other MTS Operations</u>					
FHV ADMINISTRATION	6.0	0.0	0.0	6.0	0.0
Subtotal Other MTS Operations	6.0	0.0	0.0	6.0	0.0
<u>Grand Total</u>	1,694.0	0.0	7.0	1,701.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 15, 05/18/23
FISCAL YEAR 2024 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2023	Shifts	Requiring	FY 2024	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>MTS Administration</u>						
<u>BOD ADMINISTRATION</u>						
Exec Asst GC/Asst Board Clrk	07	1.0	0.0	0.0	1.0	0.0
Internal Auditor	10	1.0	0.0	0.0	1.0	0.0
BOD ADMINISTRATION TOTAL		2.0	0.0	0.0	2.0	0.0
<u>CAPITAL PROJECTS</u>						
Administrative Assistant	03	1.0	0.0	0.0	1.0	0.0
Director of Capital Projects	13	1.0	0.0	0.0	1.0	0.0
Project Engineer	09	2.0	0.0	0.0	2.0	0.0
Project Manager	10	1.0	0.0	0.0	1.0	0.0
Senior Project Manager	11	2.0	0.0	0.0	2.0	0.0
Sr. Project Manager - Rail Sys	11	1.0	0.0	0.0	1.0	0.0
CAPITAL PROJECTS TOTAL		8.0	0.0	0.0	8.0	0.0
<u>COMPASS CARD</u>						
Asst Sup PRONTO Support	06	1.0	0.0	0.0	1.0	0.0
Call/Service Center Rep (FT)	02	1.0	0.0	0.0	1.0	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	4.0	0.0	0.0	4.0	0.0
COMPASS CARD TOTAL		10.5	0.0	0.0	10.5	0.0
<u>EXECUTIVE</u>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Exec Asst/Clerk of the Board	07	1.0	0.0	0.0	1.0	0.0
Grants Administrator	07	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
EXECUTIVE TOTAL		4.0	0.0	0.0	4.0	0.0
<u>FINANCE</u>						
Chief Financial Officer	15	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	04	3.0	0.0	0.0	3.0	0.0
Accounting Manager	10	1.0	0.0	0.0	1.0	0.0
Controller	12	1.0	0.0	0.0	1.0	0.0
Dir Fin Planning & Analysis	12	1.0	0.0	0.0	1.0	0.0
Finance Assistant	06	1.0	0.0	0.0	1.0	0.0
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
FINANCE TOTAL		23.5	0.0	0.0	23.5	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 15, 05/18/23
FISCAL YEAR 2024 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons		
	Salary	FY 2023	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2024	Positions
		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>HUMAN RESOURCES</u>						
Admin Assistant (Copy Center)	03	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	06	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	2.0	0.0	0.0	2.0	0.0
Human Resources Specialist	06	2.0	0.0	0.0	2.0	0.0
Leadership Dev Specialist	09	1.0	0.0	0.0	1.0	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
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
HUMAN RESOURCES TOTAL		17.0	0.0	0.0	17.0	0.0
<u>INFORMATION TECHNOLOGY</u>						
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	3.0	0.0	1.0	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 (CIO)	06	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
Information Security Manager	11	1.0	0.0	0.0	1.0	0.0
IT Enterprise Architect (IoT)	11	1.0	0.0	0.0	1.0	0.0
Network 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
Project Administrator	07	1.0	0.0	0.0	1.0	0.0
Report Development Analyst	09	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	1.0	2.0	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
INFORMATION TECHNOLOGY TOTAL		32.0	0.0	2.0	34.0	0.0
<u>LEGAL</u>						
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
LEGAL TOTAL		2.0	0.0	0.0	2.0	0.0
<u>MARKETING</u>						
Dir Marketing & Communications	13	1.0	0.0	0.0	1.0	0.0
Community Engagement Specialis	06	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	2.0	0.0	0.0	2.0	0.0
Marketing Assistant	05	1.0	0.0	0.0	1.0	0.0
Marketing Intern	01	1.0	0.0	0.0	1.0	0.0
Mgr of Marketing & Communicati	08	1.0	0.0	0.0	1.0	0.0
Mktg & Comm Specialist	06	1.0	0.0	0.0	1.0	0.0
Public Relations Specialist	07	1.0	0.0	0.0	1.0	0.0
MARKETING TOTAL		11.0	0.0	0.0	11.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 15, 05/18/23
FISCAL YEAR 2024 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2023	Shifts	Requiring	FY 2024	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>PLANNING</u>						
Assoc Transportation Planner	06	1.0	0.0	0.0	1.0	0.0
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 Data Analyst	08	1.0	0.0	0.0	1.0	0.0
Senior Scheduler	07	2.0	0.0	0.0	2.0	0.0
Senior Transportation Planner	09	2.0	0.0	0.0	2.0	0.0
Transit Services Data Analyst	07	1.0	0.0	0.0	1.0	0.0
PLANNING TOTAL		9.5	0.0	0.0	9.5	0.0
<u>PROCUREMENT</u>						
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	7.0	0.0	0.0	7.0	0.0
Senior Procurement Specialist	09	1.0	0.0	0.0	1.0	0.0
PROCUREMENT TOTAL		14.0	0.0	0.0	14.0	0.0
<u>RIGHT OF WAY</u>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Right of Way Permit Coord	08	1.0	0.0	0.0	1.0	0.0
RIGHT OF WAY TOTAL		2.0	0.0	0.0	2.0	0.0
<u>RISK</u>						
Claims Specialist	06	1.0	0.0	0.0	1.0	0.0
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
Workers' Compensation Analyst	07	1.0	0.0	0.0	1.0	0.0
RISK TOTAL		4.0	0.0	0.0	4.0	0.0
<u>SECURITY</u>						
Asst Mgr of Field Operations	08	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry TSS	BU	2.0	0.0	0.0	2.0	0.0
Code Compl Insp-Canine Handler	BU	3.0	0.0	0.0	3.0	0.0
Code Compliance Inspector	BU	61.0	0.0	0.0	61.0	0.0
Code Compliance Supervisor	06	14.0	0.0	0.0	14.0	0.0
Code Compliance Train Sup (MC)	06	1.0	0.0	0.0	1.0	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	2.0	0.0	0.0	2.0	0.0
Mgr of Operations-Transit Enf	09	1.0	0.0	0.0	1.0	0.0
Operational and Crime Data Ana	07	1.0	0.0	0.0	1.0	0.0
Professional Standards Manager	08	1.0	0.0	0.0	1.0	0.0
Records Manager	08	1.0	0.0	0.0	1.0	0.0
Records Specialist	05	1.0	0.0	0.0	1.0	0.0
Security Systems Administrator	06	1.0	0.0	0.0	1.0	0.0
SECURITY TOTAL		92.0	0.0	0.0	92.0	0.0
<u>STORES (ADMIN)</u>						
Inventory Planning and Forecas	08	1.0	0.0	0.0	1.0	0.0
Manager of Inventory Ops	10	1.0	0.0	0.0	1.0	0.0
STORES (ADMIN) TOTAL		2.0	0.0	0.0	2.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 15, 05/18/23
FISCAL YEAR 2024 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2023	Shifts	Requiring	FY 2024	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>STORES (BUS)</u>						
Storeroom Clerks - IAD	BU	5.0	0.0	0.0	5.0	0.0
Storeroom Clerks - KMD	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	2.0	0.0	0.0	2.0	0.0
STORES (BUS) TOTAL		13.0	0.0	0.0	13.0	0.0
<u>STORES (RAIL)</u>						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	1.0	0.0	0.0	1.0	0.0
STORES (RAIL) TOTAL		7.0	0.0	0.0	7.0	0.0
<u>TELEPHONE INFORMATION SERVICES</u>						
Asst Supvr of Info & Trip Plan	06	1.0	0.0	0.0	1.0	0.0
Info & Trip Planning Supvr	07	1.0	0.0	0.0	1.0	0.0
Info and Trip Planning Clerk	BU	15.0	0.0	0.0	15.0	0.0
TELEPHONE INFORMATION SERVICES TO		17.0	0.0	0.0	17.0	0.0
<u>TRANSIT STORES</u>						
Transit Store Supervisor	07	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	06	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	5.0	0.0	0.0	5.0	0.0
TRANSIT STORES TOTAL		8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration		278.5	0.0	2.0	280.5	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 15, 05/18/23
FISCAL YEAR 2024 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2023	Shifts	Requiring	FY 2024	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>Bus Operations</u>						
<u>CONTRACT SERVICES</u>						
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
CONTRACT SERVICES TOTAL		8.5	0.0	0.0	8.5	0.0
<u>EXECUTIVE (BUS)</u>						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
Envi Health & Safety Intern	PT	0.5	0.0	0.0	0.5	0.0
Envi Health & Safety Spec	09	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	06	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (BUS) TOTAL		3.5	0.0	0.0	3.5	0.0
<u>MAINTENANCE</u>						
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	30.0	0.0	0.0	30.0	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
MAINTENANCE TOTAL		189.0	0.0	0.0	189.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 15, 05/18/23
FISCAL YEAR 2024 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2023	Shifts	Requiring	FY 2024	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>MAINTENANCE-FACILITY</u>						
Bldng Maint Apprentice - IAD	BU	1.0	0.0	0.0	1.0	0.0
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	1.0	0.0	0.0	1.0	0.0
MAINTENANCE-FACILITY TOTAL		5.0	0.0	0.0	5.0	0.0
<u>PASSENGER SERVICES</u>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
Director of Support Services	12	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	01	1.0	0.0	0.0	1.0	0.0
Passenger Support Supervisor	06	1.0	0.0	0.0	1.0	0.0
Receptionist	02	1.0	0.0	0.0	1.0	0.0
Support Services Analyst	04	1.0	0.0	0.0	1.0	0.0
Support Services Coordinator	04	1.0	0.0	0.0	1.0	0.0
PASSENGER SERVICES TOTAL		8.0	0.0	0.0	8.0	0.0
<u>REVENUE (BUS)</u>						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - IAD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - KMD	BU	2.0	0.0	0.0	2.0	0.0
REVENUE (BUS) TOTAL		6.0	0.0	0.0	6.0	0.0
<u>SAFETY</u>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
Transit Safety Specialist	08	1.0	0.0	0.0	1.0	0.0
SAFETY TOTAL		2.0	0.0	0.0	2.0	0.0
<u>TRAINING</u>						
Asst Manager of Training	06	1.0	0.0	0.0	1.0	0.0
Bus Op Training Instructor	06	5.0	0.0	0.0	5.0	0.0
Manager of Training (Transp)	09	1.0	0.0	0.0	1.0	0.0
Training Administrator	05	1.0	0.0	0.0	1.0	0.0
TRAINING TOTAL		8.0	0.0	0.0	8.0	0.0
<u>TRANSPORTATION (BUS)</u>						
Director of Transportation	13	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	05	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	565.0	0.0	0.0	565.0	0.0
Bus Operators - P/T	BU	0.5	0.0	0.0	0.5	0.0
Comm/Ops Supv-Dispatch IAD	08	8.0	0.0	0.0	8.0	0.0
Comm/Ops Supv-Radio	08	8.0	0.0	0.0	8.0	0.0
Dispatch Clerk	BU	4.0	0.0	0.0	4.0	0.0
Dispatch Clerk - KMD	BU	2.0	0.0	0.0	2.0	0.0
Manager of Service Operations	10	1.0	0.0	0.0	1.0	0.0
Manager of Transp Comm & Tech	10	1.0	0.0	0.0	1.0	0.0
Service Operations Supervisor	08	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	10	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	10	1.0	0.0	0.0	1.0	0.0
Transp Comm & Technology Supvr	08	1.0	0.0	0.0	1.0	0.0
Transp Service Quality Spec	06	1.0	0.0	0.0	1.0	0.0
TRANSPORTATION (BUS) TOTAL		609.5	0.0	0.0	609.5	0.0
Subtotal Bus Operations		839.5	0.0	0.0	839.5	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 15, 05/18/23
FISCAL YEAR 2024 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2023	Shifts	Requiring	FY 2024	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<u>Rail Operations</u>						
<u>EXECUTIVE (RAIL)</u>						
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 & Speci	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
EXECUTIVE (RAIL) TOTAL		4.5	0.0	0.0	4.5	0.0
<u>FACILITIES</u>						
Admin Asst II - Facilities	05	1.0	0.0	0.0	1.0	0.0
Asst Manager of Facilities	07	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	6.0	0.0	0.0	6.0	0.0
Serviceperson	BU	72.0	0.0	0.0	72.0	0.0
Superintendent of Facilities	13	1.0	0.0	0.0	1.0	0.0
FACILITIES TOTAL		81.0	0.0	0.0	81.0	0.0
<u>LIGHT RAIL VEHICLES</u>						
Superintendent of LRV Maint	13	1.0	0.0	0.0	1.0	0.0
Assistant Training Sup - LRV	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	22.0	0.0	0.0	22.0	0.0
LRV Electromechanic	BU	48.0	0.0	0.0	48.0	0.0
LRV Lineman	BU	19.0	0.0	0.0	19.0	0.0
LRV Maint Supervisor	09	10.0	0.0	0.0	10.0	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
LIGHT RAIL VEHICLES TOTAL		107.0	0.0	0.0	107.0	0.0
<u>MAINTENANCE OF WAYSIDE</u>						
Asst Superintendent Wayside	10	1.0	0.0	0.0	1.0	0.0
Asst Training Supervisor - MOW	09	1.0	0.0	0.0	1.0	0.0
MOW Contracts & Budget Analyst	08	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	5.0	0.0	0.0	5.0	0.0
Wayside Electromechanic	BU	20.0	0.0	0.0	20.0	0.0
Wayside Lineman	BU	11.0	0.0	0.0	11.0	0.0
Wayside Maintenance Sup	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
MAINTENANCE OF WAYSIDE TOTAL		46.0	0.0	0.0	46.0	0.0

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SECTION 10.04

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2023	Shifts	Funding Adjs	FY 2024	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>REVENUE (RAIL)</u>						
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Passenger Support Rep	PT	2.0	0.0	0.0	2.0	0.0
Lead Revenue Maint Supervisor	09	1.0	0.0	0.0	1.0	0.0
Passenger Support Rep	PT	21.5	0.0	0.0	21.5	0.0
Revenue Analyst (Rail)	05	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer I	BU	3.0	0.0	0.0	3.0	0.0
Revenue Maintainer II	BU	5.0	0.0	0.0	5.0	0.0
Revenue Maintainer III	BU	10.0	0.0	0.0	10.0	0.0
Revenue Maintenance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Revenue Operations Assistant	03	1.0	0.0	0.0	1.0	0.0
Ridership Surveyor	BU	2.0	0.0	0.0	2.0	0.0
Supervisor Revenue Operations	08	1.0	0.0	0.0	1.0	0.0
REVENUE (RAIL) TOTAL		56.5	0.0	0.0	56.5	0.0
<u>TRACK</u>						
Manager of Track and Structure	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor	09	2.0	0.0	0.0	2.0	0.0
Trackperson	BU	14.0	0.0	0.0	14.0	0.0
Trackperson Equip Op	BU	5.0	0.0	0.0	5.0	0.0
TRACK TOTAL		22.0	0.0	0.0	22.0	0.0
<u>TRANSPORTATION (RAIL)</u>						
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	5.0	35.0	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	120.0	0.0	0.0	120.0	0.0
Train Operator - PT	BU	57.0	0.0	0.0	57.0	0.0
Training Supervisor - Trans	08	3.0	0.0	0.0	3.0	0.0
Transportation Controller	08	16.0	0.0	0.0	16.0	0.0
Transportation Supervisor	08	16.0	0.0	0.0	16.0	0.0
TRANSPORTATION (RAIL) TOTAL		253.0	0.0	5.0	258.0	0.0
Subtotal Rail Operations		570.0	0.0	5.0	575.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT) Att.A, AI 15, 05/18/23
FISCAL YEAR 2024 PROPOSED BUDGET
SECTION 10.04

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2023	Shifts	Funding Adjs	FY 2024	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<u>Other MTS Operations</u>						
<u>FHV ADMINISTRATION</u>						
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
Subtotal Other MTS Operations		6.0	0.0	0.0	6.0	0.0
Grand Total		1,694.0	0.0	7.0	1,701.0	0.0

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SALARY GRADE RANGES
PROPOSED FISCAL YEAR 2024 BUDGET
SECTION 10.05**

Range	FTE Count	Minimum	Midpoint	Maximum
BU	1,273.5	Bargaining Unit Position, Not Applicable		
01	11.7	\$ 30,160	\$ 36,534	\$ 42,907
02	5.5	\$ 30,160	\$ 39,752	\$ 49,344
03	7.0	\$ 28,832	\$ 42,789	\$ 56,746
04	8.0	\$ 33,157	\$ 49,206	\$ 65,255
05	20.0	\$ 38,130	\$ 56,588	\$ 75,045
06	57.0	\$ 44,003	\$ 65,303	\$ 86,603
07	30.0	\$ 50,383	\$ 74,773	\$ 99,162
08	107.0	\$ 56,557	\$ 85,790	\$ 115,023
09	52.0	\$ 64,759	\$ 98,230	\$ 131,700
10	35.0	\$ 74,148	\$ 112,472	\$ 150,795
11	8.0	\$ 84,899	\$ 128,781	\$ 172,663
12	12.0	\$ 97,209	\$ 147,455	\$ 197,701
13	9.0	\$ 109,164	\$ 169,169	\$ 229,173
14	1.0	\$ 120,081	\$ 186,086	\$ 252,090
15	5.0	\$ 143,304	\$ 222,075	\$ 300,846
16	1.0	\$ 350,002	\$ 350,002	\$ 350,002

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RESERVE BALANCES
AS OF JUNE 30, 2022
SECTION 10.06

Att.A, AI 15, 05/18/23

Title	Amount	Explanation
Contingency	\$ 41,817,272	For ongoing operations, future matching of grants; target is 12.5% of operating budget per Policy 36
FHV Administration	530,975	For ongoing operations and future capital improvement needs
SD&AE	818,172	Established from 1984 state payments for storm damage, restriced for repair/improvement of line
Insurance	5,000,000	Established for potential future liability claims, minimum \$2 million per Policy 46
Billboard San Diego	398,736	Per agreement with city, used for improvements to right of way
Billboard Chula Vista	2,179,177	Per agreement with city, used for improvements to right of way
Total	\$ 50,744,332	

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Authorizing Resolution
Budget Fiscal Year 2024

Resolution Number 23-04

Resolution Approving the Fiscal Year 2024 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) 2024, 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 2024 Budget is not exceeded by more than \$500,000, the total amount authorized to be spent by the FY 2024 Budget is not exceeded, and all such transfers are reported to the Board in the monthly Budget Monitoring Report; and
3. That the CEO is authorized to approve expenditures up to a maximum of \$150,000; and
4. That the check-signing authority on behalf of the Board shall be governed by MTS Policy No. 41, Signature Authority; and
5. That the annual lease and debt service payments are included in the FY 2024 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 2024 budget Section 10 are approved.

PASSED AND ADOPTED, by the Board of Directors this 18th day of May 2023, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit
System

Resolution No. 23-04

Metropolitan Transit System FY24 Proposed Operating Budget

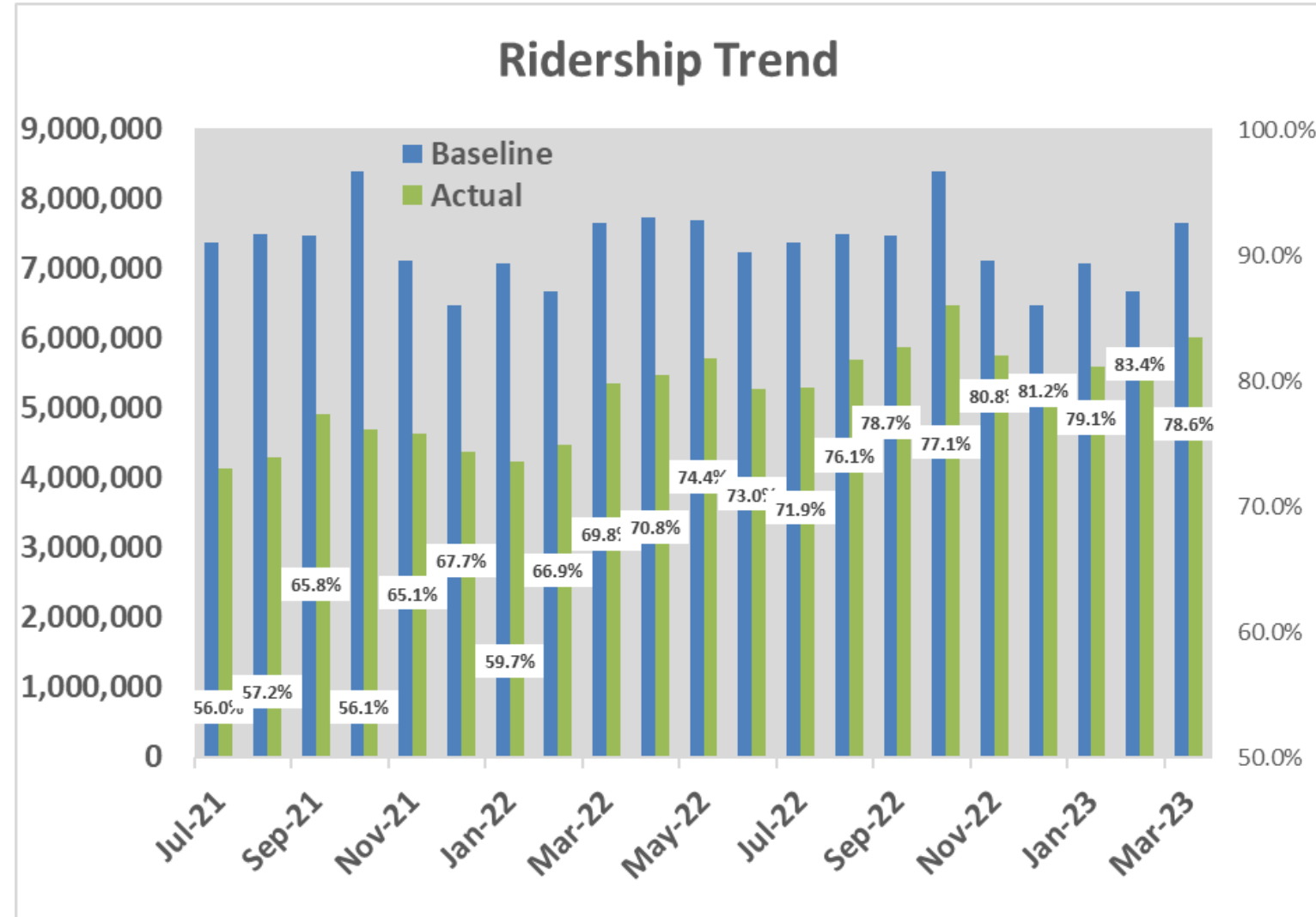
MTS Board of Directors
May 18, 2023

Fiscal Year 2024 Operating Budget

Revenue Assumptions - Passenger Levels

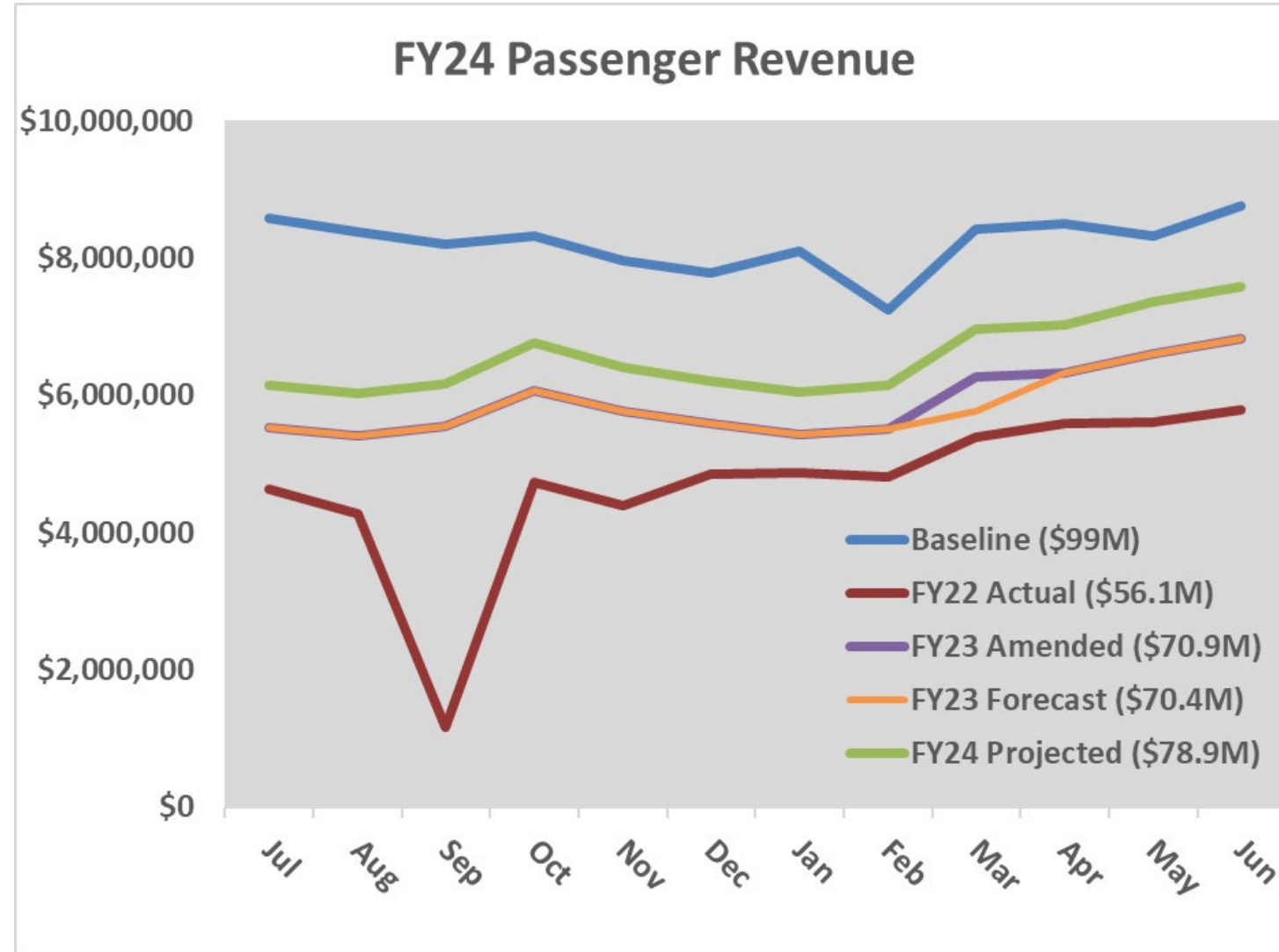
- Ridership trend

- Consistent growth
 - Passed 80% of baseline in Nov
 - High of 83% in Feb
 - Preliminary March at 79%
- Keep assumption that this steady growth trend will continue through next year
 - Jan-Mar averaged 80% in 2023 vs 66% in 2022
- FY24 current forecast is 81M passengers
 - 11% growth over FY23



Fiscal Year 2024 Operating Budget Passenger Revenue Update

- Passenger Revenue
 - March results below expectations
 - Amended Budget \$6.3M
 - Actual \$5.8M
 - \$0.5M unfavorable
 - No change to FY23 proposed budget amount

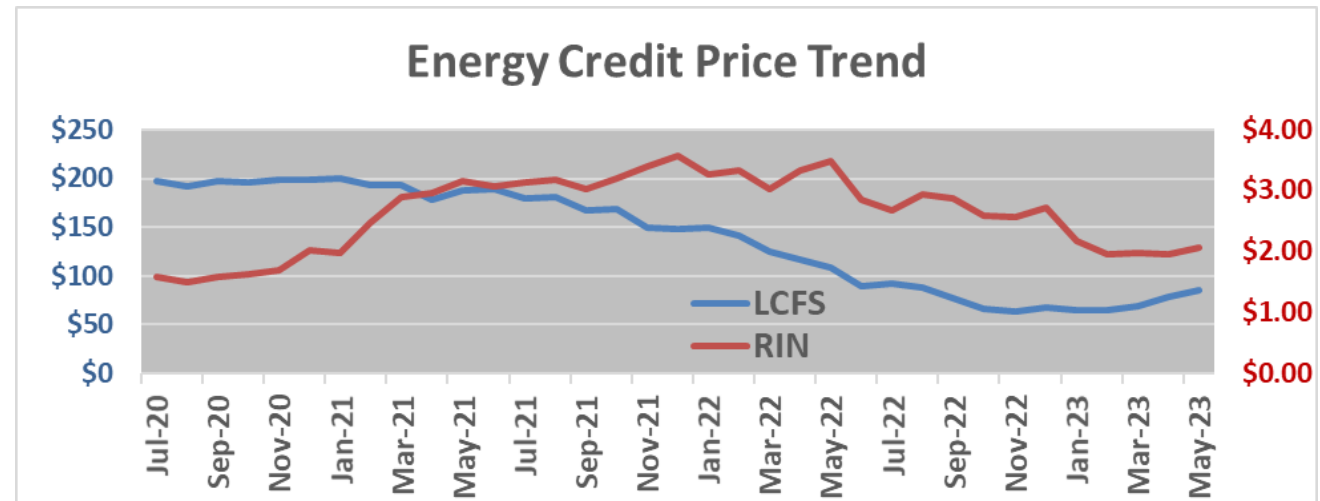


Fiscal Year 2024 Operating Budget

Final Revenue Adjustments

- Changes from prior draft
 - Other Operating Revenue increased by \$2.0M
 - Updated energy credit revenue assumptions:
 - LCFS credit price assumption increased from \$70 to \$93
 - Spot price on 5/11 of \$85
 - RIN credit price stays at \$2.00
 - \$1.6M in additional revenue
 - Real Estate revenues increased by \$300K
 - No other revenue changes

Category (\$ millions)	FY 2023 Amended	FY 2024 Proposed
Energy credits	\$ 6.4	\$ 9.5
Advertising	6.9	6.4
Real Estate related revenues	3.4	3.5
All Other	5.3	5.3
Total	\$ 21.9	\$ 24.7



Summary - Governor's Fiscal Year 2024 May Revise

- In January Budget, Governor indicated a \$22.5 billion deficit (after certain budget actions)
 - Budget actions included cuts to Transit and Intercity Rail Capital Program (TIRCP), Zero-Emission Vehicles and Infrastructure, Active Transportation Program, Grade Separations, and more.
- May Revise projects a new budget deficit of \$31.5 billion
 - Governor maintaining proposed cuts identified in January Budget; no additional cuts to transportation programs
- May Revise does not outline any projected investments to address transit operations funding problem
 - Governor includes statement recognizing significant operating challenges for transit agencies; and welcomes discussion on potential near- and long-term solutions

Recap - California Transit Association (CTA) Presentation to Budget Development Committee (BDC)

- At April 24th BDC meeting, CTA presented on statewide transit efforts and transit operations funding needs
- Various proposed reform efforts, including extending temporary statutory relief measures and participating in AB 761 (Friedman) Transit Transformation Task Force
 - Task Force will be convened by the Secretary of Transportation
 - CTA and representatives from urban and rural transit operators will be included
 - Task Force will explore various issues related to growing, funding, and improving public transit
 - Process would include exploring TDA reforms
 - AB 761 is currently in the Assembly Appropriations Committee for consideration

Recap - CTA Presentation to BDC

- CTA State Budget Request details:
 - Formally requested \$5.15 billion in transit operations multi-year funding (5 years, through FY 2028):
 - Additional Appropriation of Revenue from Sales Tax on Diesel Fuel (\$1.35 billion)
 - Additional Appropriation of Unallocated Cap and Trade Revenue (\$2.5 billion)
 - Conversion of Transit Capital Funding to Transit Operations Funding (\$300 million)
 - Flexibility to Use Transit Capital Funding for Operations (\$1 billion)
 - Statutory changes to existing transit operations funding could provide additional \$1.63 billion
 - Allow existing LCTOP and STA-SOGR funds to be used to maintain service

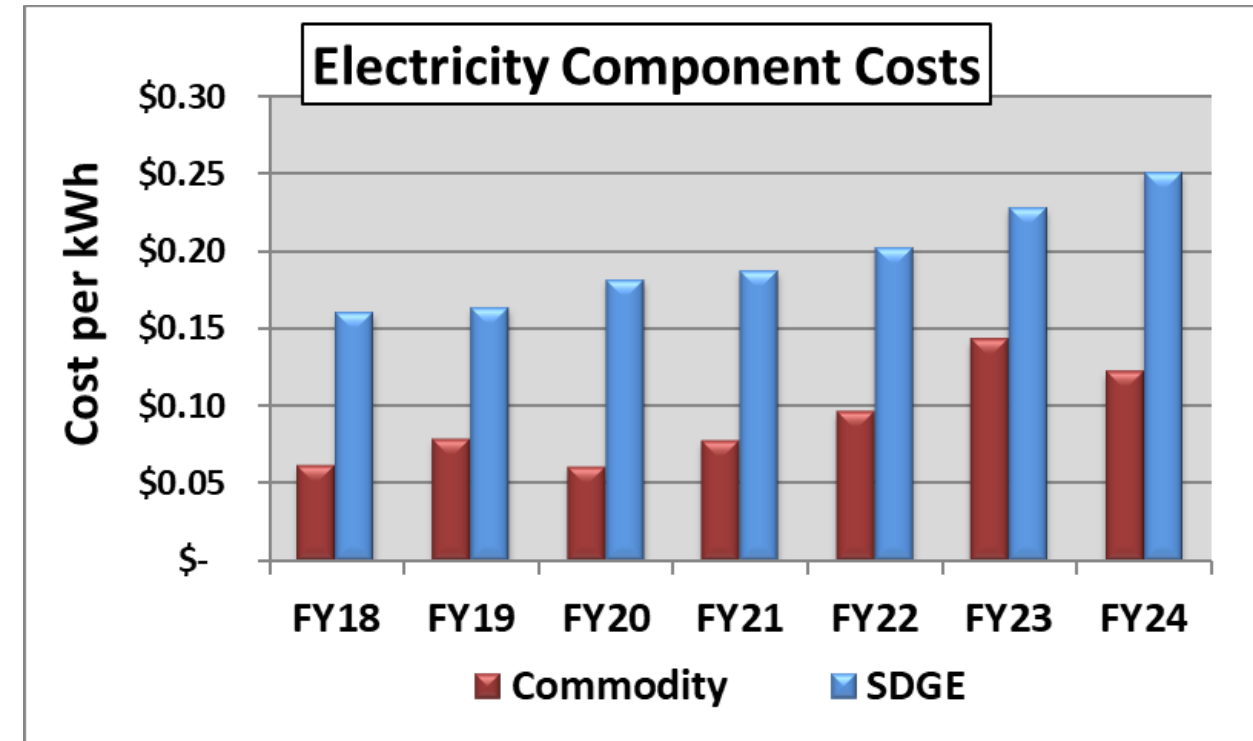
Fiscal Year 2024 Operating Budget Revenue Summary (\$000s)

	FY 2023 Amended	FY 2024 Proposed	Variance	Var. %
Passenger Revenue	\$ 70,902	\$ 78,925	\$ 8,023	11.3%
Other Operating Revenue	21,886	24,710	2,824	12.9%
Total Operating Revenue	\$ 92,788	\$ 103,635	\$ 10,847	11.7%
Federal	\$ 66,794	\$ 70,771	\$ 3,978	6.0%
TDA	97,808	92,858	(4,950)	-5.1%
TransNet Formula	41,610	42,027	416	1.0%
TransNet Operating	26,343	30,684	4,341	16.5%
STA	11,300	11,300	-	0.0%
Other	6,603	4,603	(2,000)	-30.3%
Total Subsidy	\$ 250,458	\$ 252,243	\$ 1,785	0.7%
Reserves	\$ (132)	\$ (90)	\$ 41	-
Total Revenue	\$ 343,115	\$ 355,788	\$ 12,673	3.7%

Fiscal Year 2024 Operating Budget

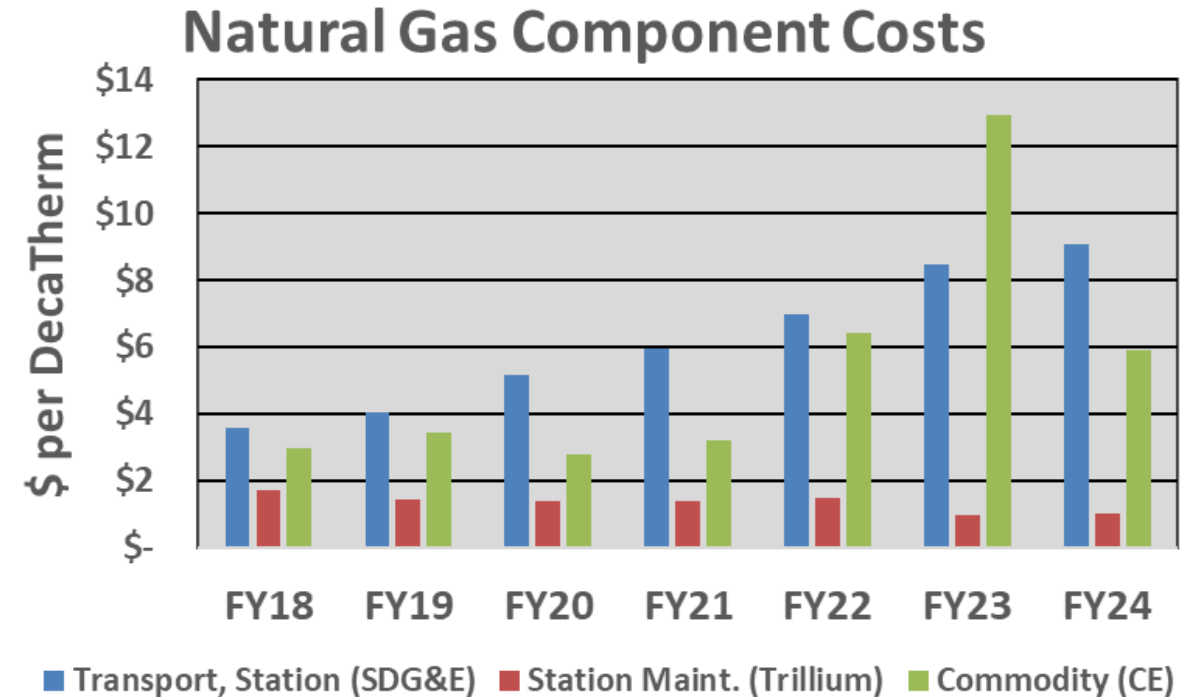
Expense Assumption - Electricity

- Trolley traction power and facility electric
 - Transmission/demand - SDGE rates
 - 10% increase projected
 - 67% of the total costs
 - Electricity commodity - Market index rates through Direct Access
 - \$0.128 per kilowatt hour (kWh) projected, 10% decrease
 - Fixed price on 5/12: \$0.125/kWh
 - Each \$0.01 is approximately \$700K
 - Can lock in full or partial volumes
 - Not recommending a fixed position but will continue to monitor pricing



Fiscal Year 2024 Operating Budget Expense Assumption - Natural Gas

- Fixed route bus fleet
 - Transportation, station electricity, taxes - SDGE
 - 7% increase in rate projected
 - Station maintenance costs – Trillium
 - 6% average increase in contract prices
 - Natural gas commodity - Market index rates through third party
 - \$5.89 per DecaTherm projected
 - Fixed price on 5/12: \$6.29/DecaTherm
 - Each \$1 is approximately \$940K
 - Not recommending a fixed position



Fiscal Year 2024 Operating Budget

Final Expense Adjustments

- Changes from prior draft
 - Energy net increase of \$175K
 - Personnel costs increase by \$160K
 - 1,701 total MTS Full Time Equivalents (FTEs)
 - 2 IT positions (Computer Support Specialist, Software Developer)
- No other expenses changes

Fiscal Year 2024 Operating Budget Expense Summary (\$000s)

	FY 2023 Amended	FY 2024 Proposed	Variance	Var. %
Personnel Expenses	\$ 163,561	\$ 172,823	\$ 9,262	5.7%
Purchased Transportation	90,878	104,821	13,943	15.3%
Outside Services	41,144	47,466	6,322	15.4%
Materials and Supplies	16,309	16,215	(93)	-0.6%
Energy	52,565	48,068	(4,497)	-8.6%
Risk Management	7,773	9,059	1,285	16.5%
Other	8,145	8,544	399	4.9%
Total Expenses	\$ 380,375	\$ 406,997	\$ 26,622	7.0%

Fiscal Year 2024 Operating Budget

Consolidated Revenues less Expenses (\$000s)

	FY 2023 Amended	FY 2024 Proposed	Variance	Var. %
Operating Revenues	\$ 92,788	\$ 103,635	\$ 10,847	11.7%
Subsidy Revenues	250,458	252,243	1,785	0.7%
Total Revenues	\$ 343,247	\$ 355,879	\$ 12,632	3.7%
Total Expenses	380,375	406,997	26,622	7.0%
Net Operating Deficit	\$ (37,128)	\$ (51,118)	\$ (13,990)	-37.7%
Reserve Revenues	(132)	(90)	41	
Revenues Less Expenses	\$ (37,260)	\$ (51,209)		
Federal Stimulus Funding	\$ 37,260	\$ 51,209		

Fiscal Year 2024 Operating Budget 5 Year Projection

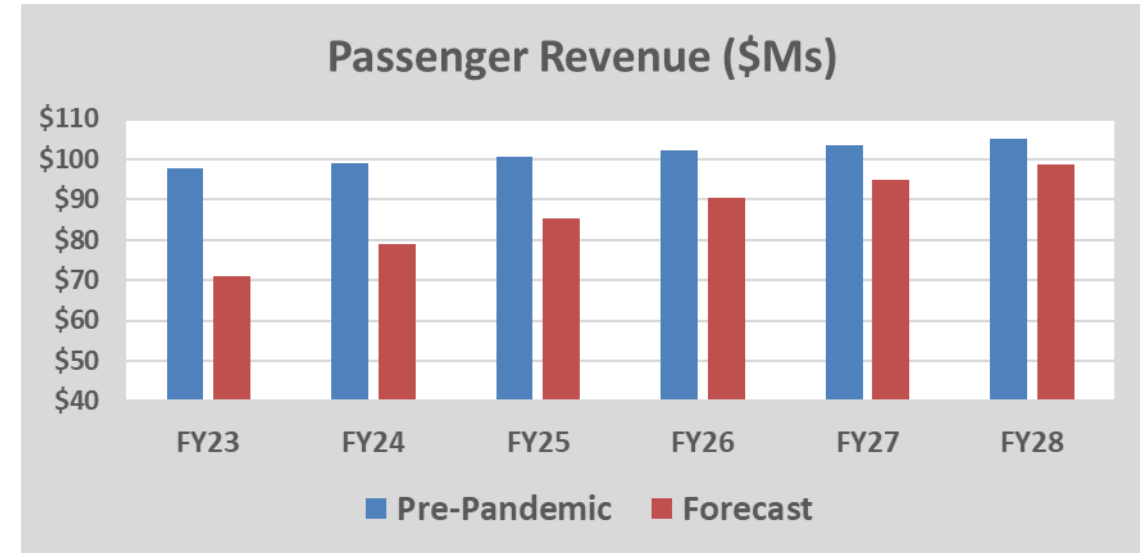
- Major Themes

- Revenue assumptions

- Passenger revenue grows but does not return to pre-pandemic levels
 - Gaslamp Quarter Digital Information Board assumed in out years
 - Federal revenue stable in the operating budget
 - Sales tax revenues (TDA, TransNet) projected by SANDAG, average of 3.0% growth per year

- Service levels

- Full year of regular service levels in FY25 after anticipated January 2024 service changes
 - Continued recovery of ADA Paratransit volumes
 - No other changes to service levels included in this projection



Expense Assumptions

	FY25	FY26	FY27	FY28
CPI	4.0%	4.0%	3.0%	2.8%
Wage/Benefits	4.5%	4.5%	3.5%	3.5%
Purchased Transportation	4.3%	4.1%	4.2%	2.5%
Energy	-1.1%	1.4%	3.1%	3.8%
Overall Average Growth	5.0%	3.9%	3.4%	3.0%

Fiscal Year 2024 Operating Budget 5 Year Projection (\$000s)

	FY 2024 Proposed	FY 2025 Projected	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected
Operating Revenues	\$ 103,635	\$ 111,603	\$ 117,929	\$ 123,251	\$ 127,630
Subsidy Revenues	252,243	258,742	265,999	272,780	279,156
Total Recurring Revenues	\$ 355,879	\$ 370,345	\$ 383,929	\$ 396,032	\$ 406,786
Total Operating Expenses	406,997	427,365	444,113	459,041	472,673
Net Operating Deficit	\$ (51,118)	\$ (57,020)	\$ (60,185)	\$ (63,009)	\$ (65,886)
Reserve Revenues	(90)	(122)	(136)	(138)	(130)
Total Revenues Less Expenses	\$ (51,209)	\$ (57,142)	\$ (60,320)	\$ (63,147)	\$ (66,017)
Federal Stimulus Funding	51,209	57,142	60,320	16,400	
Total Operating Income (Deficit)	\$ -	\$ -	\$ -	\$ (46,747)	\$ (66,017)

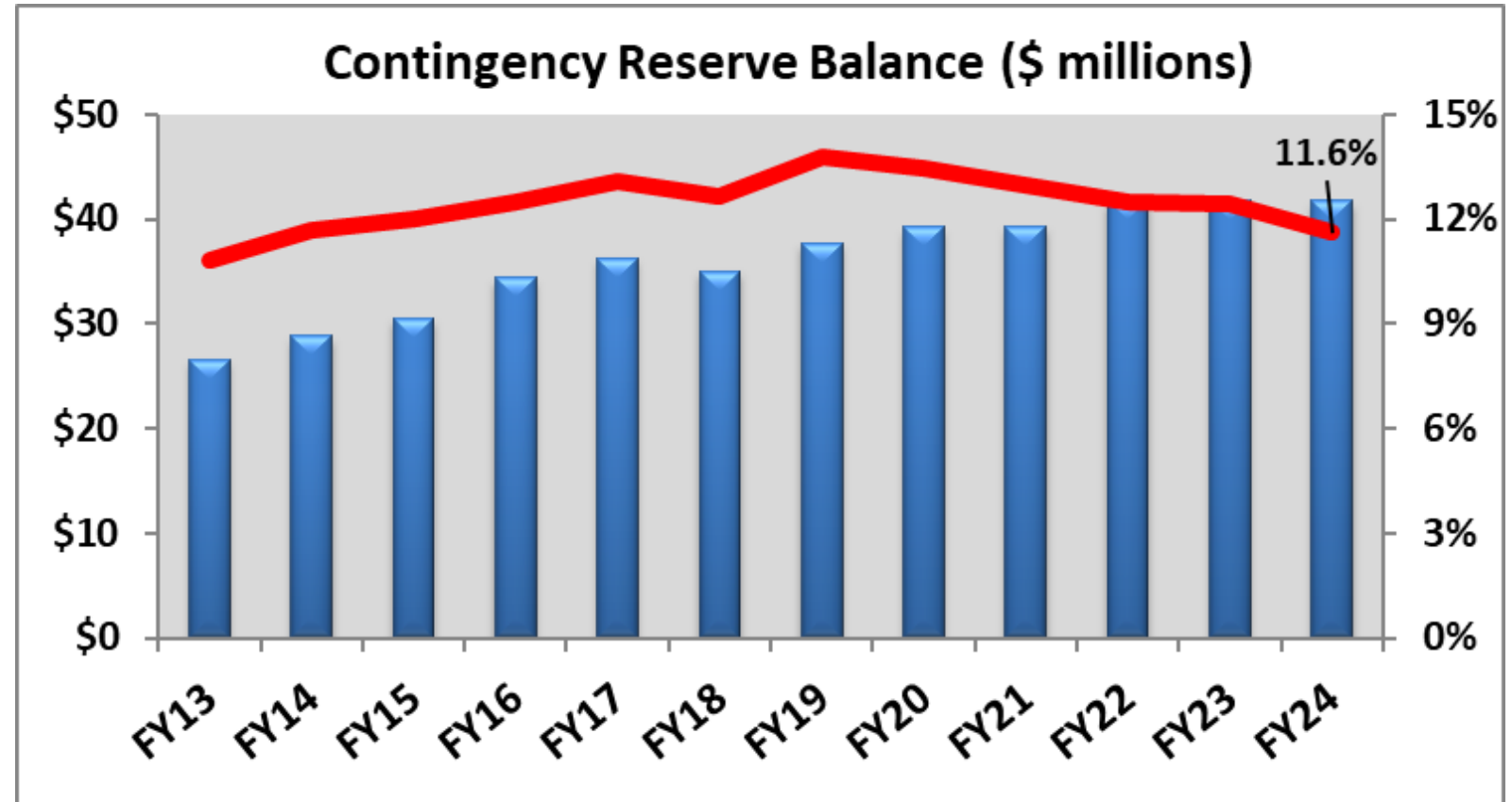
Results:

- Significant structural deficit remains in place under current revenue and expense assumptions
- Balanced with stimulus funding into FY27

Fiscal Year 2024 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
 - FY24 Target of \$44.9M
- Reserve Balance
 - Audited balance at June 30, 2022: \$41.8M
 - Will not utilize this reserve in FY23 or FY24
 - Projects at 11.6%, \$3.1M below target
 - Monitor at FY23 Year End and FY24 Mid Year Amendment



Fiscal Year 2024 Operating Budget

Major Initiatives

- Addressing the structural deficit
 - Balancing recurring expenses to recurring revenue streams
 - Stretch stimulus dollars as long as possible
 - Fiscal cliff in FY 2027
- Ridership campaigns
- Pronto tapping initiatives
- Social equity listening tour
- ZEB Implementation
 - Awarded TIRCP funding (\$15M) for KMD ZEB Infrastructure Construction
- Significant capital needs over the next 5 years
 - Accumulated 5-year deficit reaching \$388M (65.5% funded CIP)
 - \$328M after TIRCP awards of \$15M for ZEB and \$45M for Orange Line

Fiscal Year 2024 Operating Budget Staff Recommendation

That the MTS Board of Directors:

1. Receive testimony, review, and comment on the FY 2024 MTS Operating Budget at a public hearing; and
2. Enact Resolution No. 23-4 (in substantially the same format as Attachment B) adopting the FY 2024 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.



Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

2023 Public Safety Focus Groups Report (Mark Olson, MTS; and Judith McCourt, Redhill Group)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors receive a report and provide feedback to staff.

Budget Impact

None.

DISCUSSION:

Since 2011, MTS has conducted Customer Satisfaction surveys approximately every other year on board Bus routes and Trolley lines. The purpose of the surveys is to identify customer satisfaction in every facet of operations, including overall satisfaction, transit information tools, service spans and frequencies, fare pricing, safety and more.

In September 2022, MTS staff presented the results of the 2022 Customer Satisfaction Survey to the Board of Directors. The survey revealed that overall satisfaction of MTS services was 91%. PRONTO satisfaction was also high, at 92%. Passengers like the option to use stored value, and the reintroduction of free transfers. Satisfaction with the PRONTO fare system jumped dramatically since the last survey when MTS was still using the previous fare system (from 73% to 89%).

While there were strong areas for MTS, there were also areas identified for additional review and an improved customer experience including safety, cleanliness, the behavior of other passengers, and more late and weekend service.

Additionally, the final survey question asked passengers what changes would make the biggest difference in improving the transit experience. The overwhelming top response was more security.



To better understand and define what “more security” means, MTS initiated two focus group sessions with passengers to get a better understanding of perceptions of personal safety while using transit.

The focus groups were conducted in February 2023 by the Redhill Group, the same research firm that conducted the 2022 Customer Satisfaction survey. The results of the focus groups have already been presented to the MTS Public Security Committee and Security & Passenger Safety Community Advisory Group. The results will be presented to the Board of Directors for further discussion and potential next steps.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Perceptions of Personal Safety While Using Transit

AI No. 16, 5/18/2023



Project Purpose

What changes would make the biggest difference in improving your transit experience?



- The specific purpose of the focus groups is to gain additional insight into the quantitative findings of the 2022 customer satisfaction survey on the customer's perceptions on:
 - Safety – on board and at stops.
 - Behavior of other passengers.
 - Perceptions surrounding equity of fare checking on the trolley and potential biases.

Project Overview

- MTS convened two focus groups in February 2023 with persons who represent a variety of rider profiles and demographics.
- 16 individuals participated.
- The discussion groups were segmented by stated gender preference to facilitate open and candid discussion.

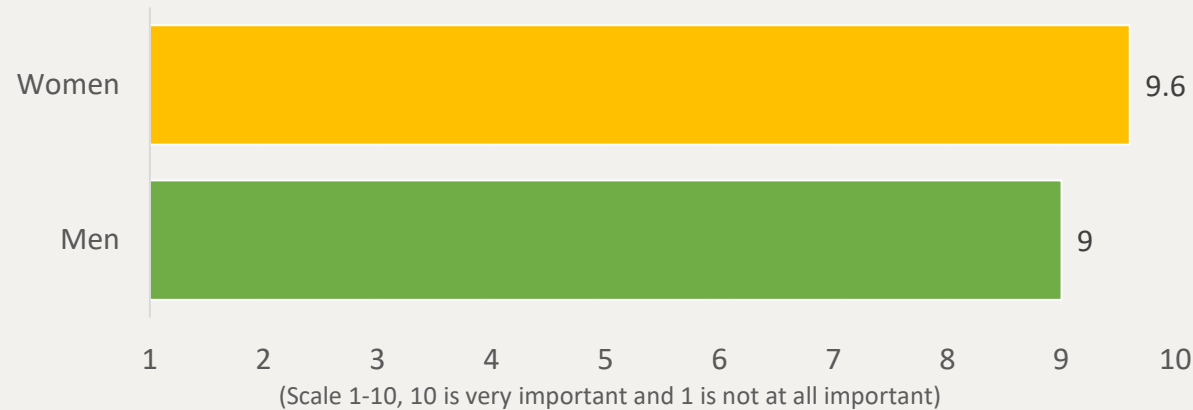
Demographics	Total
Gender	
Male	7
Female	9
Age	
18-24	3
25-34	4
35-44	4
45-54	2
55-64	1
65+	2
Student status	
Yes	2
Ethnicity	
African American/Black	4
Asian/Asian American	2
Caucasian/White	4
Latinx/Hispanic	3
Multiracial/Other	2
Prefer not to answer	1
Total	16

Key Findings



Feeling Personally Safe is Important

How important is safety to you when considering taking a trip on transit?



- Personal safety is of high importance.
- Both men and women scored the attribute at 9 or higher.
- Time of day travel and locations are key factors that contribute to the perception that an environment is safe for travel by transit.

Experiencing or Observing Incidents is Common

- Everyone could recall at least one incident where they were concerned about personal safety.
- For women these range from being concerned about their surroundings to experiencing verbal sexual harassment, unwanted touching and advances, and being followed.
- Men more often describe observing a situation that concerns them.



Deferred Trip Making because of Safety Concerns is More Likely Among Women than Men

Most men do not avoid trip making because of concerns regarding personal safety unless traveling with children.

I never decide not to take the public transportation. I always feel safety enough to use MTS

man

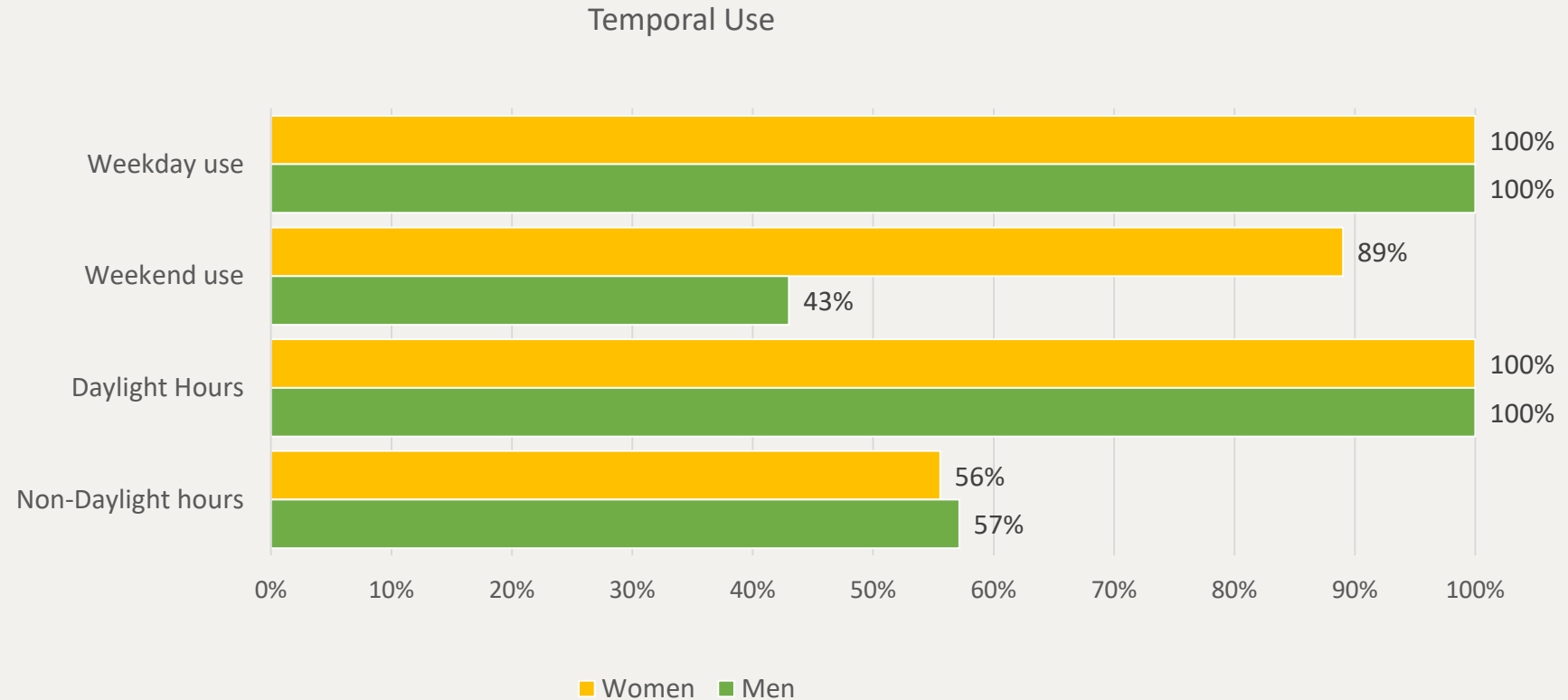
I have to deal with a lot of the homeless and mental health issues on my street and at my stations. I have a baby and I won't bring him on public transit because it's too dangerous.

woman

Women more often consider:

- Time of day
- Perceived danger associated with a location
- The presence of people with mental health issues or persons who were unhoused.
- Concerns when traveling with children.

Traveling after Dark



- Traveling in non-daylight hours was less prevalent for both men and women.
- Traveling in non-daylight hours is often a necessity and regardless of gender.

Men Traveling After Dark

- Safety concerns generally do not deter men from making trips on transit at night.
- Men are more confident in their ability to address a personal security threat should it arise.
- Traveling with children increases their level of concern.
- Men perceive an enhanced presence of security compared to a few years ago.

I think things are a lot more secure. I feel like I can protect myself. I can run if I have to, but I have two toddlers. I think it's kind of risky for them. man

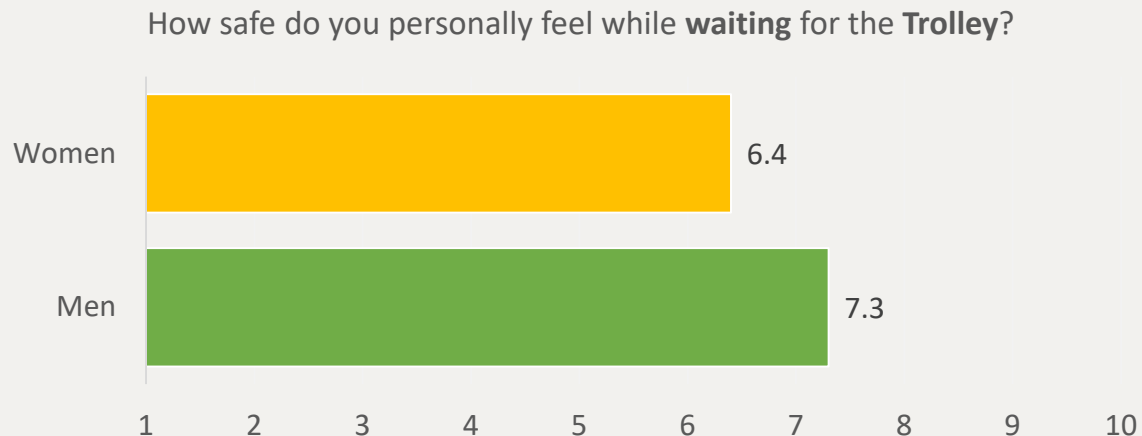
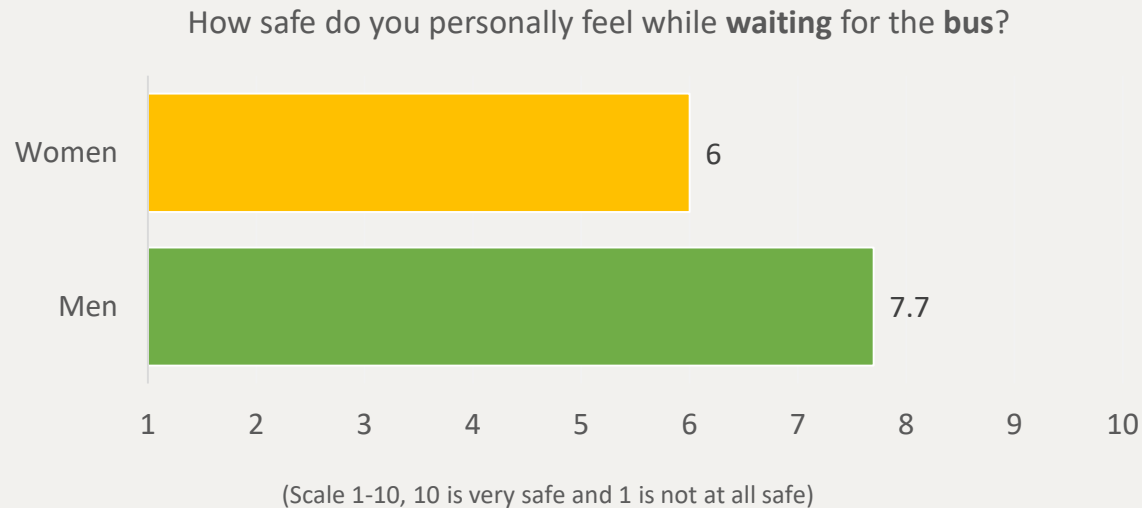
Women Traveling After Dark

I get held up at the hospital and work late and then have to do the dreaded ride in the dark and get to the parking garage. I'm looking for people who are following me, people who are standing around watching and not doing anything.

woman

- Women feel less safe traveling after dark.
- Some women must make trips on transit when it's dark because other options are not economically feasible.
- Women sometimes opt to take a taxi or Uber/Lyft if they perceive the danger of making the trip is greater than the economic burden of the transit alternative.
- Women would like to use transit after dark so they can take part in more personal and community events.

Perceived Safety While Waiting for Transit



There is a guy that is on the corner of where the bus stop is. A few times he's tried to swing at me or hit me. I have been thinking about walking up a little, or maybe Uber to the Trolley station. Coming home, I usually get off the stop before his stop and then take the longer way down.

woman

- Stop/station location is important.
- Women try to avoid locations that they perceive as not safe.
- Alternative access/egress routes to stops/stations are considered even if it means more walking.

Good Lighting and Security Make Participants Feel Safe

The elements of a safe environment while waiting for transit include:

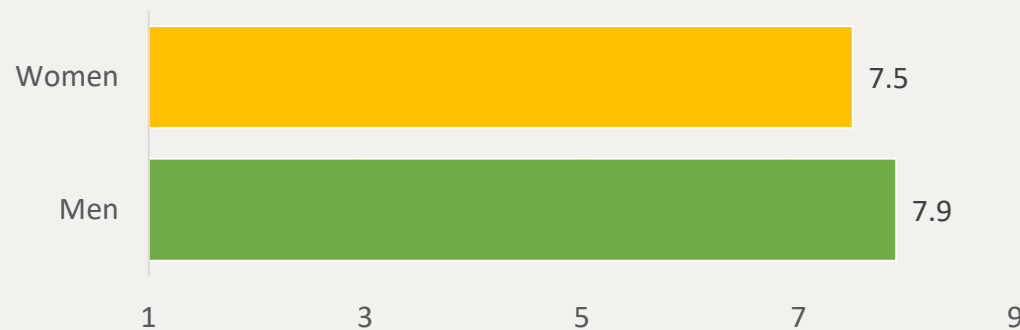
- Good lighting.
- Presence of security cameras.
- Unobstructed visibility.
- The presence of other people.
- Locations that are free of persons who are loitering.
- Presence of security.
- If seating is available semi-protected with unobstructed view.



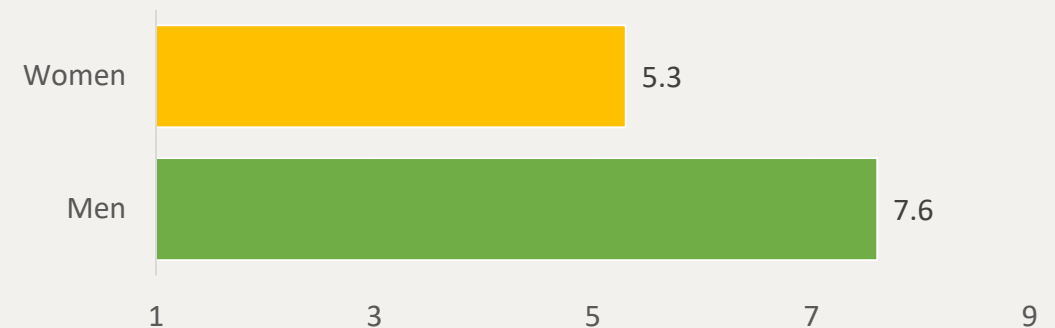
Women Perceive Riding the Trolley and Bus Less Safe than Men

- Men give similar ratings on perceived safety while traveling on the bus and Trolley.
- Women, however, feel safer riding the bus than the Trolley.
- The presence of a coach operator enhances the feeling of security for all.
- Trip time is a factor so participant say they will choose the Trolley because it take less time.

Using a scale of 1-10, how safe do you personally feel while **riding the bus?**



Using a scale of 1-10, how safe do you personally feel while **riding the Trolley?**



(Scale 1-10, 10 is very safe and 1 is not at all safe)

Creating a Safe Trolley Environment Involves Multiple Elements

A Trolley riding environment that enhances the feeling of personal safety includes:

- The presence of visible transit security.
- The presence of other riders.
- Seats and an environment that is clean and free of debris and bodily fluids.
- Avoiding locations with disruptive riders, persons who are intoxicated, under the influence of drugs, mentally ill or unstable.
- Remaining constantly alert.
- Having a planned escape route.



Other Strategies Used to Enhance Personal Safety

- Staying alert is paramount
 - A common theme among groups was that situational awareness and having “your head on a swivel” is a requirement to feel personally safe.
- Avoiding attracting attention is a safety consideration
 - Women consider what they wear when riding transit and make purposeful choices about shoes, jewelry, backpacks/purses, avoiding anything that they think might draw unwanted attention.
 - Men were less likely to consider to limit attire choices although “dressing down” was mentioned.

Sometimes you worry that maybe this person is dangerous. So that's been my strategy, is just dress down and try to blend in and just basically wear your worst. So you can't take public transportation to go anywhere nice.

Identification of Security Personnel is Easy

- It is easy to identify security primarily distinguish security personal by their uniforms and the presence of other gear such as radios aid with identification.
- Transit ambassadors were identified as persons who assisted with non-security matters.
- There is not always clarity as to the respective roles of the CCIs and the Transit Security.
- However, the presence of both officers promotes a feeling of personal safety.
- The yellow shirts on the CCI make the staff highly visible conveying greater authority even in the absence of a weapon.



Security Personnel are Perceived as Courteous and Respectful

It's always been a pleasant experience. I've never had issues with [Security]. Watching them with other people, they're very lenient.

- The majority of participants have a positive impression of security.
- Personnel are seen as courteous and respectful.
- Courtesy and respect are described as being present and interactive.
 - Personal interaction includes recognition and showing concern for a person's welfare, beyond just conducting a fare check

Overall Perceptions of Security

- Participants like seeing a security presence.
- Knowing that security is present makes them feel safer.
- Participants perceive that security doesn't always address situations and enforce policies the way they would.

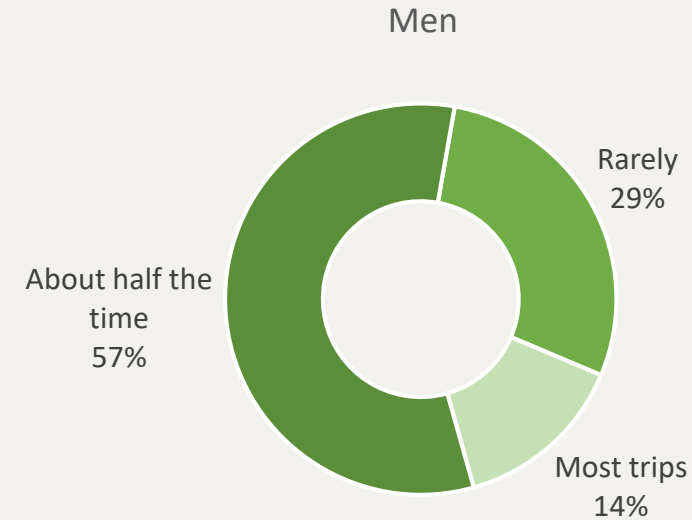
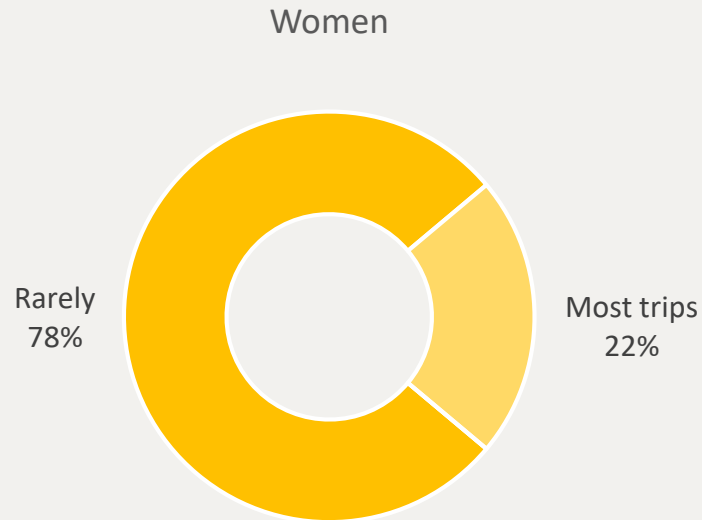
The most [interaction] I have had [with Security] was when I didn't pay for my ticket. They're really understanding and they're really lenient and I've never seen anything escalate past, "Okay, just [pay] next time."

man

I feel a lot safer just having security there, I think people are less likely to do something sketchy, even if the police don't even intervene because sometimes that does happen.

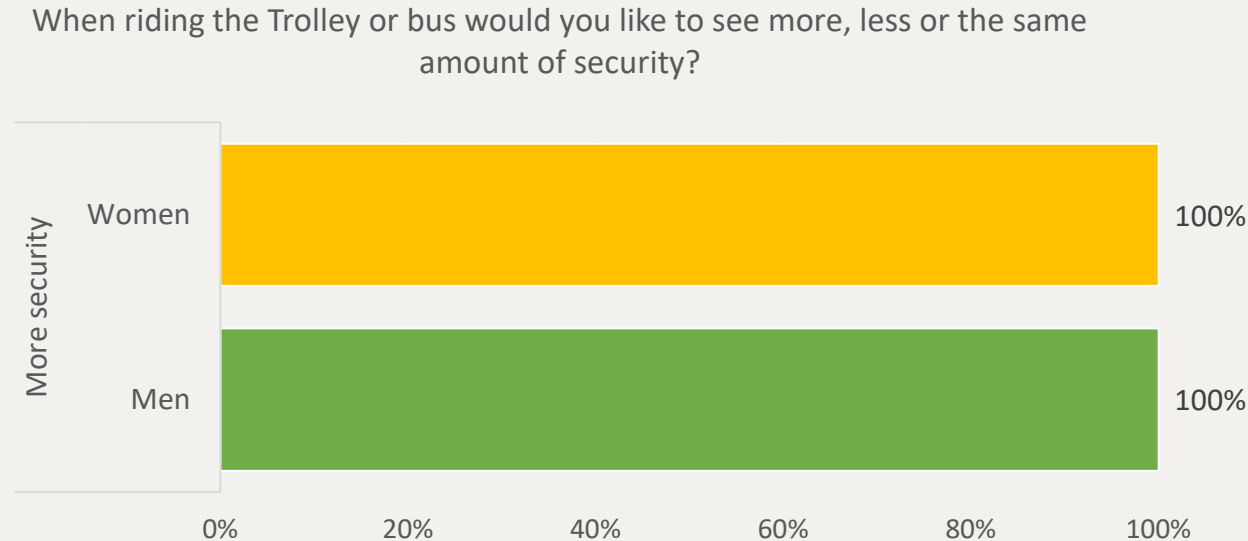
woman

Perceptions of Visible Security



- Women are less likely to recall seeing security than men.
 - Men perceive they observe security on almost three-quarter of their trips.
 - Women perceive they observe security on about a quarter of their trips.

Visible Security Enhances the Feeling of Personal Safety

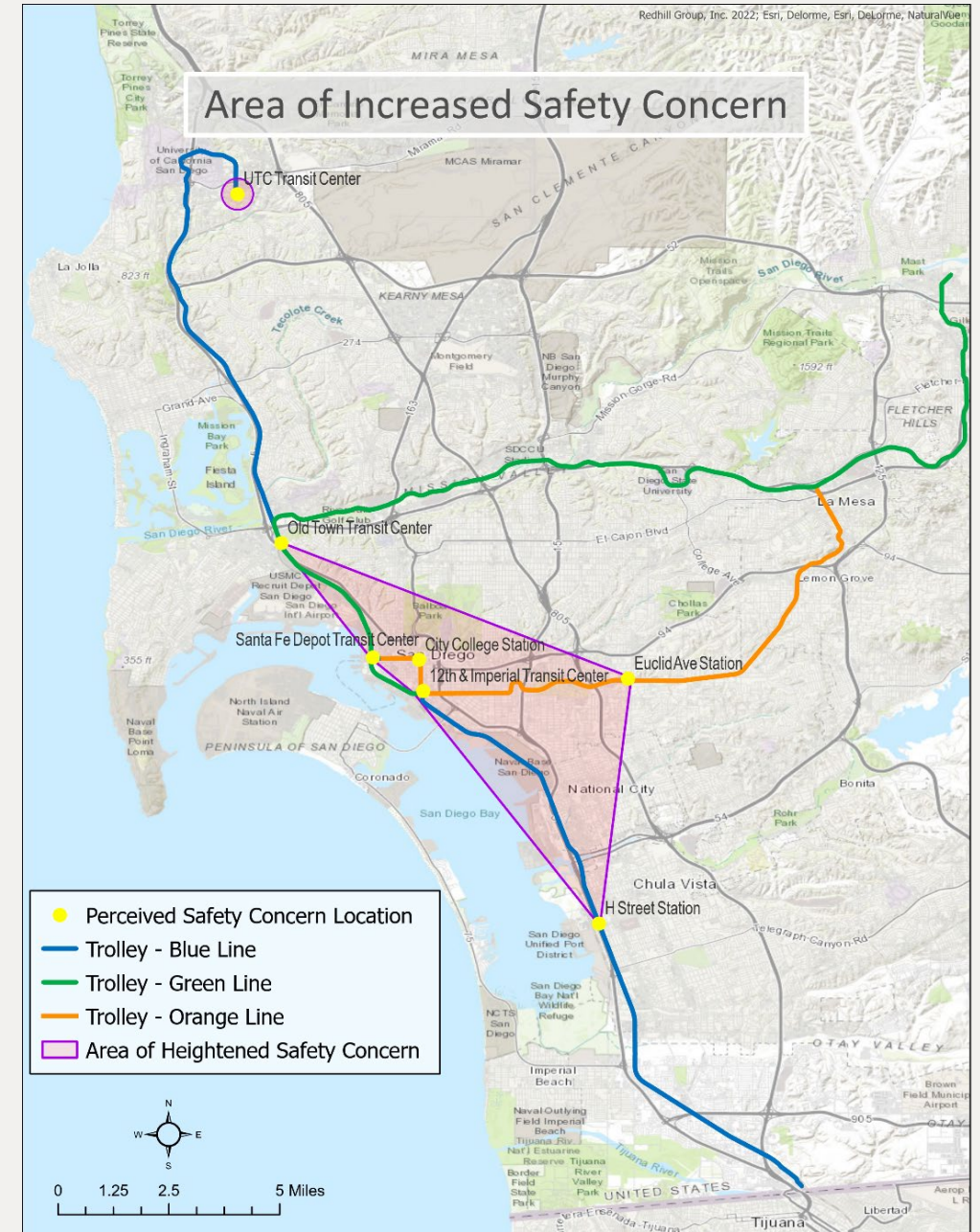


Participants unanimously agree that:

- the presence of visible security increases their feeling of personal safety.
- want to see more visible security.
- security is less visible in some areas.

Security is Less Visible in Some Areas

When it comes to certain areas, [Security] is not there. From 12th and Imperial to maybe down going on the Blue Line towards the border, maybe down towards Logan and stuff like that. Going that further down, you don't really see them too much.



Security Goes Beyond Personnel

- There is awareness of cameras at stations and on the buses.
- Next Bus/Trolley arrival signs are seen as security enhancers.
- Awareness of the Ride Assured Number is low.
- Other strategies mentioned included:
 - Increased service frequency
 - Increased cleanliness
 - Emergency call buttons throughout the system



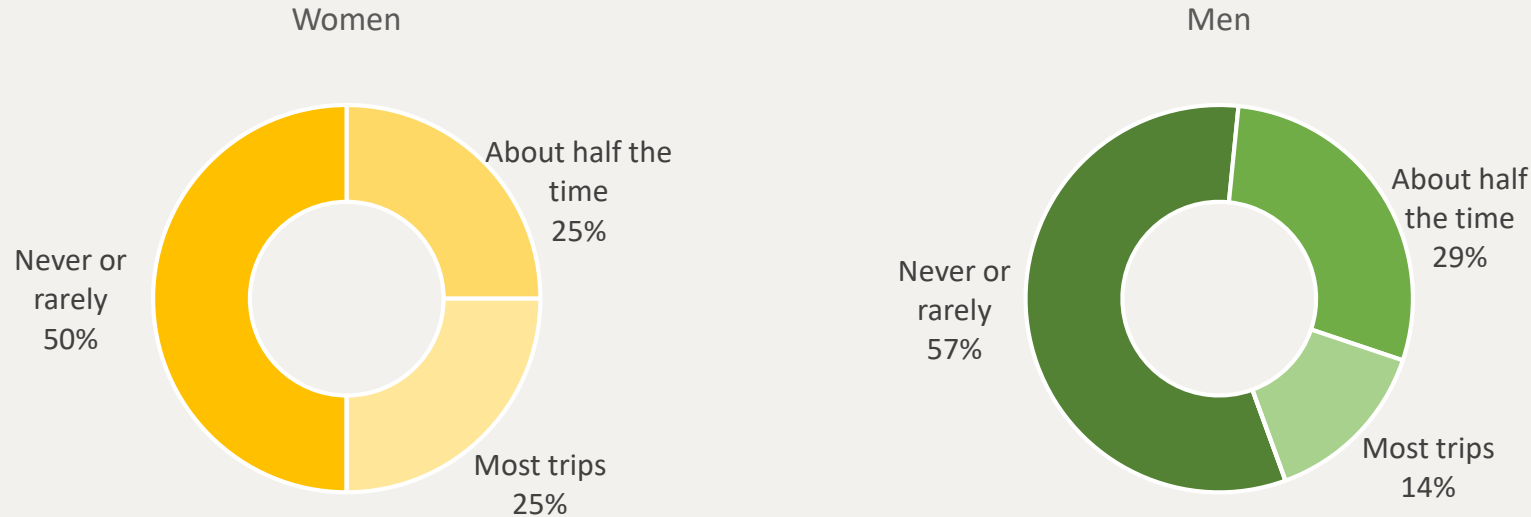
Frequency of PRONTO Card Tapping Varies

- Most participants say that they tap their card most of the time, but not necessarily on all legs of their trip.
- The most frequently cited reasons for not tapping are:
 - Tight transit connections and inconvenient validator locations.
 - Concern about location tracking.
 - Not understanding why tapping is required.
 - Enforcement will be a friendly warning without consequences.

*My commute starts with a bus and I tap it for that bus ride, I do not tap it on the Trolley. And then I top it on the last bus. I definitely don't on the Trolley because I don't like the way that **PRONTO** actually tracks where you tapped.*

Most Riders Experience Fare Checks

How often would you say you get your fare checked?



- participant say their fare is checked at least some of the time.
- The frequency of perceived fare checking varies with location and time of day are factors.
- participant think they are treated with respect and courtesy during the check.
- When a fare check occurs, everyone in the area is checked.

Encouraging More Riders to Tap

To encourage people to tap the PRONTO cards participants suggested:

- More convenient validator locations.
- More outlets to purchase PRONTO cards at stations and on the platform.
- Consequences beyond a warning.
- Explaining the importance of tapping.
- Dispelling fears about location tracking.
- Expanding community outreach.
- Simplifying the App.



Behavior of Other Passengers is a Concern

- There is an elevated level of concern.
- Incidents occur often regardless of time of day.
- When riders encounter issues on transit they can create fear and discomfort.
- Issues that generate the most concern are:
 - Cleanliness
 - Personal hygiene of others
 - Disruptive behavior
 - Open drug use
 - Fare evasion
- Participants were empathetic and compassionate and think the problems are societal and complicated.
- The responsibility to resolve belongs to many.

It's a shared responsibility, which of course complicates it. The City's the State, everybody. And of course, their families, although families can't always help. It takes everyone to solve such a huge problem. And maybe there is no answer.

Consistent Application of Existing Policies

- Participants perceive MTS has policies to address some of the issues:
 - Fare evasion.
 - Inappropriate behavior.
 - Loitering.
- Participants want more consistent application of MTS policies to address some of these issues and this would make them feel safer when using MTS services.
- More visible security is seen as a key driver in the solution.

I don't think MTS will be able to solve [the issues] on their own. But I think having security personnel when you are at the station and on the transit [would help]. I want to feel safe if I'm using the service because I'm paying for it.

Feedback To-Date

- Public Security Committee and Community Advisory Group
- Security and Passenger Safety Community Advisory Committee
 - Improve awareness for Ride Assured alert system
 - Explore new ways to promote – highlighting response times or audio announcements at stations
 - Promote “safe places” around system
 - System cleanliness as an element of passenger safety
 - Examine locations for additional lighting/shelter (underway)
 - Research further where incidents are taking place – on board vs. on platforms
 - Survey frontline employees to learn what they are seeing for passenger interactions
 - Study limitations – i.e. no focus group in Spanish or riders from Tijuana, or specific to disabled riders

Next Steps

- Launched *Respect the Ride* rider etiquette campaign – April
- Continue to gather feedback – MTS Community Advisory Committee - June
- Improve access/education for Ride Assured security hotline Summer/Fall
- MTS Security identifying ways to enhance approach to security efforts/improve visibility
- MTS Customer Experience Initiative – Ridership Recovery
 - Social Equity Listening Tour
 - Customer Satisfaction Survey
 - Public Safety Focus Groups
 - Internal group meetings

Questions?



Thank you!



**Metropolitan
Transit
System**

Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Social Equity Listening Tour Findings and Funding (Stacie Bishop)

RECOMMENDATION:

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

- 1) Approve the following allocations of funding for Social Equity Listening Tour projects:**
 - a. Approximately \$1.7 million for Bus Stop Shelter Upgrades;
 - b. Approximately \$450,000 for Orange Line Lighting Project;
 - c. Approximately \$120,000 for Bus Stop Solar Lighting Project;
 - d. Approximately \$250,000 for upgraded trash receptacles at downtown Trolley Stations;
 - e. Approximately \$200,000 for the Beyer Bridge Underpass Lighting and Mural project; and
- 2) Approve the following additional recommendations from the Executive Committee:**
 - a. Direct staff to explore how restrooms might be incorporated into the funding allocation; and
 - b. Direct staff to develop a draft Board Policy on Equity.

Executive Committee Recommendation

At its May 11, 2023 meeting, the Executive Committee voted 5 to 0 (Board Members: Elo-Rivera, Hall, Moreno, Bush and Whitburn in favor, with Board Member Vargas absent) to recommend that the Board of Directors approve the staff recommendation.

Budget Impact

\$3 million in previously allocated Capital Improvement Program (CIP) dollars. This total includes \$2,720,00 estimated costs plus contingency.



DISCUSSION:

Last year, MTS hired Pueblo Planning, an equity-oriented community engagement and planning firm, to help conduct the Social Equity Listening Tour (SELT). This public engagement effort aimed to understand the experiences of transit riders and to take steps in addressing issues of inequity in transit. The project was designed to identify local communities' top transit priorities with regard to inequities in transit service, operations, amenities, and programs.

Pueblo Planning and MTS staff worked together to identify target audiences, as well as develop a community engagement framework, to ask riders for their top priorities when it comes to transit. As part of the outreach, MTS committed \$3 million in FY23 CIP funding to the findings and outcomes of those outreach efforts.

In total, Pueblo Planning facilitated 15 workshops (both virtual and in-person) and pop-ups throughout the MTS service areas. Additionally, Pueblo Planning partnered with five community-based organizations to engage with intentional communities, including people with disabilities, low-wealth Black communities and communities of color, the elderly, youth, people who are unhoused or facing housing insecurity, immigrants, refugees and binational migrants. In total, approximately 400 people participated in the SELT engagement effort.

Pueblo Planning will present a summary of the engagement process and report findings. MTS will present a draft funding package.

/S/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachment: A. Social Equity Listening Tour Report
B. Public Comment



San Diego Metropolitan Transit System (MTS)

Social Equity Listening Tour

April 2023

Special Thanks to Our Partners



Community Engagement + Report by



Contents

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04	<u>Methodology</u>
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28	<u>Context & Analysis</u>
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INTRODUCTION

The San Diego Metropolitan Transit System’s (MTS) Social Equity Listening Tour is a public engagement effort aiming to understand the experiences of transit riders and to take steps in addressing issues of inequity in transit. The project was designed to identify local communities’ top transit priorities with regard to inequities in transit service, operations, amenities, and programs. The project team facilitated fifteen workshops (both virtual and in-person) and pop-ups throughout the MTS service area. As part of these efforts, Pueblo Planning, the planning team, intentionally included and prioritized core transit riders most impacted by MTS decisions regarding service, policies, budgets, and design to co-develop recommendations. We partnered with five community-based organizations (CBOs) to engage with intentional communities, including people with disabilities, low-wealth Black communities and communities of color, the elderly, youth, people who are unhoused or facing housing insecurity, immigrants, refugees, and binational migrants.

This report includes an account of the planning team’s methodology, identified community priorities, an in-depth analysis of the communities’ priorities, and an overview of key takeaways from the planning process.

The ten highest priorities identified by community members through the Listening Tour include:

- Improving the **cleanliness** of transit stops, buses, and trolleys (*mentioned 163 times*);
- Addressing **treatment by bus operators** (*mentioned 85 times*);
- Keeping and/or expanding the **Youth Opportunity Pass** (*mentioned 84 times*)
- Implementing **shade** at transit stops system-wide (*mentioned 84 times*);
- Increasing **weekend transit frequency** (*mentioned 66 times*);
- Increasing overall **transit frequency to 5-10 minute**-long headways (*mentioned 63 times*);
- Providing **compassionate care and developing partnerships with community services** to support people needing access to hygienic amenities as well as those struggling with mental illness (*mentioned 57 times*);
- Furnishing transit stops, buses, and trolleys with **WiFi** (*mentioned 57 times*);
- Including **electric outlets** at bus and trolley stations as well as buses and trolleys (*mentioned 54 times*);
- Increasing bus and trolley frequency to **24 hour service** (*mentioned 47 times*)
- Incorporating more access to **restrooms** system-wide (*mentioned 46 times*); and
- Developing more **lighting** at transit stops (*mentioned 40 times*).



Community-Based Organization partners (City Heights CDC, Casa Familiar, El Cajon Collaborative, I Am Green, and The Arc of San Diego) have reviewed this report and have provided feedback that has been integrated in order to ensure our team accurately represented community priorities and narratives. Partners also reviewed our analysis to support the report's capacity to increase understanding and awareness of the priority issue areas such that they will effectively inform the community-based recommendations throughout the report.

Prior to engaging community members, the planning team conducted a thorough historical analysis of news reports, public comments, and previous planning efforts to gain a deep understanding of the collective experience of transit ridership in the MTS service area. Subsequently, we engaged with various intentional communities throughout MTS' service area to learn about their transportation experiences and to understand their visions for a joyful and just transit experience. Throughout our engagement, we learned that many priorities had been shared in the past with MTS, including in previous planning efforts. The planning team was mindful of this history while analyzing and synthesizing community commentary from the ten engagement workshops, three community pop-ups, and two MTS committee conversations we facilitated.

As such, this report will showcase a holistic view of the top identified priorities and will incorporate details from historical archives and previous community advocacy efforts. We also highlight the historically repetitive nature of some of the priorities mentioned by community members, as it has created planning fatigue for some over the years. Along with the historical references, this report also acknowledges some of the ongoing community advocacy efforts to further contextualize the community priorities identified through the Social Equity Listening Tour.

The Social Equity Listening Tour aims to build a different experience and a pathway towards visible change, particularly regarding matters highlighted as concerns around equity. The overall vision is to not only create a joyful and just transit experience in the future, but to also ensure respectful and dignified transit experiences with ongoing community engagement and transparency.



METHODOLOGY



The planning team values, above all, designing and executing an inclusive and accessible process when engaging community members. Our methodology included the co-development of the engagement process and desired outcomes with community-based organizations, MTS committees, and community members. Prior to engaging community members, we conducted grounding research and established partnerships with community-based organizations, and then co-developed the engagement framework with the community-based organization partners. This helped inform the series of ten listening session workshops, three listening session pop-ups, and two MTS Committee listening sessions. We prioritized building an inclusive and accessible process at every step as well as providing joyful and welcoming spaces for community members to openly share. We also took every caution to avoid causing any harm to community members throughout the project. The following sections will go into each of the engagement planning steps in more detail.

Grounding Research

We conducted grounding research that focused on historical accounts around social equity in MTS operations, services, programs, and amenities. The historical research was derived from news articles, recent planning documents, and public testimony. This was inclusive, but not limited to, experiences around public transit infrastructure such as restrooms, affordability, and security. The research was a key part of the Social Equity Listening Tour as it helped the planning team gain an understanding of ridership experiences to identify recurring patterns throughout history, determine if community members are expressing the same or different concerns today, and gain a holistic understanding of how community members have been defining social equity in relation to public transit.



Community Based-Organization Partners

Pueblo Planning partnered with five community-based organizations for the listening session process. These CBOs were chosen due to their authentic relationships with the communities intentionally identified for this project. We acknowledge that there are a multitude of CBOs that could have been potential partners on this project. The budget and timeline, however, required the planning team to narrow down potential partners to five. The following criteria were utilized to choose the CBO partners:

- A current and ongoing relationship with one or more of the intentional communities that were identified for engagement;
- Interest or previous involvement in transit planning and/or policy; and
- Collectively, the selected CBOs represent geographic diversity in the MTS service area.

Community-Based Organization	Service Area	Intentional Communities
<u>City Heights CDC</u> (Anchor CBO Partner)	Mid-City	Low-wealth, Black and communities of color, youth, immigrants, refugees
<u>I Am Green</u>	Southeastern, La Mesa, Spring Valley	Low-wealth, Black and communities of color, the elderly, youth
<u>El Cajon Collaborative</u>	East County	Unhoused/housing insecure youth and adults
<u>Casa Familiar</u>	Cross-Border Communities, Tijuana	Binational migrants, low-income communities of color, monolingual Spanish speakers
<u>The Arc of San Diego</u>	MTS Service Area-Wide (based in Logan Heights)	People with disabilities, social workers

Each CBO was compensated for their time and expertise. The role of each CBO partner in the process included:

- Providing guidance to inform the community engagement and reporting process;
- Conducting community outreach for two community listening sessions;
- Supporting with logistics for the listening sessions; and
- Co-developing and providing feedback on the draft Social Equity Listening Tour Report.

City Heights CDC served as the project team’s anchor CBO. Beyond the aforementioned role, they also organized partnerships with the Environmental Health Coalition and Mid-City CAN to ensure broad and diverse representation from the Mid-City communities at the in-person and virtual listening sessions. As an anchor CBO, their role and responsibilities also included:

- Supporting the project with historical research;
- Providing context on transit equity issues facing transit riders;
- Informing the selection of partnering CBOs;
- Serving as connectors to ensure transit advocacy groups are informed and included in the planning process; and
- Providing ongoing guidance on the planning process and report development.

Engagement Framework

Social equity starts with thoughtful, reparative processes. For this reason, prior to any engagement process, Pueblo Planning works with community-based organization partners to co-develop an engagement framework. The engagement framework process serves as a tool for understanding the communities engaged and identifies their needs before engagement. The framework, most significantly, serves as a guide so that facilitators account for necessary information when developing listening sessions and tailor their approaches to adapt to each community. This ensures inclusivity and respect for all contributors. The engagement framework discussion focuses on the following questions:

- Who will be engaged (demographics and other considerations)?
- How can spaces of healing and repair be facilitated?
- How do CBO partners define respect and reciprocity?
- What are the communities’ language and disability justice needs?
- What are the logistics for the listening session (location, date, time, etc.) and what will be the feedback loop?

CBO partners were asked to share how listening session workshops and pop-ups could be facilitated to both prevent an extractive process and to create and maintain spaces of healing and repair. The following nine elements are a synthesis of what the CBO partners shared:

1. Many community members have experienced planning fatigue—feeling not listened to—due to their sharing of ideas and needs rarely being implemented. It is imperative to clearly communicate how community members’ feedback will directly connect to what will be implemented and by when.
2. Ensure a direct relationship is built between community members and MTS staff in which community members have MTS staff members’ contact information and are able to get to know them as individuals. Feeling like the agency has “disappeared” after the engagement can leave the community feeling abandoned, and it might lead to a breach of trust.
3. If community members share heavy content (i.e., sexual assault, police brutality, housing displacement, etc.), it is important to make space for them to share their experiences if they desire to do so, and to also promptly provide them with supportive resources. As part of this process we shared information about the Urban Restoration Counseling Center, which offers low to no cost counseling services to Black, Indigenous, and People of Color (BIPOC) communities.
4. In order to build a joyful and rejuvenating space, it is important to acknowledge community members’ stories and honor the victories they have been able to accomplish.
5. It is critical to create safe spaces and to guarantee that folks know that answering questions is voluntary and that it is okay if they are not comfortable answering any of the questions. It is crucial not to press for answers.
6. When developing a workshop, it is important to set up the space in a way that values community members. Community members are the experts of their communities and it is important to validate their experiences and remind them that their contributions are of valued throughout the listening session.
7. It is also necessary to create a welcoming space in workshops. Culturally relevant music can help people ease into the space and feel welcomed.
8. Engagement teams should enter community spaces with humility. Mistakes may be made along the way, but making space for check-ins to correct course and acknowledge harm is a best practice for moving through and forward when mistakes are made.
9. Teams should develop infographics and one-pagers to share how feedback is being integrated into the final recommendations shared with MTS.

Additionally, our team asked CBO partners to define what respect and reciprocity can look like in the engagement process. The following nine elements summarize CBO expectations of the project team:

1. The project team must position themselves as facilitators, rather than experts or representatives of MTS.
2. The project team should actively listen and show participants that their thoughts, stories, and opinions are valued, and be sure to not embody a “savior complex.”
3. The team must provide clarity about the intention of the listening sessions and follow-through with commitments.
4. The team should provide what will be shared with participants in advance.
5. The team should respect participants’ time and ensure compensation and resources are available.
6. The team should respect the dignity of all participants by making sure they are accommodated in the space and that their contributions are affirmed and validated.
7. The team should conduct a grounding exercise to bring everyone together in the space.

We integrated these elements into listening session workshops and pop-ups. We must note, however, that many of these elements will require ongoing implementation and maintenance by MTS staff as this project moves into its budgetary and implementation phases and beyond.



Community Engagement

The engagement framework helped inform the community engagement for the Social Equity Listening Tour. The engagement framework uplifted the reality that every community is different and faces their own unique circumstances. The planning team addressed each community with careful attention because there is no “one size fits all” approach when it comes to working with communities with diverse complexities. As a result, the following facilitation guide, when needed, was modified in real time to adjust to the needs of participants and to the space. However, the prompts asked remained the same and we achieved the intended outcomes of the listening sessions. We facilitated a series of fifteen listening sessions with ten workshops, three pop-ups, and two MTS committee conversations. ***A total of 417 people who attended the workshops and pop-ups shared their name and contact information. However, the total amount of people who participated in the Social Equity Listening Tour may higher because not everyone wanted to share their name and contact information. These totals may also reflect counting the same person as a participant more than once if they attended more than one workshop.*** The tables below shows only the count of people who shared their contact information at each of the listening sessions.

CBO Partner	Workshop 1	Workshop 2
City Heights CDC	57 (in-person)	32 (virtual)
The Arc of San Diego	43 (in-person)	18 (in-person)
Casa Familiar	13 (in-person)	22 (in-person)
I Am Green	44 (virtual)	49 (in-person)
El Cajon Collaborative	20 (in-person)	25 (in-person)

Location/Event	Pop-Up	MTS Committee
Linda Vista Farmer’s Market	25 (in-person)	-
Barrio Logan Trolley Station	19 (in-person)	-
El Cajon Trolley Station	18 (in-person)	-
Accessible Services Advisory Committee	-	7 (virtual)
Community Advisory Committee	-	25 (in-person)

Listening Session Workshops

For the first five workshops (one virtual and four in-person) in partnership with CBOs, the planning team focused on developing an understanding of how transit riders define accessibility and safety, and facilitated a discussion for community members to share their vision of what is necessary for a joyful transit experience and what type of relationship community members would like to have with MTS. Before beginning the listening sessions, we made sure participants had the resources they needed to meet their language and accessibility needs

including Spanish, ASL, or Braille translation and interpretation services. CBO partners provided an initial welcome and warm hand-off to the planning team for introductions. As part of introductions, community members were asked to share what transit lines they use most often. Once welcomed and settled into the space, the planning team informed community members of the project's process, steps, and time-frame to provide clarity and transparency and to help establish a foundation for building trusting relationships with the community. During the listening sessions, the planning team facilitated a three part interactive discussion and visioning collage activity with community members. As part of the interactive activities, community members were asked a series of questions including:

- What are your experiences taking public transit? Think about what equity, safety, and accessibility mean to you.
- What is your vision for a joyful transit experience?
- What does your relationship with MTS look like today and what do you want your relationship with MTS to look like moving forward?

All workshops had a professional Spanish interpreter along with bilingual (English/Spanish) staff, and the workshops with the Arc of San Diego had ASL interpreters.

Workshop 1 Facilitation¹

Small Group Discussion (Storytelling)

Participants were asked to break out into discussion groups to allow for dynamic conversations. Once in groups, the planning team passed out note-cards and writing supplies. The participants were asked to write a word or phrase in response to the first question. We



¹ This facilitation guide, when needed, was modified in real time to adjust to the needs of participants as well as the space. However, the prompts asked remained the same and the intended outcomes of the listening session were achieved.

provided participants with three different colored note-cards (red, yellow, and green). Red signified something that needs to be addressed immediately. Yellow signified a sense of urgency, but also something that could be addressed longer-term. Green signified something that MTS is doing well and that participants would like MTS to continue doing or do more of. These prompts helped participants recall and formulate their own personal stories about their experiences taking public transit. Depending on participants' abilities or comfort levels, the planning team staff assisted with transcribing a verbal response. Once done, the group reconvened and shared their stories behind the written statements. For visually impaired participants, the project staff noted their experiences on the note-cards.

Visioning Activity (Art-Making)

The visioning activity asked participants to create a collective collage in small groups to portray their visions for a joyful transit experience. We provided community members with large poster paper and distributed cut-out images to participants. Participants were also given writing supplies to draw, mark, or write on the poster. Upon completion, the larger group reconvened to discuss what each small group included in their collage. Visually impaired participants could express their vision directly with the planning team verbally.

At the end of each listening session, the planning team opened up the space for questions and final comments and informed participants of take-home items and what to expect next. The items included a postcard with the project description, MTS staff member contact information, and a card with information for the Urban Restoration Counseling Center that offers low to no cost counseling services. The listening sessions closed with a final question where folks were asked to share a word or short sentence about what community members'



I Am Green, Southeastern



I Am Green, Southeastern



Casa Familiar, San Ysidro



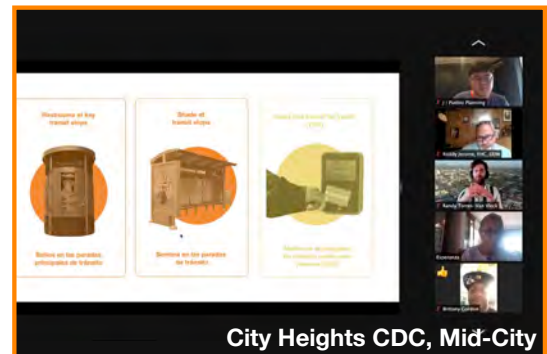
City Heights CDC, Mid-City

relationships with MTS look like today and what they would like their relationships with MTS to look like moving forward.

Workshop 2 Facilitation²

Once community members shared their experiences during the first round of listening sessions, the planning team was able to identify common themes. The second listening session served as a feedback loop where the planning team shared with the community members what was heard throughout the listening sessions and what the planning team found out in its continued research. We did this while also providing space for community members to review our work to determine if anything was missed or misunderstood and to further expand on collective and individual priorities.

During the listening session, the planning team shared a recap of the process, steps, and time-frame of the project to both provide clarity and transparency in the engagement process and to help establish a foundation for building trusting relationships with the community. We also shared some of what had been heard in previous listening sessions. During the listening session, the planning team facilitated a two part interactive activity with community members. As part of these activities, community members had an opportunity to identify their priorities as a group and as individuals.



² This facilitation guide, when needed, was modified in real-time to adjust to the needs of participants and given the space. However, the prompts asked to residents remained the same and the intended outcomes of the listening session was achieved.

Collective Priorities Activity

Participants were asked to break out into discussion groups to allow for more dynamic conversations. Once in groups, the planning team passed out MTS priority card decks to each group. The card decks were representative of the priorities that had been heard throughout MTS' service area and cataloged into four categories: amenities, programs, customer service, and operations. The participants were asked to collectively discuss and identify their ten highest priorities from those identified in the card deck. Wild cards were also provided so community members could add unidentified priorities. Once complete, the group reconvened and shared out their highest priorities to the larger group.

Individual Priorities Activity

Our team had a self-standing display wall with a series of cards in clear pockets, each representing one priority the communities had shared in previous listening sessions. After sharing out, participants were provided with approximately ten pom-pom balls and asked to place them in the pockets with the card that was their personal greatest priority. There were also blank cards available so community members could add a priority that was not represented by a card on display. Community members could place any amount of pom-pom balls in a pocket if the card indicated a priority that was important to them.

At the end of the listening session, we opened up the space for questions and final comments and informed participants of take-home items and what to expect next.



Listening Session Pop-Ups

We acknowledge the immense diversity of the MTS service area. For this reason, we conducted three additional community engagement opportunities to purposefully select geographic areas where intentional communities may not have been reached in the listening session workshops. With community-based organization partners, the three recommended communities included rural communities, portside communities (National City and Barrio Logan), and Linda Vista.

Rural Communities (*El Cajon Transit Station*)

Route 888 (Jacumba Hot Springs - El Cajon via Alpine), 891 (Borrego Springs - El Cajon via Shelter Valley / Ramona), 892 (Borrego Springs - El Cajon via Ranchito / Ramona), 894 (Morena Village - El Cajon via Tecate / Campo) all come into the Parkway Plaza Transit Station in El Cajon. The planning team chose a date and time when buses entered the station from rural areas and engaged riders in MTS' service area as well as riders traveling from Tecate. During this pop-up, we were also able to engage a handful of bus drivers as they were on their break. It was incredibly helpful to hear the drivers' perspectives as they provided context for certain issues. We were supported by a Pashto and Dari interpreter throughout this pop-up. Additionally, bilingual staff on the planning team engaged community members in English and Spanish.



El Cajon Transit Station

Portside Communities (*Barrio Logan Trolley Station*)

The project team distributed fliers at the Mercado Apartments, located walking distance from the Barrio Logan trolley station, notifying community members about the pop-up. We engaged community members arriving and departing at the Barrio Logan transit stop on a weekday between 3 pm-7 pm. Bilingual staff from the planning team were present and engaged community members in English and Spanish.



Barrio Logan Trolley Station

Linda Vista (*Farmer's Market*)

The planning team coordinated with Linda Vista Farmers' Market staff to engage transit riders. The pop-up was strategically placed near a bus stop during the market's hours of operation (Thursdays, 1pm-7pm). An interpreter who spoke Vietnamese supported the planning team. Additionally, bilingual staff from the planning team engaged community members in English and Spanish.



Linda Vista Farmer's Market

Listening Session Pop-up Facilitation³

The planning team facilitated pop-up community engagements at three key areas dispersed throughout the MTS service area to connect with the additional, aforementioned core transit riders who were not covered through the intentional communities approach. The team also facilitated a pop-up style conversation with the MTS Community Advisory Committee, made up of transit advocates and service providers throughout the MTS service area.

Pop-up Setting:

For the community pop-ups, the planning team set up a welcome banner and an interactive engagement display that invited community members to share their stories and experiences. The interactive display had four stations asking:

- What are your experiences taking public transit? Think about what equity, safety, and accessibility mean to you.
- What is your vision for a joyful transit experience?
- What does your relationship with MTS look like today and what do you want your relationship with MTS to look like moving forward?

Additionally, the planning team provided informational postcards about the project and counseling resources for participants.



³ This facilitation guide, when needed, was modified in real-time to adjust to the needs of participants and given the space. However, the prompts asked to residents remained the same and the intended outcomes of the listening session was achieved.

Station 1 - Storytelling Activity

PROMPT: WHAT ARE YOUR EXPERIENCES TAKING PUBLIC TRANSIT? THINK ABOUT WHAT EQUITY, SAFETY, AND ACCESSIBILITY MEAN TO YOU.

Participants had one-on-one conversations with planning team members, participating in an interactive activity where they were asked to write a word or phrase explaining what their experience has been taking public transit. There were three different colored cards for participants to use. Red signified something that needs to be addressed immediately. Yellow signified a sense of urgency that could be addressed in the longer-term. Green signified something that MTS is doing well and that participants would like to have them continue doing or do more of. Depending on participants' abilities or comfort levels, the planning team staff assisted with transcribing verbal responses. Through this activity, community members shared their own stories about riding transit in order to contextualize why they highlighted certain priorities.



Linda Vista Farmer's Market



El Cajon Collaborative, El Cajon



El Cajon Transit Center



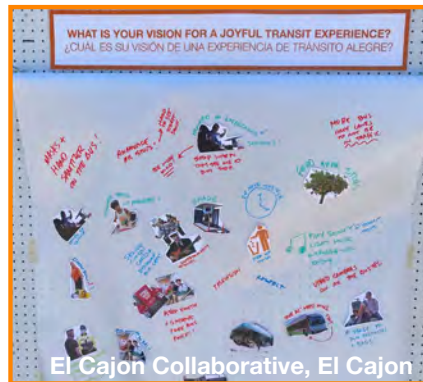
Station 2 - Visioning Activity

PROMPT: WHAT IS YOUR VISION FOR A JOYFUL TRANSIT EXPERIENCE?

We placed a large piece of poster paper on an interactive display and distributed colorful markers for participants to partake in a visioning exercise. Photo cut-outs of potential elements they may want to add to the poster (i.e., shelter, lights, benches, community garden, restrooms, etc.) were also provided. Participants were able to draw, mark, place a photo, and write on the poster to reflect their vision for a joyful transit experience. While participants were writing, drawing, or placing a photo on the poster paper, the planning team engaged community members in a discussion to learn about the context of what participants were adding to the poster.



El Cajon Transit Center



El Cajon Collaborative, El Cajon



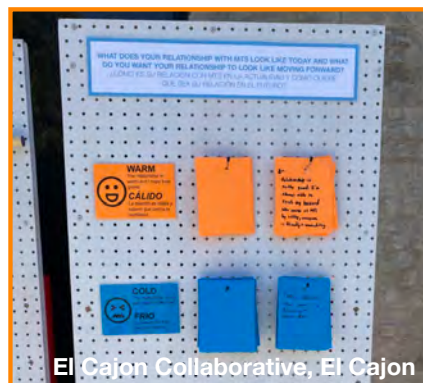
Linda Vista Farmer's Market



Station 3 - Reflection Activity

PROMPT: WHAT DOES YOUR RELATIONSHIP WITH MTS LOOK LIKE TODAY AND WHAT DO YOU WANT YOUR RELATIONSHIP WITH MTS TO LOOK LIKE MOVING FORWARD?

Participants engaged in a one-on-one discussion and interactive activity, where they were asked to write a word or phrase explaining what their relationship with MTS looks like today and what they would want their relationship with MTS to look like moving forward. There were two different colored cards for participants to use. Blue signified that they identified their relationships with MTS to be cold. In these cases, participants shared strategies they felt would improve their relationships with MTS. Orange signified that they identified their relationships with MTS to be warm and participants shared things that MTS was doing well and would like for MTS to continue to do or do more of. Depending on participants' abilities or comfort levels, the planning team staff assisted with transcribing verbal responses.



Station 4 - Public Testimony in the Streets

We set up a storytelling station for people to share an audio message to MTS staff and board members directly. If interested, community members could record their stories as part of a final audio compilation. Participants were provided instructions and a small recording device to record on their own. The planning team shared that the process was anonymous and asked participants for consent to use their stories as part of the audio compilation developed by the planning team.



MTS Committees

Our team recognizes that conversations on social equity and transit are not new and that there are established MTS committees that specifically aim to address social equity for transit riders. As a result, the planning team facilitated conversations with MTS' Accessible Services Advisory Committee (ASAC) and with MTS' Community Advisory Committee (CAC). We facilitated a virtual listening session for ASAC and a listening session pop-up and short presentation for CAC members.





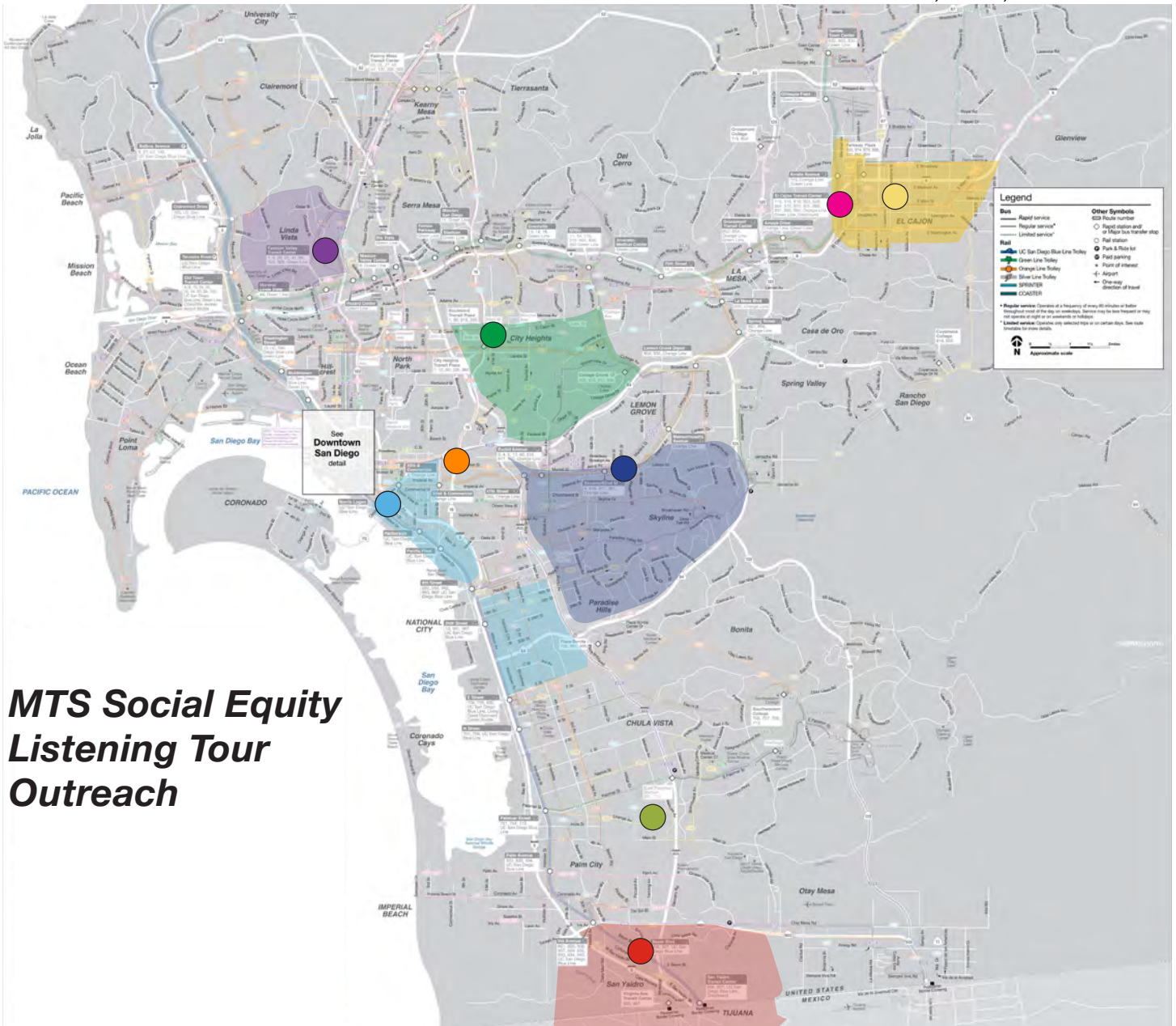
COMMUNITY IDENTIFIED PRIORITIES

The planning team analyzed and synthesized all of the information gathered during the listening session workshops and pop-ups to identify key themes, and began the process of categorizing community priorities. Overall, the communities identified 85 distinct priorities that were then aggregated in three ways: frequency of priority by location, number of times mentioned overall, and those that rank high for both frequency of priority by location **and** number of times mentioned overall.

First, the community priorities were placed in order based on the frequency the priority was mentioned by engagement location. For example, there was a combination of 15 workshops and pop-ups facilitated. Ten of the workshops were facilitated in the same area and hosted by five of the same community-based organization partners (2 per CBO for a total of five locations). Three pop-ups took place at other locations (i.e., Barrio Logan, El Cajon, Linda Vista), and there were two meetings with MTS committees. Hence, the Social Equity Listening Tour took place in ten locations throughout the MTS Service area.

Second, the community priorities were ordered by the number of times they were mentioned overall. The planning team counted how many times each priority was mentioned in each listening session to collect this information. Third, the community priorities were sifted by frequency of location as well as number of times mentioned overall.



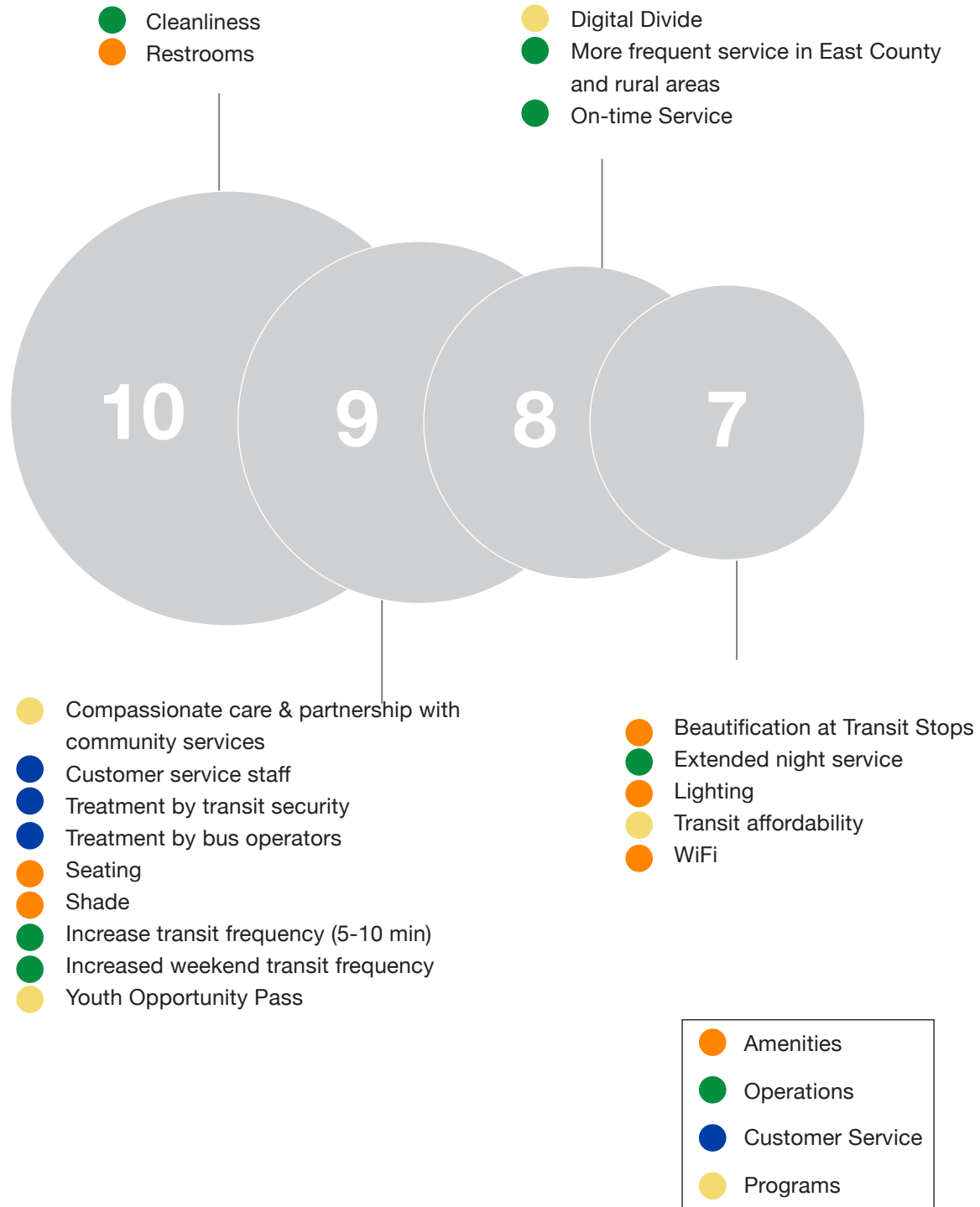


MTS Social Equity Listening Tour Outreach

Workshop Locations	Pop-Up Locations	Communities Reached
<ul style="list-style-type: none">El Cajon CollaborativeCity Heights CDCThe Arc San DiegoI Am GreenCasa FamiliarAccessible Services Advisory Committee (Virtual)	<ul style="list-style-type: none">El Cajon Transit StationLinda Vista Farmer’s MarketBarrio Logan Trolley StationMTS South Bay CAC Meeting	<ul style="list-style-type: none">El Cajon/East County/TecateLinda VistaMid-CitySoutheasternBarrio Logan/National CitySan Ysidro/Tijuana

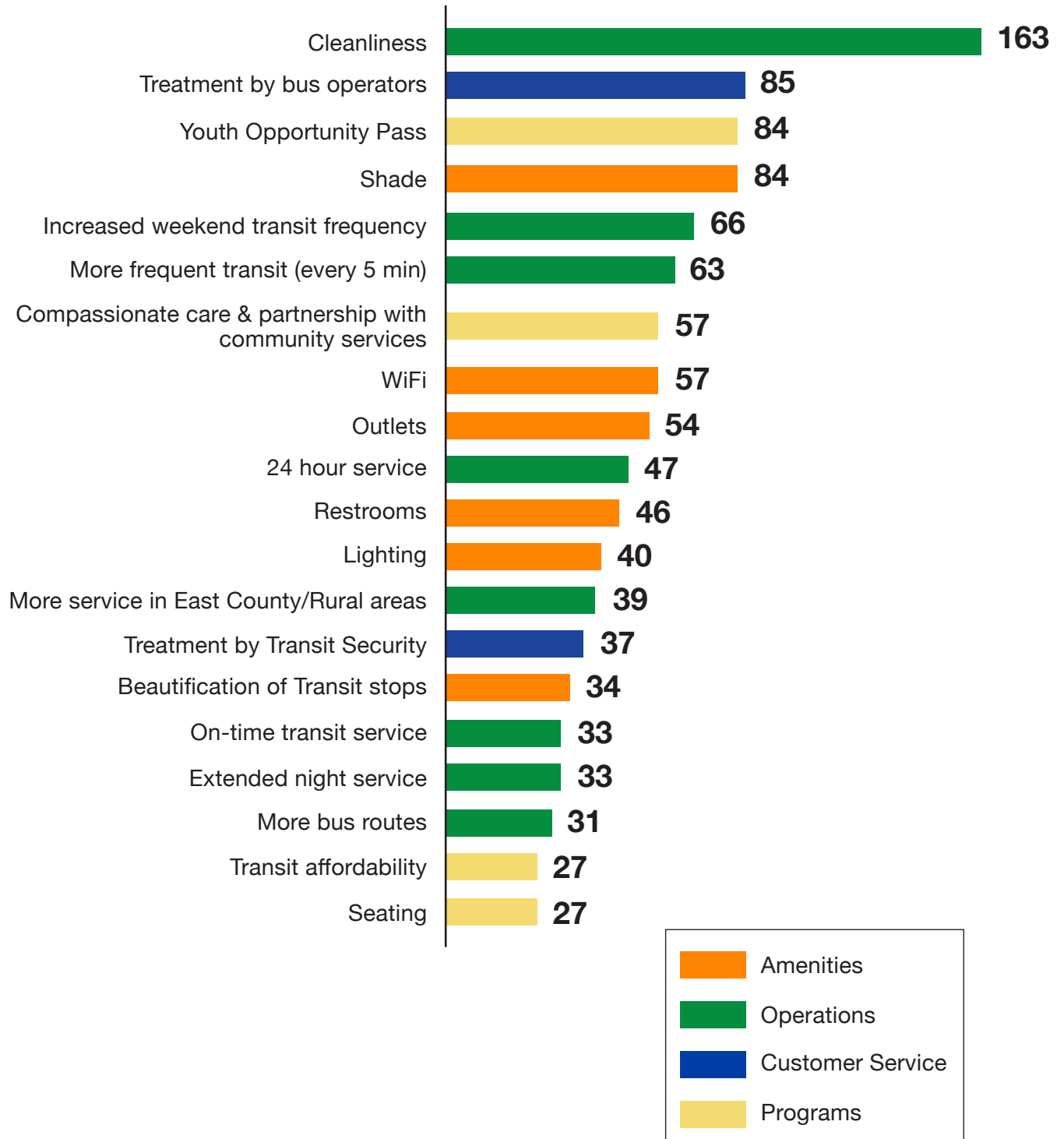
Frequency of Priority by Location

The infographic shows the community priorities mentioned at seven or more of the ten engagement locations. View the full list in [Appendix A](#).



Number of Times Mentioned Overall

The infographic shows the most frequently mentioned community priorities. View the full list in [Appendix A](#).



Frequency of Priority by Location & Number of Times Mentioned Overall

The table shows the community priorities sifted by frequency of location (mentioned at more than seven locations) as well as the number of times mentioned overall. *Any priorities that did not rank high in both lists, were removed.*

Community Priority	Category	Number of Times Mentioned Overall	Frequency of Priority by location (x/10)
Cleanliness	Operations	163	10
Disrespect by Bus Drivers	Customer Service	85	9
Shade	Amenities	84	9
Youth Opportunity Pass	Programs	84	9
Increase Weekend Transit Frequency	Operations	66	9
Increase Transit Frequency (5-10 minutes)	Operations	63	9
Compassionate Care & Partnership with Community Services	Programs	57	9
Wifi	Amenities	57	7
Restrooms	Amenities	46	10
Lighting	Amenities	40	7
More Frequent Service in East County and Rural Areas	Operations	39	8
Discrimination and Disrespect by Transit Law Enforcement	Customer Service	37	9
Beautification at Transit Stops	Amenities	34	7
Extended Night Transit Service	Operations	33	7
On-time Service	Operations	33	8
Seating	Amenities	27	9
Transit Affordability	Programs	27	7
Customer Service Staff	Customer Service	25	9

Community Priorities & Previous Planning Efforts

Many of the priorities shared by community members have been shared previously in other planning efforts. This chart highlights the most recent planning efforts and most stated community priorities identified through the Social Equity Listening Tour.



CONTEXT & ANALYSIS



In order to organize community priorities by actionable categories for the various departments at MTS, the long list of community priorities was organized into the following categories: amenities, operations, customer service, and programs. Many of the priorities had been expressed previously through other planning efforts and had been documented by the media as well as advocacy organizations and CBOs. In the following sections, there will be more context provided around what the planning team heard during the listening sessions and what has been documented in media archives and previous planning efforts. ***Only the most shared community priorities by frequency of location (mentioned at seven or more locations where workshops and pop-ups were offered) and top 20 most frequently mentioned overall will have this level of analysis.***

SOCIAL EQUITY ADVOCACY HISTORY

We acknowledge and uplift the decades of social equity advocacy on transit issues in the region. One notable coalition is the San Diego Transportation Equity Working Group that led a community-driven process in 2021 to identify transit priorities for residents at the frontlines of the climate crisis.⁴ The San Diego Transportation Equity Working Group includes the Environmental Health Coalition, City Heights CDC, Mid-City CAN, Center for Policy Initiatives, and SD350. The community-driven process engaged community members in Barrio Logan, City Heights, and National City. Community members who were engaged identified ten main transit priorities to help frontline communities thrive, connect with one another, support their livelihoods, and improve air quality.⁵ Four of the community-identified priorities of the San Diego Transportation Equity Working Group are also some of the highest priorities shared during the Social Equity Listening Tour. These priorities include:

- Youth Opportunity Passes (YOP);
- Bus service every 10 minutes;
- 24-hour service, connecting late-night and early morning workers; and
- Restroom access.

When these four topics are discussed in the report, you will see the “Social Equity Advocacy History” box to highlight the history of community advocacy on these issues.

⁴ Environmental Health Coalition. (2022). 10 Transit Lifelines. Environmental Health Coalition. <https://www.environmentalhealth.org/campaigns/10-transit-lifelines/#:~:text=The%2010%20Transit%20Lifelines%20represent,Diego%20Transportation%20Equity%20Working%20Group.>

⁵ Environmental Health Coalition. (2022). 10 Transit Lifelines. Environmental Health Coalition. <https://www.environmentalhealth.org/campaigns/10-transit-lifelines/#:~:text=The%2010%20Transit%20Lifelines%20represent,Diego%20Transportation%20Equity%20Working%20Group.>

AMENITIES

Shade

Number of Times Mentioned Overall: 84

Frequency of Priority by Location: 9/10

The need for shade at transit stops was expressed at 9 out of ten locations where the listening session workshops and pop-ups were offered. It also was in the top three community priorities mentioned overall with 84 mentions.

The communities were engaged in the MTS Social Equity Listening Tour during the summer of 2022, often during high temperatures. The oppressive heat was certainly on people's minds. In addition to standard shade coverings at transit, many community members shared that they would like trees planted near transit stops for natural shade and cooling benefits. But more specifically, having access to fruit trees could support a hungry traveler with access to healthy food.

With extreme heat for longer durations becoming the norm due to climate change, shade is a critical part of heat mitigation. Transit stops can play a significant role in climate adaptation. During the Elevate SD 2020 Board workshops, MTS heard from several community members who requested humane infrastructure for transit stops, with a “greater minimum level of structure to alleviate the stresses on riders,” including “shade structures with rooftop solar.”⁶ The importance of shade at transit stops was also mentioned in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses MTS document. During public comments community members stated their “need [for] more transportation [bus stops], shade and benches at the bus stop[s].” MTS responded by stating that “MTS and NCTD currently provide shelters wherever it is physically feasible. As part of larger infrastructure projects like Next Generation Rapid, Trolley and Commuter Rail, all stations will have shelters.”⁷ To date, however, it is unclear how shade and infrastructure at bus stops is being addressed and what the plan is to make areas “physically feasible” where they are currently not, particularly in communities of color where infrastructure may not meet today's standard for such installations.

Most recently, during the 2022 Southeastern Community Driven Mobility Roadmap and Participatory Budgeting Project, many community members expressed the need for bus stop infrastructure that included shade at all transit stops. During the project, it was shared that in Southeastern, many stops lacked infrastructure to make transit an enjoyable experience, and community members shared ideas for shade alternatives including the use of solar panels and planting fruit trees for both shade and to provide healthy foods to those waiting.⁸

⁶ Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

⁷ San Diego Forward. (2021). Attachment 1: San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses. SANDAG. https://www.sandag.org/uploads/meetingid/meetingid_5899_29913.pdf.

⁸ López, M., Medina, A., & Ordaz, J.. (2022). Southeastern Community Mobility Roadmap & Participatory Budgeting Project. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

AMENITIES

WiFi

Number of Times Mentioned Overall: 57

Frequency of Priority by Location: 7/10

WiFi on buses and trolleys and at transit stops was mentioned by community members at seven out of ten locations the listening session workshops and pop-ups were offered and 57 times overall, placing it as the sixth most mentioned priority (tied with compassionate care and developing partnerships with community services). Community members shared that having access to WiFi could make checking schedules and planning trips more accessible, especially for individuals with limited cell phone data. Additionally, community members shared that having access to WiFi could also allow them to be productive or pass the time during transit rides doing things they enjoy, making riding transit a more pleasant and convenient experience.

Similar comments were made in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, as well as during the 2022 Southeastern Community Mobility Roadmap and Participatory Budgeting Project, where multi-generational community members expressed the need for WiFi at bus stops and on the bus and trolley in order to ensure that they can access directions, for young adults traveling alone to communicate and coordinate with family members, and in the case of an emergency while in transit.⁹

Electric Outlets

Number of Times Mentioned Overall: 57

Frequency of Priority by Location: 7/10

Outlets at transit stops and on buses and trolleys to charge phones and other devices were mentioned at six out of ten locations the listening session workshops and pop-ups were offered and mentioned 54 times by community members overall. We specifically heard from a few people who are disabled and wheelchair bound that having access to an outlet at transit stops or while riding the bus or trolley could expand their mobility range. Not having electricity access on their transit trip can mean having to cut trips short to make sure they had enough battery power to make it home. We also heard from community members that having access to outlets could be incredibly helpful in keeping their phones charged for use in navigating their transit trip planning, staying connected with people they are meeting, and feeling safer because their phone is available if they need to call for help.

⁹ López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

AMENITIES

Similar comments were seen during Elevate SD's 2020 Board Workshops, in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, and in the 2022 Southeastern Community-Driven Mobility Roadmap and Participatory Budgeting Project. During the San Diego Forward: Draft 2021 Regional Plan Public Comments, community members shared that there is a need for capital investments in each of the bus stops in San Diego, including "shade structure with rooftop solar [and] embedded batteries with USB charging hubs connected to utilities as a micro-grid."

Restrooms

Number of Times Mentioned Overall: 46

Frequency of Priority by Location: 10/10

The need for restrooms at key transit stops is a community priority that was shared at every listening session workshop and pop-up.

Community members repeatedly expressed how difficult and undignified it was to travel without access to restrooms at many key stops. Parents, in particular, shared the challenges of traveling with children without reliable restrooms at transit locations. The lack of restroom access leaves many to find restrooms at convenience stores or nearby fast food restaurants, often being turned away for not making a purchase. Meeting this basic human and hygienic need would be transformative for transit riders.

Restroom access has been an ongoing community priority. The topic of restrooms reemerged during the Elevate SD 2020 Board Workshops and in response to the proposed 2021 San Diego Forward Regional Plan.

Various community members shared that clean and easily accessible restrooms needed to be provided and that overall improvements to "the transit bathroom network"¹⁰ were necessary. SANDAG responded to these comments by stating that "the proposed final 2021 Regional Plan [included] a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations."¹¹ Though this update was provided, the timing and execution of the plan were unclear. Community members continue to advocate for their need for restrooms at key transit stops. Most recently, during a Community Mobility Roadmap and Participatory Budgeting Project centralized in Southeastern San Diego in early 2022, many community members expressed the need for restrooms at transit stops.¹²

¹⁰ San Diego Forward. (2021). *Attachment 1: San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses*. SANDAG. https://www.sandag.org/uploads/meetingid/meetingid_5899_29913.pdf

¹¹ San Diego Forward. (2021). *Attachment 1: San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses*. SANDAG. https://www.sandag.org/uploads/meetingid/meetingid_5899_29913.pdf

¹² López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

AMENITIES

In the Evaluations of Restroom Facilities Report provided by MTS staff in September of 2021, they stated that there are currently nine trolley stations served by restroom facilities.¹³ In the report, MTS staff share that 10 of MTS' 16 busiest trolley stations have restrooms at the station (or within close proximity), and that an estimated 70% of passenger trips start or end at a station with a restroom.¹⁴ Despite this, community members that participated in the Social Equity Listening Tour overwhelmingly emphasized the importance of restroom access, indicating that the current level of amenities is not meeting the needs of transit riders. At the time of the report, it was acknowledged that four of the nine were currently closed.¹⁵ It is unknown if all nine are currently open to the public. The MTS staff report on restrooms in September of 2020 is an important first step in better understanding the current facilities inventory of restrooms. However, the qualitative analysis from the Social Equity Listening Tour illustrates the importance of hearing directly from riders.

¹³ San Diego Metropolitan Transit System. (2021). *Meeting of the San Diego Metropolitan Transit System Accessible Services Advisory Committee*. San Diego Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2021-9-16_asac_agenda_and_materials_0.pdf

¹⁴ San Diego Metropolitan Transit System. (2021). *Meeting of the San Diego Metropolitan Transit System Accessible Services Advisory Committee*. San Diego Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2021-9-16_asac_agenda_and_materials_0.pdf

¹⁵ San Diego Metropolitan Transit System. (2021). *Meeting of the San Diego Metropolitan Transit System Accessible Services Advisory Committee*. San Diego Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2021-9-16_asac_agenda_and_materials_0.pdf

AMENITIES

SOCIAL EQUITY ADVOCACY HISTORY: RESTROOMS

CBOs in San Diego have long advocated for improved transit experiences. For example, City Heights CDC successfully advocated for the inclusion of restrooms as part of the design for the City Heights Transit Plaza on University Ave above the SR-15 freeway. Unfortunately, the restrooms have remained closed to the public since their construction was completed in 2003. Casa Familiar has actively advocated for restrooms for transit riders for over a decade as part of the San Ysidro Port of Entry redesign. They have sent letters to MTS concerned about the partially exposed restroom facilities at the MTS charter bus bay near the San Ysidro Port of Entry. They've requested a near-term modification to the existing restrooms to ensure privacy and dignity for users while also expanding the time window to access the restrooms.

As part of the Elevate SD engagement process led by MTS in 2019 and early 2020, access to restrooms was a frequently discussed feedback point. "Improve security and amenities," which included restrooms as an amenity, was the third most popular improvement. CBOs with the San Diego Transportation Equity Working Group attended Elevate SD hearings at the Board of Directors meetings to advocate for the prioritization of restrooms. In particular, Mid City CAN Youth Council Member and Youth Opportunity Pass advocate Denisse López shared powerful testimony at the dais urging the Board to take action on restrooms during an Elevate SD hearing in the fall of 2019. Ms. López shared a painful story about her younger brother who had no choice but to urinate in his pants while riding transit due to the lack of restroom facilities. Restroom access continues to be one of the 10 Transit Lifelines of the SD Transportation Equity Working Group.



AMENITIES

Lighting

Number of Times Mentioned Overall: 40

Frequency of Priority by Location: 7/10



Better lighting at transit stops, particularly in very dark areas, was mentioned at seven of the ten locations the listening session workshops and pop-ups were offered and is in the top ten community priorities mentioned overall. People often cite safety concerns when talking about the need for lighting. People feel uncomfortable and unsafe in dark areas where they are unable to see or be seen. Some shared that they have been bypassed by bus drivers as a result of not being noticed at dark transit stops, citing a necessity for better lighting. One bus driver shared that if bus stops had motion-sensor lights that come on when there is someone present, they would be more aware of someone waiting at a stop.

Similar comments were expressed in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, and lighting was a key priority for the community of Southeastern San Diego, shared during the 2022 Southeastern Community Mobility Roadmap planning process. During this planning process, a notable concern was stated:

“EVEN THOUGH THIS WAS ONE OF THE MAIN PRIORITIES LISTED BY THE COMMUNITY, SOME SHARED TREPIDATION WITH THE INCREASE OF LIGHTING IN THE COMMUNITY DUE TO POTENTIAL SURVEILLANCE FROM SMART STREETLIGHTS THAT HAVE CAMERAS. THEREFORE, THE COMMUNITY PREFERS NEW STREETLIGHTS THAT DO NOT HAVE CAMERAS OR THE ABILITY TO BE USED AS A TOOL OF SURVEILLANCE IN THE COMMUNITY.”¹⁶

¹⁶ López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

AMENITIES

Beautification at Transit Stops

Number of Times Mentioned Overall: 34

Frequency of Priority by Location: 7/10



Beautification of transit stops for a more pleasant experience was mentioned at seven out of ten locations the listening session workshops and pop-ups were offered and 34 times overall. When riders spoke about beautification, they provided a variety of ideas and acknowledged that beautification requires a multidimensional approach. This includes art from local artists, access to community gardens and green space, community gathering spaces, little libraries, and spaces for local businesses. It also includes periodic programming such as music and entertainment. Community members shared that making transit stops more beautiful both makes the stop feel more safe and welcoming and also provides a sense of community, humanity, and pride. In other words—beautification creates a more dignified transit experience.

Community beautification was also a key priority for the community of Southeastern San Diego that was shared during the Southeastern Community Mobility Roadmap planning process. Many community members expressed that mobility was more than transportation and that a big part of it was making places such as transit stops enjoyable.¹⁷

Seating

Number of Times Mentioned Overall: 27

Frequency of Priority by Location: 9/10



More seating at transit stops was mentioned at nine out of ten locations the listening session workshops and pop-ups were offered and 27 times overall. Some community members described how due to long wait times for transit, having a place to sit would make traveling easier, particularly for seniors and individuals with physical mobility issues. Additionally, some people walk long distances to transit stops with no other option, and a place for respite before transit arrives would make a significant difference in their daily rider experiences.

MTS also heard this theme emerge during the Elevate SD 2020 Board workshops. Several community members requested humane infrastructure related to transit stops with seating “without any inhumane anti-homelessness measures.”¹⁸ Similar comments were expressed during MTS’ 2019 Board of Directors meeting, in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, and, most recently, during the 2022 Southeastern Community Mobility Roadmap and Participatory Budgeting Project.

¹⁷ López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

¹⁸ Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

OPERATIONS

Cleanliness

Number of Times Mentioned Overall: 163

Frequency of Priority by Location: 10/10

Cleaning and disinfecting buses, trolleys, and transit stops more regularly was mentioned in every listening session workshop and pop-up.

Additionally, it was the community priority mentioned far more than any other with 163 mentions overall. Community members shared stories about overflowing trash cans at bus stops or areas that do not have trash receptacles where there is trash strewn everywhere, making it an unhealthy location to wait for their bus. Community members also shared experiences inside trolley cars and buses that had unsanitary conditions with trash, vomit, or old food left behind by passengers that were clearly there for a while. Being able to communicate with trolley and bus operators or directly with MTS staff through a call button that requests timely cleaning support could help address some of these issues. Unfortunately, one person stated that cockroaches and other insects made them feel uncomfortable and concerned for their health at unhygienic transit stops and requested that measures be taken for insect abatement.

Similar comments requesting cleaner transit were expressed during MTS' 2019 Board of Directors meeting, in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, and most recently during the 2022 Southeastern Community Mobility Roadmap and Participatory Budgeting Project.



OPERATIONS



More Frequency & Bus Routes

Transit frequency was collectively the most discussed priority by community members at the listening session workshops and pop-ups.

Transit frequency was considered an important quality of life issue that would dramatically improve one's ability to move freely, access opportunities, and reclaim time that could be spent in more meaningful ways. The analysis in the following table aggregates the data for each type of transit frequency priority, as four different priorities were discussed.

Community Priority	Number of times mentioned overall	Frequency of Priority by location (x/10)
Increase Weekend Transit Frequency	66	9
Increase Transit Frequency (5-10 min)	63	9
More Frequent Service in East County and Rural Areas	39	8
Extended Night Transit Service	33	7
More Bus Routes	31	1

Many shared stories of a lack of, or limited access to, certain transit routes in their neighborhoods on weekends, making it more difficult to run errands such as going to the grocery store, connecting with family and friends, or attending community events, particularly in areas where the topography is very hilly as in Southeastern San Diego. The lack of weekend service makes it difficult for people, especially those with limited mobility, to access the main corridors for transit stops that have bus service on weekends.

For community members, more frequent buses and trolleys (every 5-10 minutes) would not only improve reliability, but it would make taking public transit more efficient and competitive with the car. It would also alleviate the stress felt by transit riders in having to time their transfers or arrive at their transit stops within certain time frames to avoid being stuck waiting long durations for the next bus or trolley.

OPERATIONS



MTS started cutting back weekday bus and trolley service due to a drop in ridership amid the COVID-19 pandemic.¹⁹ However, even though overall ridership continues to be lower than it was pre-pandemic, ridership is currently at about 75% of pre-pandemic levels according to the Fiscal Year 2022 (July 2021 through June 2022). As the pandemic has eased, MTS ridership has increased across the board with weekday ridership more consistently rising above 200,000 weekday trips, a strong benchmark for MTS ridership recovery efforts.²⁰ Some community members signified how important it is for MTS, prior to cutting any service routes, to conduct an analysis on “destination sensitive” areas and the potential impact of such cuts (i.e., near senior centers, health care providers, etc.).

Moreover, community members shared that extending service at night could allow for more economic opportunities and accommodate those who work into the late evening or night. A few community members offered their stories of how not having access to service at night and having to walk long distances in the dark has led to stressful situations and an overall feeling of a lack of safety. Additionally, community members shared that extending service at night would enable people to enjoy the nightlife they currently do not have access to.

Community members overwhelmingly shared that more frequent service is imperative in East County and in rural areas, mentioned in 80% of the listening session workshops and pop-ups. A number of community members specifically expressed that improving direct access from South County, primarily San Ysidro to El Cajon, instead of requiring people to travel to Downtown San Diego and then transfer to transit headed east, is vital. Also, the planning team heard from community members in El Cajon that direct access to economic opportunities in Sorrento Valley is critical.

¹⁹ St John, A. & Cabrera, M.. (2020). *COVID-19 Pandemic Could Put The Brakes On MTS Plan To Expand Public Transit*. KPBS. <https://www.kpbs.org/news/midday-edition/2020/04/13/covid-19-pandemic-could-put-brakes-mts-plan-expand>.

²⁰ San Diego Metropolitan Transit System. (2022). *Ridership Increases as the Pandemic Eases*. San Diego Metropolitan Transit System. <https://www.sdmts.com/rider-info/rider-insider/ridership-increases-pandemic-eases>

OPERATIONS



Lastly, 24-hour transit service has been requested in the past and continues to be desired today. During the Elevate SD 2020 Board Workshops, community members around San Diego City College and throughout Southeastern expressed a need for 24-service to connect to other areas for work and school. Similarly, community members shared the need for 24-hour transit service in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document and is part of the 10 Transit Lifelines co-developed by community members and advocates. Additionally, during the Southeastern Community Driven Mobility Roadmap and Participatory Budgeting Project, community members throughout Southeastern also expressed a need for increased frequency, weekend service, and 24-hour service.²¹ As the data was aggregated during the Social Equity Listening Tour, 24-hour transit service was something that was mentioned at a high frequency during the workshops in Mid-City and Southeastern. This made sense given that these two areas are incredibly densely populated, potentially with many people not working during standard 9 am to 5 pm business hours.²²



²¹ López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

²² Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

SOCIAL EQUITY ADVOCACY HISTORY: TRANSIT FREQUENCY

Transportation equity and transit advocates have consistently urged MTS to invest in additional transit service that increases bus frequency. Specifically, EHC, City Heights CDC, MAAC Project, and Cleveland National Forest Foundation called for enhanced transit frequency in the Transportation Justice Principles developed in 2014. These were the first known Transportation Justice principles in California when they were drafted eight years ago.

City Heights CDC and advocacy partners pointed to overcrowded buses in City Heights as evidence of the need for more frequent transit service. MTS' Transit Optimization Plan rearranged service to focus resources on high-demand transit routes. The additional frequency being added to communities that needed it the most ended up leading to an overall ridership increase at MTS all while transit ridership trends across the United States were declining.

The San Diego Transportation Equity Working Group has continued to advocate for additional frequencies starting with the most popular transit lines such as the Blue Line, Route 7 bus, and more. Improving the transit system in the near term with additional frequency is seen by transportation equity advocates as one of the most critical and impactful ways to improve transit travel times, reliability, and overall experience for communities who depend on transit the most. Improving the transit system now is one of the 10 Transit Lifelines developed by the San Diego Transportation Equity Working Group.



OPERATIONS

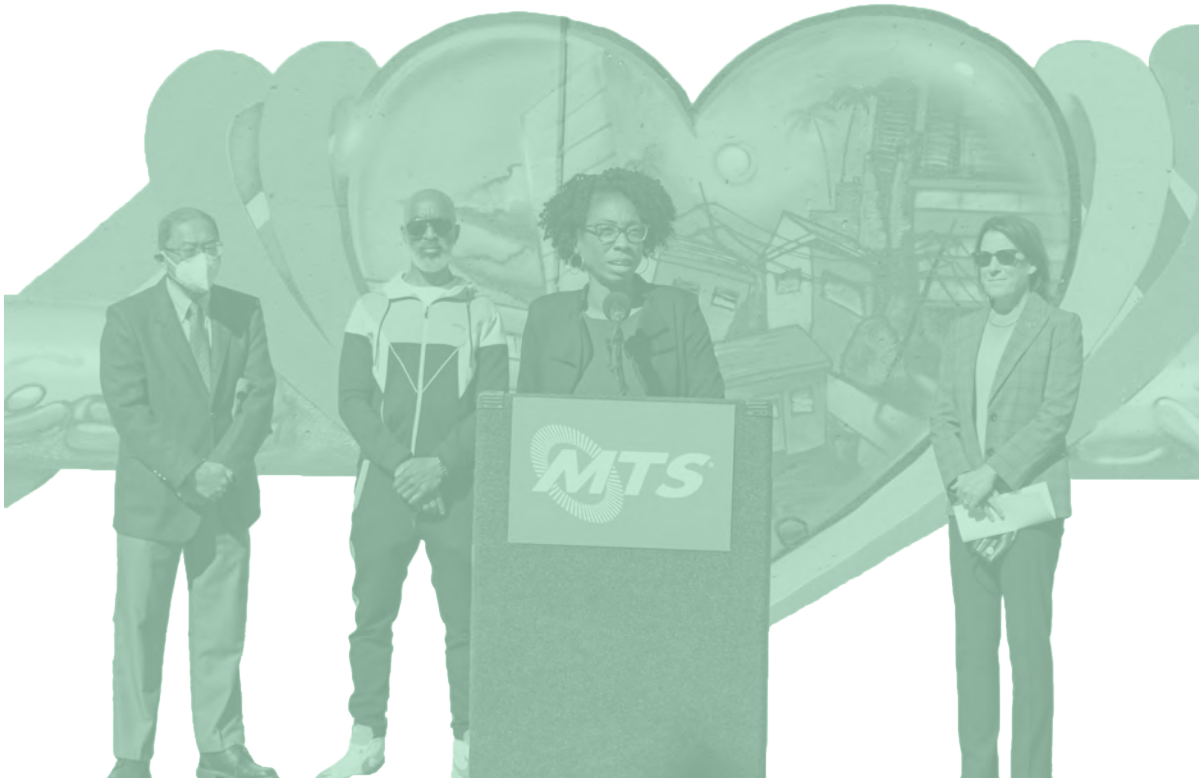
On-Time Service

Number of Times Mentioned Overall: 33

Frequency of Priority by Location: 8/10



On-time transit service that is consistently punctual, was mentioned at eight out of the ten locations that the listening session workshops and pop-ups were offered. Often, when this priority was mentioned, people shared stories about being late to work, school, or doctor appointments. The communities expressed that late service has caused them immense amounts of stress and has led some to feel that transit service is not as reliable as it should be. Without transit headways every 5 to 10 minutes, as many community members require to meet their needs, late transit can cause a major disruption in a person's day, particularly when people need to transfer to complete their journeys. Similar concerns regarding prompt performance were highlighted during the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, in conjunction with improving connections, transfer times, and increased frequency.²³



²³ Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

CUSTOMER SERVICE

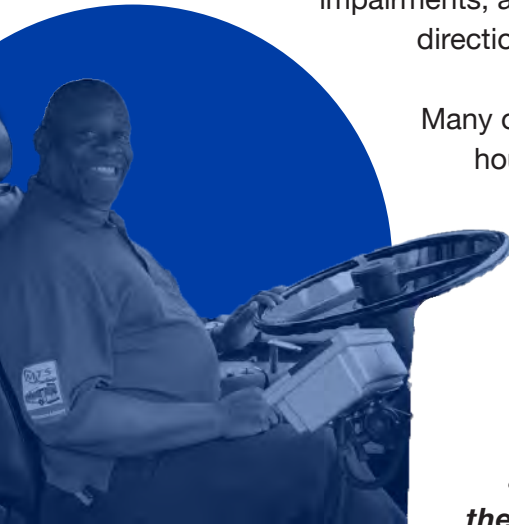
Treatment by Bus Operators

Number of Times Mentioned Overall: 85

Frequency of Priority by Location: 9/10

There was a mix of both positive and negative responses when it came to community members' experiences with bus drivers. **Unfortunately, treatment of passengers by bus drivers was ranked second among priorities most frequently mentioned overall and was mentioned at nine out of the ten locations that listening session workshops and pop-ups were offered.**

Community members shared poor experiences with bus drivers and expressed how bus drivers have spoken rudely or disrespectfully to them, have been impatient when loading and unloading passengers, have not been empathetic to transit riders with auditory, visual, or mobility impairments, and have not been very helpful to transit riders asking for help with directions or to pull out the ramp.



Many of the community members we engaged with who are unhoused or facing housing insecurity had the most to share on this issue. They articulated that they often felt discriminated against and disrespected by drivers and were sometimes bypassed or not let on the bus even though they had transit fare. **Community members shared that they would like bus drivers to obtain education and training on customer service to address disrespect of passengers. It would also be helpful to hear directly from bus drivers about their experiences and to collectively explore what support systems and capacity-building they may need to reduce stress and set them up for success.**

Customer Service Staff

Number of Times Mentioned Overall: 25

Frequency of Priority by Location: 9/10



Having a customer service staff member present at transit stops and on buses and trolleys was mentioned at nine out of the ten locations the listening session workshops and pop-ups were offered. Community members shared that having an unarmed customer service staff member at transit stops and on buses and trolleys would make them feel safer by having more eyes on transit and someone they could turn to if an issue emerges. Community members shared that having designated customer service staff would relieve some of their stress while traveling as there would be someone they could turn to for support with transferring or directions.

Finally, customer service staff could help with loading Pronto cards and providing real time transit rider education, such as how to transfer information or how to apply for a senior citizen pass.

CUSTOMER SERVICE

Treatment by Transit Security

Number of Times Mentioned Overall: 37

Frequency of Priority by Location: 9/10

Addressing treatment of transit riders by transit security ranked number twelve in number of times overall mentioned. A few riders shared the desire for more security presence on public transit. However, some people confided that they had negative experiences of abrasive verbal or physical interactions with transit security. These encounters either happened to them individually or they witnessed them take place most often in Black communities and communities of color or with people who are perceived to be unhoused. As a result, community members desired security training, quarterly assessments, public reports of security reviews and performance, and shifting to more customer service staff and partnerships with social service providers rather than the reliance of security on transit to address riders' needs. Community members further requested that safety taking public transit can be achieved through other means, such as more lighting, more frequent transit headways, removing advertisement wraps on buses and trolleys making them more transparent so riders can easily see through the windows, and providing access to call buttons to connect directly with MTS staff if there is an emergency.



These views and experiences are certainly not new. In 2015 a Task Force, “which included personnel from the sheriff’s department and police officers from San Diego, Chula Vista, El Cajon and La Mesa” was created to “conduct fare inspections, look for suspicious activity and help ensure a safe environment for passengers.”²⁴ This focus on policing led to the targeting of specific community members and,

“FOR YEARS, ADVOCATES AND RESIDENTS COMPLAINED ABOUT THE AGENCY’S AGGRESSIVE ENFORCEMENT. A NEW SLATE OF MTS BOARD MEMBERS BEGAN PUSHING FOR CHANGE IN 2019. THEN CAME NATIONWIDE CALLS FOR POLICE REFORM AND A SERIES OF VOICE OF SAN DIEGO STORIES THAT REVEALED THAT THE AGENCY’S FARE EVASION TICKETING OUTPACED THAT OF OTHER AGENCIES ACROSS THE COUNTRY, HOW MTS TICKETS COULD TERRORIZE LOW-INCOME RIDERS, AND HOW MTS ENFORCEMENT DISPROPORTIONATELY AFFECTED ITS BLACK RIDERS.”²⁵

²⁴ KPBS (2015). *Task Force Formed To Improve Security At San Diego County Transit Stations*. KPBS. <https://www.kpbs.org/news/public-safety/2015/03/05/officials-form-task-force-improve-security-san-die>.

²⁵ Halverstadt, L. (2021). *MTS Review Recommends Changes, But Stops Short of Sweeping Assessments*. Voice of San Diego. <https://voiceofsandiego.org/2021/02/05/mts-review-recommends-changes-but-stops-short-of-sweeping-assessments/>.

CUSTOMER SERVICE

Furthermore, “Black Metropolitan Transit System riders make up less than 15 percent of the system’s ridership but receive nearly a third of all quality of life citations. Black riders are also overrepresented among those ticketed dozens of times each.”²⁶

A report on Police Reformers in 2020 stated that “when the MTS board agreed in 2017 to boost the number of code compliance officers who can write tickets, it did so without asking a single question in public about what that increased enforcement could mean for riders, [and in 2019] alone, MTS officers wrote 66,155 tickets.”²⁷ As a result, the MTS Board approved a pilot fare evasion diversion program,³² implemented in September 2020. The pilot project would allow riders to resolve citations directly with MTS instead of through the court system while providing alternatives to resolve fare citations if issued on or after September 1, 2020. Alternatives included: 1) paying a reduced fine of \$25 within 120 days; 2) performing community service within 120 days; 3) requesting a limited appeal within 15 days; and 4) options if missed the deadline to complete diversion options if you have multiple fare violations.²⁸ Though it is a start toward addressing fare violations, it is unclear what support is in place for those that had been impacted by fare violations prior to September, 2020.

Alongside over-ticketing, there have also been several incidents of security violence at transit stops or on transit. In 2018, two incidents were documented where MTS was involved in an investigation or lawsuit related to trolley security officers using excessive force while detaining someone²⁹ and allegations of trolley personnel assaulting, using excessive force, and violating the civil rights of four riders.³⁰ In 2019, a 24- year-old man died after a struggle with transit officers, resulting in an investigation by homicide detectives.³¹ And in 2021, an incident “months before George Floyd, Angel Hernandez died at a downtown train station with a knee to his neck, too.”³² According to an article in the San Diego Union Tribune, there were many similarities between the two cases with the exception that “no charges were filed in Hernandez’s death at the hands of MTS security.”³³

²⁶ Halverstadt, L. & Nucci, K. (2020). Black MTS Riders Cited Disproportionately. Voice San Diego <https://voiceofsandiego.org/2020/07/27/black-mts-riders-cited-disproportionately/>.

²⁷ Voice of San Diego. (2020). Morning Report: Police Reformers Are Coming for MTS. Voice San Diego. <https://voiceofsandiego.org/2020/06/25/morning-report-police-reformers-are-coming-for-mts/>.

²⁸ <https://voiceofsandiego.org/2020/06/24/the-police-reform-push-comes-for-mts/>

²⁹ Metropolitan Transit System. (2022) Diversion Program. MTS. <https://www.sdmts.com/rider-info/mts-security/diversion-program>

³⁰ Riggins, A. (2018). Lawsuit accuses MTS, security personnel of assault, using excessive force. San Diego Union Tribune. <https://www.sandiegouniontribune.com/news/public-safety/sd-me-mts-excessive-force-lawsuit-20181114-story.html>.

³¹ Riggins, A. (2018). MTS investigating excessive-force complaints against security officers. San Diego Union Tribune. <https://www.sandiegouniontribune.com/news/public-safety/sd-me-mts-excessive-force-20180713-story.html>.

³² Garrett, L. (2019). 24-year-old man dies after struggling with transit officers at downtown trolley station. San Diego Union Tribune. <https://www.sandiegouniontribune.com/news/public-safety/story/2019-10-16/24-year-old-man-dies-after-struggling-with-transit-officers-at-downtown-trolley-station>.

³³ Moran, G. & Hernandez, D. (2021). Months before George Floyd, Angel Hernandez died at a downtown train station with a knee to his neck, too. San Diego Union Tribune. <https://www.sandiegouniontribune.com/news/courts/story/2021-04-25/months-before-george-floyd-angel-hernandez-died-with-a-knee-to-his-neck-too>.

CUSTOMER SERVICE

As recently as February 2022, multiple community members spoke at the meeting of the San Diego Metropolitan Transit System Board of Directors on February 10, 2022 to address the incident with Lanisha Hill who was arrested, handcuffed, and removed from the trolley for fare evasion. Details on the extent of the force were not documented in the minutes, but community members shared that there was footage where they could see the use of excessive force. Community members continued to highlight how critical the need is to address the disproportionate ticketing of Black riders and riders of color, police brutality, and evasion checks.³⁴ In regards to all of these incidents, it is unclear if the MTS officers are obligated to abide by the same state laws that limit police officers' use of deadly force, which makes it problematic to hold MTS security officers accountable for such grave incidents.³⁵ Furthermore, similar concerns around discrimination and disrespect from transit security were highlighted during the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document.

These ongoing experiences, particularly in Black and Brown communities, are recurring traumas. According to the American Psychological Association, people who have been victimized by violent hate crimes are more likely to experience more psychological distress, which can include post-traumatic stress, safety concerns, depression, anxiety, and anger. Historically, Black and Brown communities have survived hate crimes, which “send messages to members of the victim’s group that they are unwelcome and unsafe in the community, victimizing the entire group and decreasing feelings of safety and security.”³⁶ Therefore, when incidents happen with MTS that resemble targeting, the disproportionate treatment towards specific groups (whether intentional or unintentional), this adds to traumas that already exist in the communities and can create secondary trauma.

Law enforcement violence is a serious matter, and according to an American Public Health Association, the experience of police violence has been associated with mental and emotional trauma creating a public health crisis for the communities most affected.³⁷ Violence in general can have long term effects on anyone, but for children, exposure to violence can also harm their “emotional, psychological and even physical development,” resulting in children struggling in school, abusing drugs or alcohol, acting aggressively, suffering from depression or other mental health problems, and engaging in criminal behavior as adults.³⁸ Considering the long-term trauma that may have impacted riders, it is certainly understandable why the community members have asked for MTS to acknowledge the negative effects of depending on policing and to focus its efforts on a reparative process that focuses on healing and community support and transition to having more customer service staff being present. Alternatively, community members expressed that security and safety can be addressed in other ways such as lighting, transit accessibility, & call buttons to connect with MTS staff directly from bus shelters.

³⁴ Metropolitan Transit System. (2022). Meeting of the San Diego Metropolitan Transit System Board of Directors. Metropolitan Transit System. https://www.sdmets.com/sites/default/files/2022-02-10_board_minutes_-_ada.pdf.

³⁵ Halverstadt, L. & Marx, J. (2020). MTS Says Its Officers Aren't Bound by New State Use-of-Force Law. Voice San Diego. <https://voiceofsandiego.org/2020/06/25/mts-says-its-officers-arent-bound-by-new-state-use-of-force-law/>.

³⁶ American Psychological Association. (2017). The Psychology of Hate Crimes. American Psychological Association. <https://www.apa.org/advocacy/interpersonal-violence/hate-crimes>

³⁷ DeVlyder, J., Fedina, L., & Link, B. (2020). Impact of Police Violence on Mental Health: A Theoretical Framework. American Journal of Public Health 110, 1704-1710. <https://doi.org/10.2105/AJPH.2020.305874>

³⁸ National Institute of Justice. (2016). Children Exposed to Violence. National Institute of Justice. <https://nij.ojp.gov/topics/articles/children-exposed-violence>.

PROGRAMS

Youth Opportunity Pass

Number of Times Mentioned Overall: 84

Frequency of Priority by Location: 9/10



When community members were asked about their relationship with MTS and if they spoke positively about MTS, they mostly referenced the Youth Opportunity Pass as their reason for feeling they had a positive relationship. During the Social Equity Listening Tour many people stated MTS has improved and often cited YOP as the reason for this. **Overwhelmingly, keeping transit free for youth beyond the 1-year pilot project was mentioned at nine out of the ten locations the listening session workshops and pop-ups were offered and 84 times overall, placing it among the top three priorities.**

Additionally, a number of people shared that they are in favor of increasing the age of eligibility from 18 years to 24 because it can play a pivotal role in the educational and economic opportunities for many young adults. There were others who would like to see more education and marketing of the YOP program and support from CBOs and MTS staff to help families navigate participating in the program. Some of those who did have their children in the YOP program shared how beneficial it was to have support from someone to navigate the program. Others, who did not have their children in the program, were actively seeking support to get their children into the program. Many people shared how financially significant this program is to them and their families and how it has opened up educational, extra-curricular, and economic opportunities for youth, especially those in high school.

Many community members and CBOs have advocated for free transit for youth over the past ten years, and during the 2019 MTS Board of Directors Meeting several community members and CBOs advocated for Youth Opportunity Passes to be included in the Elevate SD 2020 program.³⁹ In a continuation of advocacy efforts, community members and CBOs continued to request low fares for youth during the Elevate SD 2020 board workshops throughout all of MTS' service area,⁴⁰ and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, over 23 community-based organizations advocated for MTS' YOP to be continued and extended to a higher age of students.⁴¹

³⁹ San Diego Metropolitan Transit System. (2019). Board Agenda and Materials - Elevate SD 2020 Workshop. San Diego Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-12-12_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf.

⁴⁰ Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

⁴¹ San Diego Forward. (2021). Attachment 1: San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses. SANDAG. https://www.sandag.org/uploads/meetingid/meetingid_5899_29913.pdf.

PROGRAMS

SOCIAL EQUITY ADVOCACY HISTORY: YOUTH OPPORTUNITY PASSES (YOP)

The Youth Opportunity Pass campaign kicked off in 2011 in City Heights by community leaders and residents. Mid-City CAN and the Improving Transportation in City Heights (ITCH) resident momentum team have led the community organizing for YOP for over a decade. YOP is a community-advocated platform that calls for free transit for all youth aged 24 and under in San Diego County.

Throughout the past decade, Mid-City CAN, in partnership with San Diego Transportation Equity Working Group partners, has organized hundreds of meetings, events, and actions to build political support for YOP. As part of MTS' Elevate SD funding measure community engagement efforts in 2020, MTS proposed utilizing future sales tax revenue to make transit free for MTS riders aged 18 and under. Unfortunately, the Elevate SD funding measure did not move forward due to the Covid-19 pandemic.

In 2022, the County of San Diego and SANDAG secured funding to implement YOP regionally for those aged 18 and under. SANDAG formed the Transit Pilot Equity Working Group in partnership with MTS, NCTD, and CBOs (Casa Familiar, Environmental Health Coalition, City Heights CDC, Urban Collaborative Project, and Alliance for Regional Solutions) to coordinate the launch of the YOP 18 and under one year pilot. The pilot rolled out with great enthusiasm in the spring of 2022. Preliminary research has demonstrated favorable results for the YOP pilot. Transportation equity advocates are advocating to extend the pilot beyond one year into permanent program status and also hope to expand the age range from 18 and under to age 24 and under. YOP remains a top priority of the SD Transportation Equity Working Group.



PROGRAMS

Compassionate Care & Partnership with Community Services

Number of Times Mentioned Overall: 57

Frequency of Priority by Location: 9/10

The mention of people who are perceived to be unhoused on transit was discussed at nine out of ten locations the listening session workshops and pop-ups were offered. A few people, when they talked about people they perceive as unhoused, asked for more security presence to remove people who are perceived to be unhoused. However, when engaged in deeper conversation about why they held such strong opinions, they often shared their discomfort with people who cannot maintain a certain level of hygiene, or concerns about behaviors of someone displaying a mental health issue. Verbal outbursts and leaving behind trash and belongings were often highlighted.

As planning team staff engaged in conversations with community members and reflected back the ideas other community members presented, such as partnerships with community service programs, community members were supportive of partnerships with organizations to support the public. After discussing the idea of a more supportive approach to rider issues, many community members changed their perspectives on security being the primary strategy to address their concerns. Community members were also supportive of having access to restrooms, hand washing stations, and showers near key transit stops to provide an opportunity for those who need access to basic hygiene infrastructure.

Additionally, there were community members who took a more empathetic approach to this issue and shared that they support having social workers and mental health providers ride transit so that they can offer support and provide resources and mental health services to those in need (housed or unhoused). Similar support for compassionate care towards people perceived to be unhoused was expressed during the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document.



When referring to people in need, we wish to acknowledge that, while some community members specifically mentioned transit riders that are perceived to be unhoused, “mental illness does not discriminate, [and]; it can affect anyone regardless of age, gender, geography, income, social status, race/ethnicity, religion/spirituality, sexual orientation, background or other aspect of cultural identity.”⁴² Mental health refers to a person’s emotional, psychological, and social wellbeing and it affects how someone may think, feel, and act. Mental health determines how a person handles stress, relates to others, and makes healthy choices.⁴³ Anyone can be struggling with mental health issues and can present in a variety of ways at a given time, so it is important to be mindful of potentially skewed perceptions when designing policies, procedures, and infrastructure.

PROGRAMS

One notable element is that the people we engaged with who are currently unhoused or facing housing insecurity did not share a need for services at transit stops, buses, or trolleys. Instead, their overwhelmingly top priority emphasized the need to be treated with dignity and respect by bus drivers and security. They explained that they are often discriminated against. We highlight this because the experience of being unhoused is traumatic in and of itself, and according to the Substance Abuse and Mental Health Services Administration, “people experiencing homelessness often are marginalized, isolated, and discriminated against. Additionally, they are highly vulnerable to violence and victimization, and re-traumatization becomes a distinct possibility.”⁴⁴ Thus, perpetuating harmful practices or treatment towards unhoused community members will only reinforce or perpetuate their trauma and further marginalize them.



⁴² Parekh, R. (2018). What is Mental Illness? American Psychiatric Association. <https://psychiatry.org/patients-families/what-is-mental-illness#:~:text=Mental%20illness%20does%20not%20discriminate,other%20aspect%20of%20cultural%20identity>.

⁴³ World Health Organization. (2022). Mental health: strengthening our response. World Health Organization. <https://www.who.int/en/news-room/fact-sheets/detail/mental-health-strengthening-our-response>

⁴⁴ Substance Abuse and Mental Health Services Administration (2022). Homelessness Resources: Trauma. Substance Abuse and Mental Health Services Administration. <https://www.samhsa.gov/homelessness-resources/hpr-resources/trauma>

PROGRAMS

Affordability

Number of Times Mentioned Overall: 27

Frequency of Priority by Location: 7/10



During the Social Equity Listening Tour, transit affordability, in general, was mentioned at seven out of ten locations the listening session workshops and pop-ups were offered. Transit affordability was also discussed in different ways. For example, community members shared the importance of keeping the Youth Opportunity Pass program (*mentioned 84 times*) and how that has improved transit affordability for their families. Community members also discussed the need for programs to provide free transit to unhoused people, elders (*mentioned 23 times*), community volunteers (*mentioned 3 times*), and anyone who doesn't have the financial means to pay for transit (*mentioned 8 times*). These needs had also been expressed previously during the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document.

Furthermore, community members shared that more free ride days, such as when there are bad air days, could not only incentivize taking public transit and improve regional air quality, but it could also make transit affordable overall. Though there are great program ideas that could help with transit affordability, there are also things to avoid repeating in order to maintain affordability.

In the past, transit affordability was a topic of discussion with MTS, and previous procedures had been under scrutiny regarding transit affordability. For instance, in the 2021 presentation of the San Diego regional plan, community members and community-based organizations shared that transit must be affordable for families and low-income community members, and they also expressed the, “need [to] serve the economically disadvantaged areas first.”⁴⁵ Prior to that, in 2020, the disproportionate effects of MTS’ ticketing procedures were highlighted and “a largely new slate of MTS board members [pushed] for reform after years of public complaints about the agency’s aggressive ticketing.”⁴⁶ Transit affordability is complex and challenges like ticketing can also impact the affordability of transit as,

“LOW-INCOME PEOPLE, INCLUDING HOMELESS SAN DIEGANS, OFTEN FAIL TO INITIALLY ADDRESS THOSE TICKETS AS THEY GRAPPLE WITH MORE URGENT CHALLENGES. THEY MAY PUT OFF ADDRESSING FINES THEY CAN’T AFFORD TO PAY OR BE DISCOURAGED BY THE NEED TO USE THE TRANSIT SYSTEM TO GO TO COURT, RAISING THE PROSPECT OF ANOTHER VIOLATION IF THEY DON’T HAVE CASH FOR FARES. THEN THE TICKETS CATCH UP WITH THEM, OFTEN AS THEY ARE TRYING TO IMPROVE THEIR LIVES OR MOVE OFF THE STREET.”⁴⁷

⁴⁵ San Diego Forward. (2021). Attachment 1: San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses. SANDAG. https://www.sandag.org/uploads/meetingid/meetingid_5899_29913.pdf.

⁴⁶ Halverstadt, L. & Marx, J. (2020). The Police Reform Push Comes for MTS. Voice San Diego. <https://voiceofsandiego.org/2020/06/24/the-police-reform-push-comes-for-mts/>.

⁴⁷ Halverstadt, L. (2020). A \$2.50 Fare Evasion Ticket Can Upend Low-Income Residents’ Lives. Voice San Diego. <https://voiceofsandiego.org/2020/06/17/a-2-50-fare-evasion-ticket-can-upend-low-income-residents-lives/>.

Other Notable Community Priorities

There were a few notable priorities that were expressed less often during the listening sessions, but are notable due to their wide-reaching social equity impacts on communities. These priorities include: first and last mile infrastructure improvements and mobility options, electric outlet access, addressing the digital divide, transit education for newcomers, disability justice, and access to the juvenile detention center.

AMENITIES

First and Last Mile

Number of Times Mentioned Overall: 21

Frequency of Priority by Location: 6/10

Communities that were engaged during the Social Equity Listening Tour have experienced generations of infrastructure disinvestment, thus leaving people to navigate crumbling or nonexistent infrastructure as they seek to access transit. During the Social Equity Listening Tour, first and last mile infrastructure was mentioned at six out of the ten locations the listening session workshops and pop-ups were offered.

Concerns around the first and last mile infrastructure were previously heard at the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses, where several community members throughout the MTS service area shared that it is crucial to address the first mile/last mile issue⁴⁸ and requested better service and transit solutions such as last mile vehicles, bike locker infrastructure, mobility hubs, more micro-transit centers, an increase of pedestrian and cyclists public awareness, and more.⁴⁹

These topics and concerns continued to be expressed during the Social Equity Listening Tour. Riders felt that an important part of making transit more equitable and accessible is ensuring safe and easy access to bus and trolley stops. Specifically, in calling for safer routes to transit, they shared basic infrastructure needs such as crosswalks, sidewalks, streetlights, transportation hubs with mobility options (i.e., E-bikes, ev sharing, etc.), and traffic calming engineering efforts. Community members further expressed that they would like access to free electric neighborhood shuttles, similar to the FRED that can be found in downtown San Diego, to take people to key transit hubs and amenities within their own communities (i.e., grocery stores, schools, doctors' offices, libraries, parks, etc.). Neighborhood E-Shuttles were also brought up during the engagement for the Southeastern Community Mobility Roadmap as one of the main priorities mentioned by community members in Southeastern San Diego due to the hilly topography and limited in-community mobility options.⁵⁰

⁴⁸ Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

⁴⁹ Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

⁵⁰ López, M., Medina, A., & Ordaz, J.. (2022). Southeastern Community Mobility Roadmap & Participatory Budgeting Project. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

PROGRAMS

Digital Divide

Number of Times Mentioned Overall: 16

Frequency of Priority by Location: 8/10



Another notable community priority that did not make it into the top twenty based upon lack of overall frequency mentioned (16 times), but that was mentioned at eight out of ten locations the listening session workshops and pop-ups were offered, addressing the digital divide. Over the last decade, MTS has taken steps to advance the use of technology. For instance, in 2011, Google and MTS established a partnership to develop a mapping tool that would provide transit information in real time via a computer, laptop, or smartphone.⁵¹ Then, in 2017, the Compass Cloud mobile app was developed and made available to purchase multiple one-day or monthly electronic passes.⁵² Furthermore, in 2021, MTS took another step toward implementing a new fare collection system as the Pronto cards and app were developed and implemented to replace the old Compass card and cloud system.⁵³

Though some community members have expressed their appreciation for the added digital options, some community members have also expressed concerns. As the planning team spoke with community members, we learned that some do not have access to WiFi or smartphones to navigate transit schedules or routes or to load funds onto a Pronto card. As a result, community members expressed support for more customer service staff presence at transit stops and on buses and trolleys while also requesting more in-person payment sites in communities (particularly in those where the data shows the greatest digital deserts) where people can have the option to pay in cash (supporting those that are unbanked).

Creating a marketing campaign to inform and connect community members to these non-digital options could greatly increase accessibility for those facing the digital divide and those that are unbanked. Some community members also expressed frustrations with the ongoing system changes and they stated that it was difficult because as soon as they figure out a system, it changes. Community members with these concerns shared that it would be beneficial to have ongoing communications and education opportunities through MTS. Similar comments were also expressed in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses document.

⁵¹ Hawkins, R.J. (2011). Google, MTS team up for real-time bus maps. San Diego Union Tribune. <https://www.sandiegouniontribune.com/news/sdut-google-mts-team-real-time-bus-maps-2011jun08-story.html>.

⁵² Smith, J.E. (2017). Train, trolley and bus tickets go mobile in San Diego County. San Diego Union Tribune. <https://www.sandiegouniontribune.com/news/environment/sd-me-mobile-ticketing-20170329-story.html>.

⁵³ Mendoza, A. (2021). MTS, NCTD offer free rides throughout September with the new Pronto card. San Diego Union Tribune. <https://www.sandiegouniontribune.com/latest/story/2021-08-31/mts-offers-free-rides-throughout-september-with-new-pronto-card>.

PROGRAMS

Education for Newcomers

Number of Times Mentioned Overall: 18

Frequency of Priority by Location: 4/10



San Diego is a refugee resettlement area in the United States, contributing greatly to the diversity in the region, particularly in City Heights, Linda Vista and El Cajon. With its proximity to the border, the San Diego region is also an entry point for people seeking asylum from around the world as well as cross-border migration from Latin American countries. As people migrate to San Diego, they are tasked with having to learn new systems including, but not limited to, education, employment, and transportation.

During the listening session pop-up at the El Cajon transit station, several representatives of CBOs that work with refugees and asylum seekers stated a need for education and ongoing partnerships between MTS and CBOs in order to provide newcomers with crucial information on how to use public transit. CBO representatives shared that it is crucial to be mindful of the various factors that can impede newcomers from accessing MTS services, including a lack of language accessibility, education on how to purchase tickets or ticketing options (i.e. single-trip pass, all-day pass, transfers, etc.), the digital divide, rider etiquette education, and more.

For instance, we learned that there are times community members end up overpaying for their daily transit needs because they are not aware that a day-pass exists or where to obtain transit information. Also, it was shared that many immigrant community members have refrained from utilizing MTS services because they see bus drivers in uniforms, and in their countries of origin uniforms signify exclusivity to government officials. As such, CBOs requested that a partnership be established between them and MTS throughout San Diego in order to co-develop community education and mobility access.



CUSTOMER SERVICE

Disability Justice



Disability Justice examines disability and ableism as they relate to other forms of oppression and identity such as race, class and gender.⁵⁴ Disability Justice has been brought up in the past during the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses document. During the Social Equity Listening Tour, those who advocate with and provide services for people with disabilities continue to emphasize that whatever amenities, programs, operations, and customer service improvements are made, they must ensure accessibility for everyone regardless of ability. **Therefore, our research does not have just one data point to reference in this section.** For example, amenities such as wheelchair ramps sidewalks, etc. mentioned 4 times, better audio options was mentioned 14 times overall, and improving MTS Access operations was mentioned exclusively at the ASAC workshops. This section will further discuss audio support and MTS Access operations.

First, having more consistent and louder announcements of stops or main intersections, especially for those that are visually impaired or hard of hearing, on public transit can make navigation much easier and support the mobility independence of visually impaired riders. Informational booths with audio button options in multiple languages at key transit hubs can also support the mobility of visually impaired people as well as people with limited literacy abilities.

Secondly, improving MTS Access operations can better support the mobility needs of those that rely upon that service. Community members shared that streamlining the MTS Access process to allow for repetitive scheduling needs. For example allowing for the rider to call only once to make a repetitive appointment (i.e., pick up at 9 am Monday through Friday) instead of having to call each time. Additionally, streamlining MTS Access by ensuring an instant notification process when there are scheduling changes or when the bus is running late is a community desire. Lastly, having more consistency of MTS Access pick up and drop off times will help community members better plan their days and improve reliability.

⁵⁴ Piepzna-Samarasinha, Leah Lakshmi (2018). Care Work: Dreaming Disability Justice. Vancouver, BC, Canada: Arsenal Pulp Press. ISBN 978-1-55152-738-3.

OPERATIONS

East Mesa Juvenile Detention Facility Transit Access

Number of Times Mentioned Overall: 1

Frequency of Priority by Location: 1/10



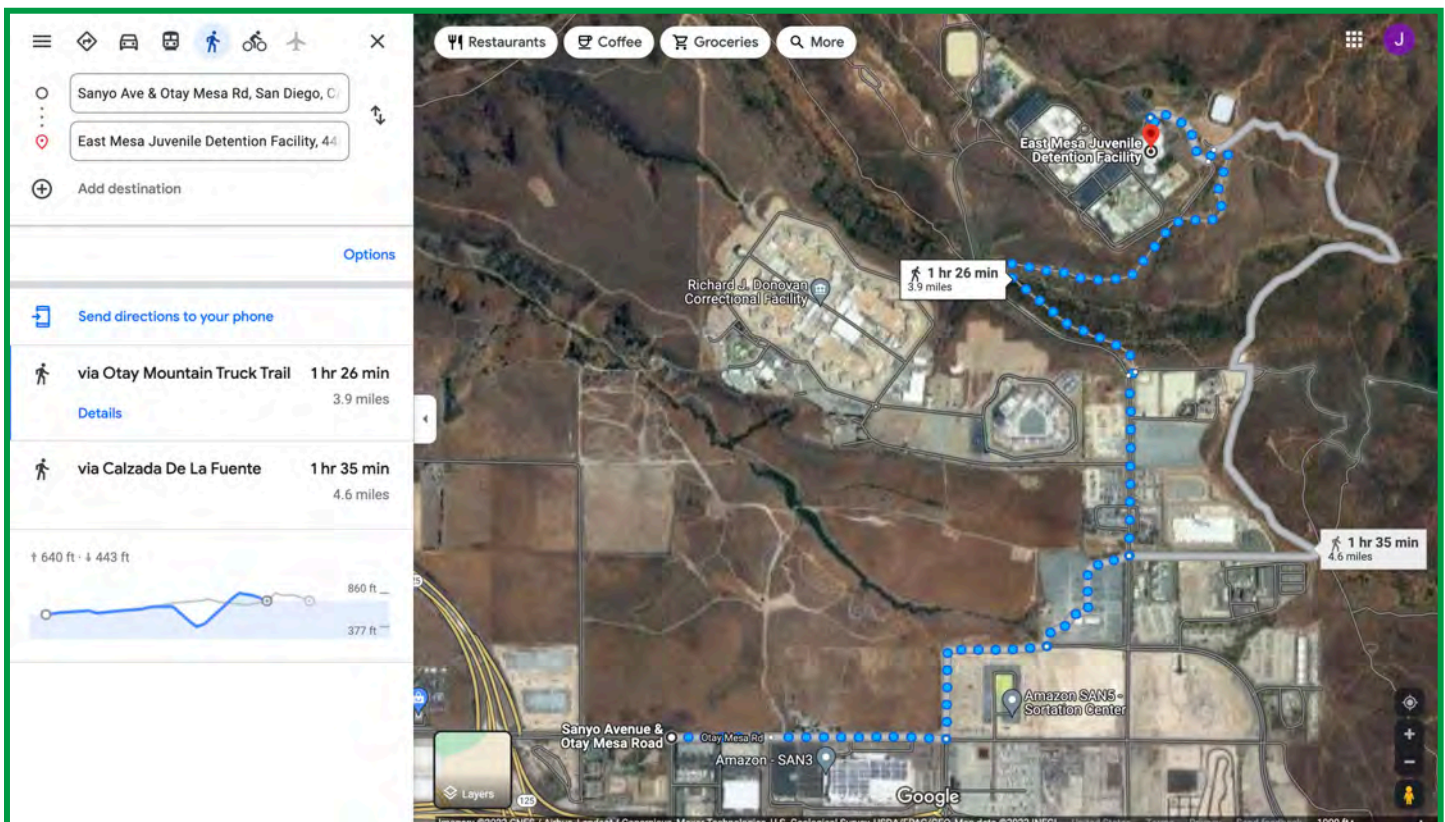
At the conclusion of one workshop, a mother approached a staff member of the planning team to share that she has been unable to visit her child who is detained at the East Mesa Juvenile Detention Facility due to the lack of transportation options. She and her family members do not own a car and rely upon public transit for most transportation needs. However, East Mesa Juvenile Detention Facility has no transit access. She shared that she is unable to visit her child as often as she would like because paying for a taxi or ride-share is much too expensive for her family's limited household budget. She worries about her child's wellbeing and mental health and feels that her relationship with her child is being harmed because she is not able to physically visit them as much as she would like.

Even though we heard this story from one community member, this issue most likely impacts multiple families. This is further supported by a report issued in 2020 by the San Diego County Juvenile Justice Commission, a state-mandated, court-appointed citizens' commission. In their inspection report they noted, "East Mesa's remote location and lack of public transportation make family visits much more difficult than at a more urban location like Kearny Mesa. Many studies have shown the importance of family visits for rehabilitation."⁵⁵ The report went on to state that "the Department recognizes transportation can be a challenge and is working to identify contracted services to assist with the barrier."⁵⁶ However, when the Pueblo Planning staff called the detention center in September 2022 to ask if there are any transportation options or programs available to support transportation for visitation, the East Mesa Juvenile Detention Facility staff stated that there was no such program available and confirmed that there are no public transit options.



OPERATIONS

The closest transit stop is at Sanyo Avenue and Otay Mesa Road (Bus Route 909) and one would need to walk for approximately an hour and a half on or near high-speed roads that are not safe or accommodating for pedestrians. It is recommended that MTS connect with the staff of the East Mesa Juvenile Detention Facility and with parents/guardians of children who are detained there to develop mobility opportunities that best accommodate this community. MTS should consider the compounded barriers that exist due to visiting hours only being from Monday through Friday from 2:30 pm to 8:00 pm, by appointment only, and that the last visit scheduled will begin at 7:00 pm and end at 8:00 pm. There is no visitation on Saturdays. Visitation on weekends is on Sundays from 8:30 am to 11:00 am and from 12:00 pm to 5:30 pm and the last scheduled visit will begin at 4:30pm and end at 5:30pm. Visits are only up to sixty minutes in length.



Walking route from closest transit stop — Sanyo Ave & Otay Mesa Road (Bus Route 909), to East Mesa Juvenile Detention Facility

⁵⁵ The San Diego County Juvenile Justice Commission. (2020). San Diego County Juvenile Justice Commission Inspection Worksheet. Superior Court of California County of San Diego. <https://www.sdcourt.ca.gov/sites/default/files/sdcourt/juvenile3/juvenilejusticecommission/jjcreports/2020%20facility%20inspection%20jjc%20final%20draft%20inspection%20worksheet%20-%20emjdf.pdf>

⁵⁶ The San Diego County Juvenile Justice Commission. (2020). San Diego County Juvenile Justice Commission Inspection Worksheet. Superior Court of California County of San Diego. <https://www.sdcourt.ca.gov/sites/default/files/sdcourt/juvenile3/juvenilejusticecommission/jjcreports/2020%20facility%20inspection%20jjc%20final%20draft%20inspection%20worksheet%20-%20emjdf.pdf>

CONCLUSION





Overall, the Social Equity Listening Tour was a public engagement effort that gave space for community members to share their transit experiences and their vision for what they would like to see as part of their future transit experience. Specifically, the Social Equity Listening Tour aimed to gain a deeper understanding of community stories around equity, public transit, identify areas of concern for MTS transit riders, and identify transportation priorities for communities within MTS' service area. It is important to note that this was not the first time community members have shared changes they would like to see with their transportation experiences. Community-based organization partners and community members expressed that there is a need for a reparative process moving forward. Community-based organization partners expressed that community members lack trust in public agencies, such as MTS, as many have experienced being part of planning processes in the past and feeling unheard or not seeing results from the process. However, community members did share hope that this can be a new beginning as they reported feeling heard during the Social Equity Listening Tour process and that they hope for ongoing follow-through. The Social Equity Listening Tour allowed for space for community members to expand on their visions and to create a list of priorities to inform future MTS policies, programs, and procedures.

Prior to engaging community members, the planning team conducted thorough research and respectfully requested information from community-based organization partners to gain an understanding of the history of the MTS service area prior to meeting with the communities. Throughout the project, multi-generational community members all throughout the MTS service area outlined potential changes and priorities they would like to see implemented to repair harm and create a more respectful and dignified transit experience for all transit riders. From bus stop infrastructure and beautification, including green space, restrooms, shade, seating, charging hubs, WiFi, and lighting, to addressing disrespectful behavior from bus drivers and discriminatory treatment from MTS security officers, community members depicted their vision for a joyful and equitable transit experience.

With social equity at the forefront, it is important to highlight that CBO partners have collectively expressed that, in order to work towards social equity, not only is investment in communities that have been harmed from years of disinvestment required, but there is a serious need for a genuine understanding of how these inequities are deeply rooted in the values, attitudes, and practices of MTS as a whole. Social equity starts with thoughtful, reparative processes. It not only intentionally engages communities that have been most marginalized as a result of planning decisions, but it centers their priorities as plan implementation moves forward. Social equity ensures that a relationship is built and strengthened with intentional communities throughout the planning process and beyond, first with the project team and then continued by MTS. Direct relationships built between community members and MTS staff are important to prevent the community from feeling like MTS has "disappeared" after the engagement. Community-based organization partners and community members indicated that to truly have a successful planning process, there is a need for ongoing efforts to establish a relationship between the community and MTS as well as visible action through the implementation of community-identified priorities.

MTS has dedicated \$3 million this fiscal year to immediately start implementing some of the identified community priorities. CBOs and the community expressed great positivity about the availability of immediate funding and implementation as this is not typically the norm for planning projects. As the CBO partners shared with the planning team during the engagement framework development, in order to prevent planning fatigue, MTS must communicate how community members' feedback will directly connect to what will be implemented and by when. Social equity will require ongoing transparent communication and collaboration with community members and community-based organizations throughout the planning process and through implementation by MTS.

Lastly, it is important to acknowledge that all the community priorities mentioned are in some way connected or impact other priorities that contribute to a person's transit experience. For example, overwhelmingly, people shared in many different ways that transit frequency is an important issue that they would like to see addressed. However, MTS has been having difficulty recruiting the number of drivers they need to increase frequency. Trouble recruiting could impact frequency and lead to route cuts. Less frequent and more packed buses could lead to more agitated riders and increase the stress levels of bus drivers, which could impact their interactions with passengers. Also, these cumulative impacts could be harming riders with disabilities most as people with wheelchairs may not be able to get on a crowded bus due to capacity. Lower quality and less dependability could deter new riders and force some current riders to choose other alternatives, overall ridership in the system.

Budgetary decisions through a social equity lens cannot be made without fully accounting for and understanding their impacts on the transit system. Riders experience transit as a system and not a sum of its parts- programs, operations, amenities, or customer service.

Hence, as the pilot project(s) are determined for the \$3 million or general planning and budgeting for the agency is done beyond the scope of this project, it is crucial to provide an analysis that is transparently shared with the community on the impacts of those decisions system-wide and how they affect those who have the most to lose or gain (low wealth and Black and non-Black people of color who are core transit riders) as a result of these decisions.



APPENDIX

Appendix A

MTS Social Equity Listening Tour Community Feedback Summary

Acronyms in **boldface** refer to MTS Social Equity Listening Tour workshop/pop-up locations as listed in Appendix A.

Arc: The Arc of San Diego

IAG: I Am Green

CF: Casa Familiar

ECC: El Cajon Collaborative

CHCDC: City Heights Community Development Corporation

CAC PU: MTS' Community Advisory Committee Meeting Pop-Up

LV PU: Linda Vista Farmer's Market Pop-Up

EC PU: El Cajon Transit Station Pop-Up

BL PU: Barrio Logan Trolley Station Pop-Up

ASAC: MTS' Accessible Services Advisory Committee Workshop (Virtual)

PROGRAMS PRIORITIES

Att.A, AI 17, 5/18/23

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Compassionate Care & Partnership with Community Services	Programs	X		X	X	X	X	X	X	X	X	9
Youth Opportunity Pass	Programs		X	X	X	X	X	X	X	X	X	9
Digital Divide	Programs	X			X	X	X	X	X	X	X	8
Transit Affordability	Programs	X	X	X		X	X	X		X		7
More Free Ride Days	Programs	X			X		X	X		X	X	6
Partnerships with Community-Based Organizations to repair relationships with communities	Programs				X		X	X	X	X	X	6
Street Vendors and Vending Machines	Programs	X		X		X	X	X		X		6
Free rides for elderly	Programs				X	X	X	X		X		5
Community Education on How to use Public Transit (particularly for newcomers to the country)	Programs		X				X		X	X		4
Incentivize Transit Ridership	Programs	X						X	X	X		4
Free taxis for first and last mile	Programs		X				X			X		3
Free transit passes for those who need it (i.e., low-income, unhoused, elderly, youth, students, etc.)	Programs						X	X		X		3
Increase age for youth pass to 26 and include students	Programs					X	X	X				3
Free bus to airport	Programs									X		1
Free passes for volunteers and community workers/promoters	Programs						X					1
Provide different opportunities for public participation both in-person and virtual (workshops, information meetings, etc.)	Programs									X		1
Waive fare evasion charges	Programs										X	1

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Customer service staff	Customer Service		X	X	X	X	X	X	X	X	X	9
Treatment by Transit Security	Customer Service	X	X	X		X	X	X	X	X	X	9
Treatment by bus drivers	Customer Service	X	X		X	X	X	X	X	X	X	9
Better Accommodations for people grocery shopping and travelers (i.e., space on bus for luggage and groceries)	Customer Service	X			X	X	X	X		X		6
Drivers Passing Riders	Customer Service	X			X	X		X		X	X	6
Better Accessibility for People riding transit with young children (i.e., more dedicated space for people traveling with children)	Customer Service					X		X	X	X	X	5
Language/Information Accessibility (translation/interpretation for signs, information, bilingual staff, braille, audio, etc.)	Customer Service					X	X	X	X		X	5
Rider etiquette education	Customer Service	X		X			X			X	X	5
Priority boarding for seniors and people with disabilities	Customer Service					X		X		X		3
Addressing hate crimes committed on transit (i.e., Anti-Asian Hate)	Customer Service							X		X		2
Better customer service and respect from all MTS staff	Customer Service						X			X		2
Feedback and ongoing communication from MTS to the community on how issues that were brought up are being resolved	Customer Service									X		1

OPERATIONS PRIORITIES

Att.A, AI 17, 5/18/23

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Cleanliness	Operations	X	X	X	X	X	X	X	X	X	X	10
Increase transit frequency (5 - 10 minutes)	Operations	X		X	X	X	X	X	X	X	X	9
Increase weekend transit frequency	Operations	X		X	X	X	X	X	X	X	X	9
More frequent service in East County and rural areas	Operations	X	X		X	X		X	X	X	X	8
On-time service	Operations	X		X		X	X	X	X	X	X	8
Extended night transit service	Operations	X				X	X	X	X	X	X	7
Streamling Transfers	Operations				X	X	X		X	X	X	6
Better Transit Connection from San Ysidro Directly to East County	Operations				X	X		X	X		X	5
Faster Transit (Freeway bus, dedicated bus lanes, etc.)	Operations			X			X		X	X	X	5
Intentional outreach and relationships building with communities and organizations not typically engaged (i.e. Filipino, Asian, Pacific Islander, Middle Eastern, African, etc.)	Operations	X			X			X		X	X	5
Create a Rapid Response Network so that the public can be made aware of incidents that occurred along or on MTS	Operations	X				X		X		X		4
Masks on Transit (COVID-protocols)	Operations	X						X		X	X	4
Real time update about changes of bus or trolley service	Operations	X		X		X			X			4
Better accessibility for those who are disabled (i.e. infrastructure, opening doors, assisting with wheelchairs, ramps, bus boarding location, etc.)	Operations		X							X	X	3
Juvenile Detention Center Transit access	Operations						X	X		X		3
Representative and inclusive marketing	Operations	X							X	X		3
24 Hour service	Operations						X			X		2
All door boarding on bus	Operations			X							X	2
Free electric neighborhood shuttles (i.e., FRED)	Operations									X	X	2
Improve MTS Access Operations	Operations	X								X		2
Improve Pronto machine reliability (i.e., Pronto not loading and scanning properly)	Operations				X			X				2
More standardized locations for transit stops to make it easier for people to find	Operations		X								X	2
Prior to service being cut or routes being eliminated, include an analysis on "destination sensitive" areas and what the impact will be for who (i.e., near senior center, health care provider, etc.)	Operations							X		X		2
Bug/Cockroach eradication at transit stops	Operations			X								1
Improve lost and found System	Operations							X				1
More bus routes	Operations						X					1
More E-busses	Operations						X					1
More trolley cars during peak times to avoid overcrowding	Operations			X								1

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL (X locations/10)
Restrooms	Amenities	X	X	X	X	X	X	X	X	X	X	10
Seating	Amenities	X	X		X	X	X	X	X	X	X	9
Shade	Amenities	X	X		X	X	X	X	X	X	X	9
Beautification at transit stops	Amenities	X			X	X	X	X		X	X	7
Lighting	Amenities	X			X	X	X	X		X	X	7
Wifi	Amenities	X	X			X	X	X	X	X		7
Digital schedules at transit stops	Amenities	X				X	X	X		X	X	6
First and last mile	Amenities	X	X			X	X	X		X		6
Less visual obstructions on the bus/trolley (i.e. ads on windows, etc.)	Amenities			X		X		X	X	X	X	6
Outlets	Amenities	X			X	X	X	X		X		6
Audio Navigation Support	Amenities		X	X	X					X	X	5
Trash and Recycling Bins at transit stops and frequent trash removal	Amenities			X		X	X			X	X	5
Bike parking at transit stops	Amenities	X			X		X				X	4
Customer assistance call button at stops to connect directly with MTS staff	Amenities					X		X		X	X	4
Heating (heaters) and Cooling (fans) at stops	Amenities				X	X	X			X		4
More dedicated space for wheelchair space on busses	Amenities	X	X	X							X	4
Music at transit stops and on transit	Amenities	X					X	X		X		4
Water filling stations	Amenities				X	X		X		X		4
3 bike capacity on busses	Amenities	X			X						X	3
Micro-mobility options at key transit stops (i.e., e-bikes, e-scooters, etc.)	Amenities					X	X			X		3
Sanitizing stations and hygienic services (i.e. touchless infrastructure for bathroom sinks, soap dispensers, water filling station, etc.)	Amenities			X	X						X	3
Solar panels at stops with light motion sensors	Amenities					X	X		X			3
Trolley needs to have an LED sign across the train that displays the color of the line	Amenities			X				X			X	3
Emergency kits on transit	Amenities					X				X		2
Trees and green space at transit stops	Amenities						X			X		2
Bring back routes 44 and 20	Amenities										X	1
Training for MTS staff on giving directions and information to those who are visually impaired or hard of hearing (i.e. using N,S,E,W for directions rather than left or right)	Amenities				X							1

Community Priorities by Frequency by Location (1)

Community Priority	Category	Frequency of Priority by location (x/10)
Cleanliness	Operations	10
Restrooms	Amenities	10
Compassionate Care & Partnership with Community Services	Programs	9
Customer Service Staff	Customer Service	9
Treatment by Transit Security	Customer Service	9
Treatment by bus drivers	Customer Service	9
Increase Transit Frequency (5-10 minutes)	Operations	9
Increase Weekend Transit Frequency	Operations	9
Seating	Amenities	9
Shade	Amenities	9
Youth Opportunity Pass	Programs	9
Digital Divide	Programs	8
More Frequent Service in East County and Rural Areas	Operations	8
On-time Service	Operations	8
Beautification at Transit Stops	Amenities	7
Extended Night Transit Service	Operations	7
Lighting	Amenities	7
Transit Affordability	Programs	7
Wifi	Amenities	7
Better Accommodations for people grocery shopping and travelers (i.e., space on bus for luggage and groceries)	Customer Service	6
Digital schedules at transit stops	Amenities	6
Drivers Passing Riders	Customer Service	6
First and last mile	Amenities	6
Less visual obstructions on the bus/trolley (i.e. ads on windows, etc.)	Amenities	6
Outlets	Amenities	6
More free ride days	Programs	6
Partnerships with Community-Based Organizations to repair relationships with communities	Programs	6
Streamling Transfers	Operations	6
Street Vendors and vending machines	Programs	6

Community Priorities by Frequency by Location (2)

Community Priority	Category	Frequency of Priority by location (x/10)
Audio Navigation Support	Amenities	5
Better Accessibility for People riding transit with young children (i.e., more dedicated space for people traveling with children)	Customer Service	5
Better transit connection from San Ysidro directly to East County	Operations	5
Faster Transit (Freeway bus, dedicated bus lanes, etc.)	Operations	5
Free rides for elderly	Programs	5
Intentional outreach and relationships building with communities and organizations not typically engaged (i.e. Filipino, Asian, Pacific Islander, Middle Eastern, African, etc.)	Operations	5
Language/Information Accessibility (translation/interpretation for signs, information, bilingual staff, braille, audio, etc.)	Customer Service	5
Rider etiquette education	Customer Service	5
Trash and Recycling Bins at transit stops and frequent trash removal	Amenities	5
Bike parking at transit stops	Amenities	4
Community Education on How to use Public Transit (particularly for newcomers to the country)	Programs	4
Create a Rapid Response Network so that the public can be made aware of incidents that occurred along or on MTS	Operations	4
Customer assistance call button at stops to connect directly with MTS staff	Amenities	4
Heating (heaters) and Cooling (fans) at stops	Amenities	4
Incentivize transit ridership	Programs	4
Masks on Transit (COVID-protocols)	Operations	4
More dedicated space for wheelchair space on busses	Amenities	4
Music at transit stops and on transit	Amenities	4
Real time update about changes of bus or trolley service	Operations	4
Water filling stations	Amenities	4
3 bike capacity on busses	Amenities	3
Better accessibility for those who are disabled (i.e. infrastructure, opening doors, assisting with wheelchairs, ramps, bus boarding location, etc.)	Operations	3
Free taxis for first and last mile	Programs	3
Free transit passes for those who need it (i.e., low-income, unhoused, elderly, youth, students, etc.)	Programs	3
Increase age for youth pass to 26 and include students	Programs	3
Juvenile Detention Center Transit access	Operations	3
Micro-mobility options at key transit stops (i.e., e-bikes, e-scooters, etc.)	Amenities	3
Priority boarding for seniors and people with disabilities	Customer Service	3

Community Priorities by Frequency by Location (3)

Community Priority	Category	Frequency of Priority by location (x/10)
Representative and inclusive marketing	Operations	3
Sanitizing stations and hygienic services (i.e. touchless infrastructure for bathroom sinks, soap dispensers, water filling station, etc.)	Amenities	3
Solar panels at stops with light motion sensors	Amenities	3
Trolley needs to have an LED sign across the train that displays the color line to avoid confusion	Amenities	3
24 Hour service	Operations	2
Addressing hate crimes committed on transit (i.e., Anti-Asian Hate)	Customer Service	2
All door boarding on bus	Operations	2
Better customer service and respect from all MTS staff	Customer Service	2
Emergency kits on transit	Amenities	2
Free electric neighborhood shuttles (i.e., FRED)	Operations	2
Improve MTS Access Operations	Operations	2
Improve Pronto machine reliability (i.e., Pronto not loading and scanning properly)	Operations	2
More standardized locations for transit stops to make it easier for people to find	Operations	2
Prior to service being cut or routes being eliminated, include an analysis on "destination sensitive" areas and what the impact will be for who (i.e., near senior center, health care provider, etc.)	Operations	2
Trees and green space at transit stops	Amenities	2
Bring back routes 44 and 20	Amenities	1
Bug/Cockroach eradication at transit stops	Operations	1
Feedback and ongoing communication from MTS to the community on how issues that were brought up are being resolved	Customer Service	1
Free bus to airport	Programs	1
Free passes for volunteers and community workers/promoters	Programs	1
Improve lost and found System	Operations	1
More bus routes	Operations	1
More E-busses	Operations	1
More trolley cars during peak times to avoid overcrowding	Operations	1
Provide different opportunities for public participation both in-person and virtual (workshops, information meetings, etc.)	Programs	1
Training for MTS staff on giving directions and information to those who are visually impaired or hard of hearing (i.e. using N,S,E,W for directions rather than left or right)	Amenities	1
Waive fare evasion charges	Programs	1

Frequency Mentioned/Engagement by Location (1)

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Cleanliness	Operations	2	2	3	1	7	86	13	7	25	17	163
Treatment by bus drivers	Customer Service	5	2		1	2	36	10	4	18	7	85
Shade	Amenities	4	1		15	8	47	2	1	5	1	84
Youth Opportunity Pass	Programs		2	2	8	10	46	8	1	6	1	84
Increase Weekend Transit Frequency	Operations	4		1	2	2	35	9	3	8	2	66
Increase Transit Frequency (5-10 minutes)	Operations	1		4	9	1	34	3	2	1	8	63
Compassionate Care & Partnership with Community Services	Programs	2		9	1	7	8	5	6	11	8	57
Wifi	Amenities	1	1			4	35	2	3	11		57
Outlets	Amenities	1			3	9	30	7		4		54
24 Hour service	Operations						34			13		47
Restrooms	Amenities	5	2	1	7	4	17	6	1	2	1	46
Lighting	Amenities	1			3	8	10	1		14	3	40
More Frequent Service in East County and Rural Areas	Operations	1	1		2	1		7	1	25	1	39
Treatment by Transit Security	Customer Service	3	1	5		3	6	3	3	6	7	37
Beautification at Transit Stops	Amenities	1			1	4	11	1		13	3	34
Extended Night Transit Service	Operations	1				1	3	9	8	9	2	33
On-time Service	Operations	7		4		2	4	5	1	6	4	33
More bus routes	Operations						31					31
Seating	Amenities	2	3		2	2	4	3	2	5	4	27
Transit Affordability	Programs	1	1	1		6	5	9		4		27
Customer Service Staff	Customer Service		1	5	1	1	2	2	2	3	8	25
Drivers Passing Riders	Customer Service	1			4	1		6		11	1	24
Increase age for youth pass to 26 and include students	Programs					15	3	6				24
Free rides for elderly	Programs				3	3	2	4		11		23
Partnerships with Community-Based Organizations to repair relationships with communities	Programs				2		4	1	5	9	2	23
More free ride days	Programs	1			2		4	5		9	1	22
First and last mile	Amenities	1	4			6	3	1		6		21
Community Education on How to use Public Transit (particularly for newcomers to the country)	Programs		1				7		9	1		18
Digital Divide	Programs	2			1	2	2	3	1	2	3	16
Language/Information Accessibility (translation/interpretation for signs, information, bilingual staff, braille, audio, etc.)	Customer Service					2	3	2	6		3	16
Rider etiquette education	Customer Service	3		1			1			8	3	16
Better Accommodations for people grocery shopping and travelers (i.e., space on bus for luggage and groceries)	Customer Service	1			2	1	2	3		6		15
Street Vendors and vending machines	Programs	1		1		1	6	5		1		15
Water filling stations	Amenities				1	5		5		4		15
Audio Navigation Support	Amenities		3	1	7					2	1	14
Digital schedules at transit stops	Amenities	1				3	4	3		2	1	14

Frequency Mentioned/Engagement by Location (2)

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Intentional outreach and relationships building with communities and organizations not typically engaged (i.e. Filipino, Asian, Pacific Islander, Middle Eastern, African, etc.)	Operations	1			1			3		4	5	14
Better Accessibility for People riding transit with young children (i.e., more dedicated space for people traveling with children)	Customer Service					3		6	1	1	1	12
Improve MTS Access Operations	Operations	9								3		12
Better accessibility for those who are disabled (i.e. infrastructure, opening doors, assisting with wheelchairs, ramps, bus boarding location, etc.)	Operations		3							7	1	11
Better transit connection from San Ysidro directly to East County	Operations				2	1		1	5		2	11
Faster Transit (Freeway bus, dedicated bus lanes, etc.)	Operations			1			1		1	1	6	10
Masks on Transit (COVID-protocols)	Operations	1						5		3	1	10
Micro-mobility options at key transit stops (i.e., e-bikes, e-scooters, etc.)	Amenities					1	3			6		10
Addressing hate crimes committed on transit (i.e., Anti-Asian Hate)	Customer Service							3		6		9
Heating (heaters) and Cooling (fans) at stops	Amenities				1	5	1			2		9
Less visual obstructions on the bus/trolley (i.e. ads on windows, etc.)	Amenities			1		1		1	2	2	2	9
Streamling Transfers	Operations				1	3	1		1	2	1	9
Create a Rapid Response Network so that the public can be made aware of incidents that occurred along or on MTS	Operations	1				2		3		2		8
Free transit passes for those who need it (i.e., low-income, unhoused, elderly, youth, students, etc.)	Programs						2	5		1		8
Trash and Recycling Bins at transit stops and frequent trash removal	Amenities			1		1	1			2	3	8
Trees and green space at transit stops	Amenities						4			4		8
Music at transit stops and on transit	Amenities	1					2	1		3		7
Real time update about changes of bus or trolley service	Operations	1		4		1			1			7
Bike parking at transit stops	Amenities	1			2		2				1	6
Bring back routes 44 and 20	Amenities										6	6
Emergency kits on transit	Amenities					4				2		6
Feedback and ongoing communication from MTS to the community on how issues that were brought up are being resolved	Customer Service									6		6
Improve Pronto machine reliability (i.e., Pronto not loading and scanning properly)	Operations				2			4				6
Incentivize transit ridership	Programs	2						1	1	2		6
Priority boarding for seniors and people with disabilities	Customer Service					1		3		2		6
Solar panels at stops with light motion sensors	Amenities					3	2		1			6
3 bike capacity on busses	Amenities	1			2						2	5
Customer assistance call button at stops to connect directly with MTS staff	Amenities					1		1		2	1	5
Free electric neighborhood shuttles (i.e., FRED)	Operations									3	1	4
Free taxis for first and last mile	Programs		1				1			2		4
More dedicated space for wheelchair space on busses	Amenities	1	1	1							1	4

Frequency Mentioned/Engagement by Location (3)

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Prior to service being cut or routes being eliminated, include an analysis on "destination sensitive" areas and what the impact will be for who (i.e., near senior center, health care provider, etc.)	Operations							3		1		4
Sanitizing stations and hygienic services (i.e. touchless infrastructure for bathroom sinks, soap dispensers, water filling station, etc.)	Amenities			1	2						1	4
Better customer service and respect from all MTS staff	Customer Service						1			2		3
Free passes for volunteers and community workers/promoters	Programs						3					3
Juvenile Detention Center Transit access	Operations						1	1		1		3
More standardized locations for transit stops to make it easier for people to find	Operations		1								2	3
More trolley cars during peak times to avoid overcrowding	Operations			3								3
Representative and inclusive marketing	Operations	1							1	1		3
Trolley needs to have an LED sign across the train that displays the color line to avoid confusion	Amenities			1				1			1	3
All door boarding on bus	Operations			1							1	2
Improve lost and found System	Operations							2				2
Provide different opportunities for public participation both in-person and virtual (workshops, information meetings, etc.)	Programs									2		2
Bug/Cockroach eradication at transit stops	Operations			1								1
Free bus to airport	Programs									1		1
More E-busses	Operations						1					1
Training for MTS staff on giving directions and information to those who are visually impaired or hard of hearing (i.e. using N,S,E,W for directions rather than left or right)	Amenities				1							1
Waive fare evasion charges	Programs										1	1

Community Priorities Overview (1)

Community Priority	Category	Total Frequency of Community Priorities by Location	Total Frequency Mentioned in Engagements
Cleanliness	Operations	10	163
Restrooms	Amenities	10	46
Compassionate Care & Partnership with Community Services	Programs	9	57
Customer Service Staff	Customer Service	9	25
Treatment by Transit Security	Customer Service	9	37
Treatment by bus drivers	Customer Service	9	85
Increase Transit Frequency (5-10 minutes)	Operations	9	63
Increase Weekend Transit Frequency	Operations	9	66
Shade	Amenities	9	84
Seating	Amenities	9	27
Youth Opportunity Pass	Programs	9	84
Digital Divide	Programs	8	16
More Frequent Service in East County and Rural Areas	Operations	8	39
On-time Service	Operations	8	33
Beautification at Transit Stops	Amenities	7	34
Extended Night Transit Service	Operations	7	33
Lighting	Amenities	7	40
Transit Affordability	Programs	7	27
Wifi	Amenities	7	57
Better Accommodations for people grocery shopping and travelers (i.e., space on bus for luggage and groceries)	Customer Service	6	15
Digital Schedules at Transit Stops	Amenities	6	14
Drivers Passing Riders	Customer Service	6	24
First and Last Mile	Amenities	6	21
Less visual obstructions on the bus/trolley (i.e. ads on windows, etc.)	Amenities	6	9
More Free Ride Days	Programs	6	22
Outlets	Amenities	6	54
Partnerships with Community-Based Organizations to repair relationships with communities	Programs	6	23
Streamling Transfers	Operations	6	9
Street Vendors and Vending Machines	Programs	6	15
Audio Navigation Support	Amenities	5	14

Community Priorities Overview (2)

Community Priority	Category	Total Frequency of Community Priorities by Location	Total Frequency Mentioned in Engagements
Better Accessibility for People riding transit with young children (i.e., more dedicated space for people traveling with children)	Customer Service	5	12
Better Transit Connection from San Ysidro Directly to East County	Operations	5	11
Faster Transit (Freeway bus, dedicated bus lanes, etc.)	Operations	5	10
Free Rides for Elderly	Programs	5	23
Intentional outreach and relationships building with communities and organizations not typically engaged (i.e. Filipino, Asian, Pacific Islander, Middle Eastern, African, etc.)	Operations	5	14
Language/Information Accessibility (translation/interpretation for signs, information, bilingual staff, braille, audio, etc.)	Customer Service	5	16
Rider Etiquette Education	Customer Service	5	16
Trash and Recycling Bins at transit stops and frequent trash removal	Amenities	5	8
Bike parking at transit stops	Amenities	4	6
Community Education on How to use Public Transit (particularly for newcomers to the country)	Programs	4	18
Create a Rapid Response Network so that the public can be made aware of incidents that occurred along or on MTS	Operations	4	8
Customer assistance call button at stops to connect directly with MTS staff	Amenities	4	5
Heating (heaters) and Cooling (fans) at stops	Amenities	4	9
Incentivize Transit Ridership	Programs	4	6
Masks on Transit (COVID-protocols)	Operations	4	10
More dedicated space for wheelchair space on busses	Amenities	4	4
Music at transit stops and on transit	Amenities	4	7
Real time update about changes of bus or trolley service	Operations	4	7
Water Filling Stations	Amenities	4	15
3 bike capacity on busses	Amenities	3	5
Better accessibility for those who are physically disabled (i.e. infrastructure, opening doors, assisting with wheelchairs, ramps, bus boarding location, etc.)	Operations	3	11
Free taxis for first and last mile	Programs	3	4
Free transit passes for those who need it (i.e., low-income, unhoused, elderly, youth, students, etc.)	Programs	3	8
Increased YOP age to 26 and include students	Programs	3	24
Juvenile Detention Center Transit access	Operations	3	3
Micro-mobility options at key transit stops (i.e., e-bikes, e-scooters, etc.)	Amenities	3	10
Priority boarding for seniors and people with disabilities	Customer Service	3	6
Representative and inclusive marketing	Operations	3	3

Community Priorities Overview (3)

Community Priority	Category	Total Frequency of Community Priorities by Location	Total Frequency Mentioned in Engagements
Solar panels at stops with light motion sensors	Amenities	3	6
Streamline Transfers	Amenities	3	4
Trolley needs to have an LED sign across the train that displays the color of the line	Amenities	3	3
24 Hour service	Operations	2	47
Addressing hate crimes committed on transit (i.e., Anti-Asian Hate)	Customer Service	2	9
All door boarding on bus	Operations	2	2
Better customer service and respect from all MTS staff	Customer Service	2	3
Emergency kits on transit	Amenities	2	6
Free electric neighborhood shuttles (i.e., FRED)	Operations	2	4
Improve MTS Access Operations	Operations	2	12
Improve Pronto machine reliability (i.e., Pronto not loading and scanning properly)	Operations	2	6
More standardized locations for transit stops to make it easier for people to find	Operations	2	3
Prior to service being cut or routes being eliminated, include an analysis on "destination sensitive" areas and what the impact will be for who (i.e., near senior center, health care provider, etc.)	Operations	2	4
Trees and green space at transit stops	Amenities	2	8
Bring back routes 44 and 20	Amenities	1	6
Bug/Cockroach eradication at transit stops	Operations	1	1
Feedback and ongoing communication from MTS to the community on how issues that were brought up are being resolved	Customer Service	1	6
Free bus to airport	Programs	1	1
Free passes for volunteers and community workers/promoters	Programs	1	3
Improve lost and found System	Operations	1	2
More bus routes	Operations	1	31
More E-busses	Operations	1	1
More trolley cars during peak times to avoid overcrowding	Operations	1	3
Provide different opportunities for public participation both in-person and virtual (workshops, information meetings, etc.)	Programs	1	2
Training for MTS staff on giving directions and information to those who are visually impaired or hard of hearing (i.e. using N,S,E,W for directions rather than left or right)	Amenities	1	1
Waive fare evasion charges	Programs	1	1

Top 20 of Aggregated Data

Community Priority	Category	Number of Times Mentioned Overall	Community Priority	Category	Frequency of Priority by location (x/10)
Cleanliness	Operations	163	Cleanliness	Operations	10
Treatment by bus drivers	Customer Service	85	Restrooms	Amenities	10
Shade	Amenities	84	Compassionate Care & Partnership with Community Services	Programs	9
Youth Opportunity Pass	Programs	84	Customer Service Staff	Customer Service	9
Increase Weekend Transit Frequency	Operations	66	Treatment by Transit Security	Customer Service	9
Increase Transit Frequency (5-10 minutes)	Operations	63	Treatment by bus drivers	Customer Service	9
Compassionate Care & Partnership with Community Services	Programs	57	Increase Transit Frequency (5-10 minutes)	Operations	9
Wifi	Amenities	57	Increase Weekend Transit Frequency	Operations	9
Outlets	Amenities	54	Shade	Amenities	9
24 Hour service	Customer Service	47	Seating	Amenities	9
Restrooms	Amenities	46	Youth Opportunity Pass	Programs	9
Lighting	Amenities	40	Digital Divide	Programs	8
More Frequent Service in East County and Rural Areas	Operations	39	More Frequent Service in East County and Rural Areas	Operations	8
Treatment by Transit Security	Customer Service	37	On-time Service	Operations	8
Beautification at Transit Stops	Amenities	34	Beautification at Transit Stops	Amenities	7
Extended Night Transit Service	Operations	33	Extended Night Transit Service	Operations	7
On-time Service	Operations	33	Lighting	Amenities	7
More bus routes	Operations	31	Transit Affordability	Programs	7
Seating	Amenities	27	Wifi	Amenities	7
Transit Affordability	Programs	27			

Top Priorities - Number & Frequency

Community Priority	Category	Number of Times Mentioned Overall	Frequency of Priority by location (x/10)
Cleanliness	Operations	163	10
Treatment by bus drivers	Customer Service	85	9
Shade	Amenities	84	9
Youth Opportunity Pass	Programs	84	9
Increase Weekend Transit Frequency	Operations	66	9
Increase Transit Frequency (5-10 minutes)	Operations	63	9
Compassionate Care & Partnership with Community Services	Programs	57	9
Wifi	Amenities	57	7
Restrooms	Amenities	46	10
Lighting	Amenities	40	7
More Frequent Service in East County and Rural Areas	Operations	39	8
Treatment by Transit Security	Customer Service	37	9
Beautification at Transit Stops	Amenities	34	7
Extended Night Transit Service	Operations	33	7
On-time Service	Operations	33	8
Seating	Amenities	27	9
Transit Affordability	Programs	27	7
Customer Service Staff	Customer Service	25	9

Community Priorities & Previous Planning Efforts

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Community Priority	Category	Elevate SD 2020 Board Workshops	San Diego County Juvenile Justice Commission Inspection Worksheet	San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses MTS (Attachment 1)	Southeastern Community Mobility Roadmap & Participatory Budgeting Project	10 Transit Lifelines
Affordability	Programs	X		X		
Beautification at Transit Stops	Amenities	X			X	
Cleanliness	Operations	X		X	X	
Compassionate Care & Partnership with Community Services	Programs	X		X		
Customer Service Staff	Customer Service					
Digital Divide	Other Notable Community Priorities - Programs			X		
Disability Justice	Other Notable Community Priorities - Customer Service	X		X		
Treatment by Transit Security	Customer Service	X		X		
Treatment by bus drivers	Customer Service					
East Mesa Juvenile Detention Facility Transit Access	Other Notable Community Priorities - Operations		X			
Education for Newcomers	Other Notable Community Priorities - Programs					
Electric Outlets	Other Notable Community Priorities - Amenities	X				
First and Last Mile	Other Notable Community Priorities - Amenities	X		X	X	
Frequency - [24 Hour Service]	Operations	X		X	X	X
Frequency - [Extended Night Transit Service]	Operations	X		X	X	X
Frequency - [Increase Transit Frequency (5-10 minute)]	Operations	X		X	X	X
Frequency - [Increase Weekend Transit Frequency]	Operations	X		X	X	
Frequency - [More Frequent Service in East County and Rural Areas]	Operations	X		X	X	
Lighting	Amenities	X		X	X	
On-time Service	Operations	X		X		
Restrooms	Amenities	X		X	X	X
Seating	Amenities	X		X	X	
Shade	Amenities	X		X	X	
Wifi	Amenities	X		X	X	
Youth Opportunity Pass (YOP)	Programs	X		X		X

Appendix B

MTS Social Equity Listening Tour Grounding Research

All News Sources (1)

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News Source	Category Topic	Article	Author	Date	Site	Tags/Keywords
KPBS		COVID, staffing shortages cause San Diego public transit woes	Jacob Aere / Speak City Heights Reporter	January 12, 2022	Link	Staffing Shortage, COVID
San Diego Union Tribune	Opinion	Opinion: MTS switches security guard provider to create a 'more sensible' path to public safety	THE SAN DIEGO UNION-TRIBUNE EDITORIAL BOARD	January 28, 2022	Link	Safety
San Diego Union Tribune	Public Safety	MTS brings on new team of security officers	DAVID HERNANDEZ	January 25, 2022	Link	Policing
San Diego Union Tribune	Local	San Diego County, MTS put up surplus land for affordable housing	EMILY ALVARENGA COMMUNITY REPORTER	March 7, 2022	Link	Affordable Housing
KPBS		MTS Board approves new affordable housing development in San Ysidro	City News Service	March 10, 2022	Link	Affordable Housing
KPBS	Audio News Transcript	More people using MTS	Annica Colbert	March 11, 2022	Link	18-, Ride for Free, Pronto, New Program, PRONTO
KPBS		Transit Agencies Considering Fare Hikes To Pay For System Upgrade	Andrew Bowen / Metro Reporter	January 13, 2021	Link	Fare Increase
Voice San Diego	MTS	Fletcher Stresses Stability in First State of MTS	Lisa Halverstadt	January 22, 2021	Link	Electrification, EV
Voice San Diego	Government	MTS Review Recommends Changes, But Stops Short of Sweeping Assessments	Lisa Halverstadt	February 5, 2021	Link	Policing, BIPOC, Low Income
Voice San Diego	News	Morning Report: MTS Review Urges Dozens of Changes	Voice of San Diego	February 5, 2021	Link	Security, Restructuring
KPBS		MTS Considering A 'Kinder And Gentler' Approach To Fare Enforcement	Andrew Bowen / Metro Reporter	February 11, 2021	Link	Fare Enforcement, Policing, Fare Evasion
KPBS		MTS To Lower Youth Fares, Bring Back Free Transfers On Busses And Trolleys	Andrew Bowen / Metro Reporter	March 11, 2021	Link	PRONTO, Lower youth fares, Protests against raising prices, free transfers
KPBS	Health	Pandemic Life: How COVID-19 Is Changing San Diego's Transportation Planning	Andrew Bowen / Metro Reporter , Contributors: Matthew Bowler / Video Journalist	March 18, 2021	Link	Commitment to Equity, Disproportionate effects on BIPOC communities
Voice San Diego	Government	MTS Saw the Sign, and it Didn't Open Up San Diego's Eyes	Andrew Keatts	April 13, 2021	Link	MTS, Sports Arena, Surplus Lands Act, Affordable Housing
San Diego Union Tribune	Public Safety	MTS, contractor to pay \$5.5M to family of San Diego man who died in custody in 2019	TERI FIGUEROA, DAVID HERNANDEZ	April 19, 2021	Link	Death, Policing, Mental Health
KPBS		\$5.5 Million Settlement Reached With Family Of Man Who Died In MTS Custody	City News Service	April 19, 2021	Link	Policing, Death, Lawsuit, Settlement, Mental Illness, Angel Zapata Hernandez
KPBS	Audio News Transcript	\$5.5 Million Settlement Reached With Family Of Man Who Died In MTS Custody		April 20, 2021	Link	Policing, Death, Lawsuit
KPBS	Audio News Transcript	\$5.5 Million Settlement Reached With Family Of Man Who Died In MTS Custody		April 20, 2021	Link	Policing, Death, Lawsuit
Voice San Diego	News	What We Learned This Week	Sara Libby	April 25, 2021	Link	Rider Death, Policing, Force, Systemic Issues
San Diego Union Tribune	Public Safety	Months before George Floyd, Angel Hernandez died at a downtown train station with a knee to his neck, too	GREG MORAN, DAVID HERNANDEZ	April 25, 2021	Link	Death, Policing, Mental Health
KPBS		Attorney For Family Of Man Who Died In MTS Custody Says SDPD Officers Were Involved	Alexandra Rangel / Freelance Reporter	April 30, 2021	Link	Policing, Death, Lawsuit
San Diego Union Tribune	Public Safety	Driver dies after slamming head on into MTS bus in University Heights	ALEX RIGGINS	May 20, 2021	Link	Public Safety, Effects on MTS, Infrastructure
Voice San Diego		MTS's Security Firm of Choice Has a More Complicated Record Than it Claimed	Lisa Halverstadt and Jesse Marx	June 22, 2021	Link	Hx of violence, New Security, Need for thorough review
Voice San Diego	News	Morning Report: Would-Be MTS Contractor's Record Isn't Spotless	Voice of San Diego	June 23, 2021	Link	Protests, Security, Hx of Force
KPBS		MTS Offers Free Rides Amid Switch To New 'PRONTO' Card	Andrew Bowen / Metro Reporter	August 10, 2021	Link	PRONTO, Lower youth fares

All News Sources (2)

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News Source	Category Topic	Article	Author	Date	Site	Tags/Keywords
San Diego Union Tribune	Latest	MTS, NCTD offer free rides throughout September with new Pronto card	ALEXANDRA MENDOZA WRITER	August 31, 2021	Link	Free Rides
KPBS		MTS Board Delays Vote On Affordable Housing At Trolley Station Over Parking Concerns	Andrew Bowen / Metro Reporter	September 17, 2021	Link	Affordable Housing
San Diego Union Tribune	Public Safety	Man seriously injured when he falls after leaning on departing bus	CITY NEWS SERVICE	September 20, 2021	Link	Public Safety, Effects on MTS, Infrastructure
KPBS		MTS approves 390 affordable apartments on trolley parking lot	Andrew Bowen / Metro Reporter Contributors: Mike Damron / Video Journalist	October 14, 2021	Link	Affordable Housing
San Diego Union Tribune	Transportation	Free transit and new taxes on driving? San Diego leaders divided over ambitious plan	JOSHUA EMERSON SMITH	October 29, 2021	Link	Free Transit, Increased Taxes
San Diego Union Tribune	Readers React	Opinion: Let's see San Diego's leaders start taking mass transit.	U-T LETTERS	November 24, 2021	Link	Public Opinion
San Diego Union Tribune	Transportation	Trolley-to-airport extension coming to San Diego	LAURYN SCHROEDER	December 17, 2021	Link	Focus of Efforts
San Diego Union Tribune	Politics	Why does the new trolley stop 2 miles from the beach?	DAVID GARRICK	November 20, 2021	Link	Public Safety, Effects on low-income communities, Infrastructure
Voice San Diego		MTS Tickets Fare Evaders Far More Than Other U.S. Cities	Lisa Halverstadt	January 6, 2020	Link	Fare evasion, impacts, low-income, unhoused community
Voice San Diego	Public Safety	MTS Tickets Fare Evaders Far More Than Other U.S. Cities	Lisa Halverstadt	January 6, 2020	Link	Increased ticketing, fare evasion
Voice San Diego	Opinion	MTS Won't Provide Answers on the True Costs of Fare Enforcement	John Brady and Michelle Woodson	January 8, 2020	Link	Fare Enforcement, Policing, Fare Evasion
Voice San Diego	Public Safety	MTS Floats Diversion Program for Fare Enforcement	Lisa Halverstadt	February 27, 2020	Link	Pilot Program, Fare Evasion
KPBS		MTS Nixes Cash Fares, Allows Rear-Door Boarding On Buses	Andrew Bowen / Metro Reporter	April 2, 2020	Link	COVID fare and boarding changes
KPBS		MTS Cuts Bus, Trolley Routes As Coronavirus Causes Ridership Drop	Claire Trageser / Investigative Reporter	April 6, 2020	Link	COVID, Route Cutbacks, payment limitations
KPBS		COVID-19 Pandemic Could Put The Brakes On MTS Plan To Expand Public Transit	Alison St John / Reporter Marissa Cabrera / News Producer KPBS Midday Edition	April 13, 2020	Link	Ridership Drop, COVID, Cut Backs, Expansion Pause
KPBS	Health	San Diego Bus Drivers Told To Quarantine Without Pay	Claire Trageser / Investigative Reporter	April 17, 2020	Link	COVID, Unpaid Leave
Voice San Diego		Reopened Beaches Remain Out of Reach for San Diego's Poor	MacKenzie Elmer	May 12, 2020	Link	COVID, Limited Access to Beaches,
Voice San Diego	Government	A \$2.50 Fare Evasion Ticket Can Upend Low-Income Residents' Lives	Lisa Halverstadt	June 17, 2020	Link	Dramatic Rise in Ticketing
Voice San Diego	News	VOSD Podcast: An Un-Fare System	Nate John	June 19, 2020	Link	Tickets/Citations, Policing, Effects on Low Income Families
Voice San Diego	Public Safety	The Police Reform Push Comes for MTS	Lisa Halverstadt and Jesse Marx	June 24, 2020	Link	Fare evasion, impacts, low-income, unhoused community
Voice San Diego	Public Safety	MTS Says Its Officers Aren't Bound by New State Use-of-Force Law	Jesse Marx and Lisa Halverstadt	June 25, 2020	Link	Law, Policing, Unclear
Voice San Diego		Morning Report: Police Reformers Are Coming for MTS	Voice of San Diego	June 25, 2020	Link	MTS Approach Shift, Police Reform, Security
Voice San Diego		MTS Says Its Officers Aren't Bound by New State Use-of-Force Law	Jesse Marx and Lisa Halverstadt	June 25, 2020	Link	Unclear guidelines for Policing, AB392
Voice San Diego	Public Safety	MTS Purged Body Camera Footage Before Man's Attorney Could Access it	Lisa Halverstadt	July 21, 2020	Link	Allied Universal, body-worn cameras, Policing/Security

All News Sources (3)

Att.A, AI 17, 5/18/23

News Source	Category Topic	Article	Author	Date	Site	Tags/Keywords
Voice San Diego	Public Safety	Black MTS Riders Cited Disproportionately	Lisa Halverstadt and Kate Nucci	July 27, 2020	Link	BIPOC, Equity, Disproportionate Citations
Voice San Diego	Public Safety	MTS Police Chief Departs as Agency Pulls Back Enforcement Push	Lisa Halverstadt	July 27, 2020	Link	Policing, Impacts on low-income riders
Voice San Diego		Morning Report: MTS Doled Out Violations Disproportionately	Voice of San Diego	July 27, 2020	Link	Disproportionate Citations
KPBS		Developers, MTS Aim For Denser Affordable Housing At Trolley Stop	Andrew Bowen / Metro Reporter	July 30, 2020	Link	affordable housing
Voice San Diego	Opinion	Transit Officers Target Black Riders – That Needs to Change	Marcus Bush	August 6, 2020	Link	Recommendations, Targeted Riders, Disproportionate citations
Voice San Diego	Opinion	Transit Officers Target Black Riders – That Needs to Change	Marcus Bush	August 6, 2020	Link	Policing, Personal Account, Rider Experience, Opinion
San Diego Union Tribune	Public Safety	MTS bus driver crashes into parked cars in Chula Vista	KAREN KUCHER	August 18, 2020	Link	Public Safety, Infrastructure
Voice San Diego	Government	MTS Frequently Overrides Doctors' Orders on Reduced Fares for the Disabled	Lisa Halverstadt	August 31, 2020	Link	Disabled, Discrimination
KPBS		MTS To Launch Diversion Program Tuesday, Reducing Fines For Fare Evaders	City News Service	August 31, 2020	Link	Fare enforcement, fine reduction for fare evaders, diversion program, pilot program
Voice San Diego		Morning Report: MTS Rejects Many Who Applied for Disabled Fare Reductions	Voice of San Diego	August 31, 2020	Link	MTS Criticism, Disabilities, Fare Reduction Denials
KPBS		San Diego MTS, NCTD Offering Free Transit Rides On Election Day	City News Service	September 29, 2020	Link	Voting Access
KPBS		Voters Can Ride For Free On MTS, NCTD Transit All Day To Cast Their Ballots	City News Service	November 3, 2020	Link	Free Ride Day, Accessibility
San Diego Union Tribune	Public Safety	Judge rules against MTS in long running dispute over doorway at San Ysidro McDonald's	GREG MORAN	January 9, 2019	Link	Lawsuit, Tax Dollars
San Diego Union Tribune	News	MTS eyes Transit Center overhaul amid aggressive push to develop property near bus and trolley stops	JOSHUA EMERSON SMITH	January 13, 2019	Link	Land Use, Development, Housing
Voice San Diego		Judge Tentatively Rules Against MTS in Border Bus Terminal Fight	Andrew Keatts	January 14, 2019	Link	misuse of funds, MTS review, Border Transit hub review, poor bathroom standards, lawsuit
KPBS		\$44 Million Mid-City Bus Rapid Transit Route Is Slower Than Route It Replaced	Lauren J. Mapp / inewssource	June 18, 2019	Link	Inefficient Rapid Line
KPBS		MTS To Spend \$34M On New Fare Collection System	Lauren J. Mapp / inewssource	July 15, 2019	Link	New Fare Collection System, Limited Access on Mobile App, Overcharges
KPBS		Construction Jobs On MTS Land Will Pay More Under New Policy	Andrew Bowen / Metro Reporter	July 25, 2019	Link	Higher Wages for Construction Jobs, Union
San Diego Union Tribune	Public Safety	Police: Armed trolley officer stabs man who went for his gun	Teri Figueroa	August 16, 2019	Link	
KPBS		MTS Raising Fares To Close \$10M Budget Shortfall	Andrew Bowen / Metro Reporter	August 20, 2019	Link	Fare raises
San Diego Union Tribune	Public Safety	Man, 23, killed when car jumps curb, lands on trolley tracks; Orange Line shut down for hours	Karen Kutcher	August 26, 2019	Link	
San Diego Union Tribune	Public Safety	24-year-old man dies after struggling with transit officers at downtown trolley station	Luke Garrett	October 16, 2019	Link	Policing
San Diego Union Tribune	Public Safety	Trolley strikes, kills woman in Lemon Grove	ALEX RIGGINS	November 20, 2019	Link	Public Safety, Injury, Fatality
KPBS	Economy	Hoover High Student Advocates For Free Bus Fare To School	Joe Hong / Education Reporter	December 17, 2019	Link	Advocacy, Free Bus Fare to School
KPBS	Economy	Changes To MTS Bus Routes Begin Sunday	Andrew Bowen / Metro Reporter; Contributors: Matthew Bowler / Video Journalist	January 26, 2018	Link	Bus Route Changes
San Diego Union Tribune	Environment	As car ownership increases among the poor, transit ridership falls	JOSHUA EMERSON SMITH	January 31, 2018	Link	Commitment to Learn about Ridership

All News Sources (4)

Att.A, AI 17, 5/18/23

News Source	Category Topic	Article	Author	Date	Site	Tags/Keywords
San Diego Union Tribune	News	MTS secures \$41 million grant in trolley, bus upgrades funded by new gas tax	JOSHUA EMERSON SMITH	April 27, 2018	Link	EVs, Electrification, Upgrades, Supply and Demand
San Diego Union Tribune	Public Safety	MTS investigating excessive-force complaint against security officers	ALEX RIGGINS	July 13, 2018	Link	Excessive Force, Policing
San Diego Union Tribune	Public Safety	Two injured in Logan Heights crash involving trolley	ALEX RIGGINS	October 23, 2018	Link	Public Safety, Injury, Infrastructure
San Diego Union Tribune	Public Safety	Lawsuit accuses MTS, security personnel of assault, using excessive force	ALEX RIGGINS	November 18, 2018	Link	Lawsuit
San Diego Union Tribune	News	MTS officials scale back mass transit fee hike for seniors and disabled after riders speak out	JOSHUA EMERSON SMITH	December 13, 2018	Link	Increase in Fare
KPBS		MTS Launching Mobile Ticketing App — With Limits	Andrew Bowen / Metro Reporter Contributors: Katie Schoolov / Video Journalist	March 9, 2017	Link	
San Diego Union Tribune	Environment	Bill could lead to more tax money for local mass transit systems	JOSHUA EMERSON SMITH	March 20, 2017	Link	Taxes
San Diego Union Tribune	Environment	Train, trolley and bus tickets go mobile in San Diego County	JOSHUA EMERSON SMITH	March 29, 2017	Link	Mobile App, Technology
Voice San Diego	Land Use	What It Would Take to Make San Diego's Transit System Faster and More Reliable	Alon Levy	June 15, 2017	Link	Public Transit Reliability
KPBS		MTS Adds Long-Delayed 'Stored Value' To Compass Card	Andrew Bowen / Metro Reporter	June 27, 2017	Link	
KPBS		Letter From MTS Board Member Could Be Key In Lawsuit Over Blocked Doorway At Border Transit Center	Amita Sharma / Investigative Reporter ; Contributors: Katie Schoolov / Video Journalist	August 4, 2017	Link	Substandard Facilities, Racial Inequity
San Diego Union Tribune	Public Safety	Riders to see increased security presence on trolleys	KAREN KUCHER	September 25, 2017	Link	Security, Policing, Increased Policing
Voice San Diego	Land Use	MTS's Effort to Tame the Chaos at the Border Has Become a Mess of Its Own	Andrew Keatts	October 23, 2017	Link	Lawsuit
KPBS		San Diego's MTS Compass Card Stuck In The Past	Andrew Bowen / Metro Reporter ; Contributors: Katie Schoolov / Video Journalist	January 14, 2016	Link	Lack of one-way trip option
KPBS	Economy	More Cabbies — And New Apps — Enter San Diego Market	Megan Burks / Education Reporter	January 25, 2016	Link	Lawsuit, Taxi Permits
Voice San Diego	Public Safety	Officers Violently Arrested a Man for Trespassing at MTS — Except He Worked There	Andrew Keatts	February 18, 2016	Link	MTS, Police Body Cameras, Public Safety
Voice San Diego	Public Safety	San Diego Explained: MTS's Quasi Police Force	Lina Chankar	February 18, 2016	Link	Policing
KPBS		Roundtable: Downtown Chargers, Measure A Results, MTS Security Cops, Joel Anderson Out	Pat Finn / Producer , Mark Sauer / Host , The Roundtable	February 26, 2016	Link	Security, Force, Violence Hx
San Diego Union Tribune	News	MTS is on board for more flexible ticketing		April 14, 2016	Link	Ticketing System, Payment Method
Voice San Diego	Opinion	Lessons From My Scary Encounter With an MTS Officer	Lina Chankar	March 4, 2016	Link	Scary Encounter with MTS Officer, Policing
KPBS		Roundtable: Super Tuesday, Trump University, TJ Police Chief, MTS Safety	Pat Finn / Producer , Mark Sauer / Host , The Roundtable	March 4, 2016	Link	Credit Card Security,
San Diego Union Tribune	Politics	Bus driver strike continues, some lines disrupted	MICHAEL SMOLENS, DEBBI BAKER	May 25, 2016	Link	MTS Safety, Union, Walk-outs
KPBS		MTS Lawsuit Over Doorway Creates Hassle For San Ysidro Passengers	Amita Sharma / Investigative Reporter; Contributors: Matthew Bowler / Video Journalist	October 25, 2016	Link	MTS public image
KPBS		San Diego's Sunday Bus Services Still Lag Despite Economic Recovery	Andrew Bowen / Metro Reporter	September 9, 2016	Link	Unreliable Transit
San Diego Union Tribune	News	Looking for more flexible MTS ticketing? Keep waiting		September 2, 2016	Link	Ticketing System, Payment Methods

All News Sources (5)

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News Source	Category Topic	Article	Author	Date	Site	Tags/Keywords
San Diego Union Tribune	Public Safety	Ambulance hits trolley, injures 1 downtown SD	PAULINE REPARD	December 9, 2016	Link	Public Safety, Infrastructure
KPBS	Public Safety	Task Force Formed To Improve Security At San Diego County Transit Stations	City News Service	March 5, 2015	Link	Policing, Task Force Created
San Diego Union Tribune	Politics	Number of taxis could double	GARY WARTH	April 1, 2015	Link	Taxi, Union, Lawsuit
KPBS	Economy	San Diego Taxi Lawsuit Still Pending As Officials Hand Out First New Permit	Megan Burks / Education Reporter	July 14, 2015	Link	Lawsuit, Taxi Permits
KPBS		Group Wants MTS To Run 'Get Out the Vote' Ads	Dwane Brown / KPBS Evening Edition Anchor/Reporter	October 21, 2014	Link	Money Driven Ads, Concerns re: Limiting Voting Information Access to Community Members.
KPBS		Security Breach: Are You Safe On SD Trains and Trolleys?	Brad Racino / Multimedia-Based Investigative Reporter	February 12, 2013	Link	Lack of Training, Security
KPBS		Chula Vista Train Station Shooting Friday Night Directed At Trolley Cops	Brad Racino / Multimedia-Based Investigative Reporter	March 14, 2013	Link	Security, Employee Safety, Shooting
KPBS	Public Safety	Transit Cop Quits Over Security Concerns	Brad Racino / Multimedia-Based Investigative Reporter	March 21, 2013	Link	Security, Employee Safety
KPBS		Roundtable: Jail Deaths, Peace With TMD, City Attorney's Court Record, Transit Security Update	Peggy Pico / KPBS Evening Edition Host, Pat Finn / Producer, Mark Sauer / Host, The Roundtable	March 29, 2013	Link	Mention of lack of Security Training
KPBS		MTS Buses, Trolleys And Stations Tapped By An \$18 Million Surveillance Network	Brad Racino / Multimedia-Based Investigative Reporter, Contributors: Nicholas McVicker / Video Journalist	December 18, 2013	Link	Surveillance
KPBS	Economy	MTS Rolls Out New Compass Card System	City News Service	November 19, 2012	Link	Payment Methods
KPBS	Economy	Skyrocketing Gas Prices Turn Travelers To Transit	Susan Murphy / Health Reporter	March 8, 2011	Link	Gas Price Rise, Increase Ridership
San Diego Union Tribune	News	MTS plans changes to 13 routes	ROBERT J. HAWKINS	June 6, 2011	Link	Supply and Demand, Expansion, Infrastructure
San Diego Union Tribune	News	Google, MTS team up for real-time bus maps	ROBERT J. HAWKINS	June 8, 2011	Link	Technology, Accessibility?
San Diego Union Tribune	News	MTS security plans strike on Raiders-Chargers game day	ROBERT J. HAWKINS	November 9, 2011	Link	Workers Treatment, union
KPBS		MTS Security Strike During Charger-Raider Game	City News Service	November 10, 2011	Link	Strike, Security, Employment Standards
San Diego Union Tribune	News	Taxi drivers gain stronger voice on MTS regulatory board	ROBERT J. HAWKINS	December 8, 2011	Link	Workers Treatment
KPBS	Economy	MTS To Cut Sunday Bus Service, But Improve Trolley Service	Alison St John / Reporter	February 9, 2010	Link	Accessibility, Cut Services
KPBS	Environment	San Diego's Transportation Future	Alison St John / Reporter, Hank Crook / Producer, Megan Burke / Senior Producer	February 12, 2010	Link	Transportation Future, Public Comment, Planning Hx
Voice San Diego	News	A Trolley-Goer Makes His Own Map	Voice of San Diego	March 29, 2007	Link	Difficult to Read Trip Planner

ELEVATE SD 2020 BOARD WORKSHOP (1)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Asian Cultural Festival (Mira Mesa)	1. Reach all neighborhoods in SD County like BART. Reach east and north counties so any place is reachable in reasonable time. ; 2. Currently impossible to take transit to work. Would love possible transit routes between MS High School to the Torrey Highland area (7535 Torrey Santa Fe) ; 3. Have a better way of communicating where the incoming buses are, and when there are service interruptions. Too many people use 110, 921 and half hour service is too infrequent. ; 4. We need a transit system that is preferable to personal transit - similar or less expensive, +/- 20% time to travel, little or no need to schedule trips. In other words, like NYC or any other world class city!
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Carmel Valley Movie Night (Carmel Valley)	Extensive long-term sustainability incorporated into new systems, such as solar power/electric transportation
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Clairemont Family Day (Clairemont)	1. Service to the beach (like skyways) (staff transcribed), 2. Mobility-on-demand/service for Tierra Santa (staff transcribed), 3. More frequent stops on 30 (passengers have to walk uphill) (staff transcribed), 4. Getting senior/disabled passes more convenient/easier (many find it hard to get to the Transit store) (staff transcribed), 5. Re-evaluating bus routes - Milton Street has no access to the bus, 6. More frequent service to college, more parking space, amenities at stops (bathrooms), one pass for all system, phone kiosk charging at stops, discount transit pass.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Councilmember Aguirre Transit Forum (Imperial Beach)	
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Diamond Festival (Southeast)	Sunday service in Emerald Hills; DART service in community; Community upset about 11/12 split; Have all Route 12s go to Skyline (vs every other one); Better connections between bus and Trolley (especially for routes that are only hourly)
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	EHC Placemaking (National City)	Please prioritize low-cost projects that could be immediately implemented without new infrastructure. Things like higher frequency, prolonged service hours, and lower fares. These will immediately provide a benefit to transit dependent communities while also making transit more desirable for choice riders. Expensive projects should connect people to jobs. We ask for free rides for students. (illegible - something about security at stations?) Direct service - more bus stops that allow people to get closer to their destination that reduces their walking distance. Free fares for all, please
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Harbor Fest (Chula Vista) -	There needs to be an east-west Trolley that is adjacent to the 54 and going south adjacent to the 125; Across the border service (staff transcribed); Airport transit station (staff transcribed); South Bay is lacking passenger amenities (ex: benches and shelters) (staff transcribed); Accurate times on bus apps
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	IB Sun & Sea Festival (Imperial Beach) -	Trolley to the Airport; I would like easier access to the airport via ferry, Trolley or bus; Better weekends and holiday service; Rapid trains to California cities; East County opportunities need to expand. Connect the 15 to the 5 with fast service.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Lemon Fest (Chula Vista) -	Luggage rack on the bus and Trolleys for more room, similar to the Sprinter; Improve safety of people on and off the Trolley; Bus service of weekends to Point Loma National Park; Eastern Trolley line from Otay Mesa border crossing to El Cajon, running north-south through Eastlake, La Mesa, El Cajon. Runs parallel to 125.; Improve passenger amenities for routes 7, 4, 8, 9, 44, 929; Speakers too loud.; Better all-around combining of bus/Trolley and bicycles; easier on-and-off, no limits on the # of bikes. Access without encroaching on other passengers, lanes that can meet - separation from auto traffic. Really encourage to go GREEN
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Navy Bay-Bridge Run (Coronado)	New Trolley routes: 1. Direct link from downtown to cruise ship terminal, airport, Navy Base Point Loma, Seaworld. 2. Link with downtown to SD Zoo, University Avenue, SDSU, Route 15, Tierrasanta, Miramar. 3. Link from downtown to Otay Mesa. More routes, bus & Trolley should have road right of way. A bus every half hour is too little. Later bus transit (i.e. past 10/11 on all bus routes). It doesn't matter if the neighborhood is an affluent suburb. People still would use the system if it were efficient and readily available. 237 Rapid route used to run from Rancho Bernardo to UCSD. The route was cut so the bus now runs from Miramar to UCSD. This route now requires a transfer from 235 to 237 making my commute an extra 30 minutes longer waiting for the transfer bus. Please bring back the 237 Rapid route to go up to Rancho Bernardo again. If there were a Trolley to the Airport everyone at my office would use that. I mean, hundreds of us (staff transcribed) Airport ferry - we would love that (staff transcribed) Right here (pointing to CA-56 on map), that's where you need service. And Sorrento Valley, that's be great. (staff transcribed) Service on base - why did they cut it? I would use that (staff transcribed) Why does Trolley not go to airport? We need that. (staff transcribed) Three Pacific Beach residents loved the skyway idea. Need PB to La Jolla (Scripps) connection (staff transcribed); More service on Convoy/Kearny Mesa are. Convoy is becoming more like downtown. Parking in evenings & weekends and lunchtime is worse than downtown. More night/weekend service Clairemont Mesa/Convoy/Balboa. So many restaurants and hospitals. (staff transcribed)
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Olivewood Day of Play (National City)	It costs too much for casual use. 2 people to Fashion Valley = \$10. I can drive quicker and cheaper. Maybe try a free weekend or do a survey on price point of what people would pay to get them on the bus and Trolley. Speakers on Trolley need to be lower. Speakers can go in the back of bus.

ELEVATE SD 2020 BOARD WORKSHOP (2)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Pride (Hillcrest, Two Days) -	Weekend service should be longer; I love the 215. Bus service from Kensington to Imperial Marketplace.; More express lanes.; Sunday service for 965. More Rapid service.; Trash cans at bus stops.; The 12th & Imperial Station is usually backed up when I get off the Green Line and I can't make it to the 12 in time because the Trolley is in the way. Partner with long-distance transportation companies to improve connectivity to distant cities. Have a multi-modal transit hub where all companies (bus, train, etc.) can operate. The transit cops at University Trolley Stop are too aggressive. Fix the bathroom at the El Cajon and University Express Stop.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	RB Alive Street Fair (Rancho Bernardo) -	Focus on a fair and equitable treatment for roads and highways. A large majority of people will always use cars, especially people with disabilities for whom transit can only partially help and cars are always needed. Trolley to airport, but need connections from North County - Trolley on I-15 (staff transcribed) [Employee at Rady Children's] More direct connections to Kearny Mesa. Better service for inland North County (Rancho Bernardo). Service to the beach. (staff transcribed); Service to big events - sports, parades, races.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Santee Street Fair (Santee) -	Ferry/waterways to Chula Vista Marina!; Train to San Diego (commuter from Escondido); A Trolley from San Diego to Escondido; Trolley to Beach from East County; Need to go to Miramar from UTC on weekends- there is no service. Projects: To Mira Mesa via Miramar or to Poway; More frequent Orange Line service. Lakeside- Bring back 854 service for seniors + disabled.; Escondido - Bus route for seniors by golf course; Be great to have buses run the 52 to UTC or Kearny Mesa; More buses run on weekends; MTS took away my bus route! (Santee to SDSU) Why call the non-existence Blue Line "UCSD Line" when the Green Line is not call "SDSU Line"; Use opposite freeway lanes to reduce rush hour traffic. Especially from East County 52 fwy to VA/UCSD. Many veterans live in East County and show up at the 5am for a 9am appointment just to miss rush hour. This is such a burden for our veterans. I work at MCRD (chow hall/mess attend.) I live off of College & University. Rt 10 on weekdays, it takes about 1 hr to get home, but on Sunday is take OVER two hours to get home as Rt 10 only goes to I-15 transit plaza, so I have 1/2 hour wait for Rt 7. I would like to see Rt 10 service College & University 7 days a week. Parallel to I-8: Expansion of Rapid bus or light rail transit. I would definitely appreciate seeing more frequent service - 8 - 10 minutes or less for a Trolley and certainly more frequent bus service. Based on my observations of the Rapid 235 corridor lanes on the I-15, I'd be interested in seeing bus or train lanes between major freeways to reduce congestion and ease commuter anxiety - simple stops could be located beneath various street overpasses. And finally, after observing Phoenix and San Francisco, I would be interested in seeing an airport people mover or train system connecting the Trolley right at Middletown Station to the airport. (I am student at SDSU studying City Planning with an interest in working with MTS.) More frequent Sunday service. Since 874 lost the Granite Hills loop, the closest bus route is 815, I have to walk 5 blocks to Foothills Adult Center.; Trolley down Hwy 15 corridor; Later Trolley for people who are drinking. Have the Trolley run 24 hr. Route 955 need to run later like Saturday on Sunday or longer.; 916/917 run on Sunday. Very important to have 60 bus run 7 days a week both ways. We want rail service to Las Vegas. Your PR Reps are fantastic!
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	SDSU Sustainability Day (College Area)	More direct/faster service from Otay Ranch/east Chula Vista to SDSU; Direct service (Trolley) from Rancho Bernardo/Mira Mesa to SDSU; Improved service in Mira Mesa: service on Mira Mesa and Miramar Blvd.; later/extended service hours; faster service (1.5 hours to SDSU)
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Transit & Tacos (City Heights) -	More service in Carmel Valley for jobs - first and last mile connections to jobs (staff transcribed); More bike capacity (staff transcribed); Security at bus stations at night (downtown, more lighting) (staff transcribed); Bathrooms near stops (staff transcribed); Extended hours of service (staff transcribed); Later service on 110 Express - to 6 or 7 p.m. (staff transcribed); Better service from City Heights to community colleges (students can access City and Miramar, but not Mesa or Cuyamaca and they aren't that far); and better access to job centers (Kearny Mesa) (staff transcribed)
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	US Sand Sculpting Event (Downtown) -	Trolley designed to where people cannot put feet on seats (staff transcribed); More service east/west from La Jolla
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Barrio Logan Community Forum	

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Carmel Valley Community Forum	<p>Reduce congestion on the road to Camino del Mar. Looking for Transit to reduce/slow down traffic to make it more pedestrian /bicycle friendly and safer; Bus service needed along the entire length of Del Mar Heights Road to get students to school and shoppers to all the shopping areas: One Paseo, Del Mar Highlands and Highlands Place.</p> <p>Service to beaches, Balboa Park, service to airport from Del Mar Heights. We need our transit systems to easily connect. We need connections to the airport. Walking/biking to be protected by shade trees. One central app for all modes of transport: Bike, walk scooter, bus, smart parking. Back up/emergency pick up when buses are tardy (>30 min late)</p> <p>A bus between Carmel Valley and Del Mar Connect Carmel Valley, particularly south of 56</p> <p>There is zero service in CV near me. Eastbound 56 connect to 5, such poor signage now. Transit east/ west on Del Mar Heights Rd from beaches to Del mar Penasquitos. Transit North south Carmel Valley has created two generations of people who are dependent on their cars. Any more public transportation will need to be super sexy. When 56 was built there was no bike path connection to proposed high school. There was space, but this was a failure of planners. MTS should work with planners/ developers in areas of open land/development.</p> <p>56</p> <p>I would like to see the further expansion of your Trolley and bus system from downtown through Balboa park to Kearny Mesa and North to the Miramar College Transit Station. I think a trolley to the airport would be also useful. I would also like more pedestrian and bike lanes. Bus along Del Mark Heights Rd. from 101 & beach to TPMS to Canyon crest school Transit to UCSD Hub: Sorrento Valley, University Towne Center, One Paseo, Del Mar Highlands Mall, Pacific Highlands Mall. Extend immediately trolley up to Via de la Valle. Development of technology with US companies. Tunneling to go between Mesas or trolley lines. Trolley between stops must go 100 MPH. We NEED BUS SERVICE in Carmel Valley, particularly along Del Mar Heights RD and El Camino Rd. There are three large high schools on Del Mar Heights Rd and bus service could do a lot to relieve traffic congestion. My neighborhood was part of the plan approved by the city back in 1981 for a future transit center, and it's been 38 years and we still do not have bus service. We've waited long enough! We have no bus service at all on the east side of the freeway leaving workers and kids landlocked with no way of getting to our beaches and schools. I would like to have: 1. Bus route from 101 to CCA (end of Del Mar heights Rd) 2. Transportation to coaster stations in Sorrento Valley 3. Smaller commuter buses for connections to larger bus hubs. Shuttles to transport people and schools, and Vans to transport hubs (coaster, UTC Trolley) Connect DM Beach across Del Mar Highway Rd to 56 at CV road and all the way to Sabre Springs transit center. Connect mid coast trolley to Sorrento Valley Connect UCSD through Sorrento Valley from I-5, then along 56 to sabre springs. Create more "no right on red" lights along 56 bike path. eg. at CV road and I-5 at both Northbound and Southbound I-5 traffic lights. Segregated bike lane from Sorrento Valley along SV and Mira Mesa Blvd. all the way to the 15 and Mira Mar Transit Center. Huge reduction in private car use. Also consider "tandeming" delivery trucks and use ONLY truck lanes. MTS Electric buses need to cover Del Mar heights, El Camino Road and Carmel Valley Road/Carmel Creek corridor, even Carmel 17th Rd that would take a huge amount of cars of the hwy, would enhance overall quality and improve quality of life for Carmel Valley and Del Mar residents!</p> <p>1. Bus service from Old Town transit center or other hub to the end of the Rosecrans. 2. Traffic congestion is terrible in morning hours and afternoon. Adequate parking at old town hub so people can park there and take the bus to work at naval facility at the end of Rosecrans. 3. More frequent bus service. 4. Smaller buses (van-size) in areas of lighter ridership (less carbon emissions and cheaper to operate) 5. Bus service to airport. In the 36+ people in attendance the 2 major take aways were: 1. Mass transit service to CV period. 2. Mass Transit connection to hubs.</p> <p>57</p> <p>Public Transit East + West on Del Mar Heights Rd from 4th street in Del Mar through to Carmel Valley Rd. This would cut down congestion to 3 High schools (Torrey Pines, Cathedral, Canyon Crest) Would also allow families to conveniently access three + shopping centers (Beachside Del Mar, One Paseo, Del Mar Highlands, Pacific Highlands Ranch and more) Connect the neighborhoods provide teens + youth safe method to get to school , work , food + shopping. So many walking along DMHS Rd, which is not safe (Carbon unsafe crossing, etc) and some /many underage teens resorting to use uber to other ride services which is neither legal nor safe. As a parent, I'd feel much more confident letting my teens ride the bus, trolley, other AND willing to pay for it. There are thousands of students at the 3 DMH Rd high schools and zero school buses. Make communities more walkable and transit accessible. We need to plan for inevitable growth in the region and have sustainable growth plans. Make it easier to get around without a car.</p> <p>Connectivity with Carmel Valley, Sorrento & Del Mar Transit east west on Del Mar Heights road with greater frequency at school start times and school release times. Being able to put a bike on a bus. That is sometimes available and needs to be consistent. Start service ASAP, at least a pilot program for this summer! At least a bus to the coaster station in SV buses transport that goes where people want to go.</p> <p>We would like to see MTS on Sorrento Valley Blvd. Camino Santa Fe, Vista Sorrento pkwy.</p> <p>Sorrento Valley is so congested. 1. Direct train trolley service to airport. 2. Del Mar Fairgrounds event train station 3. Trolley Service to Fairgrounds 4. Trolley Service to Sorrento Valley business/ Mira Mesa Blvd Use a stored Value System of trolley so it can be used as needed, the current system does not encourage frequent users. 5. Trolley should go straight up the I-5 corridor, current plan I-5 are consuming that limited land resource for trolley. Combine busses with schools to be more efficient. Bus to Carmel Valley and Sorrento Valley to get to high school Please connect us to the mis coasts trolley and I will use it to commute to work and fight climate change and allowing me to multitask like when I lived in NYC. Also my mom (79) can't drive much longer. Doing this for my son, mom and me, Thanks for listening to us today!</p>

ELEVATE SD 2020 BOARD WORKSHOP (4)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Chula Vista Community Forum	<p>Youth mobility - free youth passes. Equity for disadvantage communities. Connectivity/Time; Competitive/ First and last mile; Better service, more routes on the eastern side of 805 in South Bay. Better South Bay service east of 805. Ability to buy day passes off stored compass value. Incentives to business to work with MTS before moving to unserved/underserved areas. Can 4th car be added to Blue Line during heavy volume? Add plain clothes officers to trolley lines for added security. Starting ASAP (Don't waste time) Every other Rapid Bus starting at the border and going through Otay Ranch to I-805 should continue north on 805 to I-15 & stop in Mid-City. It could stop here or continue north to Kearny Mesa or UTC area or other employment area. Do not waste time studying this to death. Not everyone living in east CV work in downtown. They need to go north. Use contro flow for BRT on SR-94 and F & G Streets. ♦</p> <p>62</p> <p>To get drivers out of their vehicles allow them to pay 1/4 of full rate if they can show proof of insurance & registration. Was at public hearing held on the proposal 20 years ago to re-route trolley over I-5 to Virginia Ave at the border. Why not park a Trolley near the border in that MTS bldg? Park the trolley for a few hrs and get about a 1/2 hr earlier start. Put houses in that vast underutilized parking lot at Palm Ave. Trolley station. The claim by MTS recently that a similar construction site could not be economically built higher does not make sense: don't projects get more economically viable the higher you go, usually? Have shorter trolleys in compliance w/ Horton blocks- stop blocking traffic! My email: nearborder@hotmail.com Skyway practical for tourists [Map drawn Starting at Airport, to Star of India, to S.P.V to Convention Center, to Petco (12th & Imperial) then to 14th Street to Plaza de Panama] Bay Ferry access yes. More safety on bus - Trolleys.</p> <p>Connect more with jobs in UTC Hillcrest to hospitals. I would like to see the third rail for our Blue Line Trolley. I'm also very interested in the ferry service. Whatever we can do to make our transit better for the environment. More people on the buses and trolleys (less cars on the road). A program to get people short distances faster. More safety personal on trolleys and buses. More guided bus ways (take a lane in the freeway). Purple line. Kathy from City Heights/National City: "Grown-up" cities - 8th largest in the nation - have 24- hour transit service! Logical targeted stops: grocery stores (shopped by workers after shift hours - ie SDSU lab workers get off at 9pm, #10 bus doesn't stop at accessible stop for Food4Less shoppers on return trip, nor does it run on weekends!), hospitals, adult ed centers, Greyhound, and airports. Electric buses and small shuttle linkage between El Cajon Blvd. and University Avenue. Increase safety: solar lighting at all bus stops; improve response for assaults on bus/Trolley; record/ID all incidents. Better notice of Public Forums - nothing on daily bus about this forum! Disabled and seniors and caretakers need better low fares, access arrangements on buses design of seating needs better brainstorming with senior centers input invited. And grandchildren, friends & Family holiday rates. Driver sensitivity training. Bilingual important, several languages. Not insulting to passengers, some disabilities are not visible. Re-learning disabilities. Know directions in city. More frequency. Discounts for students. Training to be more sensitive with all people (translated from Spanish) Purple Trolley line. Better weekend/holiday services. More languages on ticket vending machines. Public restrooms at transit centers. 24-hour service. Rural service improvements. Property tax. No cost transit passes for youth, more routes, more frequency.</p>

ELEVATE SD 2020 BOARD WORKSHOP (5)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Downtown San Diego Community Forum	<p>More youth involvement. Change the car culture early. Seems like an easy way to address increased ridership. Dedicated bus lanes (El Cajon Blvd., University Avenue, Broadway, Grand Avenue). Increased frequency. Grade separations (H Street, E Street, Palm Avenue, Palomar Street, 8th Street, Taylor Street and Friars Road especially). Long-term plans for subterranean sections in downtown and new routes through Kearny mesa and Mid-City. Relocation of San Ysidro Station and realignment of tracks behind coach service area. Great session! Youth outreach is critical. School districts are cutting funding for transportation - immediate need. Gamification, tech that engages them. The environment is a major interest to them as well. Provide better rider info, especially for new riders. When I arrived in SD last year and got a monthly pass, no info was provided by MTS about establishing auto pay monthly pass fare. NCTD seems to do a far better job of this. I've learned much about riding MTS by actually reading NCTD's site. Seeing that the objective of ElevateSD2020 is to get a measure on the ballot, I think we need to elevate the importance of transit to the broader community! My personal priority (low fares, faster service) seems irrelevant in one sense. What's going to get a 2/3s yes vote? What about more coordination with the COASTER? The COASTER could increase its frequency. Timely accurate real-time status of arrival is so important. It's been my experience and was a big topic at tonight's meeting. Re: low-cost fares. Qualifying for senior pass was a night vs day change in my attitude: I ride more than twice as much based on fares alone. Please bring back Route 11 to Market Street, Tenth avenue and Imperial Transit Center.</p>
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	East County Community Forum	<p>Connections from transit centers to precise destination (e.g. place of work, airport) with fleet of self-driving smart cars. I love the idea of a skyway, especially in "tourist" areas (e.g. Port of San Diego, MB/PB, Balboa Park, etc.) Also love the ferry idea (not just to naval base, but possibly to Oceanside Pier?) Seems it would be more cost efficient to use touring vans for most local bus routes. I think that if people don't have time to eat a meal before they leave to their destination or after they should have a restaurant transit stations. 78</p> <p>1. Please put your "safety" officers through extensive sensitivity training - I have seen some of them grab passengers (who may not have a ticket) and stand over them as if they had nabbed an enemy. Ex-mariners need extra training. All people need to be treated with respect. 2. Students need to ride free, as they do in several cities. 3. Change to electric buses as fast as possible - "natural" gas is a fossil fuel = not clean. 4. Can huge railroad-car trucks be phased out? Before they hit our freeways, could their content be transferred to smaller (electric, preferably) trucks and thus avoid some major accidents. 5. During the day, I see buses with 2 or 3 passengers. Could urban areas use small vans to get people to buses/Trolleys? 6. Don't take over uber or lyft - they belong to huge companies, their workers are "contractors," thus have no rights, are paid poorly, have no health insurance or pensions, and we end up with more cars, more greenhouse gases. Local taxis should have preference. Let them do some of the Uber/Lyft work. 7. In Lima, Peru + Mexico City, individual cars drive the same routes as the buses, but take on and drop off passengers anywhere along the route, take up to 5 passengers at a time and change fees slightly higher than buses. 8. Support low-cost housing near public transit. 9. Make the freeway fast lanes available for Rapid transit at times. 10. Work with SANDAG's vision for the future.</p>
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Linda Vista Community Forum	<p>1. Add a new bus route taking people directly between Tierrasanta and UCSD for commuting 2. Grade separation for bus and Trolley 3. Support facilities 4. Increase convenience and safety in walking per bus to transit hub 5. more bus-only lanes and fare stations 6. discounted fares for short distances 7. More direct buses between popular destinations 8. Make it more convenient to obtain a Compass Card 9. Expand the 25 bus and travel in to San Diego Mesa College and other popular destinations 10. Inclusive of up to 4 bikes per bus instead of two. Bikes inside the bus Trolley to the airport - add airport as job center zone. Major community request for FilipinoAmerican airport employees. Add more destination for Mesa College and other nearby areas. Bay ferry concept - please tell me more. What is skyways? I have to get up at 4:30am to make it to Faith Community Church by 8am. I have to go out of my way to be on time. 5:30am Trolley from 70th Street to get to the 6:30am 120 bus to walk 2.5 miles to make it to church by 8am because the 928 doesn't run before 9am.</p> <p>1. Integrated projects between NCTD, SDT and South Bay 2. Rail line up to Escondido 3. Rail line connection Escondido to Encinitas (little transit in North County) 4. Turn carpool lanes into mass transit lanes 5. Connect communities north of 8 with better transit from RB/Escondido through Carmel Valley and Sorrento, Miramar, Scripps Ranch etc. 6. Company partnerships Reduce the number of stops/bus only lane on 44. Large amounts of delays due to backup/traffic on Convoy - add a bus only lane. Increase frequency. Cable transit with canyons. All door boarding. Bus only lanes last half mile to Trolley stations. When the Trolley is in view and the bus is stuck in traffic, really bad marketing. More bus service, better connections - dedicated bus lanes? Frequency, frequency.</p> <p>Airport connection. Gap transit solutions i.e. peak time shuttles (7-9a/5-7p) from suburbs (San Carlos, Del Cerro, Allied gardens) to Grantville Trolley. Light rail on Mission Gorge Road from Mission Trails Park to Grantville Trolley.</p> <p>Why does it take 2 hours on the bus to get from PB to Noble & 805? It's 20 minutes by car. Cross-border issues. We need direct service from Pacific beach to Sorrento Valley/Sorrento Mesa. Focus on short-distance vs. long distance travel. Mobility on demand should be a phone - call and pick-up scheduled within 2 hours. Compass Cards should be sold in more places. Special pricing w/in communities. For example, it costs me \$5 round-trip to go 1 mile to the beach.</p>

ELEVATE SD 2020 BOARD WORKSHOP (6)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	City Heights Community Forum	<p>I would like to us youth get no-cost + youth opportunity bus passes. I also would like for MTS to prioritize what communities need more than just buildings like such as condos, housing, many more. Please give us the improvements that we need on the roads better transportation. Help the areas that need services on the weekend, help out with fixing latenight routes or Trolleys. No-cost transit passes for youth, to address the transit needs of inner-city youth, and create life-long public transit riders. 1. I think we should have youth opportunity bus passes so our youth have the opportunity to get to school on time. After school activities. Also make the pass low cost. 2. The Purple Line Trolley. So far it is 42 years. It will be a great connector. 3. Buses and Trolley running on time. 4. On the SR-15 we need electric signs telling when the next bus is coming. 5. Plaza decks need to be up and running. PLEASE prioritize free transit for youth (up to 24 years old)!!! PLEASE invest in increasing frequency & routes!! NO-cost youth opportunity passes are a priority for City Heights specifically because a lot of youth in this community are bussed out to other high schools/rely on transit to get to work/school & being unable to afford these passes becomes a huge barrier in their path to success. City Heights is a transit dependent community so their needs should be prioritized over these expensive projects like gondolas. That would be appreciated, but not needed, by more affluent communities who don't ride transit as often. We also need more routes, more frequencies, & weekend service. YOP! More frequency, more routes. Youth Opportunity Passes at low cost or NO COST. More buses around school bell times. Expand more electric buses to cut carbon. More frequent buses from 20 mins to 10 mins. Expand to East County (due to no buses) Ensure walkability; Addressing the toxic policing/harassment of patrons AKA decriminalizing the poor. Training MTS personnel to not be transphobic/homophobic. Youth opportunity pass. NO COST bus passes for the youth -> youth opportunity passes. Extended hours. Specific stops and routes and time efficiency. Seniors. More frequent routes; including weekends. Longer hours of service. Youth opportunity passes - free for youth/students, lower/discounted for everyone else. Electric buses. Passes for students, free for high school children and also for minors (translated from Spanish)</p> <p>I would like to see bus only lanes for the Rapid 215 & 235. Once they leave the transit hubs they end up getting stuck in traffic. I would like to see Youth Opportunity Passes for our youth. These are no-cost bus passes for youth. Specifically from ages 12 - 24 y/o. Lastly, we need more frequency in our City Heights neighborhoods. More frequency in our transit lines. More frequency. Free youth passes. More direct connections. Please focus on projects that will provide immediate relief to environmental justice communities/transit-dependent communities. Projects like enhanced service, increased frequency and lower fares. More large projects should also connect underserved communities to high paying job centers like Sorrento Valley and Kearny Mesa. Thank you!</p> <p>We need no cost passes for youth! I want to see more frequent service and low-cost youth passes. Also for more buses so people won't miss anything important. And lastly, more connecting routes. For example is you live in City Heights and need to get to Mission Gorge then you don't have to hurry. I think MTS has an opportunity to make a real impact with youth opp. passes at no cost. You can help kids be able to attend school, lower drop out rates, less gang activity. This will effect the most people! You can truly make a difference!</p> <p>Youth opportunity passes. I would like to have youth passes free or very low cost. Make taking the bus "cool" campaign. It is our duty to ride bus - climate action. Build housing over the bus yard. Youth Opportunity Passes! Focus on climate change impact. Converting choice riders - improving speed and frequency. Electrifying buses or just using rail instead! Subway = great option.</p> <p>1. Connect to job centers - I wanted to sell my car and really only had two places I could live in all of San Diego and still be able to get to work (Sorrento Valley) - either downtown or Old Town. Blue Line extension should extend to Sorrento Valley. The various job centers in Sorrento Valley also need better connection to the COASTER and/or Blue Line. Two buses don't go everywhere and they didn't event service all the COASTERS that come to the station. 2. Transportation hubs simplify transit - reduce barrier to entry of learning the web of routes if they know they just need to get to the nearest hub. Fixed rail creates natural hubs. 3. Better connection to the beaches from downtown, especially weekends (no current buses to PB or OB on the weekend!) Ferry plan would help with this and make transit fun and interesting. Below ground heavy rail for downtown and Mid-City. Priority at stoplights for Trolley and bus. Gondola Fashion Valley to North Park/Hillcrest. More fare boxes, more places to get Compass Cards. WAYFINDING is incomprehensible as it is today - major initiative is needed to help people find their way. Train bus drivers to kick our abusive riders. Improved bus stops - today many are unshaded, colonized by vagrants, have no wayfinding, have no way to know when the next bus is</p> <p>Bus-only lanes/Rapid buses. Prioritize buses over S.O.V. Last mile solutions to transit: safe streets for bikes and scooters. Housing near transit. Congestion pricing to pat for above. The most important is (illegible) bus, it needs to be free for our youth. Also, we need low-cost bus for (illegible) to have access for job and other needs.</p> <p>1. Youth and senior access to bus passes. 2. Clean and safe bus/Trolley rides. 3. Program implemented and that they (illegible) more than 1 year. 4. Change of culture to ride the bus/Trolley start with youth. 5. Invest more than 1/8 of 1/2 cent on transportation. Need 1 cent. More benches for disabled persons who cannot walk or stand for long periods of time. Also better structures to wait under when there are rainy days. 1. Better bus routes. 2. Benches at bus stops in City Heights. 3. I do feel for drivers they are just doing their jobs. 4. SD is behind time this is 21st century. More frequent service on bus/Trolley. Better real-time display signs at Trolley stations. Arrival announcements for all Trolley lines (preferably human voice). Better voice announcements on buses (preferably recorded human voice). Highway Rapid buses with right-of-way lanes. Accommodations for riders who do not or cannot use the app. Call boxes at Trolley stations and certain Rapid bus stops. Airport train connecting Trolley to airport terminals. More shade at bus stops. Who maintains bus stops? At Euclid at Landis - it's a mess. Seniors/disabled also need sidewalks that are not broken. Many broken sidewalks. Also see Euclid near Landis. Sometimes I have to get off the bus because somebody on the bus smells so bad. I love how often bus 7 runs. How about more direct routes to the beach with frequent weekend services? My senior mom rides the 7 and says they need new socks. She gets bruises because the ride is so bumpy. Mobility hubs and support facilities nee bathrooms that are monitored. 1. No cost bus passes for youth - Youth Opportunity Passes. 2. Extended services. 3. Increased security at transit stations.</p> <p>1. Low-cost/no-cost fares 2. Higher frequency I would like to see bus fleet electrification as well as fare discounts. I also want to see less MTS officers. Free passes for youth up to 26 yrs. In 2015-2016 I worked for an organization that provided no-cost bus passes to high school students. What I noticed was that youth in the program gained a great amount of value from it. Youth increased their mobility and used their passes more frequently for things that they originally did not think they would. A great majority used public transportation after they stopped receiving them. Outreach in multi-languages that mirror the SD County Registrar of voter's office: Filipino, Vietnamese and Chinese. Create more opportunities for faster service by providing frequent pick-ups in densely populated neighborhoods to take riders to bus stops and/or Trolley stations.</p> <p>MTS city bus 834 canceled all our side of Santee. Weekdays we've been totally cancelled out. Meaning all Prospect Avenue and housing off ETC, all our side. Plus won't event take us up Mission Gorge toward Fanita Dr stop on weekends! (We're cancelled on weekends even) on our whole side of Santee. Note: they take people home on Santana High School (weekdays and weekends 832 route). 5 family members dies - dad just died 5-6-19 so I have no way around (I live alone). It's totally wrong having to ride in the hot sun! I have seizures. Our west end of Prospect Avenue has a new neighborhood event (Camdon Drive area). Areas get bigger while route gets smaller in Santee ZIP 92071. I'm handicapped and work at one of those centers. Trolley goes to Gillespie that would be good for citizens who live on Olive Lane or part of Atlas View. Part of east side too.</p>

At 7:51 PM '23

A-93

ELEVATE SD 2020 BOARD WORKSHOP (7)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	National City Community Forum	<p>I, along with 300 people, are employed at 3666 Kearny Villa Rd. Every day at 4pm, I ride bus 44, to bus 60, to El Cajon Blvd, to catch Rapid 235 to downtown. A Rapid bus 120 would relieve us, and many, many, many more would commute rather than drive. Accelerate transition to electric buses. Military must provide shuttle/bus service from military housing to bases. Reduce congestion on local roads. Mobility on demand for disabled/seniors without extra cost. Clean bus stops! Give prizes. Reduce greenhouse gas emissions.</p> <p>88</p> <p>Free vouchers for students to get to school/work. Company sponsored transit routes to major employment centers (provide tax incentives). Safety – kid watch program (paid/verified/certified escorts to accompany youth on public transit). Trolley-bus-bike-shuttle accessibility (make connections available). Mandated relief days like Mexico City. Build job centers to population clusters. Privately funded transit to increase efficiencies (ex Lebanon) Security not checking tickets. A new CEO with vision. Synchronize traffic signals. More roundabouts. Moveable lanes (like on the bridge). Bathrooms. Last mile vehicles. Fix the roads, add freeway lanes (5, 805) Changing demographics (e.g. increased electric wheelchairs riders require additional - more than 2 - harnesses on buses). I am concerned that limiting input to "likely voters" does not serve this process. Please include bus drivers. Trolley drivers, and union members. Please put placards in buses and Trolleys, or at least at high visibility transit centers. Thank you for the chance to be heard!</p> <p>Electric buses. Build shelters at stops - quality/dignified experience. Continuous rider-focused service improvements, and public policy - equitable access to quality transit. Seattle's Sound Transit - low-income housing development and LA Metro offers low-interest loans to low-income housing developers. Skyways!! Target underserved areas (East County, etc.), density, predicted ridership. Incentives to train youth + young adults (alter culture). All routes should automatically stop at all colleges/universities in county (Southwestern CC to CSU San Marcos) More frequent service in evenings. I wish the 929 would go back to City College Transit Station. Going that extra half mile or so allows those riders to transfer to a lot more lines. I think it is important that all our residents feel they are being treated fairly. Originally, we needed more transit in South Bay + Mid-City/downtown but now North County/Mira Mesa + UTC need more mass transit too. It's important because we are all in on this 0 this comment is generally directed more towards SANDAG and I don't drive to those locations so I really don't know what their demand is.</p> <p>My priority is the security when people travel in the Trolley Safety and security are #1 priority; there's too many incidents of violence and unlawful behaviors for all users of MTS system, especially youth and seniors. My mother (senior) uses MTS frequently and concern of her safety. Reduce greenhouse gas; better, healthier environment necessary for children and adults, especially those with asthma like myself. Bus express I think is the most important. Example: National City to La Jolla. Less expensive. Put efficient and educated drivers who greet and wait to pick up passengers (translated from Spanish) Clean, frequent, affordable transit Reduce greenhouse gases by investing in electric buses, the bay ferry (with Navy parking structures) and better pedestrian access. Please build a pedestrian bridge from the 24th Street Trolley Station over I-5 for residents & workers in the Harbor District of National City. Please remove the MTS-owned-derelict train tracks in the middle of Cleveland Ave in National City. skyways; Rapid bus projects (translated from Spanish)</p> <p>89</p> <p>Transit is a lifestyle. Take this meeting for example. There is a bus within a 10 minute walk from my house with the 962, a straight path to this location! I want to attend but I also want to go for a run after, I chose my truck. I thought about this the whole way her. What I realized is that transit is more than the typical bullet points. Transit is a way of life that dictates your movements. That lack of control and uncertainty is, in my opinion, the challenge of converting an auto-centric urban culture into a transit based one. Could it be that our focus needs a slight adjustment? The transit needs to be a brand, It needs to be cool. Not a thing that you ride when you don't have a car. How do you stitch together a fractured work live urban situation? Is transit ridership a cultural issue rather than a planning issue? Skyway in PB - totally awesome! Ferry - yes (need to limit stops...needs to be express). In LA they have DASH - it costs \$0.35. Understanding that LA has a larger budget to accommodate this cost - can SD "Dart" be \$0.50? Dash routes are short cyclical routes but connect through transfer. Every community can have a "Dart." Facilities tied in with new Trolley projects? Amenities? Training for children through schools to promote a change in culture of transit ridership (school outreach). Times and frequency are important.</p>

ELEVATE SD 2020 BOARD WORKSHOP (8)

Att.A, AI 17, 5/18/23

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Poway Community Forum	<p>1. Transit implementation in northern areas: Carmel Valley, Black mountain Ranch, Torrey Highlands, Pacific Highlands Ranch; HS Ranch, Del Sur, Santa Luz Del Mar Heights, and Fair banks Ranch + RSF 2. Improved connections between routes at transit centers, fewer missed connections. 3. Improved commute times between destinations (more frequent service) more reliability. Sunday Service is #1. Larger buses (New housing for individuals with special need opening in Poway, Villa de Vida - over 50 units. Many individuals with special needs will rely on public transit their entire lives.) Better designed buses so that riders can see upcoming stops. Go back to areas that have been eliminated.</p> <p>1. Connect the Rancho Bernardo transit station to the new Palomar College site via a shuttle or existing bus route to enable students to get to school via transit. 2. Provide a rapid bus route from Rancho Bernardo or Sabre Springs to a convenient trolley connection so users have multiple connection options. 3. Not everyone works in Downtown. That is why #2 is important.</p> <p>1. Restroom facilities or at least porta potties at transit centers. I understand that there are problems and expenses associated with that, but the lack of facilities is a concern for me. 2. People camping out in bus shelters stand alone ones or at transit centers. I feel for those folks, but they often trash the place and mess up the seats. Furthermore they too need restroom facilities and must be taken care of it somewhere around. 3. I could not take the bus to this meeting. There was no bus scheduled after 7pm. I understand the dilemma, if you build it they will come if they come you will build it. I think more public awareness of the transit system may help get more riders, to that end it needs to be an effective campaign that includes how to use the system. 4. Cigarette smoking at the stops and transit centers even off the grounds can be a problem if there smokers are on a sidewalk. A few months ago there was a mulch fire from a discarded cigarette at Miramar College 921 stop and we the riders had to extinguish it. 5. PLUSES: The vast majority of drivers are very friendly and helpful. The buses and transit centers are almost always clean, there are occasional problems. Email contact people at SDMTS respond quickly and are helpful. SUGGESTION: Set up Compass Card issuing at street fairs and such. Make it easier for those of us who need to include photograph such as for my senior pass. More service (daytime) 290 Sabre Springs to downtown (Not peak) Direct service Twin Peaks to Sabre Springs Transit Ctr-Poway. Plan for hi-speed transit (100 mph). Consider if new Trolley lines are best future. Poway mobility hub. Route 944 Service= Please cover Garden Rd Floral Ave/v important. 2. Mobility on demand/Service for seniors 3. Increase frequency of service (Sundays too!)/dependable. Please bring Route 944 bus up to Floral Ave. So many seniors totally depend on this service. Mobility - Buses for Scripps. LNG conversions 95</p> <p>Return of Poway MTS route that goes through Garden Rd. Ability to return home later than 6:45 p.m. weekend MTS access service. Extend MTS access so I can come home from SDSU @ nights 9-11pm. Better suspension on buses so I don't get bounced around in my wheelchair. I get whiplash when drivers turn or break to fast. More park and rides, high quality like Sabre Springs. Interconnecting routes between park rides. Better digital technology - service alerts. Strategic bike lockers for the last mile. Hub and spoke integration of park ride, bus, trolley and bike parking. All buses should be able to carry 4 bicycles. AM Express Trolley Orange Line reduced stops. Though it maybe difficult I would like the 944 buses to make a return to the Garden Road area, so that it could be accessible for anyone who lives around these parts of Poway. Mobility on demand service for seniors - 67 to 85 yrs old. How much do you charge an older adult to pick from house to appointment. These seniors gather from their house to a facility and back on regular basis senior cannot walk to bus stops houses for from us route. My email is jrbambalan@upacsd.com</p>
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	San Ysidro/Imperial Beach Community Forum	<p>Otay Mesa new 15,000 new homes (40K people) need to plan right for future MTS transportation. Help with San Ysidro High School (Year 2019-2020) for student to transport themselves to and from school. 6:30 to 8:30 a.m. 3:30 to 4:30 p.m. Later bus at night on Sundays on Route 933-934 after 9p.m. I would like to see grade separations and a more reliable alternative to cars. Regional connections -Map 7 is missing - the large residential zone in Escondido CA> Temecula! The I-15 is heavily congested! Don't forget people commuting from North County to Vista. San Marcos / Escondido. We need to address the regional issues and coordinate with interregional agencies to address lack of transit in North County San Diego. Riverside to SD County > many elected officials just say that is Riverside's issues.</p> <p>Discussion group breakout. My suggestion. More frequent/faster service. Better access to medical facilities. Take aways> Improve access and fares for seniors, medical facilities, Providing access to jobs, better security at stations, more frequency, faster service. Connection of South to North County. Seniors & service - disability fares. 2 - 4 a.m. no Trolley, no buses late evening.</p>
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Southeast San Diego/Lemon Grove Community Forum	<p>I think the system works pretty good/fair, but the weekends are very rough and confusing with the time schedules. And will the electric vehicles have more endurance then its predecessors. Trolley to the Airport. Trolley into Hillcrest/North Park - uptown is one of the densest, fastest growing areas outside downtown and needs higher capacity service. [Hand drawn map of proposed Route 854] Route starts at Grossmont Community College, runs along Lake Murray Blvd, connects with the Green Line Trolley, runs along 70th Street, turns east on University to Massachusetts Avenue, to Canton, turns south on Skyline/Cardiff, and terminates on Deep Dell Road 103; Help Lemon Grove! Need a bus route from Massachusetts Avenue Trolley Station to University Avenue. This will help alleviate traffic congestion and pollution taking children to and from Helix Charter High. Buena Vista Avenue gets backed up south of Pacific Avenue. As well as High Street, Mass. to Waite Drive. University Avenue is also affected E and W bound. Thousands of children are transported singularly by car because of lack of public transportation. We live two miles south of Helix yet most days it can take me 40 minutes to take children to Helix High. Walking is unsafe because of halfway houses and lack of sidewalks. Currently, if my child used public transportation, it would take her over two hours to get to school. Crazy right? Please support a turnaround bus line from Mass. Ave Trolley Station to University Avenue and back. Help: fight pollution, save time, make students more independent, fight traffic congestion & insanity. When kids or classes are using bus for field trips, pick them up - don't just drive past them. Also - stations need to be safer. Security needs to be taken seriously. Currently "security" is a joke. They are inattentive and don't look trustworthy. When will a Trolley go from Santa Fe to the Airport? Reduce prices for high school students. Senior service is expensive - \$10 right? Lots of waiting.</p>
ELEVATE SD 2020 BOARD WORKSHOP*	Community Advisory Committee Meetings	San Diego City College	<p>An opportunity was provided for members of the public to offer comment. One commenter thanked MTS for hosting the meeting and putting focus on the need for more public transit. Another commenter asked about funding opportunities in addition to a sales tax increase (Transient Occupancy Tax, Bond Measure, etc.) since a sales tax increase is a regressive tax that can negatively affect lower income communities. MTS answered that they are only authorized through state legislation to pursue a sales tax increase for future transit improvements. However, this public dialogue about the need for transit could also benefit other efforts to increase funding, perhaps through SANDAG.</p>

ELEVATE SD 2020 BOARD WORKSHOP (9)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Advisory Committee Meetings	South County Regional Education Center	Public Comment; Kristen asked if any members of the public would like to offer public comment. No public comment was provided.
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	ASAC Meeting	
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	SAN DIEGO CHAMBER OF COMMERCE WORKSHOP – BUILDING OFFICE MANAGERS ASSOCIATION (BOMA)	
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	SAN DIEGO CHAMBER OF COMMERCE WORKSHOP – KEARNY MESA	
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	SAN DIEGO CHAMBER OF COMMERCE WORKSHOP – SORRENTO VALLEY	
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	SAN DIEGO CHAMBER OF COMMERCE WORKSHOP – SOUTHEAST SAN DIEGO	
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	SOUTH COUNTY EDC BUSINESS WORKSHOP	Jobs North of I-8 (Sorrento Valley) Technology/Finance (first shift majority). Jobs City of SD & South (manufacturing/processing) - 1st, 2nd, 3rd shift majority. Airport - CBX is neglected. What are the funding alternatives proposed to pay for these improvements? Based on what we've seen taxing gas is not a viable solution. Is there a plan for congestion pricing? What are the planning visions to add concessions/vending alternatives proposed at the first and last mile hubs? How can we create them as "places to be?" Mobility hubs - people would more likely use transit if they can be picked up from a Trolley/bus to their job center. Connection to Airport. Make public transit more palatable by extending hours and also run transit on weekends (certain communities do not have weekend service). How can we get SWC at a working group (involving students)? (We will host) Reduce fees for youth/students up to 24. Use Rapid and Express shuttles to mirror student commute pattern to college (i.e. currently takes 40 mins on bus to travel from Otay Ranch to SWC - 7 miles; 1.5 hours from San Ysidro; 1 hour from National City, etc.) zencarnacion@swccd.edu; Ease 805 congestion - maybe toll option which switches direction, similar to I-15. More public transit routes in Otay Ranch/Eastlake area (Hunte & Otay Lakes Road as example). Loop from east to west Chula Vista. Localized loops tailored to small area needs. Small vehicles with frequent service. People may be easily able to get to stores, etc. but can't carry their groceries home. Connect areas with high-synergy. Connect to local parks and recreation facilities. Connect stadiums and event sights with large parking lots. Enables system flexibility. Remove 125 toll road - toll free. Increasing ridership. Decrease commute time. 147 Great list of BRT routes and links - like airport connection, EV focus, tramways and BRT (flex lanes). Missing/projects: Circular link in elevate skyway; flexible (peak hour) BRT on Coronado bridge (901 or 904); Linked schedules and payment systems; water transport focus on a mixed audience of tourism and commuters (link schedules to transit options); cleaner Border transit connection options; incentives for vendors to conform to single system. It would be critical for us to include a binational component to this connection; not for tourism but to reduce pollution by ensuring that we get out of cars to reduce pollution

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	Abraham Navarrete	National Latino Research Center	I participated in a community youth talk with the NLRC to learn about the regional plan. One of my concerns is safety, in this plan it should include more safety figures. For example, there should be like a guard walking around to make buses safe, two people. I think that we should have implemented this plan earlier (why are we so late to do so?) because we youth rely on public transportation and it needs improvements.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements.	1A-1
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	Abraham Navarrete	National Latino Research Center	I was able to learn about the plan in our YEP class with NLRC. My biggest concern with this plan is safety. I feel like young girls sometimes feel unsafe, especially if they're alone. How is safety being implemented? We need safety for youth as we rely on transportation to get to school or other places.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented.	1A-1
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	Abraham Navarrete	National Latino Research Center	At times our youth are criminalize, and put in situations that are not safe for them. How is this plan going to make sure this won't be an issues any longer?	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented.	1A-2
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, ICE	10/29/2021	HERE	Abraham Navarrete		Lastly, I do not recall hearing anything in regards safety-ICE agents coming to our community public centers. How is this issues addressed in the plan? We have seen this multiple times in our transportation centers, on the Sprinter and this is a huge concern for our community.	Transit station security and operations are a function of MTS and NCTD. MTS's website states that they have been making changes to its security policies and practices, to ensure their operations are in line with best in practice policies. Recent measures include increased training for internal and contract security staff, updated use of force policy, conducting an outside audit, using more visible and customer friendly uniforms, and more. Details can be found at https://www.sdmts.com/inside-mts/news-release/mts-makes-significant-changes-use-force-policy and https://www.sdmts.com/inside-mts/news-release/new-uniforms-mts-security-teams-aimincrease-trust-and-public-safety . NCTD's website states that they contract with the San Diego Sheriff's Office and local law enforcement agencies to patrol and provide law enforcement and security services at our transit centers. Your comment was shared with Dennis Desmond (denis.desmond@sdmts.com) and Robert Calix (rcalix@nctd.org) from MTS and NCTD respectively. SANDAG's Public Safety Committee provides a forum for which regional public safety issues and concerns can be addressed. NCTD and MTS serve on the Public Safety Committee as advisory members. Information regarding the Public Safety Committee can be found at: https://www.sandag.org/index.asp?committeeid=66&fuseaction=committees.detail	1A-2
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	E-Buses, Large Area Connections/Transit, Central Mobility Hub	10/29/2021	HERE	Alex Vit		20 year old here. Will be a user of these new transportation projects. As can be seen from Figure 2.4 on page 24 of the plan, there are very few bus services (and no high-quality Rapid bus services) in the Del Mar - Solana Beach - Encinitas area. As these are suburbs and transit connections suck, it's useless to try to get from my house in Encinitas to somewhere like UTC via public transportation. Hell, you can't even get from my house to the Encinitas Coaster Station on a bus because it would take 6 times as long as it would driving (1 hour versus 10 minutes), despite the journey being 4 miles. Would be cool to have some highcapacity/good East-West connections in the Encinitas area (or other townships) to get people from their homes to the Coaster Station and/or Solana Beach Amtrak Station. Bonus points if the busses are electric. I highly support the effort to grade separate the commuter rail network. Better for pedestrians, bikers, and congestion. It would really be worthwhile to COMPLETELY grade separate and electrify the entire proposed high-speed commuter rail network. In fact, electrifying, double tracking, and grade separating the existing LOSSAN corridor should be prioritized as a project. Currently, my friends and I like to travel to Los Angeles, but we feel limited in our ability to do so. We hate sitting in traffic but we and we would like to take the Amtrak more often, but given the prices of the tickets, we always figure it's just not worth it to take the train; the price of gas split between two people is equal to the price of a ticket, and the time it takes to get to our location is usually lower with an automobile. I am willing to pay quite a bit more in taxes/government debt for services to be upgraded (even more than they already are) on this railway line. Also (again referring to Figure 2.4 here), why are there no commuter rail lines on the California High-Speed Rail route from downtown SD to Escondido? Or even Temecula? Seems like a wasted opportunity, it's not like those intercity trains are going to be running 24/7. A lot of people would stand to benefit from that. I would think that SANDAG would just have to construct stations along the line and use quickly-accelerating high-speed trains as well. With a Sprinter extension to the CA High-Speed Rail line, couldn't the city create a market for tourists to take public transport to the Wild Animal Park as well? The sooner MTS stops buying diesel busses and Coaster/Amtrak stop buying fully diesel trains the better. There are so many alternatives out there nowadays; so many companies produce electric busses and many companies also produce (high-speed) dual-mode locomotives that are futureproof. Plus they're so much more comfortable - I go to school in a city where they have electric busses, they're a much more dignified experience than noisy diesel busses that throw everyone back in forth in their seat when they change gears. I'm also willing to pay a lot in taxes for a direct tram from the airport to the proposed multimodal hub. It would be cool to not have to drive all the way to the airport from Encinitas and all the way back just to drop someone off (or be dropped off myself). Lots of unnecessary GHG emissions and time wasted.	A major focus of the North Coast Corridor investments are the upgrades and services along the Coaster corridor with some connecting Rapid services. Please see the online data viewer at SDForward . Con/Version to view the projects. The details on the frequency and service spans also will be added to the Final Plan for this corridor and others. The California High Speed Rail project has been added to Appendix A and SANDAG will track its project as it is developed by the state. Also, the transit agencies continue to electrify their fleet per state mandates and SANDAG continues to make progress on the Central Mobility Hub to provide greater access to the airport. Those projects are listed in Appendix A under the "Central Mobility Hub" table.	1A-3

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Environmental Justice, Emission Reduction, Youth Opportunity Passes, Improve Bus System	10/29/2021	HERE	Alexander Han	Sunrise Movement SD	For the final plan, I urge this Board to (1) maximize emissions reductions, (2) prioritize investments in the communities on the frontlines of environmental injustice and the climate crisis, and -Improve the Bus System -Create a Blue Line Express -Provide 24 Hour Service by 2025 -Have a Purple Line Serve Central City Heights -Create Youth Opportunity Passes (YOP): Provide No-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. -Connect youth to school, work, internships, and other early-career opportunities. -Electrify Bus Fleet by 2030 -Identify Anti-Displacement strategies -Improve the transit Bathroom network -Create an Emergency Ready Transit System	SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The eastwest Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://www2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans . Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Alexander Wenzel		As a data scientist, software developer, and resident of San Diego who commutes 100% by public transit, I strongly encourage SANDAG to consider an open source model for the proposed Next OS system. As motivation for this proposal, consider the One Bus Away (OBA) app which MTS and NCTD use in order to provide scheduling and real-time arrival information to passengers. OBA is an open source project that originated in academia and which in turn relies on the open source Google Transit File System (GTFS) format for describing a transit system and computing vehicle arrival times and delays. Due to the existence of this robust open source project and data schema, MTS and NCTD need not worry about developing (and maintaining) their own app from scratch in-house. While infrastructure as critical as the Next OS ecosystem will need some form of institutional control by local governing bodies such as SANDAG, an open source model would allow members of the community, including local academic institutions and volunteers with the necessary skillset and motivation to make their community a better place, to contribute to the process of feature development and bug fixing that is needed for a robust system such as that proposed for Next OS. For example, although my career is in bioinformatics and genomics, I am passionate about improving public transit in our region and would happily spend my Saturdays fixing Next OS bugs for free, if given the chance. Additionally, as Next OS aims to control a vast segment of the regional transportation ecosystem, its security is of paramount importance. History has shown that open source projects tend to be more secure, so creating an open source environment for Next OS would go a long way towards protecting our region from threats as we seek to build a greater digital integration of our transportation system. Finally, making Next OS open source would lower the barrier to entry for other regions in the country to mold similar systems for their own needs based on Next OS. The causes of our climate problems are not Thank you for the comment. We concur and envision the Next OS to be an open source solution. San Diego Forward: The 2021 Regional Plan 1A-6 Draft 2021 Regional Plan Responses to Comments – Website Sourced Commentor Name Agency Comment Response contained within county lines, so our success is inextricably tied to the efforts at mitigation and adoption throughout the rest of the country. Making Next OS an open source standard around which other cities, counties, and regions can build their own smart transit systems is itself a major investment in reaching our own climate goals. In closing, I urge SANDAG to build Next OS as an open source project to leverage the ample talent in our region, engage with the community transparently throughout the development process, and ensure the robustness and overall success of the future system.	Thank you for the comment. We concur and envision the Next OS to be an open source solution.	1A-5

SANDAG RTP (3)

Att.A, AI 17, 5/18/23

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Aliya Cunningham	The San Diego LGBT Community Center	I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery.		1A-6
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Andi MacLeod		I urge you strongly to prioritize no-cost travel passes for 24-and-under riders on public transit. With school and jobs to get to, and the economic hardships experienced by many in the pandemic, young people need the extra boost they will get from no-cost travel passes. Approve them on the 6th and make San Diego a place where young people can Live Well too!	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-7
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Andrea Mendoza Vasconez		I'm writing to urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that nocost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Youth is a time for habit formation. It is essential to instill the habit of using public transportation among our youth because of all the associated environmental, economic and health benefits. I urge you to follow the lead of many other counties that have successfully prioritized youth for transit subsidies. Thank you!	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under	1A-7
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Mobility Hub, Grade Separations, Fiber Optics, Bus Stop Coverings, 24 Hr Service, Electric, Complete Streets Design, Safety	10/29/2021	HERE	Andrew Simmerman	KIPP SoCal Public Schools	I would like to start with sharing gratitude to SANDAG staff and the Board of Directors for the considerable efforts, research, and intentionality in engaging with so many community members and partners - particularly in the most transit impacted communities - throughout the entire Regional Plan process. I represent a school organization (KIPP SoCal Public Schools and KIPP Adelante Preparatory Academy at 426 Euclid Ave.) that serves students in Barrio Logan and Southeast San Diego, with 90% of our students qualifying for free or reduced price lunch. Access to equitable, quality and affordable public transportation is critical for the students and families that we serve and there are numerous aspects of the Regional Plan that make us excited for the future opportunities it will present for our families and our communities that have been systematically under resourced. As you obtain feedback regarding the Regional Plan, KIPP SoCal Public Schools is advocating for: - Funding for free youth passes given to youth to age 24. - A Mobility Hub in southeast San Diego, preferably at the Euclid Trolley Station that will offer our students and residents more reliable transportation choices - Grade separations for the Orange Line, especially at Euclid to increase trolley speeds and headways (it's a big area of support from the community) - Fiber optics underground to ensure we are ready for the state of the art Transportation System that is in the design stage, (IOS systems) and to more appropriately address the digital divide in our "Redlined communities". - Covering on our MTS bus stops (structures). - Considering 24 hr. service on the lines that are taking our families to work. - Focusing on transitioning to an all electric buses in the first 2-3 years of implementation - Improving the frequency and reliability of our bus routes - Ensure all of our streets are designed with the "Complete Streets" designs Thank you in advance for your consideration of the above implementations.	SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. Southeast San Diego is part of the South Bay to Sorrento Mobility Hub. For more information regarding Mobility Hubs please see: https://www.sandag.org/index.asp?subclassid=83&fuseaction=home_subclasshome The City of San Diego coordinated with SANDAG to adopt a Euclid Avenue Master Plan. The Master Plan includes an existing conditions report, and mobility report. The Master Plan describes the implementation of complete streets, mixed use development, and more. The Euclid Avenue Master Plan details the City's intent to improve pedestrian and cyclist safety; as well as improve connectivity to the Trolley and Euclid Transit Center. For more information regarding the Euclid Avenue Transit Center, please visit: https://www.sandiego.gov/planning/community/cpu/encanto/egmp The Regional Plan includes a variety of new commuter rail services that will provide higher speed transit with reduced travel times. Additionally, existing transit is envisioned to be upgraded with grade separations that allow for faster travel times and more frequency throughout the day. The transportation system envisioned in the 2021 Regional Plan relies on a vast network of digital infrastructure to connect and manage the transportation system. For Complete Corridors, NextOS, Flexible Fleets, Transit Leap, and Mobility Hubs to succeed, a robust broadband and telecommunications network is essential. The Plan includes an investment in the backbone fiber infrastructure needed to support the transportation network however SANDAG is also developing a Regional Digital Equity Strategy & Action Plan to support the expansion of broadband countywide. The Strategy & Action Plan will define strategies for expanding broadband and internet connectivity in the San Diego region to support quality of life, transportation, and equity. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/act-rollout-plans	1A-7, 1A-8
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Angeline Kaufman	The San Diego LGBT Community Center	I am writing to urge the board to amend Appendix A of the 2021 Regional plan to declare that nocost transit passes for youth ages 24 and under receive priority when transit fare subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially going people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our regions equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access work, school, medical care, and resources otherwise not accessible. I know that my family and I cannot get help because of transportation (work and medically) both of my parents have no car and currently no job because of transportation. Having free public transportation would help my family as well as others with finding jobs. I urge the board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the plan to include youth opportunity passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-9

SANDAG RTP (4)

Att.A, AI 17, 5/18/23

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Anjali Vaidya		I support no-cost transit passes for young people 24 and under.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-9
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Real Time Transportation App, Spanish, Language Accessibility	10/29/2021	HERE	Araceli Hernandez	El Cajon Collaborative/Barrío Logan College Institute Parent Spanish	Communication is sometimes hard when I try to find out about buses and the schedule. Can they make a phone app in Spanish we can use when we need to catch a bus? (We talked about technology and apps in the future including Pronto) Thank you so much for the new Pronto. I look forward to all the Plan coming true.	The Next Operating System includes comprehensive improvements that are focused on making schedule identification and fare payment easier. As new apps are rolled out they will be available in Spanish. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-10
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	ariana federico	Mid-City CAN	Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-10
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Blair Overstreet	Center on Policy Initiatives	As a long-time resident of San Diego, and a former member of City Heights Area Planning Committee, I'd like to see greater investment in sustainable transit solutions and access for those that most need it. For that reason, I'm asking you to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive TOP PRIORITY when Transit Fare Subsidies are allocated. Youth will have access to education and opportunities that increase in our investment in the economic and long-term health of our community.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-12
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Wide Range Accessibility	10/29/2021	HERE	Bob Nelson	Oceanside Resident / Architect	As a 34 year resident of Oceanside and having commuted by car, bicycle and train to employment in San Diego and Orange County Cities and by Train and bicycle via the Coaster, Sprinter, AMTRAK, METROLINK and the MTS Trolley System I have experience with the issues in transportation and have worked with many EIR's. A major general concern with this Regional Plan is that it seems to be San Diego and Tijuana Border centric and does not deal with the million plus residents of Southwest Riverside County and the three million residents of Orange County as well as the rest of the LA Region that impacts transportation and mobility in San Diego County. While most of the Vision Deals with transportation improvements for commuting within Southwest San Diego County the Plan ignores the fact that Tourism and Commuting also occurs from and to Riverside and Orange Counties. The I-5 corridor is most heavily impacted Thursday through Sunday between south Orange County and Del Mar. The I-15 is also becoming more congested due to the congested I-5 on weekends. It also ignores the commuters from SW Riverside and North San Diego County on the 76 Expressway that travel to south Orange County. The 76 is the primary route to the Beaches from SW Riverside County, and a primary route to the Casinos on the 76 east of the I-15. It is listed as a 'Rural Route' in the plan but is actually a much more impacted route between the I-5 and I-15. The congestion is already impacting parallel and some north / south roads. The commuter Trains have very limited schedules on the weekends and midday and are shut down several weekends every year for maintenance on weekends making them an unreliable option. Double tracking will help but the San Clemente to Laguna Niguel area is mostly single track with limited options to double track. This bottleneck should be addressed in the plans as it might affect the adequacy of the SANDAG Vision. The trains are also a fairly significant health hazard that is not discussed. while the Diesel Locomotives on the commuter trains are slowly being replaced with cleaner air versions they are still toxic to passengers at Stations from fumes, heavy metals from braking into stations and very loud engines and brakes, damaging regular customers hearing. Trains also run as fast as 70 MPH through some stations with passengers on platforms a few feet away, 3'+. The APCD should be consulted to explore the real impacts of these vehicles on the Health of the Communities they serve. Additional comments will be sent on another form.	Appendix J of the draft 2021 Regional Plan includes information on SANDAG's approach to planning within the context of the megaregion and the importance of strategies that leverage partnerships with all neighboring jurisdictions to advance regional goals related to the environment, economy, and quality of life. Implementation of the 2021 Regional Plan will involve close coordination with partners in Orange, Riverside, and Imperial County to align priorities and projects to facilitate and improve mobility for these interregional flows. The SR 76 is an important facility for regional travel. Appendix A highlights several straightening, intersection, shoulder widening, and other facility improvements to address corridor safety and efficiency. The LOSSAN Rail Corridor improvements include full completion of double tracking to the Orange County Line that benefits Amtrak Pacific Surfliner, NCTD COASTER, Metrolink, and BNSF Freight trains. These capacity improvements allow for more trains to operate north of Oceanside to Orange and Los Angeles Counties and beyond. Although outside of the SANDAG region, siding tracks are planned in South Orange County by OCTA and Metrolink. New cleaner EPA Tier 4 diesel locomotives have entered service on Amtrak, COASTER, and Metrolink trains operating in San Diego County. There are many emerging technologies in the rail industry for zero-emission trains that should become commercially viable within the horizon of the regional plan. Please continue to follow along in this process by visiting SDForward.com.	1A-12
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Carlos Ramon		I believe youth passes should be a high priority. The ability to access transit for school would be a major win for families.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-13
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Carolyn Woodbury		Please prioritize school age youth and low income riders on public transportation. Free or very low cost (like 25 cents) rides. This will help get cars off the roads and make it possible for students to stay after school, go to libraries and to see their friends , regardless of their parent's income.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-14

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Catherine Eng	Sd Lgbt center	<p>Hey @everyone SANDAG is discussing their 2021 plan and this is an opportunity to pass an important measure that affects youth's access to free public transportation. Below are all the details you will need to submit an e-comment. The deadline to comment is TODAY, Friday August 6th at 5PM. Please share this!</p> <ol style="list-style-type: none"> 1. Go to the e-comment website: https://regionalplancomment.sandag.org/ 2. Enter your information 3. Organization: The San Diego LGBT Community Center 4. Chapter: General Comment 5. Appendix Type: Appendix A Transportation Projects, Programs, and Phasing 6. You can create your own comment or use the sample comment below <p>I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated.</p> <p>I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery.</p> <p>When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible.</p> <p>[PLEASE SHARE A STORY OF HOW NO-COST TRANSIT PASSES WOULD CHANGE YOUR LIFE FOR THE BETTER.]</p> <p>I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.</p>	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-14
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Prioritizing Economic Disadvantaged Areas, Policing/Security, Economic Pricing for Families, Bathrooms, Cleanliness	10/29/2021	HERE	Cathryn Rathsam	Peace Resource Center and SD 350	<p>Thank you for this important plan! It's vital to the health and wellbeing of our communities and our planet.</p> <p>There must be an independent oversight committee from the community, not instituted from Sandag.</p> <p>We need to serve the economically disadvantaged areas first.</p> <p>There needs to be oversight of the security guards and police as well, to insure everyone feels safe while traveling, without sexual harassment.</p> <p>There should be a simple, orderly, non-invasive way to insure that people have a pass or card, as in Europe, eliminating the need to have guards and police checking.</p> <p>It should be very economical for families and those with limited incomes.</p> <p>Clean bathrooms should be easily accessible.</p> <p>I wish you all the best in the implementation of these plans.</p>	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. Oversight of public agencies is important and SANDAG welcomes public review of its work and processes. Federal and state agencies regularly review SANDAG and there are two ongoing local oversight processes with the Office of the Independent Performance Auditor and the Transnet Independent Taxpayers Oversight Committee. MTS has unveiled the Pronto card to make transit payments much easier. Transit subsidies are included in the Plan to assist everyone but with programs specifically for low-income populations first. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-15
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Celina Maria Parra	Bayside Community Center	<p>Hola, es un gran proyecto. Me gustaria que consideraran el costo por boleto ya que somos una familia con varios integrantes talvez paquetes de boletos familiares, los colores de las lineas delos bagones del tren mas claras para poder distinguir mejor las rutas</p> <p>Hi. This is a great project. I would like you to consider the price of the tickets. We are a family of several members, and you might consider offering family ticket packs. The colors of each Line on the train cars need to be clearer so it is easier to differentiate the routes.</p>	Una de las Acciones de Implementación enumeradas en el Anexo B es un Estudio del Impacto Regional de las Tarifas. Este estudio permitirá que las partes interesadas públicas tengan la oportunidad de expresar su opinión sobre las opciones. Se espera que el estudio finalice en el año fiscal (FY) 2024 e incluirá una evaluación de los subsidios para las tarifas de las personas de bajos ingresos, los adultos mayores, los estudiantes y los jóvenes. Mientras tanto, el personal de SANDAG, MTS y NCTD está trabajando con las partes interesadas en un programa piloto de un año que puede ofrecer tarifas gratis a los jóvenes menores de 19 años. *** One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-15
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Césaire CarrollDominguez	SDSCPA SD youth Antifa group	<p>Hey @everyone SANDAG is discussing their 2021 plan and this is an opportunity to pass an important measure that affects youth's access to public transportation. Below are all the details you will need to submit an e-comment. The deadline to comment is TODAY, Friday August 6th at 5PM. Please share this!</p> <ol style="list-style-type: none"> 1. Go to the e-comment website: https://regionalplancomment.sandag.org/ 2. Enter your information 3. Organization: The San Diego LGBT Community Center 4. Chapter: General Comment 5. Appendix Type: Appendix A Transportation Projects, Programs, and Phasing 6. You can create your own comment or use the sample comment below <p>I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated.</p> <p>I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery.</p> <p>When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible.</p> <p>I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.</p>	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-15, 1A-16
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Cindy Page	Crawford High School	<p>I am a teacher at Crawford High School and a supporter of Mid-City CAN. Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated.</p> <p>Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities.</p> <p>I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority.</p>	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-17

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Cittalli Mendoza	The San Diego LGBT Community Center	I am a supporter of The San Diego LGBT Community Center, and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible. From my experience, I know several youth who depend on public transportation to get to work and to their medical appointments. Especially during COVID, youth are depending on mostly themselves for mental health support and isolation, along with lack of parental support and little access to economic opportunities, makes that really difficult to stay connected and well. I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-17
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, E-Buses, Prioritize EJ communities, Improve Bus System, Blue Line, 24 Hr Service, E-Buses, Fund Purple Line, Emergency Ready Transit System	10/29/2021	HERE	Colleen dietzel		Please make efficient, reliable and affordable public transportation, preferably electrified buses, your top priority. I support Environmental Health Coalition's and other respected groups demands which are: 1. Prioritize environmental justice communities who need public transit most 2. Improve the bus system now 3. Fund the Blue Line Express 4. Provide 24-hour service 5. Fund the Purple Line 6. Provide Youth Opportunity Passes for 24 and under 7. Electrify the bus fleet by 2030 8. Fund anti-displacement efforts 9. Provide bathrooms 10. Ensure an emergency ready transit system	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ct-rollout-plans . Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-18

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Colleen FitzSimons		Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. I urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under and seniors will receive priority when Transit Fare Subsidies are allocated. - No-cost transit passes will connect youth and seniors to school, work, medical care, internships, and other early-career opportunities. - Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority. Thank you.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-19
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Daria Flores	SanDiego350	I would like you to write into the plan specific, measurable language that would guarantee that fares will be affordable for low income residents. Student, senior, and young adult discounts are a good start, but this is not enough.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-21
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Delia Contreras	Voluntaria Independiente de la Comunidad De City Heights and Voluntaria de Hoover High School	Autorizacion par pasos no costo para jovenes y niños en edad escolar (estudiantes). *** Authorize free passes for school aged youth and children. Una de las Acciones de Implementación enumeradas en el Anexo B es un Estudio del Impacto Regional de las Tarifas. Este estudio permitirá que las partes interesadas públicas tengan la oportunidad de expresar su opinión sobre las alternativas. Se espera que el estudio finalice en el año fiscal (FY) 2024 e incluirá una evaluación de los subsidios para las tarifas de las personas de bajos ingresos, los adultos mayores, los estudiantes y los jóvenes. Mientras tanto, el personal de SANDAG, MTS y NCTD está trabajando con las partes interesadas en un programa piloto de un año que puede ofrecer tarifas gratis a los jóvenes menores de 19 años. ***	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-22
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Denise Mc Andrews	Poway Unified School District	Please keep in mind that we need public transportation to connect adults to schools and community-based organizations that provide career education and language classes as well as supports. In San Diego County, there are several adult schools that are part of the overall education system. Poway Adult School, for example, is located on Twin Peaks Road. But, there is not currently a public transportation option to (or close to) the Adult School.	We would like to refer you to our Data Viewer on the SDForward website (https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347). There, you will find through the Regional Plan, Twin Peaks Road, which connects to the Poway Adult School, is part of our Complete Corridor Regional Arterials. Complete Corridors are designed to provide priority access for transit and Flexible Fleet shared ride services on our regional arterials and provide safe and comfortable transportation options to get people to their destinations safely and efficiently. For more details on Complete Corridors, please see Chapter 2: Sustainable Communities Strategy of the 2021 Regional Plan. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-22
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Desdemona Aviña		I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible. As a low income student, transportation is one of the largest obstacles that I face. A free youth pass would advantage me and my peers who would be able to serve our community due to the opportunity of transportation. As an environmentalist, public transportation is a service that I respect and love. I know that many youth are dissuaded to use this amazing service because of the cost. A free youth pass would encourage more use from public transportation. I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-23
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Bus Frequency, more Bus Routes, Mobility Hub, Accessible Sidewalks, Roundabouts	10/29/2021	HERE	Dionne Nguyen	The Urban Collaborative Project	On behalf of the District 4, Southeast San Diego community that UCP represents, we ask for the following to be a part of your 2021 Regional Plan: better bus frequency, bus routes in more neighborhoods, broader and more accessible sidewalks, a roundabout on Euclid and Imperial St (and other busy intersections), request for a Mobility Hub in our community located at our current Orange line trolley station, MTS youth passes for youth up to 24 years, fiber optics underground to ensure that our communities are ready for the state of the art transportation system that is currently being designed, coverings on our MTS bus stops (structures), consider 24-hour service on the lines that are taking residents to work, focus on transitioning to all-electric buses in the 2-3 years of implementation, improve the frequency and reliability of our bus routes, ensure all out our streets are designed with the "complete streets" design.	SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans .	1A-24
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Ellen McCann		I am urging SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated. I am 58 and have been riding buses my whole life and don't own a car. Let's step up our bus game.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-25

SANDAG RTP (8)

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Emiliano Benitez		Reliable and free transportation for all the youth of San Diego is crucial to the well-being and overall improvement of families across the city. Young people shouldn't have to pay to get to school or work or anywhere in the city on public transportation.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-25
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	E-Buses	10/29/2021	HERE	Emmet Farrell	Creation Care Ministry, Catholic Diocese of S. D.	I call for an electrified bus fleet by 2030.Fundthe implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources	The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://www2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans .	1A-26
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Bathroom Network, Clean and Accessible Bathrooms	10/29/2021	HERE	Esther Brasmer		La Mesa First UMC I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets.	The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-26
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Etelvina Tinoco	Elac	Es importante que ayuden a los juvenes y adultos mayores con el costo reducido del transporte , con un beneficio hasta los 25 años . *** It is important to help young adults and seniors by reducing the cost of transportation and provide this benefit until they are 25 years old.	Una de las Acciones de Implementación enumeradas en el Anexo B es un Estudio del Impacto Regional de las Tarifas. Este estudio asegurará que las partes interesadas públicas tengan la oportunidad de expresar su opinión sobre las alternativas. Se espera que el estudio finalice en el año fiscal (FY) 2024 e incluirá una evaluación de los subsidios para las tarifas de las personas de bajos ingresos, los adultos mayores, los estudiantes y los jóvenes. Mientras tanto, el personal de SANDAG, MTS y NCTD está trabajando con las partes interesadas en un programa piloto de un año que puede ofrecer tarifas gratis a los jóvenes menores de 19 años. *** One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-27
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	Fabiola Torres	National Latino Research Center	Mis ninos usan el train, quier mas suiguridad. Espero que este plan realmente suceda. Hemos tenido tantas reuniones con escuelas y otras organizaciones, para brindar comentarios y sugerencias para nuestras comunidades, pero nunca completaron su promesa. No hemos visto ningún cambio aqui. *** My children use the train, we want more security. I really hope this plan succeeds. We have has so many meetings with the schools and other organizations, to present ideas and suggestions for our communities, but they never fulfilled their promise. We haven't seen even one change here.	SANDAG, MTS y NCTD creen que se puede hacer más para mejorar la seguridad en y cerca del transporte público y están trabajando para implementar estas mejoras ahora y en el futuro. Por ejemplo, MTS está reasignando parte de los fondos asignados a la seguridad que usualmente se usan para monitorear el pago de las tarifas a mejoras de seguridad. SANDAG trabajará arduamente con la ayuda de todos nuestros pasajeros y representantes para asegurar que este plan sea implementado. *** SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented.	1A-27
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Fatin Amjad	El Cajon Collaborative/ Barrio Logan College Institute Parent Arabic	Submitted in Arabic- The plan is so beautiful and El Cajon will be so much better if it is successful. I wish to see signs and information about the buses and trolley in Arabic. We would like a free train (shuttle) or car (Zip cars) for low-income families to use.	SANDAG will be applying a social equity planning framework throughout the implementation of the Regional Plan. Through this process, SANDAG will be working with our Community-Based Organization partners (or CBOs) to ensure that language translations (such as for Arabic) and translated educational resources on transit are available to all San Diegans. In addition language accessibility will be considered as a key factor when planning and designing the Next OS in order to improve access and travel options to all San Diegans. In addition to language accessibility, SANDAG will also conduct a near-term Regional Fare Impact Study for our transit services such as the trolley. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, students, and youth. You can find more information on the Regional Fare Impact Study also in Appendix B. In addition, the 2021 Regional Plan envisions subsidized microtransit services to ensure all residents can benefit for new services like these. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-27
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Francine Maxwell	Naacp San Diego branch	Hi I need every bus stop to have shelter on it a full shelter or designed. We need bus passes for low income youth and seniors free to very discounted. Traffic calming in Southeastern San Diego.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. Bus shelters are provided wherever there is sufficient right of way to locate them.	1A-29

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	G King	Local Citizen Taxpayers	<p>SANDAG has not followed the law or provided representative government. You ignored & failed your obligation made by promises from funded ballot measures to provide additional freeway lanes for commuters in single occupant vehicles & work trucks. You intentionally depleted the funding by using it solely for mass transportation, HOV & toll lanes, your outrageous salaries & pensions, and self promotion. SANDAG ignores the new situation that was forced upon us by the Covid-19 Pandemic, which makes mass transit unusable due to respiratory-disease transmission. Mass transit has also become dangerous due to the skyrocketing crime rate. Trolley stations are hot spots for crimes like assault, robbery & murder. People need & want the freedom to own their own vehicle and move about freely. We can't spend 2 1/2 hours to get somewhere that only requires a half hour drive. We can't walk miles to & from bus stops to work or carry enough bags of groceries on a train, trolley or bus.</p> <p>We refuse your oppressive gas taxes, tolls, and per mile charges! We already pay the highest gas taxes in the country, but it's never enough to satisfy you. Your social engineering repulses us. You spend & waste billions of our tax dollars without being accountable or following the law. Seniors can't afford to live here if you get your way, but you would force grandma into danger & poverty. You are truly heartless.</p>	<p>Transit Leap greatly increases transit speeds, frequency, and span of service providing a compelling alternative to driving. Flexible Fleets help address access to transit facilities and travelers' final destinations. Complete Corridors with continue to provide mobility and access to all modes throughout the region. SANDAG will launch a study in the next year to further study the potential of usage-based fees and their capabilities in addressing various goals, including equity and greenhouse gas emissions reduction. The initial phase of this study will focus on calculating the true cost of driving, and better understanding what sources of existing revenue are funding different parts of the system and how different populations are impacted by existing revenue mechanisms. This foundational understanding will help SANDAG to design a road usage charge program that is more fair than current transportation funding sources. The study will also assess the potential impacts of user fees on San Diego residents, visitors, and businesses, particularly those relying heavily on transportation. SANDAG staff will work with Board Members, stakeholders, and community members to develop implementation strategies for a road usage charge, including high level constructs of the program, such as who will pay, the fee structure, and the distribution of revenues. While the design of the program has not yet been determined, initial assumptions included in the Regional Plan is that the regional road usage charge would be a user-fee for use of roads in San Diego County. So a San Diego County resident would not be charged a San Diego user fee for miles drive in other counties, and residents of other counties would be charged for miles driven in San Diego county. SANDAG will rely on coordination with other agencies in California along with the State Department of Transportation to integrate the selection of technology, collection methods, and account management to ensure a consistent experience for travelers.</p> <p>Oversight of public agencies is important and SANDAG welcomes public review of its work and processes. Federal and state agencies regularly review SANDAG and there are two ongoing local oversight processes with the Office of the Independent Performance Auditor and the Transnet Independent Taxpayers Oversight Committee.</p> <p>SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements</p>	1A-30, 1A-31
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, East County	10/29/2021	HERE	Gary Clasen		<p>Safety concerns in East County:</p> <p>Evacuation in an emergency will be impossible because Rte. 52 will be clogged (not enough lanes) when trying to get to other freeways. Likewise, the junction of 125 South and 94 West will also be clogged.</p> <p>I do not feel the SANDAG 2021 Regional Plan meets the needs of my community.</p> <p>Investments I would like to see from SANDAG:</p> <p>Add lanes to Rte. 52 where it junctions with Rte. 67 and continuing all the way to the I-5. Morning traffic is at a standstill on the 52 in East County heading West. Afternoon traffic is stop and go going East. Also, add lanes to the junction of the 125 South and 94 West.</p> <p>Projects that should be a priority for SANDAG:</p> <p>Freeways from East County heading West need to have more lanes.</p> <p>Additional questions and public comments:</p> <p>Why is it that projects in East County are usually moved to the "back burner?" Why not give the same priority to all county residents?</p>	<p>MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses. The 2021 Regional Plan includes managed lanes network for SR52 and supporting managed lane connectors, included in Appendix A: Transportation Projects, Programs and Phasing. The Plan includes three phase years, 2025, 2035 and 2050. SR52 between I-805 and Mast Blvd is proposed for 2035. SR67 includes safety and operational improvements such as shoulder widening, curve realignments, and technology improvements. SANDAG and Caltrans are currently preparing Comprehensive Multimodal Corridor Plans that includes both corridors which aims to create a comprehensive set of safe, sustainable, and equitable transportation solutions that are tailored to the needs of the corridor.</p>	1A-34
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, East County	10/29/2021	HERE	Gary Clasen		<p>It is sad to see the needs of East County residents be put on the backburner. I believe that the Regional Plan should allocate equitable resources and programs to East County residents because they have paid their fair share through taxes and continually do not see the benefits within their communities.</p> <p>East County has some of the largest amounts of low-income, refugee, immigrant, and rural community members in San Diego. It is disappointing, but not surprising, to see the needs of these communities continually dismissed.</p> <p>One area that I believe must be addressed before anything else is fire safety within East County San Diego. Wildfires will continue to get worse over the next several years and a lack of investment in infrastructure will quite literally cost lives. I hope to see SANDAG invest in increased lanes for rural communities to be able to safely evacuate when needed. East County is particularly prone to wildfires because of the heat and bush; it is crucial that San Diego invests in reliable, sustainable, and fire safe programs to prepare for the next several years. The problems with fire safety have been shown through recent fire scares and it will continue to worsen and cost people their livelihood and lives if it is not addressed immediately.</p> <p>Thank you for your work, I am sure this is an extremely difficult project!</p>	<p>A critical component of reviewing the impacts of the 2021 Regional Plan is evaluating the effects on historically underserved and systemically marginalized groups. This evaluation is known as a social equity analysis and focuses on communities of color, residents with low incomes, and seniors. While the 2021 Regional Plan delivers improvements to the entire region, this review ensures that the benefits are shared by everyone, including our social equity focused populations, and that the burdens of the 2021 Regional Plan's changes are not disproportionately shouldered by any social equity focus population. The 2021 Regional Plan proposes a system of managed lanes including corridors that serve East County such as I-8, SR52, and SR94. Additionally, rural corridors such as 67 include investments such as shoulder widening, curve realignment, and technology improvements to address safety and operational improvements to facilitate ingress/egress during peak travel and emergency evacuation conditions. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.</p>	1A-41

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Safety, Prioritized EJ Communities, accessible information, meaningful engagement, Improve Bus System, Blue Line	10/29/2021	HERE	Gener Abdon		<p>I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document.</p> <p>I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system.</p> <p>I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego.</p> <p>I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule.</p> <p>I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion</p> <p>I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027.</p> <p>I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources.</p> <p>I call for the funding of to protect vulnerable communities living near transit corridors by antidisplacement efforts developing an anti-displacement strategy that includes affordable/lowincome housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the antidisplacement study.</p> <p>I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets.</p> <p>I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.</p>	<p>The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.</p>	1A-42

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	George Ho	Sunrise Movement San Diego	For the final plan, I urge this Board to (1) maximize emissions reductions, (2) prioritize investments in the communities on the frontlines of environmental injustice and the climate crisis, and +Improve the Bus System +Create a Blue Line Express +Provide 24 Hour Service by 2025 +Have a Purple Line Serve Central City Heights +Create Youth Opportunity Passes (YOP): Provide No-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Connect youth to school, work, internships, and other early-career opportunities. +Electrify Bus Fleet by 2030 +Identify Anti-Displacement strategies +Improve the transit Bathroom network +Create an Emergency Ready Transit System	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The eastwest Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans . Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-43
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Glen Hopkins		And finally, in the body of the report there is no acknowledgement that MTS is currently "struggling" at best other than what can be found in the last auditors report buried in the appendix. Huge investments have been made over the last two decades, fare prices are highly subsidized, yet ridership, like virtually every other city in the country, has been declining over the years. Contrast this with the airline and automobile ecosystems that have not, and do not, require massive government subsidies. Cars and planes are an instructive example of free market capitalism at work – people want to drive their own cars (or take Uber), people want to selectively fly, and thus industries are willing to invest, and people are willing to pay. In summary, I find the SANDAG Regional Plan flawed on multiple accounts. The focus should be on more convenient and more efficient automobile infrastructure investments selectively augmented with other transportation means, not the reverse.	While SANDAG is primarily concerned with ground transportation, both the airline and automobile transportation systems receive massive government subsidies annually. Transportation Network Company services like Uber and Lyft are being subsidized by venture capital. SANDAG will launch a study in the next year to further study the potential of usage-based fees and their capabilities in addressing various goals. The initial phase of this study will focus on calculating the true cost of driving, and better understanding what sources of existing revenue are funding different parts of the system, how different modes are being subsidized, and how different populations are impacted by existing revenue mechanisms. This foundational understanding will help SANDAG to design a road usage charge program that is more fair than current transportation funding sources.	1A-45

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Hannah Doermann	UCSD	Environmental justice must be embedded in our mobility in San Diego. Therefore, I ask that the 10 Big Moves to Transportation Justice be included in the 2021 Regional Transportation Plan. I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/triple tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr. service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2023 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources.	<p>The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego.</p> <p>One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.</p> <p>The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans.</p>	1A-46, 1A-47
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Hayden Schill		I am a volunteer with San Diego 350. I believe every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. I urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-47
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Heba Hadaya	El Cajon Collaborative/Barrio Logan College Institute Parent Arabic	Submitted in Arabic- I wish the Arabic translation would be available for the schedule so Arab immigrants can use transportation more, and also classes for us to know how to use the transportation because most of us are not capable of using them. We are afraid that we are going to make the right time and place. A free local train (shuttle) would be nice.	One of the Regional Plan's near-term actions includes developing a Digital Equity Strategy and Action Plan that will address regional accessibility gaps in communications infrastructure, technology, and digital literacy. We have been working with our Community-Based Organization partners (CBOs) to ensure that language translations (such as schedules in Arabic) and translated educational resources on transit are readily available as we advance with our next OS system and build upon improving our existing transportation systems. For more information, I would like to refer you to Appendix B: Implementation Actions, for more information on the Digital Equity Strategy and Action Plan. In addition to language accessibility, SANDAG will also conduct a near-term Regional Fare Impact Study for our transit services such as the trolley and shuttles. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. You can find more information on the Regional Fare Impact Study also in Appendix B. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-47
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Heba Hadaya	El Cajon Collaborative/Barrio Logan College Institute Parent Arabic	Submitted in Arabic- We wish from new plan to help us use the train (trolley). We need to get there faster. Arabic language is very important. We are afraid if we lose our way and don't know how to get home. I hope all information will be in Arabic. Free or low prices are also very important. Classes will help us break the fear factor.	SANDAG will be applying a social equity planning framework throughout the implementation of the Regional Plan. Through this framework, one of the Regional Plan's near-term actions includes developing a Digital Equity Strategy and Action Plan that will address regional accessibility gaps in communications infrastructure, technology, and digital literacy. We have been working with our Community-Based Organization partners (or CBOs) to ensure that language translations (such as in Arabic) and translated educational resources on transit are readily available as we advance with our next OS system and build upon improving our existing transportation systems. For more information, I would like to refer you to Appendix B: Implementation Actions, for more information on the Digital Equity Strategy and Action Plan. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-48

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Ioana Tcholakova	Interfaith Coalition for Earth Justice	<p>I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document.</p> <p>I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system.</p> <p>I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego.</p> <p>I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule.</p> <p>I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion</p> <p>I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027.</p> <p>I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources.</p> <p>I call for the funding of to protect vulnerable communities living near transit corridors by anti-displacement efforts developing an anti-displacement strategy that includes affordable/low-income housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the anti-displacement study.</p> <p>I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets.</p> <p>I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.</p>	<p>The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://www2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.</p>	1A-50
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	Jacquelyn Clark	NAACP San Diego, Chair Environmental & Climate Justice Committee	<p>For the emergency preparedness bringing awareness to communities about what bus lines and trolley lines are in the community would benefit the households by knowing in advance what is available close to where they reside. Maintaining the signals at trolley stops Lemon Grove in particular is important if traffic will be diverted to flow in a certain direction. It is terribly frightening at the Lemon Grove crossing because the lights never work. That is so unacceptable. Several trolley stations on The Orange Line need to be re-evaluated for safety and emergency preparedness. The current infrastructure does not seem like it would hold up if a widescale evacuation of the areas were necessary.</p>	<p>MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q: Transportation Security and Safety also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).</p>	1A-51
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Safety	10/29/2021	HERE	Jacquelyn Clark	The San Diego Urban Collaborative Project	<p>Gain meaningful input from a broad range of individuals, organizations, agencies, and (The MTS has the opportunity to reach the broadest and pertinent individuals. Those who actually use public transportation have the most at stake. When the Public Safety Officers board the trolley to check for fares they announce themselves and give instructions to have fare and passes ready for instruction. Also, with the rollout of the new Pronto system public outreach is happening at different stations at different times. Perhaps there is an opportunity to utilize the same method to engage public involvement by going more consistently to those who are already on a transit system and who use it frequently. Occasional public transportation users experiences are different from regular, frequent user's experiences. There is a difference between choosing public transportation as an option and it being your only option. Each experience matters, but the one who rides more often has more to gain or lose. Seeking input from both groups adds value however I am more partial to those who rely on public transportation to get to work, appointments, grocery shopping, school, etc... Offering something free, daily, weekly or monthly passes for participating is a sure way to get their attention and participation. I would definitely perk up and listen if I was offered a free pass. I do not purchase a monthly pass because I primarily telework. However I still like to get out and around San Diego. So each time I pay for a daily pass. I'd love to be given a daily pass to use for future travel. Those are the things frequent public transportation users appreciate. Something- Anything free and useful.)</p>	<p>Meaningful input and public participation is key to the success of the Regional Plan. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.</p>	1A-52

SANDAG RTP (14)

Att.A, AI 17, 5/18/23

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Environmental Justice, 24 Hr Service, Purple Line, Blue Line, E-Buses, Anti-Displacement, Anti-gentrification	10/29/2021	HERE	Jane Illades		I call for an Environmental Justice RTP, including 24 hour service, Purple Line alignment, More investment in the Blue Line Express, Electrified Bus Service by 2030, And Anti-Displacement that doesn't gentrify communities	The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The eastwest Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://www2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans . Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues.	1A-53
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Josephine Thompson		I was just in Aspen, CO. There was free bus transit between Aspen and Snowmass. I was with my daughter who is the transit committee in Tucson where they will offer free bus transit in Tucson. There should be free bus transit in San Diego county. FREE TRANSIT.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-58
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Security, Cleanliness	10/29/2021	HERE	Josephine Thompson		THERE SHOULD ALWAYS BE A SECURITY OFFICER FOR EVERY BUS TO ENSURE CLEANLINESS, SAFETY, NO VULGAR LANGUAGE, NO THREATS TO ANYONE, AND EVERY RIDER IS SOBER.	Buses currently receive daily maintenance. As part of COVID-19 safety protocols, buses are wiped and cleaned at the end of each run throughout the day. Additionally, all riders are required by federal mandate to wear a face covering or mask while on public transit. SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented.	1A-58
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Julia Capper	SDEA	Please prioritize free transportation passes for youth. It is a hardship for students who use the bus to get to school every day.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS,	1A-59
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	kate yavenditti	law office	I support the call by Mid-City CAN and their Youth Council for free fares for riders under the age of 24. Most youth in this category that ride transit are students or low income workers and people of color and use mass transit for these purposes. It is our responsibility as a community to support this population and we can afford it.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under	1A-60

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Safety	10/29/2021	HERE	Keara Pina	Center on Policy Initiatives	<p>As a member of the San Diego Transportation Equity Working Group, we fully support the 10 Transit lifelines and request their inclusion in the 2021 Regional Plan (RP). They represent the priorities that residents at the frontlines of the climate crisis in Barrio Logan, City Heights, and National City have identified through a community-driven process. Though identified by residents in these three areas, the 10 lifelines reflect a vision to advance affordable and frequent transit solutions that will benefit all San Diegans.</p> <p>The RTP should include environmental justice-specific solutions to be completed by the year 2025 with an additional focus on connecting low-income workers to jobs. This comment will highlight five of the ten Transit Lifelines that will benefit workers the most and transform people's access to jobs in the region.</p> <p>Youth Opportunity Passes (YOP): Provide no-cost transit passes for all youth ages 24 and younger. YOP will build generations of lifelong transit riders and connect youth to school, work, internships, and early career opportunities. While reference to transit subsidies is included in the plan, more explicit inclusion of no-cost transit for youth 24 and younger is needed.</p> <p>Bus Service every Ten Minutes: Make bus service reliable and affordable now - we can't afford to wait. Buses are one of the most cost-effective ways to get workers where they need to go while cutting climate pollution. The RTP should include MTS as a collaborating agency in the RTP to ensure these immediate improvements are prioritized for 2025 implementation.</p> <p>Blue Line Express: Build a third track for a 24-hour Express Blue Line. The Blue Line already has the highest ridership and is the best-performing transit line in the region. This priority is not currently in the RTP, but is one of the most important improvements needed to better connect low-income communities in the South Bay to jobs throughout the region.</p> <p>24 Hour Service: Connect late-night and early-morning workers by 2025. Many workers are unable to use transit or are left stranded at the end of very late night or very early morning shift changes. By providing 24-hour service on popular transit routes, workers will be better and more efficiently connected to their destinations. The RTP should include explicit reference 24-hour service.</p> <p>Anti-displacement Strategies: Protect low-income communities of color living near transit corridors from gentrification with proactive strategies that include building affordable housing and maintaining access to existing low-cost housing while ensuring high health and safety standards. In addition, provide increased community ownership opportunities and tenant protections. A Region Wide Displacement Study is included in the RTP for near-term implementation. This study should be completed within the next 6 months with clear implementation goals for the recommendations in order to truly prevent displacement due the RTP implementation.</p> <p>We urge the SANDAG Board to support these and all of the 10 Transit Lifelines and ensure their inclusion in the 2021 RTP.</p>	<p>One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions).</p> <p>The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation.</p> <p>Land use authority is reserved to local jurisdictions –the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues.</p>	1A-61
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Kimberly Caldwell	San Diego Unified	<p>Please allow funding for free youth bus passes for age 24 and under to attend work and/or school/college. Our youth's education is very important.</p>	<p>One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.</p>	1A-62
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Kip Lund	Sunrise	<p>Please create a youth opportunity pass so that transportation can be free for all youth under 24 years old. Not only will this help youth access education and jobs, but it also encourages youth to learn how to get around using public transit. I would like to also advocate for a better restroom system, so riders and the unhoused can have a place to use the restroom. Thank you.</p>	<p>One of the Implementation Actions listed in Appendix B is a Regional Transit Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.</p>	1A-62
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Kyle Weinberg	San Diego Education Association	<p>I am the Vice President of the San Diego Education Association, proudly representing over 6000 certificated educators in the San Diego Unified School District. Every San Diegan deserves access to high-quality transportation and economic mobility, especially the students in San Diego Unified School District, other young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated.</p> <p>Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery.</p> <p>No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. And programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles.</p> <p>I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority.</p>	<p>One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.</p>	1A-62
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	E-buses	10/29/2021	HERE	Leslie Stepanek	resident	<p>I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot wait 20 years to reduce GHGs.</p>	<p>The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://www2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans.</p>	1A-64

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Lilia Escalante	EHC	<p>I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion. I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by antidisplacement efforts developing an anti-displacement strategy that includes affordable/low-income housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the antidisplacement study.</p> <p>I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets.</p> <p>I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.</p>	<p>The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035, and is planned to be extended south from National City to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://www2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. 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The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.</p>	1A-64, 1A-65
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Lisa Sparaco		<p>This comment is to urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated. This will ensure that the RTP is equitable and inclusive of all communities and their needs.</p>	<p>One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.</p>	1A-66

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Lois Knowlton	La Mesa First United Methodist Church	I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice communities by listing projects that will directly benefit those communities by 2025 and making all public communication easy to understand by the public. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable and accessible through increasing frequency on popular lines, especially overcrowded ones. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 240hour service by 2025 on popular transit routes to connect late night and early morning workers to their jobs. I call for the funding of the planning, environmental review, engineering and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders...and be an accelerated part of the plan for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. I call for the funding to protect vulnerable communities living near transit corridors by antidisplacement efforts developing an anti-displacement strategy that includes affordable/lowincome housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. 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This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans . Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-66, 1A-67
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Lourdes Garcia Chepe	Platicando Con Mi Gente	SANDAG and MTS all together with the other organizations has to move on quickly, and no wait too many years in order to put more buses for all the communities that are minorities	SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan.	1A-67
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Luis Montero-Adams	The San Diego LGBT Community Center	On behalf of The San Diego LGBT Community Center, I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When The Center was choosing the location of both its Hillcrest Youth Center and South Bay Youth Center, accessibility via public transportation was critical, as we know that so many of our youth cannot count on dependable transportation from their households. When young people have access to no cost transit passes, they are better able to access school, work, medical care and resources otherwise not accessible. (I want to add an additional line about the need for public transit within the LGBTQ youth community but don't know this talking point well enough. Should I reach out to Yey?) I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-68

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Lynne Shaprio	N/A	This is a waste of bus transit riders time. We went to SANDAG to stop the MTS map blind destination insensitive engineer planners from imposing their spread sheet metric speed of vehicle trip 2018 Transit Optimization plan that harmed access to mid-city destinations including social service centers (Kroc Center, Social Security Administration offices, City Hall offices), and other key destinations for older adults, disabled people, women with children. You said you could do nothing. So you can have plans galore but if the MTS has unequitable access policies for route and schedule planning it is all for nothing.	SANDAG is committed to implementing projects and programs that ensure equity and increase mobility options for all residents. Coordination between agency partners, including MTS, is and will continue to be a consistent part of our planning process. Planned transit frequency improvements and spans of services for all routes, including existing local service and future regional services, will be added to Appendix A for the proposed Final Plan and can be currently viewed as part of the Social Equity Working Group agenda from August 5, 2021. Please continue to follow along in this process by visiting SDForward.com.	1A-70
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Manuel Gonzalez	Keller leadership Academy	No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-70
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Maria Gonzalez	Southern Caregiver Resource Center	I urge that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-71
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Maribel Arias	Comité organizador latino de city heights	Necesitamos que apoyen a los jóvenes estudiantes de hasta 24 años con pase gratis para que puedan ir a la escuela y trabajo. *** We need to support young students up to 24 years of age with free passes so they can go to school and work.	Una de las Acciones de Implementación enumeradas en el Anexo B es un Estudio del Impacto Regional de las Tarifas. Este estudio asegurará que las partes interesadas públicas tengan la oportunidad de expresar su opinión sobre las alternativas. Se espera que el estudio finalice en el año fiscal (FY) 2024 e incluirá una evaluación de los subsidios para las tarifas de las personas de bajos ingresos, los adultos mayores, los estudiantes y los jóvenes. Mientras tanto, el personal de SANDAG, MTS y NCTD está trabajando con las partes interesadas en un programa piloto de un año que puede ofrecer tarifas gratis a los jóvenes menores de 19 años. *** One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-71
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Marina Ahn		Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority. Thank you.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-71
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Marvin Hernandez-Villareal	El Cajon Collaborative/Barrio Logan College Institute Parent Spanish	I really like the Plan. We really need better, affordable housing for low-income families with some discounted rates for public transportation. I like the trolley, but it is too expensive to use. I also do not know how to use it. Our apartments are very old, and it is not safe to walk after dark in El Cajon. I would like more education for people in the plan and more housing around transit centers. Thank you for the Plan. I approve.	SANDAG is actively working on developing an outreach program for all roadway users focused on the projects being constructed in the Regional Bike Early Action Program. We have received a \$1.9 million competitive State Active Transportation grant to develop and implement education and outreach program that is beginning soon. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. We appreciate your support and feedback. Please continue to follow along in this process by visiting SDForward.com.	1A-72

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Maureen Phillips		Once again the rural unincorporated areas of the county are unrepresented in a transportation plan, except most notably in the recommendation/suggestion to inequitably implement user fees (VMT) to citizens, including Native Americans, seniors and others you recognize in the plan as historically marginalized, and have or have been afforded few, if any, options for transportation except the use of private vehicles. VMT, according to 2 land use commissioners recently ruling on a large scale energy development, "will limit building in small communities in east county" and with it the hope of economic improvement or creating more sustainable communities that serve as more than revenue or energy sources in the County's overall Climate Action Plan. Rural Interstate 8 is not even recognized as a corridor, complete or otherwise, or the subject of improvements or actions. This despite the fact that it provides the most access to urban San Diego for private vehicles and commerce to and from Imperial county, Arizona tourists, and more, no mention on how VMT might be imposed on those travelers contributing to greenhouse emissions. For local citizens, Interstate 8 areas could become the source of Mobility Hub and transit leap innovative transportation resources (improving on the existing sources), such as microbuses, ridesharing, and more. Absence of broadband access in rural unincorporated areas is highlighted within the plan, and no more obvious than in Appendix G, the Public Involvement Program. Most of the communication and participation strategies involve the need to access information through broadband, which is essentially absent (and expensive) in rural areas, limiting people's ability to learn and comment on plans and actions like this; those that directly affect our lives and quality of life. Its absence prevents working from home and educational opportunities. Aside from that, you cannot actually implement most of these recommendations without the availability of broadband or technology. I call upon you to find more equitable ways to communicate with, engage and invest in the rural unincorporated areas of the county	Social equity disparity analysis is required by both state and federal law via Title VI of the Civil Rights Act of 1964 and Executive Order 12898. During the process of evaluating the 2021 Regional Plan, calculations were made to determine improvements in mobility by percent point difference, between a No-Build projection and the Build projection. SANDAG found marginal percentage point differences between each population, with slight advantages leaning in favor of low income, aging populations, and other disadvantaged populations. For more information regarding social equity, methodology, and state requirements see Appendix H. Interstate 8 is identified in the 2021 Regional Plan as a rural corridor and Appendix A describes the specific improvements anticipated for Interstate 8. SANDAG works closely with the County of San Diego and tribal nations to ensure transportation needs are met. SANDAG is currently preparing a Digital Equity Strategy to support advancement of access to broadband in areas with insufficient access.	1A-73
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Meaghan Harrigan		I urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-74
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Michele Shoemaker		I support free transit passes for youth and students (all ages).	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-76
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Michele Shoemaker		To encourage public transit, make it free for riders.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under	1A-76
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Michelle Kearney		Michelle Kearney Please amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under	1A-76
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Monique Clifford	Public School Teacher SDUSD and mother of San Diego youth	I am a volunteer with Mid-City CAN. Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery, while connecting youth to school, work, medical care, internships, and other early-career opportunities. Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-80
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Mylie Whipple	The San Diego LGBT Youth Center	I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible. I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-81
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Nam Nguyen		I think that there should be capital investments in each of the bus stops in San Diego, if not the county. While some are tied into larger stations, most are a simple bench and signpost. I think that each bus stop - each and every single one - should have a greater minimum level of structure to alleviate the stresses on riders. Minimum level: - Bench (without any anti-homelessness measures, as they are inhumane) - Signpost - Shade structure - Embedded Map with transit lines, fares, etc. - Waste Bins Increased level - Benches - Digital Signpost with ETAs of next buses - Shade structure with rooftop solar - Embedded batteries with USB Charging hubs, connected to utilities as a microgrid - Waste and Recycling bins	MTS and NCTD evaluate their bus stops for the potential to add amenities when budgets allow. When their budgets increase enough, they look to add features like you mention. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-83

SANDAG RTP (20)

Att.A, AI 17, 5/18/23

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Nam Nguyen		If there are any plans by the Port of San Diego to redevelop Harbor Island, a ferry service from Downtown to Harbor Island would be nice.	Ferry service is being considered by MTS and the cities of San Diego and Coronado. As their plans develop, SANDAG may include them in future Regional Plans. Your comment was forwarded to the Port of San Diego.	1A-83
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Nam Nguyen		I would like to add additional support for a uniform regional method of payment for all transit systems. If I could purchase one card and upload funds (online) and go from bus to trolley to train, that would make trips convenient not just in terms of saving the headache of multiple forms of payment, but also facilitating ad hoc, impromptu, unplanned trips. Imagine that if someone uses the card and, if there was insufficient funds on the card, they would be billed for the balance that could be paid later. A resident could go on a casual trip on transit recreationally without the hassle of pre-planning too much. Break down the barriers to ridership.	Next Operating System (Next OS) includes a system that would allow for a comprehensive fare payment system that would cover several modes. In the interim, MTS and NCTD just launched its Pronto Fare System which is a building block to a comprehensive fare payment system.	1A-83
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Neil and Marjie Larson		Children and youths 24 and under in age should be able to ride the transit for free. Please make this a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-85
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Nichole Rocero	You Belong Here	I am a resident and business owner in City Heights and have many concerns on the equity of a new transportation system. I applaud SANDAG and San Diego's attempt to create a new transportation system. I do want to have a voice in the development of such an overhaul. As a small business I am greatly impacted by the ability to serve my community. Many of my patrons do not have access to transportation; bus rides can require multiple transfers that are not efficient for their time. Ridesharing is vastly overpriced post/during COVID, bikes are not always an option for the community I serve, as cost and space to store a bike is not always feasible. I would love to be able to serve my community/customers, but often there are many setbacks for them to access my resources. I would love to see a regional transportation plan that can consider subsidizing rideshare programs, bikes, and bus rides. I feel the city providing programs to those marginalized and underserved with a monthly transportation allowance will be a huge step to building accessible and equitable communities. Furthermore, I would love for the city to subsidize the cost of a bus ride from certain regions traveling to culture hubs. For example, for those who may reside in Paradise Hills will they have the opportunity to hop on a bus for free that will be taking them to areas such as Barrio Loga, North Park, East Village, free of charge. If we are forever charging a price and delivering inefficiency to access culture then we stay away, and staying away means we are divided and miss out connection and outside experiences. Furthermore, I live in a region of town overrun by vast amounts of auto shops, where staying in your community for all of your needs (i.e., grocery, lifestyle, arts & culture) cannot exist within a 2 mile radius. I'm fearful that because of all of these businesses being zoned in this region, that we will again, be overlooked for opportunities such as parks and transportation hubs because the City has to build past and around these types of businesses. How will this new regional plan ensure that marginalized and underserved communities will have easy access to the essentials and all the city has to offer. How can we ensure that the development of a new transportation system, will also lead to the development of new placemaking that can help us enjoy and stay within our communities, limiting the need for long distance travel just to access a grocery store? These are some things I hope SANDAG will keep in mind.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. The Mobility Hubs are intended to be a place where goods and services and multimodal options come together to provide access to all. The access for low income communities of color living near Mobility Hubs triples access.	1A-85
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Nicole	N/A	We need more transportation (bus stop), shade and benches at the bus stop.	MTS and NCTD currently provide shelters wherever it is physically feasible. As part of larger infrastructure projects like Next Generation Rapid, Trolley and Commuter Rail, all stations will have shelters.	1A-86
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Nytziagisel Gallegos	Climate reality project	I am urging u to pass no cost passes to our youth	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-86

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Patricia Rollison		<p>Environmental justice must be embedded in our mobility in San Diego. Therefore, I ask that the 10 Big Moves to Transportation Justice be included in the 2021 Regional Transportation Plan. I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego.</p> <p>I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr. service on popular transit routes and present a clear implementation schedule.</p> <p>I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion</p> <p>I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2023 implementation rather than the current delayed plan to implement in 2027.</p> <p>I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources.</p> <p>I call for the funding of to protect vulnerable communities living near transit corridors by antidisplacement efforts developing an anti-displacement strategy that includes affordable/lowincome housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the antidisplacement study.</p> <p>I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations</p>	<p>The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in City Heights in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans.</p> <p>Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.</p>	1A-86, 1A-87

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Paul Vachal	SanDiego350	I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by anti-displacement efforts developing an anti-displacement strategy that includes affordable/low-income housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the anti-displacement study. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.	SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. 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The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix O also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-89

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Philip Petrie	Interfaith Coalition for Earth Justice	I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified: the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by antidisplacement efforts developing an anti-displacement strategy that includes affordable/low-income housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the antidisplacement study. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. 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While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans . Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-91, 1A-92
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Rafael Hernandez	National Latino Research Center	I appreciate the emphasis on addressing regional transportation challenges including economic and social inequities, climate change, public health, and safety, as well as coordination with community-based organizations and tribal governments throughout the planning process. It is good to see that the plan includes working with community partners to develop affordable housing development incentives. The regional plan acknowledges issues that are unique to our U.S.-Mexico border region, as well as systemic racism, redlining, and the taking of tribal lands by settlers, but does not address the safety concerns affecting our communities from the presence of border patrol and law enforcement on public transportation. Technology innovation is an exciting part of the regional Plan, but equity in our regions is a must. It will be crucial to address the basic unmet needs in our marginalized communities like adequate shelter, functioning vending machines, and staff that speak the various languages of our communities in the transit stops and stations. While some communities will be gaining state of the art technology, we cannot allow other communities to continue to lack basic services, resources, and infrastructure. I support the 2021 Regional Plan's mission to improve the transportation system in our region, and I want to emphasize the need to address issues of equity, especially for our historically marginalized and underserved communities.	Transit station security and operations are a function of MTS and NCTD. MTS's website states that they have been making changes to its security policies and practices, to ensure their operations are in line with best in practice policies. Recent measures include increased training for internal and contract security staff, updated use of force policy, conducting an outside audit, using more visible and customer friendly uniforms, and more. NCTD's website states that they contract with the San Diego Sheriff's Office and local law enforcement agencies to patrol and provide law enforcement and security services at our transit centers. Your comment was shared with the Director of Planning at MTS and Chief of Planning, Strategy & Innovation at NCTD. Additionally, SANDAG's Public Safety Committee provides a forum for which regional public safety issues and concerns can be addressed. NCTD and MTS serve on the Public Safety Committee as advisory members. SANDAG will be applying a social equity planning framework throughout the implementation of the Regional Plan. As a near-term action, the proposed 2021 Regional Plan includes developing a Digital Equity Strategy and Action Plan that will address regional accessibility gaps in communications infrastructure, technology, and digital literacy. We have been working with our Community-Based Organization partners (or CBOs) to ensure that language translations and educational resources on transit are available to all San Diegans as we advance with our next OS system. Additionally, both MTS and SANDAG are working to provide enhanced amenities at transit stops and stations including comfortable shelters, bathroom facilities, and improved wayfinding kiosks. We appreciate your support and feedback. Please continue to follow along in this process by visiting SDFward.com .	1A-93

SANDAG RTP (24)

Att.A, AI 17, 5/18/23

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SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Reva Kareem	El Cajon Collaborative/Barrio Logan College Institute Parent Arabic	How can we use the trolley and buses when we don't speak English and there is no translation available for us? Will the Regional Plan include transit trainings and translation services and information for refugees and immigrants? This is the largest problem we all have. We don't leave El Cajon because it is too scary to use the trolley when you don't know what time and where to get off. Thank you for the Plan. I look forward to the new technology.	One of the proposed final 2021 Regional Plan's near-term actions includes developing a Digital Equity Strategy and Action Plan that will address regional accessibility gaps in communications infrastructure, high-speed broadband internet access, technology, and digital literacy. We have been working with our Community-Based Organization partners (CBOs) to ensure that language translations and educational resources on transit are available to all San Diegans as we advance with our Next Operating System (Next OS). Additionally, the Metropolitan Transit System (MTS) is increasing its programs in assisting newcomers learn the transit system. This is an area we would like to support in partnership with local jurisdictions and organizations who support newcomers. For more information, I would like to refer you to Appendix B: Implementation Actions, Table B.1 on more information on the Digital Equity Strategy and Action Plan. For more information on our community-based outreach please see Appendix H: Social Equity: Engagement and Analysis. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-93
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Richard Lund	Sunrise SD	For the final plan, I urge this Board to (1) maximize emissions reductions, (2) prioritize investments in the communities on the frontlines of environmental injustice and the climate crisis, create Youth Opportunity Passes (YOP); provide no-cost transit passes for all youth 24 years old, have a Purple Line Serve Central City Heights, create a Blue Line Express, and improve the transit bathroom network.	The 2021 Regional Plan is required to reduce greenhouse gas (GHG) emissions from passenger vehicles and light-duty trucks by 19% per capita by 2035 compared to 2005 levels, as mandated by Senate Bill (SB) 375. Reducing GHG emissions and achieving state goals related to carbon neutrality requires actions at all levels of government. SANDAG looks to support and encourage local jurisdictions, state agencies, and other partners to reduce emissions beyond what is included in the 2021 Regional Plan. The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. One of the Implementation Actions listed in Appendix B is a Regional Transit Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The eastwest Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-94
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Sage Rogalski	The San Diego LGBT Community Center	I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible. Thank you I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-96
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	SAMANTHA CRUZ	SDEA/Teacher	I am a High School Special Education teacher at San Diego Unified. Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Choose 2 talking points to include: Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-97
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Cleanliness, Restrooms, More Shelters	10/29/2021	HERE	Sarah Mahdi	El Cajon Collaborative/Barrio Logan College Institute Parent Arabic	There are too many homeless in El Cajon. It makes it frightening for us to use parks and transit. We often see them urinating on trees and fences because there are no restrooms. I was very nervous during COVID-19 and the spread of germs. What can we do to make our community safer? Please add safe, clean restrooms with more shelters.	Buses currently receive daily maintenance. As part of COVID-19 safety protocols, buses are wiped and cleaned at the end of each run throughout the day. Additionally, all riders are required by federal mandate to wear a face covering or mask while on public transit. SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-97

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Savahanna O' Toole	SanDiego350	<p>Environmental justice must be embedded in our mobility in San Diego. Therefore, I ask that the 10 Big Moves to Transportation Justice be included in the 2021 Regional Transportation Plan. I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by anti-displacement efforts developing an anti-displacement strategy that includes affordable/low-income housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the anti-displacement study. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.</p>	<p>The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of \$75 million through 2025, \$250 million between 2026 to 2035, and \$332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses</p>	1A-97
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Simone Arias	Mid-City Can	We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-99
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Susan Durbin	Samahah Health Clinic	I worked at the Granger Clinic. One of the main complains of our patients is that there is no bus stop by or close to the clinic.	While there are no proposed new fixed-transit routes that go to the Granger Clinic, Flexible Fleet solutions will be able to help provide that first and last mile connection from the nearby transit stations in the area. Your comment has been forwarded to San Diego Metropolitan Transit System (MTS).	1A-101
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Theodore Cheung		Hi thank you for all the hard work you all are doing, I was wondering if SANDAG is studying the feasibility of Aerial cable/gondola transit considering that land is developed on mesa tops and that there's a lack of connections between mesas, especially between mesas around the Los Penasquitos Preserve in the North-South directions and in Sorrento Valley.	Gondolas had been considered in past versions of the plan but were replaced with additional Next Generation Rapid routes. MTS and SANDAG still continue to keep an eye on this mode and may reconsider it in future plans.	1A-102

SANDAG RTP (26)

Att.A, AI 17, 5/18/23

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Theresa Lane	Sunrise Movement	Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority. Thank you.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 18 and under	1A-102
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Thi Vo		We are urging SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-102
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Prices, Community Centered, Mindful Engagement	10/29/2021	HERE	Tov Aod	Oppressed Taxpayers	SANDAG betrayed the taxpayers before when they were obligated to repair, maintain & construct more freeway & highway lanes for drivers. You only made carpool & bus lanes and trolleys & rail. We cannot trust you thieves, dictators & autocrats. You want to steal from us using the authority of government, but you are not subject to the will of the people. We will vote every Marxist SOB out of office & fire each one of you overpaid tyrants every chance we get. We do not want to be forced into mass transit to catch Covid or the next disease de jour. We don't want to get mugged or killed by the criminals that prey upon riders. We can't spend 2 1/2 hours to get somewhere that only requires a half hour drive. We can't walk miles to & from bus stops to work or carry enough bags of groceries on a train. We refuse your oppressive gas taxes, tolls, and per mile charges! We already pay the highest gas taxes in the country, but it's never enough to satisfy you. Your social engineering repulses us. You spend & waste billions of our tax dollars without being accountable or following the law. We want to disband SANDAG as formed, since the county supervisors should be following the transportation desires of their constituents (and getting voted out of office if they don't!). You unelected bureaucrats seek tax increases from us without any care that you are driving many to flee this Communist regime. We can't afford to live here if you get your way, but you would force grandma into danger & poverty. You are truly heartless. Go to Hell!	Transit Leap greatly increases transit speeds, frequency, and span of service providing a compelling alternative to driving. Flexible Fleets help address access to transit facilities and travelers' final destinations. Complete Corridors with continue to provide mobility and access to all modes throughout the region. The road usage charge, which is being studied by both the federal and state governments, is being considered to replace an old tax system that is no longer relevant. We know this is a challenge and we respect the concerns raised. We are committed to having authentic dialogues to work through the challenges and create a revenue system that is flexible, sustainable, equitable, fair to all. Oversight of public agencies is important and SANDAG welcomes public review of its work and processes. Federal and state agencies regularly review SANDAG and there are two ongoing local oversight processes with the Office of the Independent Performance Auditor and the Transnet Independent Taxpayers Oversight Committee. SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements.	1A-104
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Vincent Colavini		Please amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-105
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Webb Lana	N/A	Please make student transit passes a priority	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-105
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Yolanda Rodriguez	Mid-City Can	Necesitamos pases gratis para nuestros estudiantes de la comunidad. *** We need free passes for the students of our community.	Una de las Acciones de Implementación enumeradas en el Anexo B es un Estudio del Impacto Regional de las Tarifas. Este estudio permitirá que las partes interesadas publicas tengan la oportunidad de expresar su opinión sobre las alternativas. Se espera que el estudio finalice en el año fiscal (FY) 2024 e incluirá una evaluación de los subsidios para las tarifas de las personas de bajos ingresos, los adultos mayores, los estudiantes y los jóvenes. Mientras tanto, el personal de SANDAG, MTS y NCTD está trabajando con las partes interesadas en un programa piloto de un año que puede ofrecer tarifas gratis a los jóvenes menores de 19 años. *** One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-106
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Zachary Robertson	The San Diego LGBT Community Center	I am a part of the Youth Queer Leadership Committee, and not only will free transportation benefit me, but it will also help the people I support like underprivileged and queer youth who cannot afford a car or are to young to drive. Making transportation free would allow more students to go places without their parents having to spend gas money or take time off work to take the child there. Free transportation would allow them to get there safely. Also students are needing more jobs because of college as well as to help with family bills. With more students traveling makes for a more diverse community as well. In my personal experience someone from South Bay took the bus to their job in Mission Beach. They said they took it every time they worked. Many people depend on public transportation to get to work, and spending money for bus passes is a lot for them, and they would have to earn it back, and many jobs that are being offered to teens and young adults are minimum wage. So I encourage you make transportation free for youth and underprivileged young adults. Cars are scarce in the market as we speak and many youth can't afford one either that is why public transportation is becoming more popular. Also since our economy was just hit with unforeseen causes many families are struggling to get the funds to even buy a bus pass, not including saving for a car. So I incline you, make public transportation free so that the future of this country can be a diligent as the collared workers before them.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-106
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	N/A	N/A	Proposed Grand Central Station would be a huge waste of money. It would add a stop and increase time required to get to the airport. Money should be spent on freeway corridor trolley lines and branch bus lines. I use the trolley and bus every day. Getting to the airport is no problem. Travelers with light luggage can easily use trolley and bus to get to the airport. Travelers with a lot of luggage do not use public transit and will not use a Grand Central Station.	The Central Mobility Hub will have fast, frequent, and convenient connections between existing and planned transit and the airport. The MTS Route 992 bus will continue to serve the airport from Downtown San Diego.	1A-107

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	N/A	N/A	Please consider no cost transit passes for youth to receive priority when transit fares are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-108
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	N/A	N/A	The airport connection should be extended Liberty Station/Point Loma/Ocean Beach/Mission Bay. This would make it a much more useful transit line than just an airport connection. I think people would also sacrifice some speed in public transit for a more extensive network. Turn every six lane street into four lanes and every four lane street into two lanes and add protected cycle tracks and bus lanes and wider sidewalks. A lot of San Diego streets are really wide and should be able to add this easily.	The Central Mobility Hub will have fast, frequent, and convenient connections between existing and planned transit and the airport. The MTS Route 992 bus will continue to serve the airport from Downtown San Diego. Regarding the reduced travel lanes, the Active Transportation and Demand Management, complete streets, and Mobility Hubs included in the Plan will consider these types of improvements during the project development process.	1A-110
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	N/A	El Cajon Collaborative/Barrio Logan College Institute Parent Arabic	The ticket price for the trolley is too expensive. We need affordable tickets for low-income families to use the service. It is difficult to purchase tickets and they cost too much. Thank you for the Plan and I approve.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 18 and under.	1A-111
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Cleanliness, Face Coverings, COVID-19	10/29/2021	HERE		El Cajon Collaborative/ East Co. Senior Service Providers	Stations need to be cleaner and safe for people to use them. Thank you for such an inclusive plan that brings services to East County. Buses currently receive daily maintenance. As part of COVID-19 safety protocols, buses are wiped and cleaned at the end of each run throughout the day. Additionally, all riders are required by federal mandate to wear a face covering or mask while on public transit.	SANDAG will continue to work partners, MTS and NCTD, to bring high quality, reliable, and clean transportation options.	1A-111
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Cleanliness, Restrooms	10/29/2021	HERE		El Cajon Collaborative/Barrio Logan College Institute Parent Arabic	I appreciate the new transit centers that will be in each of the subregions. We really need a transit center in El Cajon, but our trolley stations are in dark, industrial areas that are frequented by drug deals and homelessness. They are not safe. They are also dirty and have no restrooms. Thank you for a plan to make transit centers safe and to add restrooms. I will use it in the future.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-111
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE		El Cajon Collaborative/ Community Health Working Group	Safety is always a concern. I had a bad experience traveling the trolley with my child. Obscenities were shouted by riders, and we didn't feel safe. We need a method to alert security if there is a problem on a bus or trolley. Safety is a huge priority. Thank you.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements.	1A-113
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Unsheltered Population	10/29/2021	HERE		El Cajon Collaborative/ Community Health Working Group	Many transit stations do not feel safe because of location. Both of El Cajon's stations are located in dark, industrial areas frequented by our unsheltered population.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements.	1A-113

Name	Contact Phone or Email	Home Zip Code	Comments
Christine C Weinstein	cgwein@yahoo.com	92111-7102	I do not live in the areas that you have listed for improvements in this Social Equity Listening Tour Report, but the Route 41 on Linda Vista Road is likely to have a rapid transit bus and the upgraded trash cans would be great for those stops and the lighted bus stop also.
Lesly Gallegos		92154	I think there should be more bus shelter projects/upgrades in the Southbay, especially in San Ysidro and Nestor area. Why is there only one proposed bus shelter location in San Ysidro? When we heard the community of San Ysidro, they had Bus Shelters in their priority list and it seems like their feedback was not taken into consideration. San Ysidro designates the beginning point of San Diego and MTS public transportation, and should be funded and cared for.



Social Equity Listening Tour



PARTICIPATORY PLANNING

COMMUNITY-IDENTIFIED PRIORITIES

REPARATIVE PROCESS





PARTICIPATORY PLANNING

CBO Partners



CITY HEIGHTS
COMMUNITY DEVELOPMENT



Reconnecting Our People To
The Planet and Each Other



Social Equity Listening Tour Timeline

April - May 2022

*Historic and Planning Research;
CBO Identification; Engagement
Framework*

Mid-August - September 2022

Summary & Analysis

November 2022 - January 2023

*Proposed Projects List Developed by
MTS Staff*

Mid-June - Mid- August 2022

*Listening Sessions & Feedback
(Workshops & Pop-Ups)*

October 2022

*Pueblo Planning Sharing
community priorities with
MTS staff*

May 2023

MTS Board Meeting

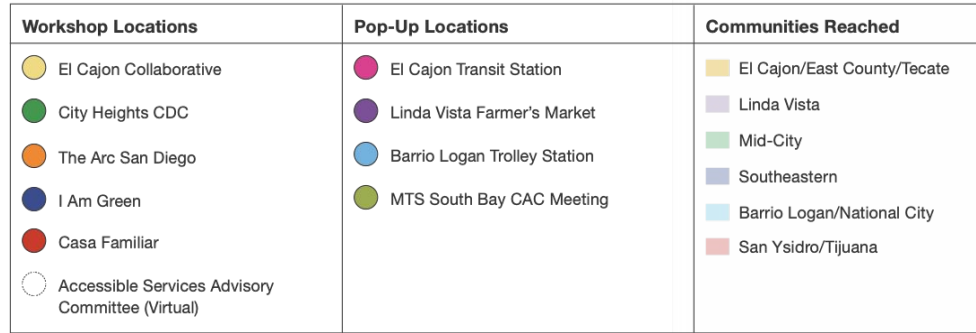






POP-UPS

PUEBLO

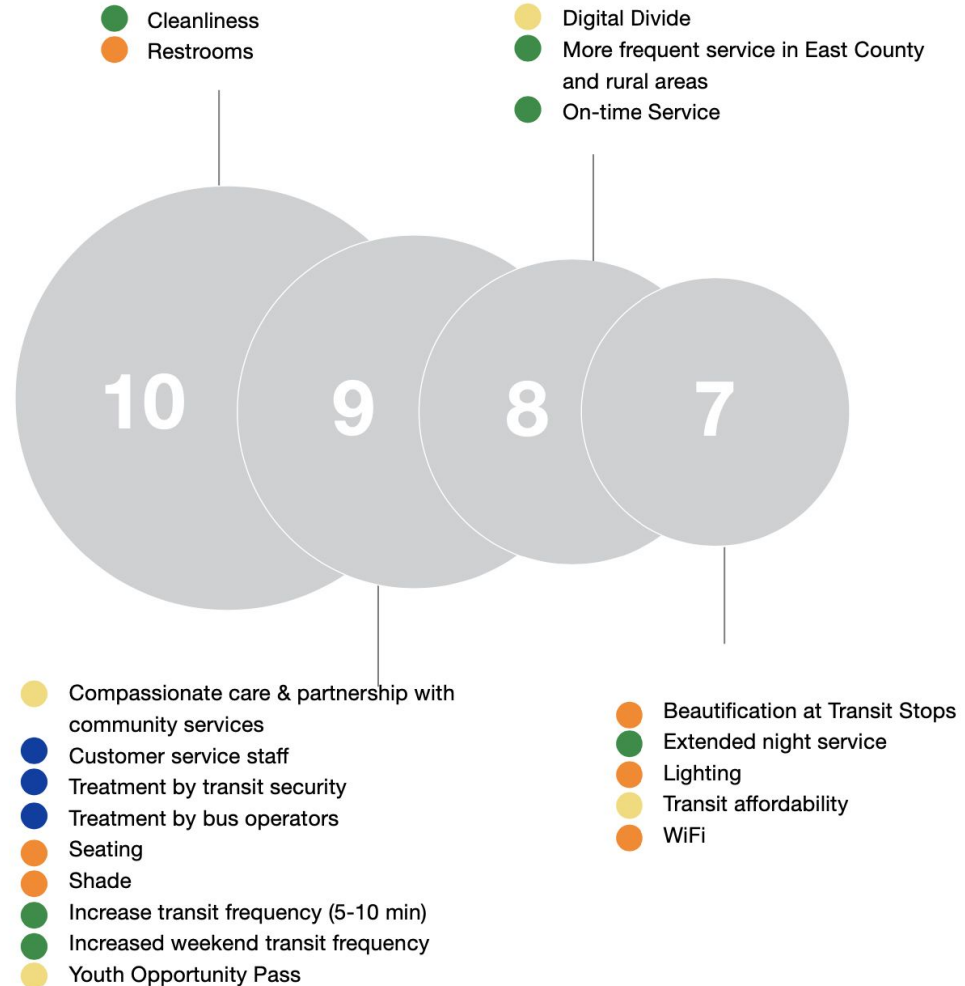
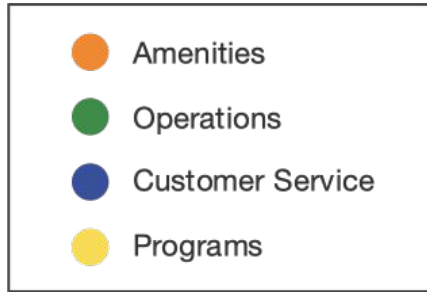


Street Stories: Connecting Community to MTS

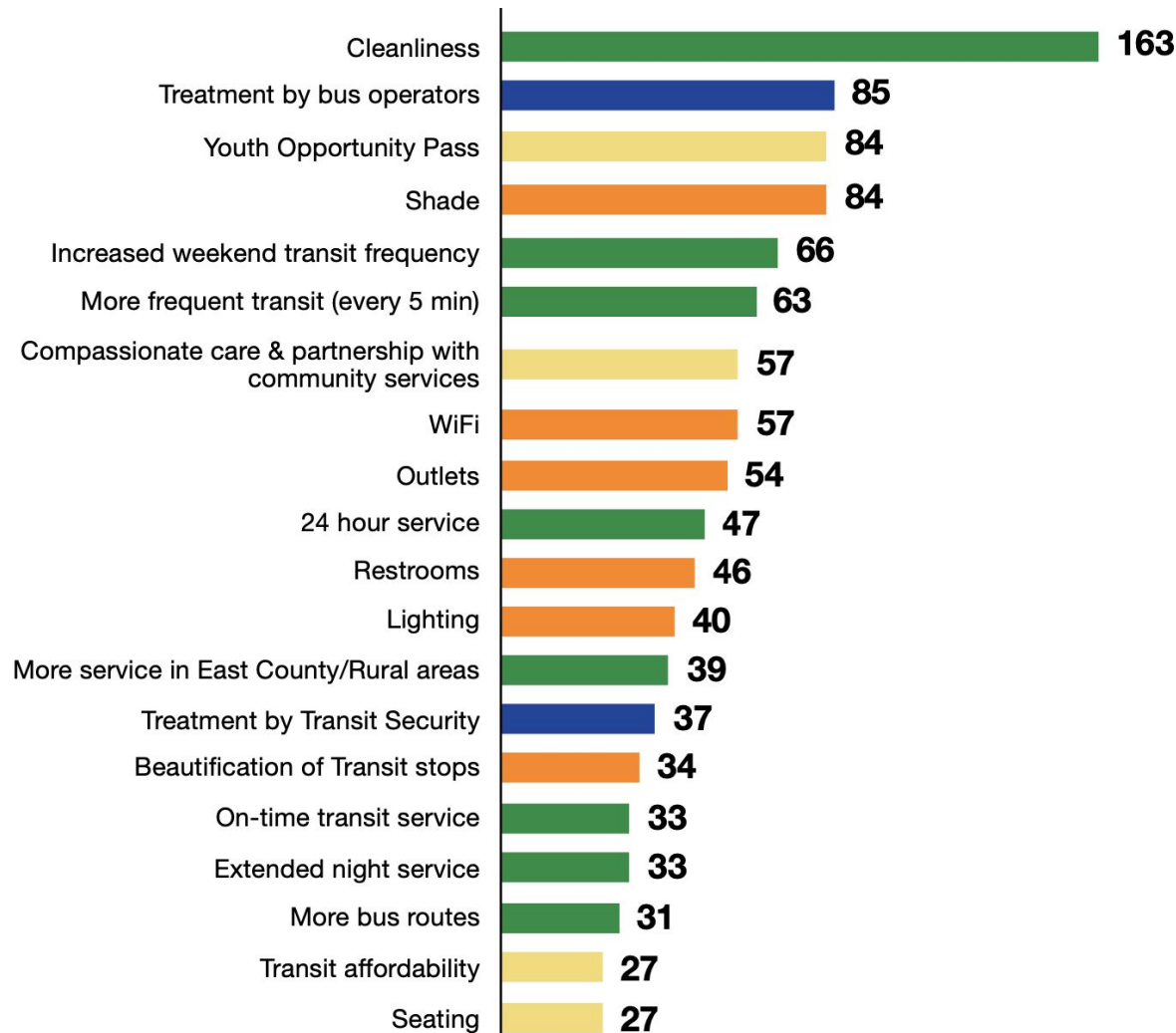
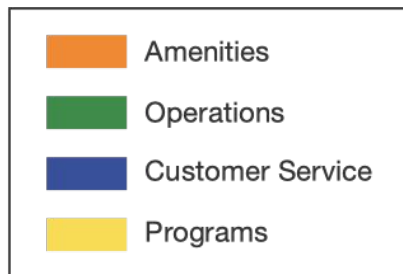


COMMUNITY-IDENTIFIED PRIORITIES

Frequency by Location

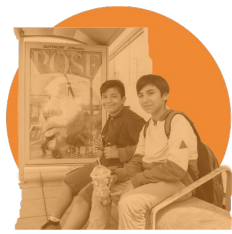


Number of Times Mentioned Overall



Amenities

Seating



WiFi



Shade



Beautification At Transit Stops

Lighting



Restrooms

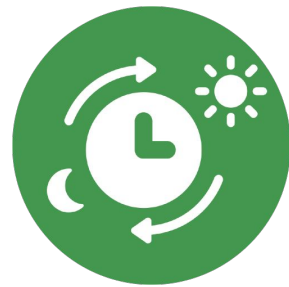


Operations

Increase Transit Frequency
(5-10 min)



Extended Night
Transit Service



Cleanliness



More Frequent
Service in East
County/Rural Areas



On-Time
Service



Increase Weekend
Transit Frequency



Customer Service

**Customer
Service Staff**



**Treatment by
Transit
Security**

**Treatment by
Bus Operators**



Programs

Compassionate Care
& Partnership with
Community Services



Affordability



Youth Opportunity Pass

Other Notable Priorities

First & Last Mile



Digital Divide



Disability Justice



Electric Outlet



Education for Newcomers



East Mesa Juvenile Detention Facility Transit Access





REPARATIVE PROCESS

Cultivate Relationships

Build Partnerships

Communicate

Plan





THANK YOU!

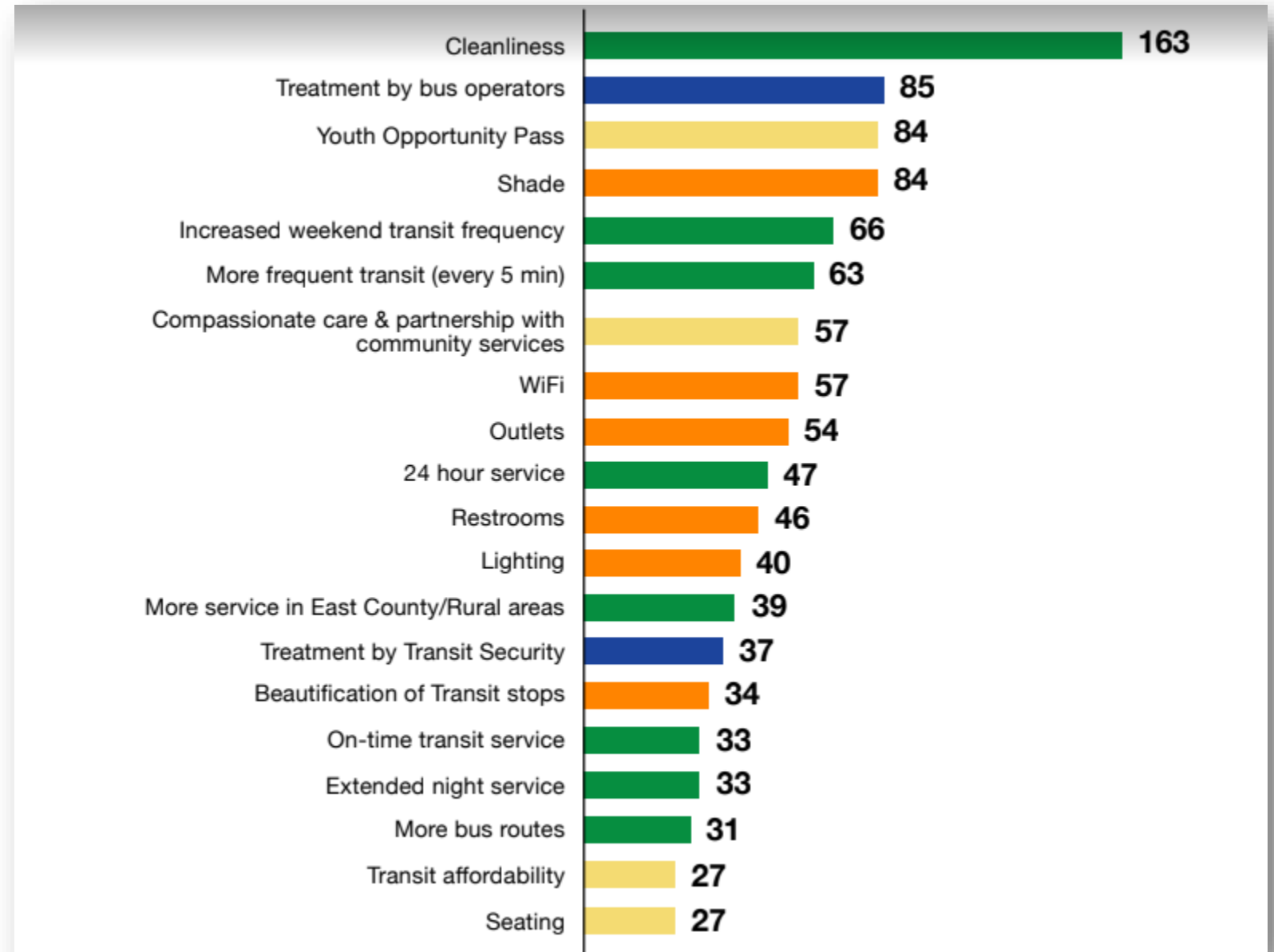
Social Equity Listening Tour

Community priorities and project funding



Project Findings

- Finding categories:
programs, **amenities**,
customer service,
operations
- Looked at both how many events (X/10) a topic was discussed, and total mentions
- Top 5 in at least 4/9 events:
cleanliness, **bus operators**, **shade**,
weekend frequency



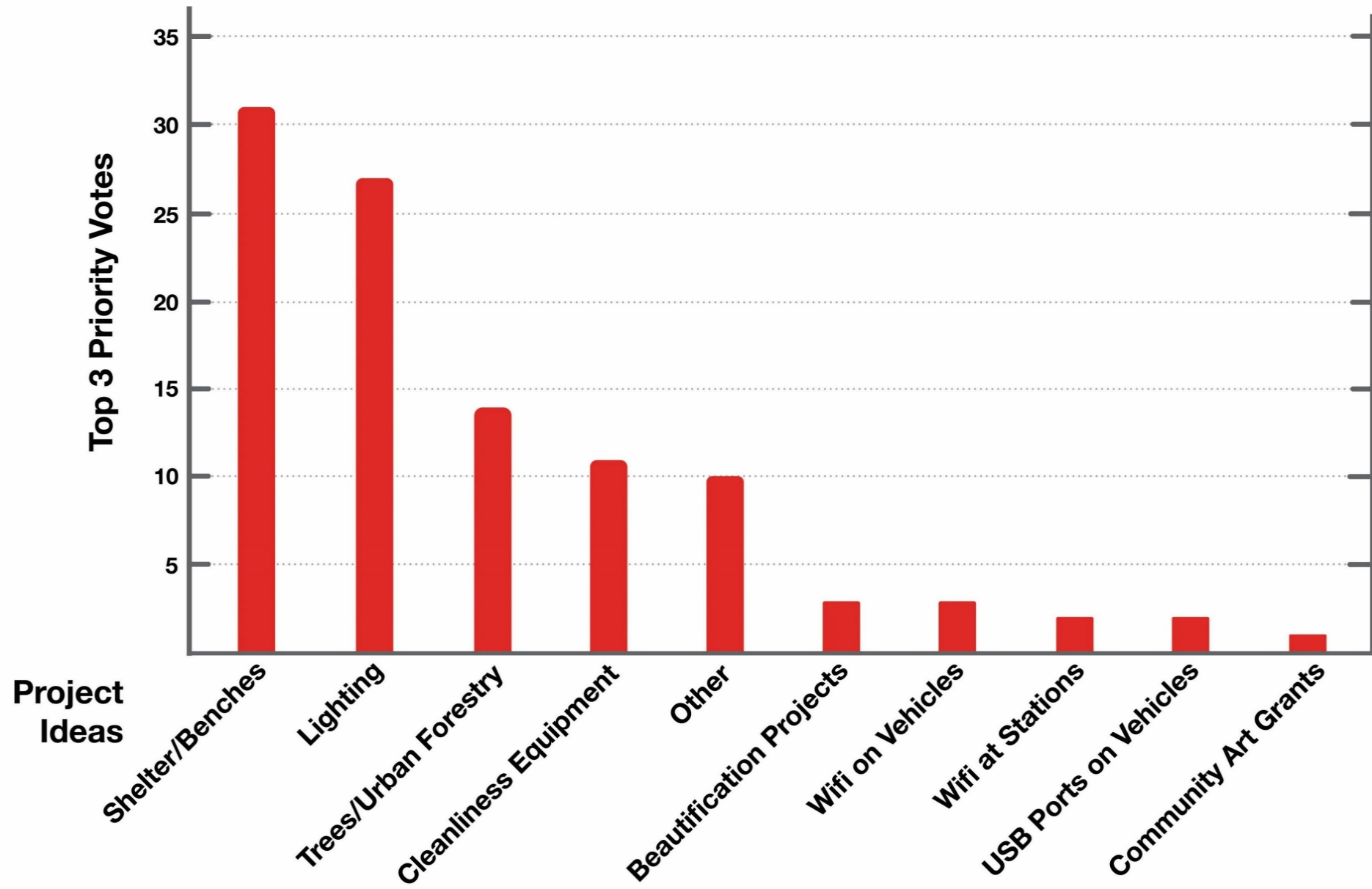
Project Funding Approach

- **Project Priority:** How high of a priority was this reported to be in the process?
- **Funding:** One-time (capital) cost vs ongoing (operational) costs
- **Impact to Riders:** Number of riders, geographical impact
- **Staff Capacities:** Can this be achieved with current staffing capacities?
- **Maintenance Needs:** What would ongoing maintenance needs be, durability/ viability, etc.
- **Time to Implement:** Short-term, long-term

Technical teams submitted draft project proposals / cost estimates

MTS Staff took the proposed project concepts to Community Advisory Committee and CBOs earlier this year

Community Feedback from Virtual Meetings

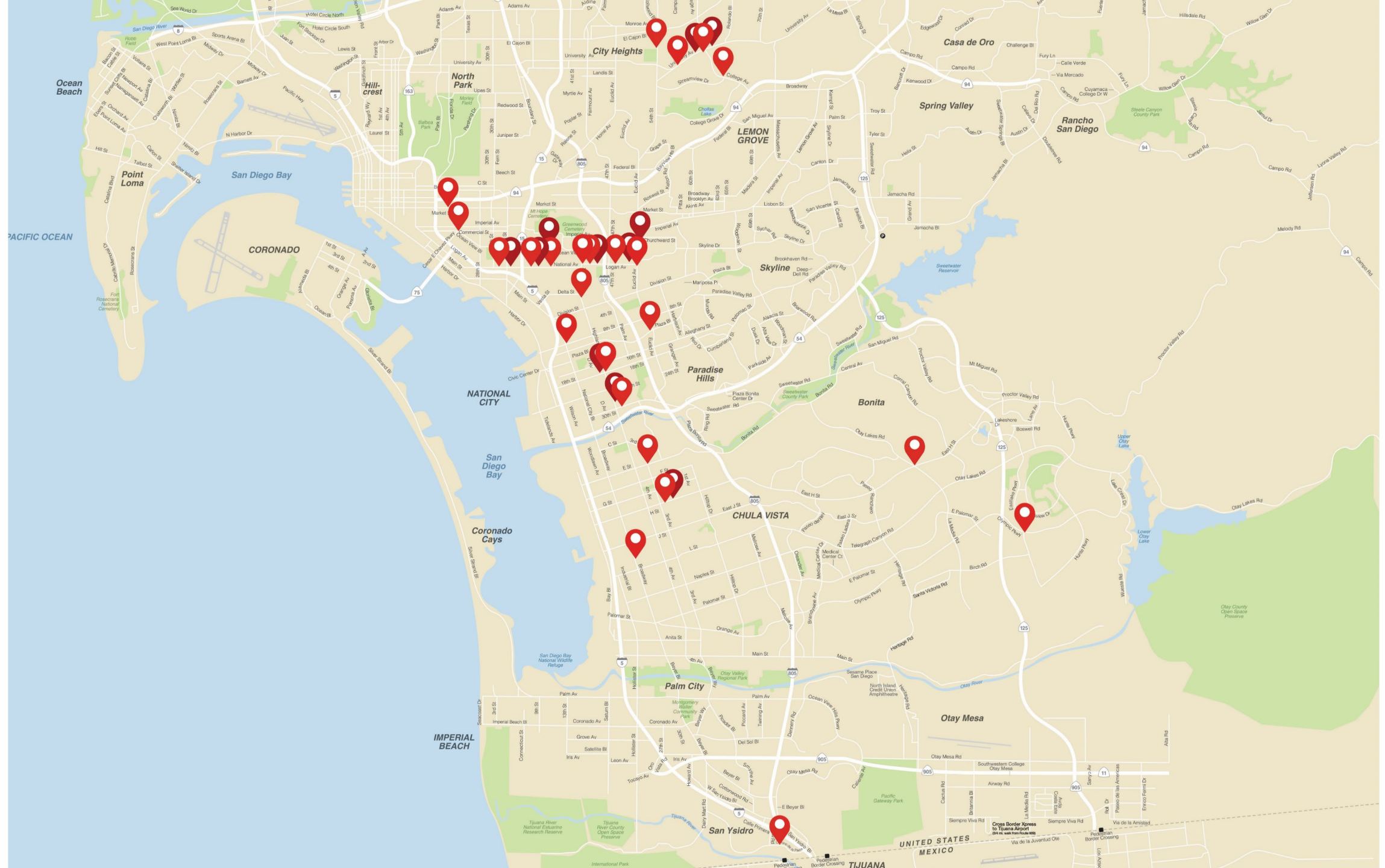


Proposed Project Package

Project	Notes	Estimated Cost
Bus Shelter Stop Upgrades	Design, permitting, construction and shelter install costs for 27 high-ridership stations; plus shelter install at eight stations	\$1,696,250
Orange Line Lighting Project	Upgrade platform, shelter and parking lot lighting at seven Orange Line stations	\$446,750
Bus Stop Lighting Project	Pilot a new solar lighting project at approx. two dozen bus stops	\$120,000
Bigbelly Trash Containers	Pilot more tamper-proof trash cans at high-ridership stations with high trash issues.	\$250,000
Beyer Bridge Mural and Lighting	Install lighting under freeway overpass near Beyer; install community artwork	\$200,000

Proposed Projects







Proposed Projects: Hold Funding

Project	Notes	Estimated Cost
Barrio Logan Bus Shelter Stop Upgrades	Pending outcome of TCC Grant	\$900,000
Beyer Blvd Pathway Beautification Project	25% matching dollars may be required (pending grant application)	\$500,000
Bus Stop Lighting Project Expansion	Pending pilot lighting program performance; add solar lighting units to two dozen additional bus stops	\$120,000

Proposed Projects: Hold Funding



Clean California Local Grant Program for Beyer Blvd. Pathway Beautification Project: Concrete repair for ped and bike access; lighting; drought-resistant landscaping; art

Matching funds up to 25% of the total estimated project cost if accepted

Recommendation

That the San Diego Metropolitan Transit System (MTS) Board of Directors allocate funding for the Social Equity Listening Tour findings as follows:

1. Approximately \$1.7 million for Bus Stop Shelter Upgrades
2. Approximately \$450,000 for Orange Line Lighting Project
3. Approximately \$120,000 for Bus Stop Solar Lighting Project
4. Approximately \$250,000 for upgraded trash receptacles at downtown Trolley Stations
5. Approximately \$200,000 for the Beyer Bridge Underpass Lighting and Mural project

Approve the additional following recommendation from the Executive Committee:

1. Direct staff to develop a draft Board Policy on Equity

Restrooms

- Existing Restrooms:

America Plaza

Civic Center (public)

El Cajon

Santee

12th & Imperial

E Street (coffee shop)

Old Town Station

San Ysidro (paid inside McDonalds or on Rail Court)

Gaslamp Quarter (public)

Park and Market (Portland Loo)

Santa Fe Depot

- 24th Street Station re-opening pending

- Potential re-openings: Lemon Grove, SDSU

- Future TOD developments: El Cajon, Spring Street, 12th & Imperial, Palm Avenue, Beyer Blvd, E Street

Restrooms



Costs vary widely by restroom type:

Porta Potty (two units, operational): \$252,000

- a. Rental and servicing twice a day
- b. Security

Portland Loo: Upwards of \$1 million each

- a. Initial purchase (\$185,000)
- b. Construction costs to install and connect to utility lines

Other examples:

- a. San Francisco: Modular restrooms (\$725,000). Permanent (\$1.6 - \$1.7 million)
- b. Embarcadero: \$2 million

Other Initiatives

CLEANING

- Expanded day porter services at Trolley stations
- 40 extra hours of cleaning a day at six Trolley stations

SHELTERS

- FY23 and FY24 budgets also included bus stop ADA upgrade projects: sidewalk, grading, ADA boarding pads and furniture

FREQUENCY / BUS OPERATIONS

- Current focus on re-stabilizing bus operator recruitment and staffing levels
- First priority will be to re-establish previously cut service

Recommendation

That the San Diego Metropolitan Transit System (MTS) Board of Directors allocate funding for the Social Equity Listening Tour findings as follows:

1. Approximately \$1.7 million for Bus Stop Shelter Upgrades
2. Approximately \$450,000 for Orange Line Lighting Project
3. Approximately \$120,000 for Bus Stop Solar Lighting Project
4. Approximately \$250,000 for upgraded trash receptacles at downtown Trolley Stations
5. Approximately \$200,000 for the Beyer Bridge Underpass Lighting and Mural project

Approve the additional following recommendation from the Executive Committee:

1. Direct staff to develop a draft Board Policy on Equity

QUESTIONS?

From: Manny Rodriguez <mrodriguez@cityheightscdc.org>
Sent: Wednesday, May 17, 2023 1:45 PM
To: ClerkoftheBoard
Subject: SDTEWG Letter to MTS Board of Directors
Attachments: SDTEWG_MTS_SELTLetter.pdf

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

Hello Dalia,

I hope your week is going well. Please include the attached letter in the MTS Board of Directors Agenda Packet for Thursday, May 18th 2023.

We would greatly appreciate it if you could distribute paper copies of the letter to board members as well.

The letter is from the San Diego Transportation Equity Working Group (SDTEWG), a coalition of community benefit organizations striving to make our transportation system more sustainable and equitable.

Let me know if you have any questions!

Thank you,

Manny Rodriguez (he/him/his)

Transportation & Planning Operations Coordinator

Direct: 619-788-6445

Office: 619-584-1535

www.cityheightscdc.org



Dear MTS Board of Directors,

The San Diego Transportation Equity Working Group (SDTEWG) is dedicated to promoting equitable and sustainable transportation options in the San Diego region. As a coalition made of organizations that represent environmental justice communities—we are encouraged by the Metropolitan Transit System's (MTS) recent Social Equity Listening Tour (SELT) and staff's efforts to identify needs and priorities within the MTS service area while including historically underrepresented communities in the conversation.

We believe that MTS has an important role to play in advancing equity and environmental justice in transportation. The SELT has been effective in gathering the priorities of underrepresented communities but the agency's efforts cannot stop there. The SELT must be used along with Elevate SD 2020 to guide the priorities and direction of MTS.

We urge the MTS Board of Directors to continue the work of the SELT by adopting an Equity Action Plan.

This Equity Action Plan should:

- Plan how *all* the priorities laid out by the SELT and previous community engagement efforts like Elevate SD and the [10 Transit Lifelines](#) will be addressed.
- Detail the implementation process for the SELT projects that will be funded.
- Define what equity means in transit and create a Commitment to Equity.
- Implement CalEnviroScreen reviews for project funding and implementation; adding or cutting service/frequency; and general operations and maintenance decisions to ensure communities of concern are prioritized.
- Ensure communities that have been historically underrepresented in transit planning (e.g., low-income, BIPOC, and rural communities) are consistently engaged by MTS.

The Equity Action Plan will ensure that the Social Equity Listening Tour is not a one-time project, but a stepping stone into providing a better transit service for all. The Equity Action Plan will also ensure equity is operationalized into MTS's service planning, infrastructure investment, and customer engagement.

These actions will demonstrate MTS's dedication to promoting sustainable and equitable transportation options in the San Diego region. We urge the Board of Directors to support the MTS Executive Committee's 5/11/2023 decision and incorporate our recommendations to ensure that MTS becomes a leader in equity.

Thank you for your attention to this matter,

The San Diego Transportation Equity Working Group

City Heights CDC

Manny Rodriguez - *Transportation & Planning Operations Coordinator*

Jesse Ramirez - *Community Engagement Manager*

Haneen Mohamed - *Transportation & Planning Program Manager*

Randy Torres-Van Vleck - *Director of Policy & Planning*

Center on Policy Initiatives

Keara O'Laughlin - *Researcher & Policy Advocate*

CASA Familiar

Alejandro Amador - *Environmental Program Manager*

Environmental Health Coalition

Carolina Martinez - *Climate Justice Director*

Enrique de La Cruz - *Transportation Justice Organizer*

Mid-City CAN

Diana Ross - *Executive Director*

SanDiego350

Steven Gelb - *Transportation Co-Chair*



**Metropolitan
Transit
System**

Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Chief Executive Officer's Report

INFORMATIONAL

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 \$150,000) for the period April 13, 2023 - May 10, 2023.

CEO TRAVEL REPORT (since last Board meeting)

May 8	Southern California Association of Governments	Los Angeles, CA
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BOARD MEMBER TRAVEL REPORT (since last Board meeting)

Marcus Bush:

April 22-26	American Public Transportation Association (APTA) Mobility Conference	Minneapolis, MN
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EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
PWL353.0-22WOAAE-19	DOKKEN	IRIS RAPID	\$111,611.05	4/14/2023
PWG347.0-22JOC34712	ABCGC	ARNELE CLADDING	\$9,992.44	4/18/2023
PWG324.0-21JOC31.01	ABCGC	CCO ADD REPAIR SVCS	\$13,149.55	4/18/2023
PWG324.0-21JOC32426	ABCGC	PROSPECT SQUARE EMERGENCY	\$15,361.77	4/18/2023
G2378.3-20	CRAYON	M365 LICENSING	\$25,991.10	4/18/2023
PWG324.0-21JOC32430	ABCGC	STADIUM STATION DOOR	\$36,199.71	4/18/2023
PWL353022WOA353AE20	DOKKEN	DIVISION 6	\$37,323.27	4/25/2023
G2498.021WOA2498CM4	KLEINFELDER CON	SDSU UPS INVERTER	\$29,687.87	5/4/2023
G2613.2-22	NMS	AMENDMENT 2	\$63,238.90	5/5/2023
PWB361.0-23	TELLIARD CON	IAD FALL PROTECTION	\$87,208.00	5/5/2023
PWG361.0-23	SQUARE SIGNS	LINE SIGN INSTALLATION	\$39,888.00	5/9/2023
PWG324021JOC32429	ABCGC	MILLS BLDG 9TH & 10 FL	\$75,939.87	5/10/2023
PWG324021JOC32427	ABCGC	SDTER PATIO	\$149,913.51	5/10/2023

REVENUE CONTRACTS AND MOUs				
Doc #	Organization	Subject	Amount	Day
S200-23-811	KTA CON	ROE 26TH COMM ST SEWER	\$1,113.74	4/17/2023
S200-23-813	GC FENCE CORP	ROE SPRING ST INSTALLATION	\$1,041.45	4/18/2023
M6766.1-22	CLARK CON GROUP	ROE SHORING AND GROUND IMPROVEMENT	\$8,810.70	4/21/2023
L1637.0-23	C BELOW	ROE COMMERCIAL ST. POTHOLING	\$969.16	4/21/2023
G2738.0-23	FUSCOE ENGINEERING	RANCHO BERNARDO POTHOLING	\$750.00	4/21/2023
S200-23-806	LIFE SPORTS	ROE GRAND FONDO BIKE EVENT 2023	\$750.00	4/24/2023
S200-23-791.1	TRANSTELCO	ROE HARBOR FIBER REPLACEMENT	\$750.00	5/5/2023
L6830.0-23	UCSD	SPECIAL EVENT STAIR CLOSURE	\$750.00	5/5/2023
G2735.0-23	NBC UNIVERSAL	COMIC CON 2023 ROE	\$143,800.00	5/5/2023
L6831.0-23	KWANIS	JROE 245.65-0423 LJ HALF MARATHON 23	\$750.00	5/9/2023

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400002337	4/13/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 875.93	-	-
4400002338	4/13/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 308.60	-	-
4400002339	4/14/2023	W.W. Grainger Inc		G200-OFFICE SUPPLIES	\$ 58.39	-	-
4400002340	4/14/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 389.05	-	-
4400002341	4/17/2023	W.W. Grainger Inc		G150-FASTENERS	\$ 158.71	-	-
4400002342	4/18/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 381.10	-	-
4400002343	4/18/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 206.02	-	-
4400002344	4/19/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 13.47	-	-
4400002345	4/19/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 32.00	-	-
4400002346	4/19/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 89.44	-	-
4400002347	4/19/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 267.45	-	-
4400002348	4/19/2023	Mcmaster-Carr Supply Co		M110-SUB STATION	\$ 111.19	-	-
4400002349	4/19/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 87.28	-	-
4400002350	4/19/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 86.26	-	-
4400002351	4/20/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 29.52	-	-
4400002352	4/20/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 463.85	-	-
4400002353	4/20/2023	Mcmaster-Carr Supply Co		G150-FASTENERS	\$ 66.22	-	-
4400002354	4/21/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 506.41	-	-
4400002355	4/21/2023	W.W. Grainger Inc		G130-SHOP TOOLS	\$ 139.99	-	-
4400002356	4/24/2023	W.W. Grainger Inc		G130-SHOP TOOLS	\$ 597.80	-	-
4400002357	4/25/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 121.39	-	-
4400002358	4/25/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 210.09	-	-
4400002359	4/25/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 858.47	-	-
4400002360	4/27/2023	W.W. Grainger Inc		M110-SUB STATION	\$ 47.26	-	-
4400002361	4/28/2023	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 33.03	-	-
4400002362	5/1/2023	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$ 328.66	-	-
4400002363	5/1/2023	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	\$ 1,853.12	-	-
4400002364	5/2/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 535.71	-	-
4400002365	5/2/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 870.20	-	-
4400002366	5/3/2023	Mcmaster-Carr Supply Co		M140-WAYSIDE SIGNALS	\$ 656.44	-	-
4400002367	5/3/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 221.84	-	-
4400002368	5/3/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 83.72	-	-
4400002369	5/3/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 736.18	-	-
4400002370	5/3/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 656.53	-	-
4400002371	5/4/2023	W.W. Grainger Inc		M110-SUB STATION	\$ 98.97	-	-
4400002372	5/5/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 417.34	-	-
4400002373	5/5/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 138.16	-	-
4400002374	5/5/2023	W.W. Grainger Inc		M110-SUB STATION	\$ 453.81	-	-
4400002375	5/5/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 906.99	-	-
4400002376	5/5/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 83.19	-	-
4400002377	5/8/2023	W.W. Grainger Inc		G120-SECURITY	\$ 270.80	-	-
4400002378	5/8/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 54.56	-	-
4400002379	5/8/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 691.54	-	-
4400002380	5/8/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 621.55	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400002381	5/8/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 491.17	-	-
4400002382	5/10/2023	W.W. Grainger Inc		M180-STATION ELECTRICAL	\$ 430.57	-	-
4400002383	5/10/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 128.10	-	-
4400002384	5/10/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$ 439.44	-	-
4500053685	4/13/2023	Clean Harbors Environmental		P280-GENERAL SVC AGRMNTS	\$ 16,323.91	-	-
4500053686	4/13/2023	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$ 24.48	-	-
4500053687	4/13/2023	Carmine Bausone DVM Inc.		G120-SECURITY	\$ 603.68	-	-
4500053688	4/13/2023	Data Controls Printworks Inc	Small Business	G230-PRINTED MATERIALS	\$ 474.10	-	-
4500053689	4/13/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 32.93	-	-
4500053690	4/13/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 3,863.46	-	-
4500053691	4/13/2023	Muncie Transit Supply		B140-BUS CHASSIS	\$ 5.45	-	-
4500053692	4/13/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 5,653.35	-	-
4500053693	4/13/2023	Transit Holdings Inc		B130-BUS BODY	\$ 2,852.26	-	-
4500053694	4/13/2023	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	\$ 873.63	-	-
4500053695	4/13/2023	LinguaLinx Language Solutions, Inc.		G260-MEDIA	\$ 24.96	-	-
4500053696	4/13/2023	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 4,800.56	-	-
4500053697	4/14/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,433.89	-	-
4500053698	4/14/2023	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,214.88	-	-
4500053699	4/14/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 65.55	-	-
4500053700	4/14/2023	American Power Systems, LLC		M110-SUB STATION	\$ 11,446.51	-	-
4500053701	4/14/2023	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 4,407.84	-	-
4500053702	4/14/2023	Steven Timme		G230-PRINTED MATERIALS	\$ 111.59	-	-
4500053703	4/14/2023	3rd Generation Embroidery, Inc.		G240-UNIFORM PROCUREMENT	\$ 494.76	-	-
4500053704	4/14/2023	OneSource Distributors, LLC		G140-SHOP SUPPLIES	\$ 2,033.32	-	-
4500053705	4/14/2023	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 57,300.00	-	-
4500053706	4/14/2023	Kenneth Place		F190-LANDSCAPING MAT'LS	\$ 692.75	-	-
4500053707	4/14/2023	Ace Uniforms LLC	Small Business	G120-SECURITY	\$ 45.60	-	-
4500053708	4/14/2023	Miramar Bobcat LLC	Small Business	P130-EQUIP MAINT REPR SVC	\$ 1,813.61	-	-
4500053709	4/14/2023	Fastenal Company		G140-SHOP SUPPLIES	\$ 3,882.78	-	-
4500053710	4/14/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 3,560.31	-	-
4500053711	4/14/2023	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 46.93	-	-
4500053712	4/14/2023	Muncie Transit Supply		B140-BUS CHASSIS	\$ 914.37	-	-
4500053713	4/14/2023	Transit Holdings Inc		B130-BUS BODY	\$ 6,498.04	-	-
4500053714	4/14/2023	Nth Generation Computing Inc		I110-INFORMATION TECH	\$ 2,024.50	-	-
4500053715	4/16/2023	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	\$ 53.88	-	-
4500053716	4/16/2023	711 Print Enterprises Inc		G290-FARE REVENUE EQUIP	\$ 860.81	-	-
4500053717	4/16/2023	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	\$ 6,792.56	-	-
4500053718	4/16/2023	SMC Electrical Products Inc		M110-SUB STATION	\$ 5,258.20	-	-
4500053719	4/16/2023	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$ 158.26	-	-
4500053720	4/16/2023	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$ 2,532.13	-	-
4500053722	4/16/2023	Winzer Franchise Company		G150-FASTENERS	\$ 1,985.19	-	-
4500053723	4/16/2023	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$ 1,428.53	-	-
4500053724	4/16/2023	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	\$ 261.68	-	-
4500053725	4/16/2023	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$ 336.84	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500053726	4/16/2023	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	\$ 136.68	-	-
4500053727	4/16/2023	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	\$ 281.08	-	-
4500053728	4/16/2023	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	\$ 349.43	-	-
4500053729	4/16/2023	Trentman Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$ 1,422.67	-	-
4500053730	4/16/2023	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	\$ 156.08	-	-
4500053731	4/16/2023	TK Services Inc		B110-BUS HVAC SYSTEMS	\$ 64.17	-	-
4500053732	4/16/2023	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	\$ 387.70	-	-
4500053733	4/16/2023	SPX Technologies, Inc.		B190-BUS FARE EQUIP	\$ 120.08	-	-
4500053734	4/16/2023	AirSupply Tools, Inc		G130-SHOP TOOLS	\$ 522.91	-	-
4500053735	4/16/2023	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 1,353.60	-	-
4500053736	4/16/2023	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	\$ 523.15	-	-
4500053737	4/16/2023	National Business Furniture LLC		G210-OFFICE FURNITURE	\$ 179.93	-	-
4500053738	4/16/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 620.00	-	-
4500053739	4/16/2023	Gillig LLC		B140-BUS CHASSIS	\$ 1,877.99	-	-
4500053740	4/16/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,082.98	-	-
4500053741	4/16/2023	Southern Counties Lubricants LLC		G170-LUBRICANTS	\$ 2,306.33	-	-
4500053742	4/16/2023	San Diego Friction Products, Inc.		B110-BUS HVAC SYSTEMS	\$ 281.62	-	-
4500053743	4/16/2023	Staples Contract & Commercial Inc		G210-OFFICE FURNITURE	\$ 103.65	-	-
4500053744	4/16/2023	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$ 1,623.59	-	-
4500053745	4/16/2023	W.W. Grainger Inc		B130-BUS BODY	\$ 1,385.72	-	-
4500053746	4/16/2023	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 2,148.27	-	-
4500053747	4/16/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 441.00	-	-
4500053748	4/16/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 30.32	-	-
4500053749	4/16/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 12.54	-	-
4500053750	4/17/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 4,875.47	-	-
4500053751	4/17/2023	Transit Holdings Inc		B130-BUS BODY	\$ 2,073.87	-	-
4500053752	4/17/2023	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$ 2,761.01	-	-
4500053753	4/17/2023	Transit Holdings Inc		B130-BUS BODY	\$ 110.40	-	-
4500053754	4/17/2023	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	\$ 455.92	-	-
4500053755	4/17/2023	Genuine Parts Co		G170-LUBRICANTS	\$ 64.52	-	-
4500053756	4/17/2023	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,996.19	-	-
4500053757	4/17/2023	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$ 12,263.23	-	-
4500053758	4/17/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 4,787.79	-	-
4500053759	4/17/2023	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$ 2,475.98	-	-
4500053760	4/17/2023	Genuine Parts Co		B120-BUS MECHANICAL PARTS	\$ 151.84	-	-
4500053761	4/17/2023	Neopart Transit LLC		B120-BUS MECHANICAL PARTS	\$ 4,321.33	-	-
4500053762	4/17/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 9,425.97	-	-
4500053763	4/17/2023	OneSource Distributors, LLC		M130-CROSSING MECHANISM	\$ 985.92	-	-
4500053764	4/17/2023	Lisa Ynez Beetson	Minority Owned Business	G200-OFFICE SUPPLIES	\$ 91.59	-	-
4500053765	4/17/2023	Fastenal Company		G180-JANITORIAL SUPPLIES	\$ 1,360.75	-	-
4500053766	4/17/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 26,244.00	-	-
4500053767	4/17/2023	Gillig LLC		B250-BUS REPAIR PARTS	\$ 212.29	-	-
4500053768	4/17/2023	B & S Graphics Inc		B130-BUS BODY	\$ 115.83	-	-
4500053769	4/17/2023	Amazon.com Sales, Inc.		G200-OFFICE SUPPLIES	\$ 105.56	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500053770	4/17/2023	Valvoline Inc.		B120-BUS MECHANICAL PARTS	\$ 12,973.10	-	-
4500053771	4/17/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 25.70	-	-
4500053772	4/18/2023	ABC General Contractor Inc		P110-BLDG MAINTENANCE	\$ 111,855.47	-	\$ 53,444.54
4500053773	4/18/2023	The Gordian Group, Inc.		C110-GENERAL CONTRACTORS	\$ 2,181.18	-	-
4500053774	4/18/2023	Transit Holdings Inc		B140-BUS CHASSIS	\$ 551.99	-	-
4500053775	4/18/2023	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 262.22	-	-
4500053776	4/18/2023	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	\$ 924.50	-	-
4500053777	4/18/2023	Init Innovations in Transportation		B190-BUS FARE EQUIP	\$ 850.00	-	-
4500053778	4/18/2023	NSH USA Corporation		G160-PAINTS & CHEMICALS	\$ 193.96	-	-
4500053779	4/18/2023	Kenneth Place		F190-LANDSCAPING MAT'LS	\$ 937.39	-	-
4500053780	4/18/2023	Carmine Bausone DVM Inc.		G120-SECURITY	\$ 156.00	-	-
4500053781	4/18/2023	General Signals Inc		M130-CROSSING MECHANISM	\$ 4,263.02	-	-
4500053782	4/18/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 20.45	-	-
4500053783	4/18/2023	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,455.73	-	-
4500053784	4/19/2023	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 18.10	-	-
4500053785	4/19/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 364.52	-	-
4500053786	4/19/2023	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 429.60	-	-
4500053787	4/19/2023	Muncie Transit Supply		B130-BUS BODY	\$ 83.96	-	-
4500053788	4/19/2023	ABC General Contractor Inc		C110-GENERAL CONTRACTORS	\$ 44,024.24	-	\$ 31,133.94
4500053789	4/19/2023	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 181.81	-	-
4500053791	4/19/2023	The Gordian Group, Inc.		C120-SPECIALTY CONTRACTOR	\$ 858.48	-	-
4500053792	4/19/2023	Gillig LLC		B130-BUS BODY	\$ 94.41	-	-
4500053793	4/19/2023	Staples Contract & Commercial Inc		B150-BUS COMM EQUIP.	\$ 388.49	-	-
4500053794	4/19/2023	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$ 208.92	-	-
4500053795	4/19/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 151.54	-	-
4500053796	4/19/2023	W.W. Grainger Inc		G150-FASTENERS	\$ 2,383.22	-	-
4500053797	4/19/2023	Charter Industrial Supply Inc	Small Business	G150-FASTENERS	\$ 60.34	-	-
4500053798	4/19/2023	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$ 663.79	-	-
4500053800	4/19/2023	AirSupply Tools, Inc		G130-SHOP TOOLS	\$ 33.98	-	-
4500053801	4/19/2023	Mcmaster-Carr Supply Co		B160-BUS ELECTRICAL	\$ 23.52	-	-
4500053802	4/19/2023	Professional Contractors Supplies		G180-JANITORIAL SUPPLIES	\$ 364.66	-	-
4500053803	4/19/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 116.88	-	-
4500053804	4/19/2023	Altec Industries Inc		P210-NON-REV VEH REPAIRS	\$ 755.45	-	-
4500053805	4/19/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 9,253.70	-	-
4500053806	4/19/2023	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 342.97	-	-
4500053807	4/19/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 2,133.48	-	-
4500053808	4/19/2023	Comfort Mechanical Inc	Small Business	M180-STATION ELECTRICAL	\$ 2,984.36	-	-
4500053809	4/19/2023	Gillig LLC		B250-BUS REPAIR PARTS	\$ 6,993.03	-	-
4500053810	4/19/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 74.57	-	-
4500053811	4/19/2023	Gillig LLC		B120-BUS MECHANICAL PARTS	\$ 2,304.90	-	-
4500053812	4/19/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,216.65	-	-
4500053813	4/19/2023	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 317.25	-	-
4500053814	4/19/2023	Airgas Inc		G140-SHOP SUPPLIES	\$ 390.22	-	-
4500053815	4/19/2023	Waytek Inc		G140-SHOP SUPPLIES	\$ 56.18	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500053817	4/19/2023	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	\$ 6,719.81	-	-
4500053818	4/19/2023	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 34.62	-	-
4500053819	4/19/2023	Neopart Transit LLC		B250-BUS REPAIR PARTS	\$ 23.17	-	-
4500053820	4/19/2023	Global Power Group, Inc	Small Business	P130-EQUIP MAINT REPR SVC	\$ 2,697.04	-	-
4500053821	4/20/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,106.44	-	-
4500053822	4/20/2023	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 3.77	-	-
4500053823	4/20/2023	Transit Holdings Inc		B130-BUS BODY	\$ 1,048.90	-	-
4500053824	4/20/2023	Radwell International Inc		M110-SUB STATION	\$ 123.75	-	-
4500053825	4/20/2023	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 56.52	-	-
4500053826	4/20/2023	Brault Inc	Small Business	I110-INFORMATION TECH	\$ 3,125.04	-	-
4500053827	4/20/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 76.02	-	-
4500053828	4/20/2023	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$ 400.12	-	-
4500053829	4/20/2023	Thompson Building Materials		R230-RAIL/LRV MECHANICAL	\$ 3,511.90	-	-
4500053830	4/20/2023	Janek Corporation		B250-BUS REPAIR PARTS	\$ 646.50	-	-
4500053831	4/20/2023	San Diego Gas & Electric Co		C130-CONSTRUCTION SVCS	\$ 1,607.00	-	-
4500053832	4/21/2023	Vinyard Doors, Inc.	Woman Owned Business	P120-BLDG/FACILITY REPRS	\$ 218.00	-	-
4500053833	4/21/2023	ABC General Contractor Inc		P550-REAL ESTATE	\$ 15,381.77	-	\$ 7,503.23
4500053834	4/21/2023	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$ 299.94	-	-
4500053835	4/21/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 133.18	-	-
4500053836	4/21/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,213.04	-	-
4500053837	4/21/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 6,026.46	-	-
4500053838	4/21/2023	ABC General Contractor Inc		C110-GENERAL CONTRACTORS	\$ 36,199.71	-	\$ 21,998.56
4500053839	4/21/2023	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 1,917.95	-	-
4500053840	4/21/2023	Kenneth Place		F180-BUILDING MATERIALS	\$ 705.68	-	-
4500053841	4/21/2023	JKL Cleaning Systems	Small Business	F110-SHOP/BLDG MACHINERY	\$ 180.00	-	-
4500053842	4/21/2023	Victor Stanley Inc		G180-JANITORIAL SUPPLIES	\$ 3,947.18	-	-
4500053843	4/21/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,863.40	-	-
4500053844	4/21/2023	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$ 14.53	-	-
4500053845	4/21/2023	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 71.28	-	-
4500053846	4/21/2023	Transit Holdings Inc		B140-BUS CHASSIS	\$ 7,949.10	-	-
4500053847	4/21/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 512.37	-	-
4500053849	4/21/2023	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$ 9,445.98	-	-
4500053850	4/21/2023	Janek Corporation		B160-BUS ELECTRICAL	\$ 2,262.75	-	-
4500053851	4/21/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 2,035.35	-	-
4500053852	4/21/2023	Gillig LLC		B130-BUS BODY	\$ 2,685.81	-	-
4500053853	4/21/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 342.34	-	-
4500053854	4/21/2023	Freeby Signs		B250-BUS REPAIR PARTS	\$ 132.51	-	-
4500053855	4/21/2023	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	\$ 1,049.91	-	-
4500053856	4/21/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 86.69	-	-
4500053857	4/21/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 35.29	-	-
4500053858	4/21/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 2,196.77	-	-
4500053859	4/21/2023	Mcmaster-Carr Supply Co		G150-FASTENERS	\$ 212.30	-	-
4500053860	4/21/2023	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 436.50	-	-
4500053861	4/21/2023	Airgas Inc		G140-SHOP SUPPLIES	\$ 69.84	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500053862	4/21/2023	Muncie Transit Supply		B130-BUS BODY	\$ 122.75	-	-
4500053863	4/21/2023	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 1,315.08	-	-
4500053864	4/21/2023	W.W. Grainger Inc		R170-RAIL/LRV HVAC	\$ 1,403.92	-	-
4500053865	4/21/2023	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 46.16	-	-
4500053867	4/22/2023	PSOMAS		P550-REAL ESTATE	\$ 6,340.98	-	\$ 3,216.78
4500053868	4/22/2023	Dokken Engineering		C130-CONSTRUCTION SVCS	\$ 111,611.05	-	-
4500053869	4/24/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 938.92	-	-
4500053870	4/24/2023	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 179.62	-	-
4500053871	4/24/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 4,399.42	-	-
4500053873	4/24/2023	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$ 2,775.64	-	-
4500053874	4/24/2023	W.W. Grainger Inc		I110-INFORMATION TECH	\$ 859.48	-	-
4500053875	4/24/2023	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,996.19	-	-
4500053876	4/24/2023	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$ 11,605.00	-	-
4500053877	4/24/2023	San Diego Union Tribune LLC		G230-PRINTED MATERIALS	\$ 1,143.60	-	-
4500053878	4/24/2023	Brown & Bigelow Inc		G250-NOVELTIES & AWARDS	\$ 3,787.75	-	-
4500053879	4/24/2023	LinguaLinx Language Solutions, Inc.		G260-MEDIA	\$ 172.34	-	-
4500053880	4/24/2023	Wesco Distribution Inc		M110-SUB STATION	\$ 799.85	-	-
4500053881	4/24/2023	Graybar Electric Co Inc		M190-SDSU ELECTRICAL	\$ 2,382.36	-	-
4500053882	4/24/2023	Pape Material Handling		F170-MATL HANDLING EQUIP	\$ 1,499.00	-	-
4500053883	4/24/2023	Continental Locks		P120-BLDG/FACILITY REPRS	\$ 633.11	-	-
4500053884	4/24/2023	Neyenesch Printers Inc	Small Business	G230-PRINTED MATERIALS	\$ 3,749.70	-	-
4500053885	4/24/2023	Asana, Inc.		G200-OFFICE SUPPLIES	\$ 2,998.80	-	-
4500053886	4/24/2023	Radwell International Inc		M110-SUB STATION	\$ 677.67	-	-
4500053887	4/24/2023	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	\$ 169.21	-	-
4500053888	4/24/2023	Sid Tool Co		R220-RAIL/LRV TRUCKS	\$ 443.02	-	-
4500053889	4/24/2023	Home Depot USA Inc		G160-PAINTS & CHEMICALS	\$ 169.39	-	-
4500053890	4/24/2023	Continental Locks		P120-BLDG/FACILITY REPRS	\$ 155.00	-	-
4500053891	4/24/2023	Continental Locks		P120-BLDG/FACILITY REPRS	\$ 115.00	-	-
4500053892	4/24/2023	Recaro North America Inc		R200-RAIL/LRV SEATING	\$ 693.44	-	-
4500053893	4/24/2023	Amazon.com Sales, Inc.		G230-PRINTED MATERIALS	\$ 122.25	-	-
4500053894	4/24/2023	Comfort Mechanical Inc	Small Business	M160-SUMP PUMP STATIONS	\$ 2,347.00	-	-
4500053895	4/24/2023	Madden Construction Inc		P120-BLDG/FACILITY REPRS	\$ 997.00	-	-
4500053896	4/24/2023	Matthias Moos		M120-OVRHEAD CATENARY SYS	\$ 2,758.40	-	-
4500053897	4/24/2023	Fastenal Company		G140-SHOP SUPPLIES	\$ 2,213.36	-	-
4500053898	4/25/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 701.85	-	-
4500053899	4/25/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 729.93	-	-
4500053900	4/25/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 13.40	-	-
4500053901	4/25/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 101.18	-	-
4500053902	4/25/2023	Gillig LLC		B130-BUS BODY	\$ 2,672.93	-	-
4500053903	4/25/2023	Transit Holdings Inc		B140-BUS CHASSIS	\$ 105.92	-	-
4500053904	4/25/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 13,080.03	-	-
4500053905	4/25/2023	Transit Holdings Inc		B210-BUS TIRES & TUBES	\$ 1,953.24	-	-
4500053906	4/25/2023	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	\$ 976.22	-	-
4500053907	4/25/2023	Gillig LLC		B130-BUS BODY	\$ 65.86	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500053908	4/25/2023	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	\$ 2,659.27	-	-
4500053909	4/25/2023	Clean Harbors Environmental		F110-SHOP/BLDG MACHINERY	\$ 365.28	-	-
4500053910	4/25/2023	Gillig LLC		R200-RAIL/LRV SEATING	\$ 2,684.59	-	-
4500053911	4/25/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 76.00	-	-
4500053912	4/25/2023	Powerstride Battery Co. Inc.		F110-SHOP/BLDG MACHINERY	\$ 891.24	-	-
4500053913	4/25/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 318.29	-	-
4500053914	4/25/2023	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$ 1,181.22	-	-
4500053915	4/25/2023	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 2,210.71	-	-
4500053916	4/25/2023	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 780.44	-	-
4500053917	4/25/2023	TK Services Inc		B250-BUS REPAIR PARTS	\$ 769.35	-	-
4500053918	4/25/2023	AirSupply Tools, Inc		G160-PAINTS & CHEMICALS	\$ 37.94	-	-
4500053919	4/25/2023	Graybar Electric Co Inc		M110-SUB STATION	\$ 1,130.25	-	-
4500053920	4/25/2023	W.W. Grainger Inc		M110-SUB STATION	\$ 2,820.28	-	-
4500053921	4/25/2023	Neopart Transit LLC		B120-BUS MECHANICAL PARTS	\$ 5,730.87	-	-
4500053922	4/25/2023	Gillig LLC		B130-BUS BODY	\$ 1,729.85	-	-
4500053923	4/25/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 14,344.38	-	-
4500053924	4/26/2023	Safeway, Inc.		P440-CATERING SERVICES	\$ 149.97	-	-
4500053925	4/26/2023	SD Regional Chamber of Commerce		P310-ADVERTISING SERVICES	\$ 1,970.00	-	-
4500053926	4/26/2023	Muncie Transit Supply		B130-BUS BODY	\$ 2.26	-	-
4500053927	4/26/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,392.23	-	-
4500053928	4/26/2023	Motion Industries, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 511.27	-	-
4500053929	4/26/2023	OneSource Distributors, LLC		G190-SAFETY/MED SUPPLIES	\$ 857.73	-	-
4500053930	4/26/2023	SMC Electrical Products Inc		M110-SUB STATION	\$ 5,258.20	-	-
4500053931	4/26/2023	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$ 306.28	-	-
4500053932	4/26/2023	Gillig LLC		R200-RAIL/LRV SEATING	\$ 3,771.25	-	-
4500053933	4/26/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 259.14	-	-
4500053934	4/26/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,102.72	-	-
4500053935	4/26/2023	HD Supply Construction Supply, LTD.		F180-BUILDING MATERIALS	\$ 143.59	-	-
4500053936	4/26/2023	Schunk Carbon Technology LLC		G170-LUBRICANTS	\$ 388.41	-	-
4500053937	4/26/2023	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 136.41	-	-
4500053938	4/26/2023	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 169.28	-	-
4500053939	4/26/2023	Harbor Diesel & Equipment, Inc		B120-BUS MECHANICAL PARTS	\$ 447.54	-	-
4500053940	4/26/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,928.17	-	-
4500053941	4/26/2023	Gillig LLC		B140-BUS CHASSIS	\$ 579.34	-	-
4500053942	4/27/2023	W.W. Grainger Inc		R120-RAIL/LRV CAR BODY	\$ 1,050.70	-	-
4500053943	4/27/2023	Transit Holdings Inc		B140-BUS CHASSIS	\$ 7,795.46	-	-
4500053944	4/27/2023	Beverly Christensen	DBE	T110-TRACK, RAIL	\$ 3,771.35	-	-
4500053945	4/27/2023	Parts Authority, LLC		B160-BUS ELECTRICAL	\$ 7,555.00	-	-
4500053946	4/27/2023	Winzer Franchise Company		G150-FASTENERS	\$ 384.23	-	-
4500053947	4/27/2023	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	\$ 5,417.67	-	-
4500053948	4/27/2023	Santee Collision Center		P210-NON-REV VEH REPAIRS	\$ 2,957.82	-	-
4500053949	4/27/2023	CalMat Co.		T160-TRACK, AGGREGATES	\$ 3,544.75	-	-
4500053950	4/27/2023	JDK Railroad Materials, LLC		P280-GENERAL SVC AGRMNTS	\$ 1,950.00	-	-
4500053951	4/27/2023	Graybar Electric Co Inc		M190-SDSU ELECTRICAL	\$ 3,277.76	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500053952	4/27/2023	Rambuilt Glass LLC		F180-BUILDING MATERIALS	\$ 3,025.00	-	-
4500053953	4/27/2023	JKL Cleaning Systems	Small Business	F180-BUILDING MATERIALS	\$ 603.86	-	-
4500053954	4/27/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,957.69	-	-
4500053955	4/27/2023	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 6.83	-	-
4500053956	4/27/2023	Transit Holdings Inc		B140-BUS CHASSIS	\$ 7,727.23	-	-
4500053957	4/27/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 124.13	-	-
4500053958	4/27/2023	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 68,347.98	-	-
4500053959	4/27/2023	Genuine Parts Co		P210-NON-REV VEH REPAIRS	\$ 254.27	-	-
4500053960	4/27/2023	Vern Rose Inc		G140-SHOP SUPPLIES	\$ 165.29	-	-
4500053961	4/27/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 636.56	-	-
4500053962	4/27/2023	Freeby Signs		B250-BUS REPAIR PARTS	\$ 247.29	-	-
4500053963	4/27/2023	IDSC Holdings LLC		G130-SHOP TOOLS	\$ 39.43	-	-
4500053964	4/27/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 103.46	-	-
4500053965	4/27/2023	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 50.55	-	-
4500053966	4/27/2023	Supreme Oil Company		B180-BUS DIESEL	\$ 10,311.68	-	-
4500053967	4/27/2023	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	\$ 363.98	-	-
4500053968	4/27/2023	San Diego Friction Products, Inc.		B110-BUS HVAC SYSTEMS	\$ 308.75	-	-
4500053969	4/27/2023	Zep Vehicle Care Inc		G180-JANITORIAL SUPPLIES	\$ 1,283.00	-	-
4500053970	4/27/2023	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 1,748.91	-	-
4500053971	4/27/2023	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 701.49	-	-
4500053972	4/27/2023	Taradigm, Inc.		I120-INFO TECH, SVCS	\$ 1,690.00	-	-
4500053973	4/27/2023	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 533.56	-	-
4500053974	4/27/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 96.28	-	-
4500053975	4/27/2023	Freeby Signs		B130-BUS BODY	\$ 597.90	-	-
4500053976	4/27/2023	W.W. Grainger Inc		M110-SUB STATION	\$ 4,000.46	-	-
4500053977	4/28/2023	Transit Holdings Inc		B130-BUS BODY	\$ 271.10	-	-
4500053978	4/28/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 3,832.22	-	-
4500053979	4/28/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 2,294.49	-	-
4500053980	4/28/2023	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 3,200.00	-	-
4500053981	4/28/2023	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 900.00	-	-
4500053982	4/28/2023	Carmine Bausone DVM Inc.		G120-SECURITY	\$ 195.00	-	-
4500053983	4/28/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 378.46	-	-
4500053984	4/28/2023	Transit Holdings Inc		B130-BUS BODY	\$ 1,860.00	-	-
4500053985	4/28/2023	RegACar Inc		B250-BUS REPAIR PARTS	\$ 380.00	-	-
4500053987	4/28/2023	Gillig LLC		B250-BUS REPAIR PARTS	\$ 161.96	-	-
4500053988	4/28/2023	Fastenal Company		G180-JANITORIAL SUPPLIES	\$ 1,619.09	-	-
4500053989	4/28/2023	Brady Industries of California, LLC		G180-JANITORIAL SUPPLIES	\$ 568.23	-	-
4500053990	4/28/2023	Home Depot USA Inc		G160-PAINTS & CHEMICALS	\$ 384.02	-	-
4500053991	4/28/2023	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	\$ 1,390.59	-	-
4500053992	4/28/2023	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 38.10	-	-
4500053993	4/28/2023	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 2,148.27	-	-
4500053994	4/28/2023	Gillig LLC		B250-BUS REPAIR PARTS	\$ 784.40	-	-
4500053995	4/28/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 495.61	-	-
4500053996	4/28/2023	AirSupply Tools, Inc		G200-OFFICE SUPPLIES	\$ 180.75	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500053997	4/28/2023	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 157.79	-	-
4500053998	4/28/2023	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 497.03	-	-
4500053999	4/28/2023	B & S Graphics Inc		B130-BUS BODY	\$ 174.02	-	-
4500054000	4/28/2023	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$ 1,844.67	-	-
4500054001	5/1/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,314.79	-	-
4500054002	5/1/2023	Transit Holdings Inc		B130-BUS BODY	\$ 400.92	-	-
4500054003	5/1/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 822.00	-	-
4500054004	5/1/2023	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 32,812.03	-	-
4500054006	5/1/2023	Fastenal Company		R220-RAIL/LRV TRUCKS	\$ 1,613.18	-	-
4500054008	5/1/2023	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$ 13,453.90	-	-
4500054009	5/1/2023	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,872.89	-	-
4500054010	5/1/2023	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$ 4,488.01	-	-
4500054011	5/1/2023	NMS Management Inc	DBE	P120-BLDG/FACILITY REPRS	\$ 593.04	-	-
4500054012	5/1/2023	Winzer Franchise Company		G140-SHOP SUPPLIES	\$ 1,985.15	-	-
4500054013	5/1/2023	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	\$ 1,578.63	-	-
4500054014	5/1/2023	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$ 1,266.07	-	-
4500054015	5/1/2023	Wesco Distribution Inc		M110-SUB STATION	\$ 131.46	-	-
4500054016	5/1/2023	San Diego Seal, Inc.	Small Business	R220-RAIL/LRV TRUCKS	\$ 1,177.67	-	-
4500054017	5/1/2023	Vehicle Training Consultants		B250-BUS REPAIR PARTS	\$ 4,310.00	-	-
4500054018	5/1/2023	Fastenal Company		G130-SHOP TOOLS	\$ 1,393.44	-	-
4500054019	5/1/2023	Recaro North America Inc		R200-RAIL/LRV SEATING	\$ 2,231.72	-	-
4500054020	5/1/2023	Robcar Corporation	Woman Owned Business	G140-SHOP SUPPLIES	\$ 875.45	-	-
4500054021	5/1/2023	Rambuilt Glass LLC		F180-BUILDING MATERIALS	\$ 4,500.00	-	-
4500054022	5/1/2023	Cummins Pacific LLC		B160-BUS ELECTRICAL	\$ 6,104.25	-	-
4500054023	5/1/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,787.04	-	-
4500054024	5/1/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 11.63	-	-
4500054025	5/1/2023	Parts Authority, LLC		B160-BUS ELECTRICAL	\$ 12,591.67	-	-
4500054026	5/1/2023	Graybar Electric Co Inc		P210-NON-REV VEH REPAIRS	\$ 2,076.83	-	-
4500054027	5/1/2023	The Gordian Group, Inc.		T110-TRACK, RAIL	\$ 286.35	-	-
4500054028	5/1/2023	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	\$ 338.43	-	-
4500054029	5/1/2023	The Gordian Group, Inc.		C110-GENERAL CONTRACTORS	\$ 705.89	-	-
4500054030	5/1/2023	Mcmaster-Carr Supply Co		G150-FASTENERS	\$ 606.74	-	-
4500054031	5/1/2023	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$ 766.34	-	-
4500054032	5/1/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 71.23	-	-
4500054033	5/1/2023	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,774.77	-	-
4500054034	5/2/2023	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,266.92	-	-
4500054035	5/2/2023	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$ 6,031.52	-	-
4500054036	5/2/2023	The Gordian Group, Inc.		C120-SPECIALTY CONTRACTOR	\$ 282.04	-	-
4500054037	5/2/2023	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$ 7,569.44	-	-
4500054038	5/2/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 1,186.50	-	-
4500054039	5/2/2023	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$ 1,424.88	-	-
4500054040	5/2/2023	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$ 2,164.48	-	-
4500054041	5/2/2023	Neopart Transit LLC		B120-BUS MECHANICAL PARTS	\$ 2,924.34	-	-
4500054042	5/2/2023	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 776.32	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500054043	5/2/2023	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 127.92	-	-
4500054044	5/2/2023	Gillig LLC		B160-BUS ELECTRICAL	\$ 1,682.27	-	-
4500054045	5/2/2023	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 1,181.38	-	-
4500054046	5/2/2023	Citywide Auto Glass Inc		G140-SHOP SUPPLIES	\$ 161.63	-	-
4500054047	5/2/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,743.58	-	-
4500054048	5/2/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 2,773.79	-	-
4500054049	5/2/2023	Sutrak Corporation		R170-RAIL/LRV HVAC	\$ 1,513.45	-	-
4500054050	5/2/2023	Gillig LLC		B250-BUS REPAIR PARTS	\$ 575.39	-	-
4500054051	5/2/2023	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$ 543.39	-	-
4500054052	5/2/2023	Gillig LLC		B250-BUS REPAIR PARTS	\$ 575.39	-	-
4500054053	5/2/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 22.72	-	-
4500054054	5/2/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 373.82	-	-
4500054055	5/2/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 133.71	-	-
4500054056	5/2/2023	Vern Rose Inc		G140-SHOP SUPPLIES	\$ 342.21	-	-
4500054057	5/2/2023	Motion Industries, Inc.		G140-SHOP SUPPLIES	\$ 2,539.28	-	-
4500054058	5/3/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,006.20	-	-
4500054059	5/3/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 156.62	-	-
4500054060	5/3/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 1,085.09	-	-
4500054061	5/3/2023	Harbor Diesel & Equipment, Inc		G170-LUBRICANTS	\$ 8,644.03	-	-
4500054062	5/3/2023	Muncie Transit Supply		B160-BUS ELECTRICAL	\$ 12.48	-	-
4500054063	5/3/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 4,377.26	-	-
4500054064	5/3/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,628.13	-	-
4500054065	5/3/2023	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$ 4,456.11	-	-
4500054066	5/3/2023	Transit Products and Services		B250-BUS REPAIR PARTS	\$ 6,249.50	-	-
4500054067	5/3/2023	Transit Products and Services		B130-BUS BODY	\$ 6,249.50	-	-
4500054068	5/3/2023	Transit Products and Services		B130-BUS BODY	\$ 6,249.50	-	-
4500054069	5/3/2023	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 7,580.22	-	-
4500054070	5/3/2023	Sherwin Williams Company		B130-BUS BODY	\$ 231.49	-	-
4500054071	5/3/2023	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 35,262.46	-	-
4500054072	5/3/2023	Genuine Parts Co		B120-BUS MECHANICAL PARTS	\$ 255.21	-	-
4500054073	5/3/2023	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$ 194.60	-	-
4500054074	5/3/2023	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,301.60	-	-
4500054075	5/3/2023	San Diego Friction Products, Inc.		B110-BUS HVAC SYSTEMS	\$ 171.53	-	-
4500054077	5/3/2023	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$ 5,870.19	-	-
4500054078	5/3/2023	Chula Vista Chamber of Commerce		P310-ADVERTISING SERVICES	\$ 675.00	-	-
4500054079	5/3/2023	San Diego County Sheriff's Dept		P490-MANAGEMENT TRAINING	\$ 57.60	-	-
4500054080	5/4/2023	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,187.06	-	-
4500054081	5/4/2023	BriceHouse Outdoor Inc.		G230-PRINTED MATERIALS	\$ 1,800.00	-	-
4500054082	5/4/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 888.52	-	-
4500054083	5/4/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 14,077.29	-	-
4500054084	5/4/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 353.17	-	-
4500054085	5/4/2023	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,986.34	-	-
4500054086	5/4/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 75.43	-	-
4500054087	5/4/2023	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 8,071.30	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500054088	5/4/2023	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	\$ 838.19	-	-
4500054089	5/4/2023	ABC General Contractor Inc		C110-GENERAL CONTRACTORS	\$ 9,992.44	-	\$ 5,150.10
4500054090	5/4/2023	The Gordian Group, Inc.		C110-GENERAL CONTRACTORS	\$ 194.85	-	-
4500054093	5/4/2023	The Gordian Group, Inc.		C120-SPECIALTY CONTRACTOR	\$ 4,737.00	-	-
4500054094	5/4/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 4,015.22	-	-
4500054095	5/4/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 1,906.28	-	-
4500054096	5/4/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 55.33	-	-
4500054097	5/4/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 163.51	-	-
4500054098	5/4/2023	Gillig LLC		B160-BUS ELECTRICAL	\$ 525.51	-	-
4500054099	5/4/2023	Gillig LLC		B130-BUS BODY	\$ 119.65	-	-
4500054100	5/4/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 1,994.31	-	-
4500054101	5/4/2023	Allied Refrigeration Inc		F110-SHOP/BLDG MACHINERY	\$ 2,424.38	-	-
4500054102	5/4/2023	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 4,815.16	-	-
4500054104	5/4/2023	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	\$ 163.80	-	-
4500054105	5/4/2023	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 2,262.75	-	-
4500054106	5/4/2023	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$ 1,356.56	-	-
4500054108	5/4/2023	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 326.79	-	-
4500054110	5/5/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 6,238.02	-	-
4500054111	5/5/2023	Transit Holdings Inc		B130-BUS BODY	\$ 2,548.09	-	-
4500054112	5/5/2023	Trolley Support LLC		B250-BUS REPAIR PARTS	\$ 3,006.23	-	-
4500054113	5/5/2023	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 8,994.63	-	-
4500054114	5/5/2023	Home Depot USA Inc		B250-BUS REPAIR PARTS	\$ 287.13	-	-
4500054115	5/5/2023	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$ 90.43	-	-
4500054116	5/5/2023	Avami Systems, Inc.		B240-BUS/VEHICLE PROCRMNT	\$ 209.27	-	-
4500054117	5/5/2023	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	\$ 529.86	-	-
4500054118	5/5/2023	AirSupply Tools, Inc		G130-SHOP TOOLS	\$ 358.36	-	-
4500054119	5/5/2023	AirSupply Tools, Inc		G140-SHOP SUPPLIES	\$ 306.81	-	-
4500054120	5/5/2023	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$ 163.41	-	-
4500054121	5/5/2023	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 475.88	-	-
4500054122	5/5/2023	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 550.74	-	-
4500054123	5/5/2023	Gillig LLC		B250-BUS REPAIR PARTS	\$ 452.58	-	-
4500054124	5/5/2023	TK Services Inc		B250-BUS REPAIR PARTS	\$ 145.14	-	-
4500054125	5/5/2023	West-Lite Supply Co Inc	Small Business	R180-RAIL/LRV LIGHTING	\$ 269.38	-	-
4500054126	5/8/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 79.41	-	-
4500054127	5/8/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 4,332.59	-	-
4500054128	5/8/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 4,166.50	-	-
4500054129	5/8/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 366.62	-	-
4500054130	5/8/2023	Maxwell Industries R&D, Inc.		R130-RAIL/LRV COUPLER	\$ 9,535.88	-	-
4500054131	5/8/2023	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 684.22	-	-
4500054132	5/8/2023	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 90,972.00	-	-
4500054134	5/8/2023	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$ 8,751.58	-	-
4500054135	5/8/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 834.33	-	-
4500054136	5/8/2023	Freeby Signs		B250-BUS REPAIR PARTS	\$ 242.64	-	-
4500054137	5/8/2023	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 18.49	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500054138	5/8/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 217.10	-	-
4500054139	5/8/2023	Fastenal Company		R230-RAIL/LRV MECHANICAL	\$ 2,854.94	-	-
4500054140	5/8/2023	Uline		F110-SHOP/BLDG MACHINERY	\$ 526.91	-	-
4500054141	5/8/2023	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 484.68	-	-
4500054142	5/8/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 5,442.33	-	-
4500054143	5/8/2023	Muncie Transit Supply		B160-BUS ELECTRICAL	\$ 338.81	-	-
4500054144	5/8/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 7,338.64	-	-
4500054145	5/8/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 65.30	-	-
4500054146	5/8/2023	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	\$ 1,551.27	-	-
4500054147	5/8/2023	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$ 1,975.87	-	-
4500054148	5/8/2023	Clarran Inc.	DBE	G150-FASTENERS	\$ 233.77	-	-
4500054149	5/8/2023	AirSupply Tools, Inc		G150-FASTENERS	\$ 189.74	-	-
4500054150	5/8/2023	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 400.18	-	-
4500054151	5/8/2023	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 649.97	-	-
4500054152	5/8/2023	Gillig LLC		B130-BUS BODY	\$ 335.09	-	-
4500054153	5/8/2023	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,780.42	-	-
4500054154	5/8/2023	Fastenal Company		G170-LUBRICANTS	\$ 2,016.73	-	-
4500054155	5/8/2023	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$ 12,836.58	-	-
4500054156	5/8/2023	Waytek Inc		B160-BUS ELECTRICAL	\$ 30.72	-	-
4500054157	5/8/2023	Staples Contract & Commercial Inc		B150-BUS COMM EQUIP.	\$ 874.34	-	-
4500054158	5/8/2023	OneSource Distributors, LLC		G180-JANITORIAL SUPPLIES	\$ 868.12	-	-
4500054159	5/8/2023	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	\$ 864.68	-	-
4500054160	5/8/2023	Zep Vehicle Care Inc		G180-JANITORIAL SUPPLIES	\$ 426.81	-	-
4500054161	5/8/2023	Fastenal Company		G140-SHOP SUPPLIES	\$ 1,922.43	-	-
4500054162	5/8/2023	Midwest Bus Corporation	Small Business	B130-BUS BODY	\$ 397.60	-	-
4500054163	5/8/2023	Inland Kenworth (US) Inc		B130-BUS BODY	\$ 575.21	-	-
4500054164	5/8/2023	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 859.31	-	-
4500054165	5/8/2023	American Battery Corporation	Small Business	P280-GENERAL SVC AGRMNTS	\$ 2,344.85	-	-
4500054166	5/8/2023	Home Depot USA Inc		G140-SHOP SUPPLIES	\$ 258.34	-	-
4500054167	5/8/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 3,134.99	-	-
4500054168	5/8/2023	Motion Industries, Inc.		G140-SHOP SUPPLIES	\$ 53.88	-	-
4500054169	5/8/2023	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$ 131.88	-	-
4500054170	5/8/2023	West-Lite Supply Co Inc	Small Business	R180-RAIL/LRV LIGHTING	\$ 344.52	-	-
4500054171	5/8/2023	Mohawk Mfg & Supply Co		B130-BUS BODY	\$ 68.15	-	-
4500054172	5/8/2023	Winzer Franchise Company		G140-SHOP SUPPLIES	\$ 275.84	-	-
4500054173	5/8/2023	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 1,915.80	-	-
4500054174	5/8/2023	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 2,801.50	-	-
4500054175	5/8/2023	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	\$ 146.69	-	-
4500054176	5/8/2023	Harbor Diesel & Equipment, Inc		G170-LUBRICANTS	\$ 5,762.68	-	-
4500054177	5/8/2023	Airgas Inc		G140-SHOP SUPPLIES	\$ 18.99	-	-
4500054178	5/8/2023	Cummins Pacific LLC		B160-BUS ELECTRICAL	\$ 38.64	-	-
4500054179	5/8/2023	Southern Counties Lubricants LLC		G170-LUBRICANTS	\$ 2,307.21	-	-
4500054180	5/8/2023	Motion Industries, Inc.		B120-BUS MECHANICAL PARTS	\$ 2,675.95	-	-
4500054181	5/9/2023	Transit Holdings Inc		B130-BUS BODY	\$ 1,246.00	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500054182	5/9/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 413.91	-	-
4500054183	5/9/2023	Amazon.com Sales, Inc.		G210-OFFICE FURNITURE	\$ 323.07	-	-
4500054184	5/9/2023	Square Signs LLC	Small Business	C130-CONSTRUCTION SVCS	\$ 39,888.00	-	-
4500054185	5/9/2023	Home Depot USA Inc		G160-PAINTS & CHEMICALS	\$ 89.00	-	-
4500054186	5/9/2023	Rambuilt Glass LLC		G120-SECURITY	\$ 698.26	-	-
4500054187	5/9/2023	Kenneth Place		G130-SHOP TOOLS	\$ 538.74	-	-
4500054188	5/9/2023	Wesco Distribution Inc		M110-SUB STATION	\$ 90.35	-	-
4500054189	5/9/2023	Antonio's Metal Works, Inc.		P120-BLDG/FACILITY REPRS	\$ 4,300.00	-	-
4500054190	5/9/2023	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	\$ 394.22	-	-
4500054191	5/9/2023	OneSource Distributors, LLC		P130-EQUIP MAINT REPR SVC	\$ 1,515.06	-	-
4500054192	5/9/2023	San Diego Hydraulics, Inc.		F110-SHOP/BLDG MACHINERY	\$ 2,062.44	-	-
4500054193	5/9/2023	Railroad Component Rebuilds, Inc.		P130-EQUIP MAINT REPR SVC	\$ 3,128.30	-	-
4500054194	5/9/2023	Grah Safe & Lock Inc	Small Business	M110-SUB STATION	\$ 100.10	-	-
4500054195	5/9/2023	Barrett Engineered Pumps	Small Business	M160-SUMP PUMP STATIONS	\$ 2,859.38	-	-
4500054196	5/9/2023	Rambuilt Glass LLC		F180-BUILDING MATERIALS	\$ 1,950.00	-	-
4500054197	5/9/2023	Fastenal Company		G140-SHOP SUPPLIES	\$ 102.69	-	-
4500054198	5/9/2023	Winzer Franchise Company		R230-RAIL/LRV MECHANICAL	\$ 314.63	-	-
4500054199	5/10/2023	Transit Holdings Inc		B140-BUS CHASSIS	\$ 792.55	-	-
4500054200	5/10/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 234.36	-	-
4500054201	5/10/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 466.25	-	-
4500054202	5/10/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 3.37	-	-
4500054203	5/10/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 2,501.96	-	-
4500054204	5/10/2023	Central Dispatch Inc		P280-GENERAL SVC AGRMNTS	\$ 225.00	-	-
4500054205	5/10/2023	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$ 608.16	-	-
4500054206	5/10/2023	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 1,769.47	-	-
4500054207	5/10/2023	Home Depot USA Inc		G200-OFFICE SUPPLIES	\$ 198.26	-	-
4500054208	5/10/2023	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	\$ 468.68	-	-
4500054209	5/10/2023	American Seating Company	Small Business	R200-RAIL/LRV SEATING	\$ 118.53	-	-
4500054210	5/10/2023	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	\$ 924.50	-	-
4500054211	5/10/2023	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$ 2,775.64	-	-
4500054212	5/10/2023	SMC Electrical Products Inc		M110-SUB STATION	\$ 5,258.20	-	-
4500054213	5/10/2023	CDW LLC		G200-OFFICE SUPPLIES	\$ 706.74	-	-
4500054214	5/10/2023	Kleinfelder Construction Services,		C120-SPECIALTY CONTRACTOR	\$ 29,687.87	-	-
4500054215	5/10/2023	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 489.48	-	-
4500054216	5/10/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 6,734.76	-	-
4500054217	5/10/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 67.52	-	-
4500054218	5/10/2023	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	\$ 1,255.83	-	-
4500054219	5/10/2023	Kenneth Place		P130-EQUIP MAINT REPR SVC	\$ 318.67	-	-
4500054220	5/10/2023	Cable, Pipe & Leak Detection, Inc.	Small Business	P120-BLDG/FACILITY REPRS	\$ 1,000.00	-	-
4500054221	5/10/2023	Custom Truck One Source, L.P.		P210-NON-REV VEH REPAIRS	\$ 1,791.94	-	-
4500054222	5/10/2023	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 2,284.00	-	-
4500054223	5/10/2023	Comfort Mechanical Inc	Small Business	M160-SUMP PUMP STATIONS	\$ 2,050.49	-	-