Board of Directors Agenda

November 9, 2023

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.
CC	▶	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).

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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. Two-minutes of time is allotted per speaker, unless otherwise directed by the Chair.

Public Comments Made Via Zoom

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

Public Comments Made by Phone Only

1. Dial **+1-669-900-9128**
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 two minutes per person, unless specified by the Chairperson. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

Instructions for providing in-person public comments:

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

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

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

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

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

Agenda de la Junta de Directores

9 de noviembre de 2023

Haga clic en el enlace para acceder a la reunión:

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

ID de la reunión en Zoom

Formas de Participar

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

Funciones del Seminario En Línea:

Levantar la mano	▶	Use la herramienta de **levantar la mano** cada vez que desee hacer un comentario público.
CC	▶	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).

Descarga en el App Store

Obténla en Google Play

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 dos minutos de tiempo por persona que desee hablar, a menos de que el presidente instruya de otra forma. (*Consulte la página 2 para obtener instrucciones sobre cómo hacer un comentario público.*)

Comentarios Públicos a Través de Zoom

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

Comentarios Públicos Realizados Únicamente por Teléfono

1. Marque el **+1-669-900-9128**
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 dos minutos por persona, a menos de que el presidente especifique de otra forma. No se recibirán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción.

Instrucciones para brindar comentarios públicos en persona:

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

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



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



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



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

Board of Directors

Agenda

November 9, 2023 at 9:00 a.m.

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

Teleconference Participation: (669) 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 two minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.	
	SPECIAL ITEMS	
3.	**Appointment of Ad Hoc Nominating Committee for Recommending Appointments to MTS Committees for 2024 (Sharon Cooney)** Action would appoint an Ad Hoc Nominating Committee to make recommendations to the Board with respect to the appointment of the Chair Pro-Tem as well as MTS and non-MTS committees for 2024.	Appoint
	CONSENT ITEMS	
4.	**Approval of Minutes** Action would approve the October 19, 2023 Board of Directors meeting minutes.	Approve
5.	**Adoption of the 2024 San Diego Metropolitan Transit System (MTS) Executive Committee and Board of Directors Meeting Schedule** Action would adopt the 2024 Executive Committee and Board of Directors meeting schedule	Approve
6.	**Repeal of MTS Board Policy No. 24, "Regional Transit Service Dispute Resolution"** Action would repeal MTS Board Policy No. 24, "Regional Transit Service Dispute Resolution" as of January 1, 2024.	Approve
7.	**Quarter Ending September 30, 2023 – Investment Report**	Informational

8. **Pay Phone Services – Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. L1462.0-23 (in substantially the same format as Attachment A), with Western Automated Solutions, Inc. ("Wescomm"), for the provision of pay phone services for one and a half (1.5) base years with four (4), one (1)-year options for a total of $1,362,900.00; and (2) Exercise the option years at the CEO's discretion.

9. **Bus Operator and Supervisor Uniforms – Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0756.0-23, with Bordova Innovations Inc., for the purchase of bus operator and supervisor uniforms, for five (5) years effective January 1, 2024 through December 31, 2028, in the amount of $2,612,786.76.

10. **Railroad Ties – Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. L1651.0-24, with Phoenix Contracting in the amount of $182,700.90 for railroad ties.

11. **Heating, Ventilation and Air Conditioning (HVAC) Preventative Inspection and Maintenance Services and As-Needed Repairs – Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. PWG372.0-23, with Comfort Mechanical, Inc., a Small Business (SB), for HVAC preventative inspection and maintenance services and as-needed repairs for a three (3) year base period, with two (2) 1-year options for a total of $715,596.93; and 2) Exercise the option years at the CEO's discretion.

12. **Davra Network RuBAN Software Support and Development – Sole Source Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. G2795.0-24, with Davra Networks (Davra), in the amount of $1,288,800.00 , for a period of three (3) base years, and two (2) one-year options for the provision of RuBAN software licensing support and development; and 2) Exercise the option years at the CEO's discretion.

13. **Janitorial Services – Contract Amendment** — Approve

Action would 1) Ratify Amendment 4 to MTS Doc. No. G2613.4-22 with NMS Management Inc. (NMS), a Disadvantage Business Enterprise (DBE), in the amount of $13,316.30; and 2) Authorize the Chief Executive Officer (CEO) to execute Amendment 5 to MTS Doc. No. G2613.5-22 with NMS, in the amount of $274,423.08.

14. **Landscape Maintenance Services – Contract Amendment** — Approve

Action would 1) Ratify Amendment 2 to MTS Doc No. PWG302.2-20 with Aztec Landscaping, Inc. (Aztec) in the amount of $50,000.00 for as-needed landscaping services at multiple Bus Rapid Transit (BRT) locations; 2) Ratify Amendment 3 to MTS Doc No. PWG302.4-20 with Aztec, at no additional cost,

for as-needed landscaping services at the Pyramid Building; and 3) Ratify Amendment 4 to MTS Doc No. PWG302.4-20 with Aztec in the amount of $26,877.00 for as-needed landscaping services for the channel clearing of nonnative, invasive, and channel blocking landscaping in the Alvarado Creek near Grantville Transit Center, and to San Diego River property near Hotel Circle for as needed landscaping services for the Land Management (LM) program; and 4) Authorize the Chief Executive Officer (CEO) to execute Amendment 5 to MTS Doc No. PWG302.5-20 with Aztec in the amount of $100,083.00 for as-needed landscaping services for the Coronado track line and Palomar station cleanups for the LM program.

15. **Baltimore Junction and Euclid Avenue Planning Study – Work Order Agreement** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA355-AE-32 under MTS Doc. No. PWL355.0-22 (in substantially the same format as Attachment A) with Psomas, in the amount of $699,915.43 to provide planning services for the Baltimore Junction and Euclid Avenue Grade Separation Study.

16. **Federal Fiscal Year (FFY) 2022 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities (FTA Section 5310) – Amended and Restated Grant Award** — Approve

Action would: (1) Authorize the Chief Executive Officer (CEO) to execute amended and restated grant agreement, MTS Doc. No. G2697.1-23 (in substantially the same format as Attachment A), awarded by the San Diego Association of Governments (SANDAG) in the amount of $599,999.00 in FFY 2022 FTA Section 5310 funding for paratransit vehicle replacement; and (2) Authorize $693,076.42 in local matching funds to fully fund the purchase of seven (7) Americans with Disabilities Act (ADA) paratransit vehicles.

17. **Mills Building 1st Floor Security Breakroom and Transit Store Office Rehabilitation – Change Order** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Change Order (CCO) 02 to Work Order MTSJOC324-18.02 under Job Order Contract (JOC) MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABC General Contracting, Inc. (ABCGC), in the amount of $100,497.50, for replacing the Heating, Ventilation and Air Conditioning (HVAC) serving the new MTS Security Field Office and Transit Store Office at the Mills Building, as well as providing and installing additional access controls and Closed-Circuit Television (CCTV) systems.

18. **Operations Budget Status Report for September 2023** — Informational

DISCUSSION AND REPORT ITEMS

19. **SANDAG Report on Airport Transit Connection (Ryan Kohut, SANDAG)** — Informational

20. **Fiscal Year 2023 Annual Comprehensive Financial Report (ACFR) (Erin Dunn With Ken Pun and Coley Delaney of the Pun Group)** — Receive

21. **Fiscal Year (FY) 2023 Final Operating Budget Results (Gordon Meyer)** — Approve
Action would receive the MTS operations budget status report for FY 2023 and approve staff recommendations for programming excess revenues less expenses.

22. **MTS Support Services Overview (Amanda Denham)** — Informational

23. **Fiscal Year (FY) 2023 Annual Performance Monitoring and Operating Reports (Denis Desmond, Neomi Woods, Mike Wygant, and Brian Riley)** — Informational

OTHER ITEMS — Informational

24. **Chair, Board Member and Chief Executive Officer's (CEO's) Communications and CEO Report** — Informational

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

CLOSED SESSION

26. **Closed Session – Conference with Real Property Negotiators Pursuant to California Government Code Section 54956.8** — Possible Action

1313 and 1344 National Avenue, San Diego, CA (APN 535-612-01 and 535-613-04)
Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers, General Counsel; Heather Furey, Director of Capital Projects; Sean Myott, Manager of Real Estate Assets; Nicole White Forrest, San Diego Housing Fund; Susan Guinn, San Diego Foundation
Negotiating Parties: tbd
Under Negotiation: Price and Terms of Payment

ADJOURNMENT

27. **Next Meeting Date**
The next Board of Director's meeting is scheduled for December 14, 2023 at 9:00am.

28. **Adjournment**

Metropolitan Transit System

Agenda Item No. 3

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Appointment of Ad Hoc Nominating Committee for Recommending Appointments to MTS Committees for 2024 (Sharon Cooney)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors appoint an Ad Hoc Nominating Committee to make recommendations to the Board with respect to the appointment of the Chair Pro-Tem as well as MTS and non-MTS committees for 2024.

Budget Impact

None.

DISCUSSION:

Each year, the Board makes appointments to the following committees:

- Accessible Services Advisory Committee (ASAC)
- Airport Authority Advisory Committee
- Audit Oversight Committee
- Budget Development Committee
- Executive Committee
- Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN)
- Public Security Committee
- San Diego Association of Governments (SANDAG) Board
- SANDAG Regional Planning Committee
- SANDAG Transportation Committee
- San Diego Regional Building Authority
- Taxicab Advisory Committee

The Executive Committee membership is governed by MTS Board Policy 22.8. The Audit Oversight Committee membership is governed by MTS Board Policy 22.9. Attachment B is a table of committee appointments for 2023.

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

The Ad Hoc Nominating Committee shall review the list of MTS committees and make recommendations to the Board with respect to the appointment of members of the Board to serve on each committee. The Ad Hoc Nominating Committee is also tasked with reviewing the list of outside boards and/or committees and making recommendations to the Board with respect to the appointment of members of the Board to represent MTS on each outside Board or committee.

The Ad Hoc Nominating Committee normally meets in late December or early January, after the upcoming appointments to the MTS Board are generally known, and forwards its recommendations for appointments of officers and committee members on or before the first Board meeting in January.

The election procedures to appoint an Ad Hoc Nominating Committee pursuant to Robert's Rules of Order are as follows:

1. The Chairperson of the Board opens the agenda item.

2. The Chairperson requests nominations from the floor. Nominations do not require a second.

3. The Chairperson closes the nominations.

4. The Chairperson invites the candidate(s) to address the Board for three minutes.

5. The Chairperson asks for any Board discussion.

6. The Chairperson calls for the vote on each motion for each candidate.

7. A 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

Attachments: A. Board Policy No. 22
B. Table of MTS Committees for 2023

Metropolitan Transit System

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

Policies and Procedures No. 22

Board Approval: 6/13/19

SUBJECT:

RULES OF PROCEDURE FOR THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) BOARD OF DIRECTORS

PURPOSE:

To define and clarify Board Rules of Procedure and incorporate them in Board Policy.

BACKGROUND:

In 1977, the Board adopted Rules of Procedure by resolution and from time to time amendments have been adopted. The Rules shall be contained in Board Policy for ease of reference and periodic updating. The Board is established and governed by the Mills-Deddeh Transit Development Act, set forth in the Sections 120000 through 120702 of the California Public Utilities Code ("MTS Enabling Legislation"). Section 120101 requires to the Board to "establish rules for its proceedings." In the event the rules of procedure set forth herein conflict with the MTS Enabling Legislation, or other applicable law, the applicable law shall supersede these rules.

22.1 Membership and Organization

22.1.1 Membership in this Board is established by Sections 120050 through 120051.6 of the MTS Enabling Legislation.

22.1.2 The Board consists of 15 members selected as follows:

a. One member of the County of San Diego Board of Supervisors appointed by the Board of Supervisors.

b. Four members of the City Council of the City of San Diego, one of whom shall be the mayor, appointed by the City Council.

c. One member of each city council appointed individually by the City Councils of the Cities of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee.

d. Two members of the City Council of the City of Chula Vista, one of whom shall be the mayor, appointed by the City Council.

e. The chairperson of the board shall be selected from the board membership 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.

22.1.3 [RESERVED]

22.1.4 Alternate members of the Board shall be appointed as follows:

a. The County of San Diego Board of Supervisors shall appoint as its alternate member a county supervisor not already appointed as the primary board member under Section 22.1.2(a), who represents one of the two supervisorial districts within MTS's jurisdiction with the greatest percentage of its area within the incorporated area of the County of San Diego.

b. The City Councils of the Cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego and Santee shall each individually appoint a member of their respective city councils not already appointed as a primary board member to serve as an alternate member for each member of the city on the board.

c. At its discretion, a city council or the county board of supervisors may appoint a second alternate member to serve on the board in the event that neither a member nor the alternate member is able to attend a meeting of the board.

22.1.5 This Board shall exercise all powers authorized by the laws of the State of California.

22.1.6 Only the duly selected official representative, or in his or her absence his or her duly selected alternate, shall be entitled to represent a member agency in the deliberations of the Board.

22.1.7 Names of the official representatives and alternates shall be communicated in writing to the Board by each participating member agency and shall thereafter be annually communicated or reaffirmed prior to the February meeting of the Board and at such other times as changes in representation are made by member agencies.

22.1.8 The Board shall have the authority to appoint committees or subcommittees and may provide for the appointment of alternates to these committees or subcommittees.

22.1.9 Standing committees shall be appointed by the Board as may be required to carry out general and continuing functions and shall be abolished only upon specific action by the Board.

22.1.10 Ad hoc specialized subcommittees may be appointed by the Board as the need arises to accomplish specific tasks. Upon completion of its assignment, each ad hoc subcommittee shall disband.

22.1.11 Board members serving on such subcommittees shall be compensated as provided by Board ordinance. The Chief Executive Officer is authorized to enter into agreements to compensate individuals who were Board members at the time of their appointments to such subcommittees and who continue to serve on such subcommittees after their terms of office as Board members, subject to the same limitations as exist for compensation of Board members, and subject to replacement by the Board.

22.2 Meetings

22.2.1 On or before the first regular meeting of the Board in December of each year, the Board shall adopt a schedule of its meetings by date, time, and location for the coming year. The schedule of the meetings shall be published in the local newspaper of general circulation prior to the next regular meeting. The schedule of meetings shall also be published on the MTS website and posted at the MTS Executive Offices.

22.2.2 The Board may, when necessary, change the time and place of regular meetings. Notice of such change shall be posted pursuant to the Ralph M. Brown Act.

22.2.3 The Clerk of the Board shall forward written notice of the annual schedule of regular meetings and any changes thereto stating the dates, times, and locations to each member's agency and to the respective members and alternates of the Board and the standing committees.

22.2.4 Special meetings may be called and noticed under the provisions of the Ralph M. Brown Act as applicable and, specifically, Section 54956 of the California Government Code. The call and notice shall be posted in an area accessible to the public at least 24 hours prior to the meeting.

Special meetings normally shall be called by a majority of the Board or Executive Committee only upon a finding that

extraordinary circumstances require Board action prior to the next scheduled Board meeting, such as to discuss a work stoppage or significant litigation, or that a special meeting is necessary to hold a workshop, a joint meeting with another agency, or for other special purposes at a future date beyond the next Board meeting. The Chair may call such meetings only when such extraordinary circumstances arise after the last Board or Executive Committee meeting and Board action is required prior to the next regularly scheduled Board or Executive Committee meeting.

22.2.5 A majority of the members of the Board shall constitute a quorum for the transaction of business, and all official acts of the Board shall require the affirmative vote of a majority of the members of the Board present.

a. After a vote of the members is taken, a weighted vote may be called by the members of any two jurisdictions in accordance with Section 120102.5 of the MTS Enabling Legislation and MTS Board Policy No. 27 (Weighted Vote).

22.2.6 Parliamentary procedure at all meetings shall be governed by Robert's Rules of Order Newly Revised except as otherwise modified herein.

22.2.7 Prior to each regular meeting, the Clerk of the Board shall forward a copy of the agenda to each member in accordance with the schedule adopted by the Board. The agendas shall also be mailed to each person or entity previously requesting such in writing. The Clerk shall post the agenda in an area accessible to the public at least 72 hours before the meeting in accordance with the Ralph M. Brown Act. Agenda materials shall be available as public record in accordance with the Ralph M. Brown Act and, specifically, Section 54957.5 of the California Government Code.

22.2.8 The Board may take action on items of business not appearing on the posted agenda in accordance with the Ralph M. Brown Act.

22.2.9 Requests for Board action may be initiated by any member of the Board or any staff officer.

22.2.10 Communication requests may be initiated by an individual and submitted to the Clerk by letter or on forms provided by the Clerk and must state the subject matter and the action which the writer wishes the Board to take. The Clerk shall review all communication requests so received and shall list them on the Board's docket under those items which the Clerk deems to be proper areas of discussion or action by the Board. When a Communications item is listed on the docket, it is not debatable and must be referred to an appropriate committee, other public agency, or to staff to prepare a report or response.

22.2.11 Any permanent rule of the Board as set forth herein and unless otherwise established by law may be suspended temporarily by a two-thirds vote of the members present.

22.3 Amendments

22.3.1 The Board shall be responsible for making all amendments to these rules.

22.3.2 Proposed amendments may be originated by the Board, or any member of such, or by the Chief Executive Officer.

22.3.3 Each proposed amendment shall be considered by the Board and a copy thereof forwarded by the Clerk of the Board to the official representative of each member agency.

22.4 Ordinances

22.4.1 Every ordinance shall be signed by the Chairperson of the Board and attested by the Clerk of the Board.

22.4.2 On the passage of all ordinances, the votes of the several members of the Board shall be entered on the minutes.

22.4.3 Ordinances shall not be passed at other than a regular meeting or at an adjourned regular meeting. However, an urgency ordinance may be passed at a special meeting. Except when, after reading the title, further reading is waived by regular motion adopted by unanimous vote of the Board members present, all ordinances shall be read in full either at the time of introduction or passage. When ordinances, other than urgency ordinances, are altered after introduction, they shall be passed only at a regular or at an adjourned regular meeting held at least five days after alteration. Corrections of typographical or clerical errors are not alterations within the meaning of this section.

22.4.4 Consistent with Section 120109 of the MTS Enabling Legislation, the Clerk of the Board shall cause a proposed ordinance or proposed amendment to an ordinance, and any ordinance adopted by the Board, to be published at least once, in a newspaper of general circulation published and circulated in the Board's area of jurisdiction.

22.4.5 The publication of an ordinance, as required by subdivision 22.4.4, may be satisfied by either of the following actions:

a. The Board may publish a summary of a proposed ordinance or proposed amendment to an ordinance. The summary shall be prepared by the Clerk of the Board and General Counsel. The summary shall be published and a certified copy of the full text of the proposed ordinance or proposed amendment shall be posted in the office of the

Clerk of the Board at least five (5) days prior to the Board meeting at which the proposed ordinance or amendment is to be adopted. Within 15 days after adoption of the ordinance or amendment, the Board shall publish a summary of the ordinance or amendment with the names of those Board members voting for and against the ordinance or amendment, and the Clerk of the Board shall post in the office of the clerk a certified copy of the full text of the adopted ordinance or amendment along with the names of those Board members voting for and against the ordinance or amendment.

b. If the person designated by the Board determines that it is not feasible to prepare a fair and adequate summary of the proposed ordinance or amendment, and if the Board so orders, a display advertisement of at lease one-quarter of a page in a newspaper of general circulation in the Board's area of jurisdiction shall be published at least five (5) days prior to the Board meeting at which the proposed ordinance or amendment is to be adopted. Within 15 days after adoption of the ordinance or amendment, a display advertisement of at least one-quarter of a page shall be published. The advertisement shall indicate the general nature of, and prove information regarding, the adopted ordinance or amendment, including information sufficient to enable the public to obtain copy of the complete text of the ordinance or amendment and the name of those Board members voting for and against the ordinance amendment.

22.4.6 Ordinances shall take effect thirty days after their final passage. An ordinance takes effect immediately, if it is an ordinance for the immediate preservation of the public peace, health, or safety, containing a declaration of the facts constituting the urgency and is passed by a four-fifths vote of the Board.

22.5 Public Comment

22.5.1 At a public hearing of the Board, persons wishing to provide comment and testimony shall be permitted to address the Board after submitting a written request to speak to the Clerk identifying the person and the subject agenda item. The Chairperson may limit the time for each presentation and may permit additional time to speakers representing a group of individuals or organizations to avoid duplicative testimony. Ordinarily, each speaker will be allowed no more than three minutes.

22.5.2 Persons wishing to comment on agenda items other than a public hearing must submit a written request to speak in advance to the Clerk identifying the person and the subject agenda item. Comments must be limited to issues relevant to the particular agenda item. The Chairperson may limit the time for each presentation and may permit additional time to speakers

representing a group of individuals or organizations to avoid duplicative testimony. Ordinarily, each speaker will be allowed no more than three minutes.

22.5.3 Public comment on matters not on the agenda will be permitted on items of interest to the public that are within the subject matter jurisdiction of the Board. Persons wishing to comment must submit a written request in advance to the Clerk identifying the person and subject matter. The Chairperson may limit the time for each speaker. Ordinarily, each speaker will be allowed no more than three minutes.

22.6 Chairperson

Prior to the expiration of a Chairperson's term, the Executive Committee shall make a recommendation to the Board on whether to reelect the current Chairpersion. In the event that the Board does not reelect a chairperson, or in the event of a vacancy in the position of Chairperson, the Executive Committee shall create an ad hoc nominating committee that shall, by whatever means it deems appropriate, recommend to the Board a candidate or candidates for the position of Chairperson. The Board shall then vote to elect a Chairperson in accordance with Section 22.1.2(e).

22.7 Election of Board Officers and Appointments to Committees

22.7.1 On or before the Board's first meeting in November, the Board shall appoint less than a quorum of members to an Ad Hoc Nominating Committee. The Ad Hoc Nominating Committee shall review the list of MTS committees and make recommendations to the Board with respect to the appointment of members of the Board or former Board members to serve on each MTS committee.

22.7.2 The Ad Hoc Nominating Committee shall also review the list of outside boards and/or committees and make recommendations to the Board with respect to the appointment of members of the Board to represent MTS on each outside board or committee.

22.7.3 The Ad Hoc Nominating Committee shall also make a recommendation to the Board with respect to the appointment of the Vice Chairperson and the Chair Pro Tem and any other board officers.

22.7.4 The Ad Hoc Nominating Committee shall forward its recommendations for appointments of officers and committee members on or before the first Board meeting in January.

22.7.5 At its first meeting in January, the Board shall elect a Vice Chairperson and a Chair Pro Tem from amongst its members. The Vice Chairperson shall preside in the absence of the Chairperson. In the event of the absence or inability to act by the Chairperson and Vice Chairperson, the Chair Pro Tem shall preside.

22.7.6 The Board shall then vote on the recommendations made by the Ad Hoc Nominating Committee with respect to all other committee appointments.

22.7.7 In the event that a Board member vacates his or her position on the Board, at the next meeting, the Chairperson shall take nominations from the floor to fill any opening in any Committee positions vacated by that Board member.

22.8 Executive Committee

22.8.1 The Executive Committee of the Board shall consist of the Chairperson, the Vice Chairperson (if he or she is not already a voting member), a member from the County of San Diego, a member from the City of San Diego, the Transportation Committee Representative (if he or she is not already a voting member), one member who represents the cities of Chula Vista, National City, Coronado, and Imperial Beach (the "South Bay Cities' representative"), and one member who represents the cities of Lemon Grove, La Mesa, El Cajon, Poway, and Santee (the "East County Cities' representative"). The South Bay Cities' representative and the East County Cities' representative shall serve as members of the Executive Committee for a term of two years each. The terms of these two members shall be staggered so as to avoid replacement of both members at the same time.

22.8.2 The East County and South Bay representatives shall serve in the following order:

East County: El Cajon, La Mesa, Lemon Grove, Santee, Poway—each serving a two-year term.

South Bay: Chula Vista, Coronado, Imperial Beach, National City—each serving a two-year term.

After each member has served as either the East County or South Bay representative, the rotation schedule shall repeat.

22.8.3 The alternates to the Executive Committee members shall be as follows:

22.8.3.1 The alternate for the County of San Diego shall be the alternate appointed by the County of San Diego to serve as the alternate for the Board.

2.8.3.2 The alternate for the City of San Diego shall be selected by the City of San Diego from amongst the three remaining City of San Diego Board members.

2.8.3.3 The alternates for the East County Cities' and the South Bay Cities' representatives shall be the representative from the city that is next in the rotation order set forth in section 22.8.2 above (for example, if the City of El Cajon is currently the primary Executive Committee member, then the City of La Mesa member shall be the alternate Executive Committee member). Alternates shall be appointed for a term of two years or such lesser term as necessary to coincide with the term of the member for whom the alternate is appointed.

22.8.4 The Vice Chairperson shall attend each Executive Committee meeting as a voting member. The Vice Chairperson shall serve as the alternate to the Chairperson in his or her absence and as a second alternate at large for any of the Executive Committee representatives and shall be a voting member when serving in this capacity.

22.8.5 At its first meeting in January, the Board shall vote on the Ad Hoc Nominating Committee's recommendation for the representative and alternate to the San Diego Association of Governments (SANDAG) Transportation Committee to serve for a term of one year. In the event that the Board votes to appoint a member of the Board who does not serve on the Executive Committee , then the appointed SANDAG Transportation Committee representative, or the alternate in his or her absence, shall attend the Executive Committee meetings as a voting member.

22.8.6 The primary purpose of the Executive Committee shall be to review and recommend consent items for the agenda of the next MTS Board of Directors meeting; add or delete items as appropriate; and provide input and direction on emerging policies, plans, and issues, in advance, for Board consideration. The Executive Committee shall have the authority to create ad hoc subcommittees for purposes of carrying out its duties and responsibilities.

22.8.7 Three members shall constitute a quorum of the Executive Committee, and a majority vote of the members present shall be required to approve any item. In the absence of a quorum, the Chairperson may review and recommend consent items for the agenda, establish the order of items, and add or delete items.

22.8.8 The Executive Committee shall adopt operating procedures as are necessary for the conduct of its business.

22.9 Audit Oversight Committee

22.9.1 The Audit Oversight Committee shall be comprised of the same members that make up the Executive Committee and such other

individuals as the Board may appoint at the first MTS Board meeting each calendar year. The Board may also appoint individuals who are not members of the Board to serve as non-voting advisory members to the Audit Oversight Committee

22.9.2 No additional compensation shall be paid to the members of the Audit Oversight Committee unless a meeting takes place on a day other than a regularly scheduled MTS Board meeting or MTS Executive Committee meeting. Compensation shall be paid to any additional voting members who are appointed to serve on the Audit Oversight Committee. No compensation shall be paid to any non-voting advisory member appointed by the MTS Board.

22.9.3 The primary duties and responsibilities of the Audit Oversight Committee shall be to ensure that management is maintaining a comprehensive framework of internal control, to ensure that management's financial reporting practices are assessed objectively, and to determine to its own satisfaction that the financial statements are properly audited and that any problems uncovered in the course of the audit are properly reported and resolved.

22.9.4 The Audit Oversight Committee shall:

a. Review the scope of the annual financial statement audit and any other audits the committee feels are appropriate. The financial statement or CAFR audit should be conducted by an external, independent, public accounting firm experienced in municipal financial audits (external auditor).

b. Review the purpose and scope of any nonaudit services to be performed by the external auditor.

c. Oversee the procurement of the external auditor and any related advisory services with final approval by the Board.

d. Oversee the preparation of annual financial statements, the annual financial reporting process, internal controls, and the external auditor using an appropriate degree of professional skepticism.

e. Assess the performance of the external auditor.

f. Provide a forum for internal auditor(s) to report findings during committee meetings. Internal auditor(s) are MTS employee(s) who report to management and primarily perform operational and compliance audits. In unusual circumstances involving significant fraud, waste, or abuse, the internal auditors must contact the Chairperson of the Audit Oversight Committee.

g. Establish a procedure for receipt, retention, and treatment of complaints regarding accounting, internal controls, or auditing matters.

22.9.5 The Audit Oversight Committee shall perform the following tasks each year and, to the extent possible, adhere to this timetable:

a. Prior to the fiscal year end, review the independent audit engagement letter.

b. Prior to the fiscal year end establish a plan for review of the audits with external auditor.

c. In October or November, review a draft of the Comprehensive Annual Financial Report

d. Prior to the fiscal year end, review the management letter and management's response to the letter from the previous year.

22.9.6 At a minimum, and no later than theMTS Board meeting for the CAFR final adoption, the Audit Oversight Committee shall publically ask the following questions of MTS management and/or the external auditors:

a. What is the name of the audit firm performing the audit, and how long has such firm been under contract to perform such audits?

b. Was the audit performed in accordance with generally accepted auditing standards and generally accepted government auditing standards? If not, why?

c. Has the external auditor prepared an unqualified opinion regarding the financial statements? If not, what type of opinion was issued and why?

d. Did the external auditor issue a management letter?

e. Did the external auditor find any nonmaterial weaknesses or reportable conditions?

f. How did the external audit firm maintain its independence during the course of the audit?

g. Describe, in general, the audit procedures performed.

h. Were any new accounting principles adopted? If so, what was their effect?

i. Does the external auditor recommend any changes in the accounting policies used or their application? Did management apply the best accounting principles or merely permitted ones?

j. Describe any significant accounting adjustments affecting the financial statements (prior year as well as current year).

k. Did the external auditor encounter any difficulties in dealing with management in performing the audit?

l. Were there any disagreements with management regarding any accruals, estimates, reserves, or accounting principles?

m. Did the external auditor have the full cooperation of MTS management and staff?

n. Assess the quality of the accounting, internal controls, and the competency of staff.

o. Were there any accounting issues on which the audit firm sought the advice of other audit firms or regulatory bodies?

p. Are there new pronouncements and/or risks affecting future financial statements which the Audit Oversight Committee should be aware of?

22.9.8 A majority of the members of the Audit Oversight Committee shall constitute a quorum, and a majority vote of the members present shall be required to approve any item.

22.9.9 The Audit Oversight Committee shall adopt operating procedures as are necessary for the conduct of its business.

22.10 Board Member Standards of Conduct

22.10.1 The purpose of this policy is to emphasize that each Board member occupies a position of public trust that demands the highest moral and ethical standard of conduct.

22.10.2 This policy shall be supplemental and in addition to the Conflict of Interest Code of the Board and any applicable laws or regulations (including, but not limited to, the Brown Act, Government Code section 1090 and the Political Reform Act) and is not intended to supersede any provisions thereof.

22.10.3 Board members shall not engage in any business or transaction or have a financial or other personal interest, actual, potential, or

apparent, which is incompatible with the proper discharge of his or her official duties or would tend to impair his or her independence of judgment or action in the performance of such duties. Such business, transaction, or interest shall constitute a conflict of interest.

22.10.4 No Board member shall engage in any enterprise or activity that shall result in any of the following:

a. Using the prestige or influence of the Board office for private gain or advantage of the member or another person.

b. Using time, facilities, equipment, or supplies of the Board for the private gain or advantage of the member or another person.

c. Using official information not available to the general public for private gain or advantage of the member or another person.

d. Receiving or accepting money or other consideration from anyone other than the Board for the performance of acts done in the regular course of duty.

e. Receiving or accepting, directly or indirectly, any gift or favor from any one doing business with the Board under circumstances from which it could reasonably be inferred that such was intended to influence such person in such person's duties or as a reward for official action.

f. Soliciting any gift or favor in such person's official capacity, either directly or indirectly, when such solicitation might reasonably be inferred as to have a potential effect on such person's duties or decision, or when the individual's position as a Board member would in any way influence the decision of the person being solicited.

g. Engaging in or accepting private employment or rendering services for private interest, direct or indirect, which may conflict with such person's responsibility or duty, or which, because of that person's position, may influence a decision to the benefit of the organization in which such person has an interest.

22.10.5 If a Board member has an actual, potential, or apparent conflict of interest in the subject of an agenda item, and the Board will make a decision regarding this agenda item during an open session meeting, the Board member must recuse himself or herself or, in the case of uncertainty, request a binding determination from the Board’s General Counsel. If the Board member has a conflict, he

or she may observe, but not participate, in the decision-making process.

22.10.6 If a Board member has an actual, potential, or apparent conflict of interest in the subject of an agenda item to be discussed during a closed session meeting, the Board member shall be disqualified and not present during such discussion so as not to make, participate in making, or in any way attempt to use his or her official position to influence the discussion or decision. In such case, the Board member must recuse himself or herself or, in the case of uncertainty, request a binding determination from the Board's General Counsel. In accordance with the Brown Act, the Board member would be entitled to any information that is publicly reported. The Board member would not, however, be privy to any confidential or privileged information or communications pertaining to the closed session agenda item.

22.10.7 No Board member shall disclose to any person, other than members of the Board and other Board staff designated to handle such confidential matters, the content or substance of any information presented or discussed during a closed session meeting unless the Board authorizes such disclosure by the affirmative vote by a majority of the Board.

22.10.8 No Board member may disclose confidential or privileged information or communications to any person other than a Board member, General Counsel to the Board, or other Board staff designated to handle such matters, unless disclosure is mandated by law or the Board authorizes such disclosure by the affirmative vote of a majority of the Board.

22.10.9 A Board member shall not be privy to confidential or privileged information or communications concerning threatened, anticipated, or actual litigation affecting the Board where the Board member has an actual, potential, or apparent conflict of interest. In the case of uncertainty as to whether a conflict of interest exists, the Board's General Counsel shall issue a binding determination.

22.10.10 No Board member shall represent a position on an issue to be the Board's unless the Board has formally adopted such position at a public meeting.

22.10.11 Any violation of this policy shall constitute official misconduct if determined by an affirmative vote of the majority of the Board in an open and public meeting. The Board may elect to censure the Board member and the violation may be subject to criminal and/or civil penalties as provided for by applicable law.

Original Policy approved on 4/5/84.
Policy revised on 1/12/84.

Policy revised on 7/11/85.
Policy revised on 1/8/87.
Policy revised on 1/11/90.
Policy revised on 8/23/90.
Policy revised on 1/10/91.
Policy revised on 3/24/94.
Policy revised on 1/14/99.
Policy revised on 6/14/01.
Policy revised on 1/10/02.
Policy revised on 1/24/02.
Policy revised on 5/8/03.
Policy revised 2/26/04.
Policy revised 1/12/06.
Policy revised 3/9/06.
Policy revised 3/23/06.
Policy revised 6/14/07.
Policy revised 7/19/07.
Policy revised 2/21/08.
Policy revised 12/11/08.
Policy revised 2/12/15.
Policy revised 11/10/16.
Policy revised 11/9/2017, changes effective 1/1/2018.
Policy revised 6/13/2019.

2023

SLATE OF MTS COMMITTEES AND OUTSIDE AGENCY APPOINTMENTS

Chair Vice Chair Chair Pro Tem	Stephen Whitburn – Chair Steve Goble – Vice Chair Monica Montgomery Steppe – Chair Pro Tem
Accessible Services Advisory Committee (ASAC)	George Gastil – Chair
Airport Authority Advisory Committee	Sean Elo-Rivera – Committee Representative Mike Donovan – Alternate
Audit Oversight Committee	Stephen Whitburn – Chair Steve Goble – Vice Chair Plus, Executive Committee (listed below)
Budget Development Committee	Vivian Moreno – Chair Stephen Whitburn – Committee Representative Sean Elo-Rivera – Committee Representative Steve Goble – Committee Representative John McCann – Committee Representative
Executive Committee	Stephen Whitburn – Chair Vacant - County Representative *(County Alternate: Nora Vargas)* Steve Goble – Vice Chair Sean Elo-Rivera – City of San Diego Representative *(Alternate: Monica Montgomery Steppe)* Ronn Hall – East County Representative *(Alternate: Caylin Frank)* Marcus Bush – South Bay Representative *(Alternate:* Matthew Leyba-Gonzalez*)* Vivian Moreno – SANDAG Transportation Committee Representative *(Alternate: Marcus Bush)*
Los Angeles - San Diego Rail Corridor Agency (LOSSAN) Board	Caylin Frank – Board Representative Vivian Moreno – Alternate
Public Security Committee	Monica Montgomery Steppe – Chair Jose Rodriguez – Committee Representative Patricia Dillard – Committee Representative Carolina Chavez – Committee Representative Mike Donovan – Committee Representative
SANDAG Board	Matthew Leyba-Gonzalez – Board Representative Carolina Chavez – Alternate
SANDAG Regional Planning Committee	George Gastil – Committee Representative Marcus Bush – Alternate
SANDAG Transportation Committee	Vivian Moreno – Committee Representative Marcus Bush – Alternate
San Diego Regional Building Authority	John McCann – Committee Representative
Taxicab Advisory Committee	Sean Elo-Rivera – Chair

MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BOARD OF DIRECTORS

October 19, 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

Chair Whitburn called the Board meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached.

2. Public Comment

David Roger – Provided a verbal statement to the Board during the meeting. Roger expressed dissatisfaction with the cleanliness and safety of the Fifth Avenue Trolley Station.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed concern about safety on the trolley.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA asked that improvements be made to the system and did not believe that zero carbon emission was possible.

CONSENT ITEMS:

3. Approval of Minutes
Action would approve the September 14, 2023 Board of Directors meeting minutes.

4. Mid-Coast Bridges – Property Insurance
Action would authorize the Chief Executive Officer (CEO) to purchase stand-alone Engineered Risk Property insurance coverage for the MTS Mid-Coast bridges with Chubb, effective November 1, 2023 through March 31, 2025, for a total premium of $334,274.00 with a $100,000,000.00 per occurrence property damage sub-limit and a coverage deductible of $1,000,000.00.

5. Variable Message Signs (VMS) Displays Procurement – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2687.0-23, with Global Display Solutions, Inc. (GDS) for the purchase of VMS displays, for five (5) years, in the amount of $6,681,992.78.

6. Operations Budget Status Report for August 2023

7. For-Hire Vehicle Regulation Agreement with City of Oceanside – Memorandum of Understanding (MOU)
Action would 1) Authorize the Chief Executive Officer (CEO) to enter into an agreement for For-Hire Vehicle Regulation with the City of Oceanside; 2) Adopt the proposed revisions to MTS Board Policy No. 34, For-Hire Vehicle Services ; 3) Adopt the proposed amendments to MTS Ordinance No. 11, an Ordinance Providing for the Licensing and the Regulating of Transportation Services within the City by the adoption of a Uniform Paratransit Ordinance; 4) Waive the requirements of MTS Board Policy No. 22, Section 22.4.3 stating all ordinance shall

be read in full either at the time of introduction or passage (per MTS Board Policy No. 22, unanimous vote of the Board members present is required in order to waive further reading); and 5) Upon adoption of the proposed amendments, authorize the CEO the discretion to enforce MTS Ordinance No. 11 in its amended form.

8. Iris Rapid Transit Center Fencing – Work Order Agreements

Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC347-22 under Job Order Contract (JOC) MTS Doc. No. PWG347.0-22 with ABC General Contracting, Inc. (ABCGC), in the amount of $278,517.25, for fabrication and installation of custom station fencing to match and extend the existing Iris Transit Center fencing for pedestrian safety.

9. El Cajon Third Track Construction Management Services – Work Order Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2498-CM02.01 under MTS Doc. No. G2498.0-21 with Kleinfelder Construction Services Inc. (Kleinfelder) for the El Cajon Third Track and El Cajon Third Track – Interlocking E26 Construction Management (CM) Services in the amount of $498,790.77.

10. Orange Line Improvement Project - Phase 2 – Work Order Amendment

Action would 1) Ratify Work Order Amendment No. WOA356-AE-06.01 under MTS Doc No. PWL356.0-22 with Pacific Rail Enterprises, Inc. (PRE), a Disadvantaged Business Enterprise (DBE) totaling $25,250.30, for additional survey services along rail on curves #4 #5 and #8; 2) Ratify Work Order Amendment No. WOA356-AE-06.02 under MTS Doc No. PWL356.0-22 (Attachment B) with PRE for the reallocation of hours and funds totaling $36,537.46 from Task 2, Signal Design, to Task 4, Survey, for additional field surveys and field visits; and 3)Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA356-AE-06.03 under MTS Doc. No. PWL356.0-22, with PRE, in the amount of $2,533,199.09 to prepare plans, specifications, and estimate (PS&E) for Phase 2 Orange Line Improvement Project.

11. South Bay Zero Emission Bus (ZEB) Overhead (OH) Charging Infrastructure Construction – Change Order

Action would authorize the Chief Executive Officer (CEO) to: authorize the CEO to expend up to an additional $200,000.00 in contingency for new amendments or change orders under MTS Doc. NO. PWB333.0-21 with Palm Engineering Construction Company, Inc. (Palm Engineering) on the South Bay ZEB OH Infrastructure Construction Project, bringing total expenditure authority to $9,438,067.21.

12. Actuarial Services for San Diego Transit Corporation (SDTC) Pension Plan – Contract Award

Action would 1) Execute MTS Doc. No. G2734.0-23, with Cheiron, Inc. (Cheiron), for Actuarial Services for the SDTC Pension Plan for a five (5) year base period in the amount of $313,700.00 plus five (5) 1-year options in the amount of $356,900.00 for a total contract amount of $670,600.00; and 2) Exercise the option years at the CEO's discretion.

13. Fuel Card Services for Non-Revenue Vehicles, Machinery and Equipment – Contract Award

Action would 1) Execute MTS Doc. No. G2752.0-23, with Cardlock Fuel System, LLC, dba SC Fuels, for the purchase of Fuel Card Services and Pass-Through Fuel Costs for Non-Revenue Vehicles, Machinery and Equipment, for five (5) base years and two (2) option years, for a total

of seven (7) years, in an estimated amount of $2,335,408.26; and 2) Exercise the option years at the CEO's discretion.

14. Drug and Alcohol Testing and Administration Services – Contract Award
Action would 1) Execute MTS Doc. No. G2757.0-23, with Drug Testing Network Inc. (Drug Testing Network), for Drug and Alcohol Collection, Testing, and Administration Services for a five (5) year base period with five (5) 1-year options for a total cost of $1,036,516.00; and 2) Exercise the option years at the CEO's discretion.

15. Track Geometry Testing Services – Contract Award
Action would 1) Execute MTS L1645.0-23, (in substantially the same format as Attachment A) with Holland, L.P. (Holland) for the provision of track geometry testing for five (5) base years with one (1), three (3)-year option, for a total of $379,458.00; and 2) Exercise the option years at the CEO's discretion.

16. Imperial Avenue Division (IAD) Underground Storage Tanks (UST) Removal – Contract Award
Action would 1) Execute MTS Doc. No. PWB376.0-23, with Western Pump Inc., for IAD UST Removal in the amount of $2,209,593.92; and 2) Authorize the CEO to execute amendments or change orders up to a 15% contingency ($331,439.09) for this construction contract, bringing total expenditure authority to $2,541,033.01.

17. Uninterruptible Power Supply (UPS) Maintenance and Information Technology (IT) Asset Inventory Assessment Report – Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2009.6-17, with Schneider Electric IT Corporation (Schneider), increasing the contract value in the amount of $177,593.00, bringing the contract total to $1,595,856.76.

18. Imperial Avenue Division (IAD) Generator Upgrades – Contract Award
Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. PWB371.0-23, with Global Power Group, Inc., for IAD Generator Upgrades in the amount of $584,000.00; and 2) Authorize the CEO to execute amendments or change orders up to a 15% contingency ($87,600.00) for this construction contract, bringing total expenditure authority to $671,600.00.

19. Fiscal Year (FY) 2022-2023 California Senate Bill (SB) 1 State of Good Repair (SGR) Funding Adjustment
Action would approve Resolution No. 23-11 in order to Approve the revised FY 2022-23 SB1-SGR funding amount to $5,084,971.02.

20. Ordinance No. 14, An Ordinance to Adopt the California Building Code and Delegation of Authority for Capital Projects
Action would 1) Waive the requirements of MTS Board Policy No. 22, Sections 22.4.3, stating all ordinances shall be read in full either at the time of introduction or passage (per MTS Board Policy No. 22, unanimous vote of the Board members present is required in order to waive further reading); and 2) Adopt the ordinance entitled "MTS Ordinance No. 14, an Ordinance to Adopt the California Building Code and Delegation of Authority for Capital Projects".

Public Comment for Item 5

David Rogers – Provided a verbal statement to the Board during the meeting. Rogers was dissatisfied with the project cost for VMS signs and found them unreliable and outdated.

Public Comment on Various Consent Items

Truth – Provided a verbal statement to the Board during the meeting. Truth provided comments on item 3, 5, 6, 7, 9, 10, 11, 13, 17, 18, 19, 20. Truth expressed dissatisfaction with: (5) the cost of VMS signs, (6) the negative unfavorable variance, (7) paratransit service in Oceanside, (9) shuttle service, (10) limited trolley speed, (11) concern about geotechnical report on boulder findings and bus battery and quietness of the bus, (13) fuel car monitoring, (17) (18) emergency generators for fleet support during power outages (19) state debt forgiveness to MTS, (20) the ICC.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction with the cost of VMS signs, the deployment of an electric fleet due to safety concerns, the purchase of fuel vehicles, safety hazards for underground storage tanks, and the purchase of generators.

Action on Recommended Consent Items 3-20

Board Member Hall moved to approve Consent Agenda Item Nos. 3 to 20. Board Member McCann seconded the motion, and the vote was 14 to 0 in favor with Board Member Vargas absent.

NOTICED PUBLIC HEARINGS

21. Public Hearing for Sorrento Valley Coaster Connection Service Discontinuation (Denis Desmond)

Denis Desmond, MTS Director of Planning, presented on the Sorrento Valley Coaster Connection. He outlined the following information: background, current service, ridership, performance, next steps and staff's recommendation.

Public Comment

Seo Hyungseok – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Rosalie Rodriguez – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

George Baumbach – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Cheryl Farrar – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Olga Salcido – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Erik Larsen– Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Margaret Finley-Sabir – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Peter Philp – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Marisela Guaderrama – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Nick Palermino – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

John Eldon – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Lorilee Kanner – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Shirley – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Norienne Saign – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Amber Khan – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Yoshael-Reuben Fujikawa – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Laura Ross – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Seth Cohen – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Chris Cate – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Zaohua Huang – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Christina Resendiz – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Kristina Castro – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Will Moore – Provided a written statement to the Board prior to the meeting. The written comment is provided in the October 19, 2023 Final Meeting Packet.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed dissatisfaction with: the low ridership on the system, use of the Title VI and encouraged NCTD to fund connections.

Chris Cate – Representing the Mira Mesa Community Planning Group, made a verbal statement to the Board during the meeting. Cate opposed the discontinuation of the route due to recent job and housing growth in the area. He noted that he did not have prior notification of this service discontinuation.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original Dra did not agree with the per passenger operating cost and encouraged that the service continue.

Melanie Cohn – Representing Biocom California made a verbal statement to the Board during the meeting. Cohn noted that they were not aware of the discontinuation of the service.

Nathan Ortiz – A choice rider, provided a verbal statement to the Board during the meeting. They discouraged the Board to discontinue the service and believed there would be more ridership in the future.

Committee Comment

Board Member Elo-Rivera was concerned that he did not have the full understanding of the impacts of the route discontinuation. He believed that if the route was more known to the community, that it would be ridden more. He was concerned that NCTD would not guarantee the service and asked staff to explain the potential solutions. Mr. Desmond noted that NCTD operates first and last mile services in other stations and that they could extend service to cover the SVCC service. He added that MTS could offer the existing buses so that NCTD operate the service. He noted the challenges for MTS to staff the route with drivers. A dedicated bus route may not be the most effective transit service and that they may look at additional micro transit options. Board Member Elo-Rivera asked about the advantages and disadvantages of NCTD operating a micro transit option. Mr. Desmond explained that NCTD can more easily tailor the service to the COASTER since the service schedule is different between agencies. Board Member Elo-Rivera asked if the route was a sole conduit to connect with other MTS services. Mr. Desmond replied that the SVCC does connect to the Blue Line Trolley service but noted the low ridership numbers. Board Member Elo-Rivera added a fourth motion to direct MTS staff to work with SANDAG, NCTD and other stakeholders in the area on a plan to ensure connection opportunities between NCTD and MTS service areas. He believed it was a high-density area under growth that would benefit from transit. He supported the discontinuation of service, knowing there would be other transit options. Mr. Desmond added that there were additional routes that serviced the area and clarified that the discontinuation would only affect connectivity to the COASTER, but would not impact Rapids or other routes. Mr. Desmond assured the Board that there were other existing bus routes in the area that do connect to the Blue Line.

Board Member Moreno supported the discontinuation of services that were not justified by ridership figures or social equity concerns. She had previously asked staff how much money the agency had invested into the system over the course of the 28 years the line was in service. Mr. Desmond noted approximately 9.5 million dollars in subsidies and 13 million spent on gross operating costs. Board Member Moreno confirmed that approximately 60 passengers used the system each day. Mr. Desmond noted that the average was likely between 60-75 individuals. Board Member Moreno noted that the funding allocation for that line could be re-allocated to other parts of the system. She was grateful that infrastructure funding such as a gondola to the Sorrento Valley Coaster Station was not invested in the region. She supported exploring additional opportunities to connect high demand locations to the trolley system. She suggested

minibus service from Cross Border Express (CBX) to the Iris Rapid and supported staff's recommendation.

Board Member Bush did not believe there was enough outreach to the community and asked what staff did to notice the public. Mr. Desmond noted that the item was noticed since the beginning of October with information on the busses and the station. He noted that the public comment turnout was the most MTS had seen for the discontinuation of a route, which is evidence that the public was noticed. He noted that Biocom was notified that the hearing would be occurring. Board Member Bush asked if the hearing was discussed with community-based organizations or council member representatives in the area. Mr. Desmond confirmed that staff had spoken to both Councilmember Lee and Councilmember LaCava's office. Board Member Bush asked if the Councilmembers had any concerns. Mr. Desmond noted that at first there was apprehension, but when the cost and rider frequencies were presented, they understood staff's recommendation. Ms. Cooney added that the agency also reached out to UCSD and they understood the recommendation that the service be discontinued. She added that UCSD also ended their financial support of the route to the COASTER connection due to low ridership. Board Member Bush asked if it was a large cost difference compared to some of the other things the agency subsidizes. Ms. Cooney noted that it could be more cost effective to give free rideshare vouchers to the 60 passengers utilizing the route. Board Member Bush wished there could have been additional public outreach for the service.

Board Member Hall listed the various companies that were alerted to the discontinuation. He suggested that the Board move forward with the staff recommendation. At a later time, staff could work with the institutions to negotiate service.

Vice Chair Goble asked if employers had provided reasons for the lack of use. Mr. Desmond noted that working from home opportunities and employee turnover contributed to decreased ridership.

Chair Whitburn clarified that the issue with the service was not a lack of value, but rather that the bus and driver resources that it takes to operate the service is too expensive and could be used more effectively in larger parts of the community. Chair Whitburn noted that it was initially envisioned that employers in the area would support the service for their employees. He added that employers still have an opportunity to participate and hoped to see support in the future. Chair Whitburn asked Dalia Gonzalez, MTS Clerk of the Board, to read the recommendation addition. Ms. Gonzalez read 4) Direct MTS staff to work with NCTD, SANDAG and stakeholders to ensure that there is a connection to NCTD services.

Board Member Bush asked to revise the amendment and asked that staff organize a public workshop to notify the community by December 2023. Ms. Cooney cautioned the Board about the difficulties to meet the timeline, but assured the Board that MTS wanted to help NCTD succeed. Board Member Bush asked what a realistic timeline would be for the agency. Mr. Desmond added that NCTD is currently working on a plan to backfill the service with a survey and noted that December could be a realistic timeline for MTS, but NCTD was on a different timeline to capture results to take to their Board.

Board Member Donovan expressed concern over the assurance of transit service connectivity that the current motion read. He asked for language substitution that would make the recommendation less definitive.

Chair Whitburn asked Board Member Elo-Rivera if he agreed with the language change and added that connectivity would be done with various transit options. He asked that existing riders continue to have an opportunity to be connected to MTS.

Board Member Hall suggested that MTS survey current riders to understand what employers they are working for to facilitate employee pass access. Ms. Cooney replied that NCTD's survey will reveal that information.

Ms. Landers clarified that the fourth recommendation addition would not act as a trigger to undo the previous three recommendations. MTS will participate in the strategy of options as a report for the Board with potential solutions. If no solutions are found, the forth addition would not undo the action taken today.

Board Member Bush asked to modify the amendment to include the major employers and any other stakeholders to organize a public workshop informing the public of the actions taken today to facilitate a discussion on replacement options by December 2023.

Board Member Elo-Rivera supported public participation, but did not believe that MTS would be able to meet the December deadline. Ms. Cooney believed that the fourth recommendation addition was enough to give staff clear direction. Board Member Bush asked if item 4 would include a public workshop. Ms. Cooney noted that MTS would need to work with NCTD, and stated that public workshops were a typical part of the planning process.

Board Member Moreno asked if there was enough ridership to justify a workshop. She reminded the Board that the money to service this route could be re-allocated to another type of service or project that could impact more riders.

Board Member Gastil disagreed that the cost was the most critical element because there are riders using the system. He asked that the Public Hearing be closed before continuing onto the vote.

Action Taken

Board Member Elo-Rivera moved to 1) Receive public testimony; 2) Approve discontinuation Sorrento Valley Coaster Connection (SVCC) services (Routes 972, 973, 974, 978, and 979), effective on or before the June 2024 service change; 3) Authorize the Chief Executive Officer (CEO) to transfer six (6) 2014 El Dorado National AeroElite 320 minibuses to the North County Transit District (NCTD) for the value of certain equipment remaining on the buses (estimated at $72,000 for all six buses), if NCTD and/or its designee assume management and operation of a Sorrento Valley Coaster Station (SVCS) shuttle service within 30 days of MTS' discontinuation of the SVCC service. (Requires 2/3 approval.); and 4) Direct MTS staff to work with NCTD, SANDAG and other stakeholders to facilitate a connection to transit services. Board Member Bush seconded the motion, and the vote was 14 to 0 in favor with Board Member Vargas absent.

DISCUSSION ITEMS AND REPORT ITEMS:

22. Spring Street Station Transit-Oriented Development (Karen Landers and Sean Myott)

Sean Myott, MTS Manager of Real Estate Assets, and Ms. Landers presented on Spring Street Station Transit-Oriented Development (TOD). They outlined: the current property area, transit-oriented development project, affordable housing, parking, amenities, renderings, DDA and

ground lease process, DDA and ground lease material terms, timeline, staff recommendation and overview of the transit-oriented development program.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth explained that TOD was a term coined by the United Nations. They did not believe that government should be involved in the real estate market but believed that every unit should be entitled to at least one parking space allocation.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original Dra believed that Affordable Housing was not truly affordable. They expressed dissatisfaction with the parking allocations per unit.

Committee Comment

Board Member Arapostathis asked if the project qualified for the state's density bonus. Ms. Landers believed that it did. Board Member Arapostathis asked if a traffic study would be conducted so that an additional residential entrance can be included to the design. Ms. Landers noted that the existing entrance would be used. He expressed concern about the existing traffic swell that the enry point causes and asked for the study to be reassessed to relieve congestion. Ms. Landers explained the project phasing and assured Board Member Arapostathis that the agency would note the concern to the developers.

Board Member Gastil asked if the Spring Street TOD parking availability would impact the development of a TOD at the Massachusetts Ave Trolley Station. Mr. Myott assured the Board that the agency would be able to provide housing at that station.

Board Member Hall asked how parking types would be differentiated. Ms. Landers noted that the agency is assessing operational solutions that could include the scanning of a PRONTO card. Ms. Landers explained that the agency did not want to commit to additional residential parking spaces so that the developer doesn't promise parking to its residents. Ms. Landers also noted that giving up 159 transit parking spaces would not increase density. If the 159 transit spaces go unused, the agency may want to repurpose the space to host micro mobility options or other transit amenities. Board Member Hall replied that the spaces could also be given to residents for their vehicles.

Board Member Chavez asked staff to clarify if public restrooms would be available at the site. Ms. Landers confirmed that the developer has agreed to provide and maintain a public restroom. Board Member Chavez listed restroom access as a TOD priority.

Board Member Montgomery Steppe asked if there are prospects of subsidized passes to increase ridership. Ms. Landers replied that the developers are working on marketing efforts to encourage riders to buy fares. She also noted grant programs that could fund transit passes for an initial period of time when they open the development. She cautioned the Board that if the agency requires this as part of a deal term, then it becomes an operating cost.

Action Taken

Board Member Arapostathis moved to 1) Determine that the Spring Street Station Transit-Oriented Development is exempt from environmental review under the California Environmental

Quality Act pursuant to Title 14 of the California Code of Regulations, sections 15268, 15378, 15332 and Government Code section 65913.4; 2) Authorize the Chief Executive Officer to execute a Disposition and Development Agreement with Spring Street Family Housing L.P. for a Spring Street Transit-Oriented Development Project (DDA), in substantially the same format as Attachment A; and 3) Authorize the Chief Executive Officer to take all actions necessary to fulfill MTS's obligations under the DDA, including, but not limited to, executing a Ground Lease and related regulatory agreements for the project. Board Member McCann seconded the motion, and the vote was 14 to 0 in favor with Board Member Vargas absent.

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

Kena Teon, MTS Grants Administrator, and Julia Tuer, Manager of Government Affairs presented on the Grants Administration Report. They provided details on: the grants team, overview of grants administration, formula grants, competitive federal and state grants, housing and community development partnerships, grant reporting and audits, and upcoming grant opportunities.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth did not support the grant program.

The Original DRA – Provided a verbal statement to the Board during the meeting. They expressed difficulty listening in to the meeting and did not support the grant program.

Action Taken

Informational item only. No action taken.

24. Senate Bill (SB) 125 Funding Update (Sharon Cooney)

Sharon Cooney, MTS Chief Executive Officer, presented on the SB 125 Funding Update. She provided details on: SB 125 background and guidelines, funding allocation recommendations, and impact of funding allocation proposal on budget forecast.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth did not support the projects that would be funded by SB 125.

Guadalupe Rojas – With Mid City CAN provided a verbal statement to the Board during the meeting. Rojas advocated for youth opportunity passes and urged the board to fund a permanent program.

Keara O'Laughlin – With the Center on Policy Initiatives provided a verbal statement to the Board during the meeting. O'Laughlin supported the program funding for environmental justice communities, youth opportunity passes and the expansion to ages 24 and under, 10-minute frequencies, 24-hour service and the acceleration of bus electrification.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original Dra did not support the projects that would be funded by SB 125.

Committee Comment

Board Member Moreno expressed gratitude for attaining funding and the various tools to understand the agency's priority list. She was excited to know that this was a living document that could change along with the agency's priorities. Board Member Moreno supported the funding of transit amenities at bus stops, youth opportunity passes and a CBX and Iris Avenue connection. She encouraged public participation at the November 2nd, 9am meeting.

Vice Chair Goble asked if additional vehicles would need to be procured with the projected increased frequencies. Ms. Cooney clarified that additional service would be covered with the existing fleet vehicles since the additional frequency would runs off peak hours. She did note that additional vehicles might be necessary to support service during peak hours. Vice Chair Goble noted that the useful life of vehicles would decrease more rapidly with additional frequency.

Board Member Elo-Rivera asked that the PRONTO Extend Program be incorporated into the list of priorities. This program allows foster youth to receive PRONTO passes between the ages of 19 and 24. Ms. Cooney noted that the PRONO Extend Program is include in MTS's current operating budget assumptions.

Board Member Montgomery Steppe asked that Bus Route 4 and 961 have increased frequencies. She asked if the TDA Task Force has any additional feedback or solutions. Ms. Cooney noted that the Task Force had yet to be formed, but that the Board would be updated accordingly. She also noted that Youth Opportunity Passes were a priority and that SANDAG was slated to fund the program. Board Member Montgomery Steppe asked what was the process to revisit the priority list in case SANDAG is not able to attain funding for the program. Ms. Cooney listed various MTS committees and frequencies that the item could be brought back to for revision. Board Member Montgomery Steppe deferred to the Chair of the BDC and the Board.

Board Member Chavez agreed with additional service to CBX.

Board Member Gastil noted that the improvements to the Orange Line are important.

Board Member Hall asked about the transit security fiscal allocation. Ms. Cooney noted that there was only a partial allocation. Board Member Hall cautioned the Board about the revised forecast and the upcoming deficit.

Board Member Montgomery Steppe asked about bringing bus drivers on as employees and suggested that the allocated funding could do that.

Chair Whitburn encouraged public participation at the November 2nd, 9am meeting.

Action Taken

No action taken. Informational item only.

CLOSED SESSION (ITEMS TAKEN OUT OF ORDER):

The Board convened to Closed Session at 11:43 a.m.

29. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8

Three Properties (Clean Transit Advancement Campus Project):

4506-4520 Federal Boulevard, San Diego, CA (APN 541-611-04)
Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers, General Counsel; Heather Furey, Director of Capital Projects; Sean Myott, Manager of Real Estate Assets; Chip Willett, Bender Rosenthal, Inc.; David Skinner, Meyers Nave
Negotiating Parties: H&H Investments Company, LLC
Under Negotiation: Price and Terms of Payment

4576-4588 Federal Boulevard, San Diego, CA (APN 541-611-34 and 541-611-35)
Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers, General Counsel; Heather Furey, Director of Capital Projects; Sean Myott, Manager of Real Estate Assets; Chip Willett, Bender Rosenthal, Inc.; David Skinner, Meyers Nave
Negotiating Parties: H&H Investments Company (an undivided 1/3 interest); Robert L. Little, Sir, Trustee of the Robert L. Little Sr. and Charlene D. Little Trust dated November 12, 1986; Little Family Trust (an undivided 1/3 interest); and Dean N. Ninteman, Trustee of the Dean N. Ninteman Trust dated May 18, 2010 (an undivided 1/3 interest)
Under Negotiation: Price and Terms of Payment

4550 Federal Boulevard, San Diego, CA (APN 541-611-31)
Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers, General Counsel; Heather Furey, Director of Capital Projects; Sean Myott, Manager of Real Estate Assets; Chip Willett, Bender Rosenthal, Inc.; David Skinner, Meyers Nave
Negotiating Parties: Bayshore Group, a general partnership
Under Negotiation: Price and Terms of Payment

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth did not believe that government should be involved in the real estate market, but believed that every unit should be entitled to at least one parking space allocation.

Action Taken

Ms. Landers reported the following oral report of final actions taken in Closed Session: The Board received a report from negotiators and gave instructions.

OTHER ITEMS (ITEMS TAKEN OUT OF ORDER):

25. Chair Report

Chair Whitburn thanked Al Stiehler, Retiring Director of Transit Security and Passenger Safety, for his leadership and time at MTS. Mr. Stiehler commended the Security department and leadership at MTS. Chair Whitburn introduced Tim Curran as the new Director of Transit Security and Passenger Safety.

Board Member Leyba-Gonzalez expressed constituent concerns over the 60-foot buses and route details being used for Rapid 227. He asked if the route could be changed and when ridership data could be provided.

Public Comment

David Roger – Provided a verbal statement to the Board during the meeting. Roger expressed dissatisfaction with the customer feedback outlet and the security team.

Truth – Provided a verbal statement to the Board during the meeting. Truth listed various anecdotes about their negative experience on the system.

26. Chief Executive Officer's Report

There was no Chief Executive Officer's Report.

27. Board Member Communications

Vice Chair Goble acknowledged the El Cajon and La Mesa fare compliance efforts. Of those that did not purchase a fare, El Cajon police arrested one parolee at large, and one person of interest for homicide. He supported the Security team's efforts.

Public Comment

Truth – Provided a verbal statement to the Board during the meeting. Truth believed that the fare compliance operation should have been advertised to warn passengers.

28. Remainder of Public Comments Not on The Agenda

There were no additional public comments.

ADJOURNMENT

29. Next Meeting Date

The next regularly scheduled Board meeting is November 9, 2023 at 9am.

30. Adjournment

The meeting was adjourned at 12:11 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): October 19, 2023
CALL TO ORDER (TIME): 9:03am
ORDINANCES ADOPTED: 9:17am
PUBLIC HEARING: 9:18am
RECONVENE: 10:15am
CLOSED SESSION: 11:43am
RECONVENE: 11:52am
ADJOURN: 12:11pm

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Chavez	☒	Cardenas	☐	9:03am	12:11pm
City of Chula Vista	McCann	☒	Cardenas	☐	9:11am	11:43am
City of Coronado	Donovan	☒	Duncan	☐	9:03am	12:11pm
County of San Diego	Vacant	☐	Vargas	☐	ABSENT	ABSENT
City of El Cajon	Goble (Vice-Chair)	☒	Ortiz	☐	9:03am	12:11pm
City of Imperial Beach	Leyba-Gonzalez	☒	Aguirre	☐	9:03am	12:11pm
City of La Mesa	Dillard	☐	Arapostathis	☒	9:03am	11:52am
City of Lemon Grove	Gastil	☒	Mendoza	☐	9:03am	12:11pm
City of National City	Bush	☒	Rodriguez	☐	9:03am	11:40am
City of Poway	Frank	☒	Pepin	☐	9:03am	10:53am
City of San Diego	Montgomery Steppe	☒	Von Wilpert	☐	9:11am	12:02pm
City of San Diego	Elo-Rivera	☒	LaCava	☐	9:03am	12:11pm
City of San Diego	Gloria	☐	Moreno	☒	9:05aM	11:43am
City of San Diego	Whitburn (Chair)	☒	Campillo	☐	9:03am	12:11pm
City of Santee	Hall	☒	Koval Minto	☐ ☐	9:03am	12:11pm

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

November 9, 2023

SUBJECT:

Adoption of the 2024 San Diego Metropolitan Transit System (MTS) Executive Committee and Board of Directors Meeting Schedule

RECOMMENDATION:

That the MTS Board of Directors adopt the 2024 Executive Committee and Board of Directors meeting schedule (Attachment A).

Budget Impact

None.

DISCUSSION:

The MTS Board of Directors annually adopts its meeting schedule for the next calendar year. The meeting schedule reflects Executive Committee and Board of Directors meetings throughout the 2024 calendar year (Attachment A).

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. 2024 MTS Executive Committee and Board of Directors Meeting Schedule

Metropolitan Transit System

2024

BOARD OF DIRECTORS AND EXECUTIVE COMMITTEE MEETING SCHEDULE

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

Virtual Participation: 1(669) 444-9171; **EC** Webinar ID: 945 6218 8418; **Board** Webinar ID: 982 8803 2362

Executive Committee Meetings Thursdays at 9:00 a.m.	Board Meetings Thursdays at 9:00 a.m.
January 11	January 18
February 1	February 8
March 7	March 14 (Finance Workshop)
April 11	April 25 (Finance Workshop)
May 9	May 16 (Public Hearing)
June 13	June 20
July 11	July 18
August NO MEETING	August NO MEETING
September 5	September 12
October 10	October 17
November 7	November 14
December 12	December 19

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

Metropolitan Transit System

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Repeal of MTS Board Policy No. 24, "Regional Transit Service Dispute Resolution"

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors repeal MTS Board Policy No. 24, "Regional Transit Service Dispute Resolution" as of January 1, 2024 (Attachment A).

Budget Impact

None.

DISCUSSION:

The San Diego area transit dispute resolution process was enacted in the service area of MTS through legislation (Ch.745, Statutes of 1983). The objective then was to address the possible need to provide a means to resolve possible regional disputes between regional operators and MTS. These regional services included Chula Vista Transit and National City Transit, for example. MTS now provides the sole service in the MTS jurisdiction and the other regional transit systems are no longer operative.

In an effort to maintain and update MTS policies and statutes, MTS submitted a request through the California Senate Transportation Committee to include striking the statutes relative to the transit service dispute resolution process within the Transportation Omnibus Bill, Senate Bill (SB) 891 (Attachment B). Subsequently, the Governor approved SB 891, which will take effect as of January 1, 2024.

Therefore, staff recommends that the MTS Board of Directors repeal MTS Board Policy No. 24, "Regional Transit Service Dispute Resolution" as of January 1, 2024.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Repealed MTS Board Policy No. 24 (watermarked to show repeal)

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

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619/231-1466
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Policies and Procedures No. 24

SUBJECT: **Board Approval:** 2/26/04

REGIONAL TRANSIT SERVICE DISPUTE RESOLUTION

PURPOSE:

To establish the rules and regulations to be used by the MTS Board of Directors to resolve regional transit service disputes.

BACKGROUND:

Senate Bill (SB) 510 (1983) added Sections 120475-120479 to the Public Utilities Code summarized as follows:

- Section 120475. The Board shall coordinate the operation of all regional public transit services that operate within the area under the jurisdiction of the Board so as to achieve efficient operation thereof and shall establish procedures to resolve disputes between public transit operators and local agencies.

- Section 120476. The Board shall act in full cooperation and coordination with regional operators, local operators, and local public agencies in such matters as schedules, routes, and exchange of transfers.

- Section 120477. The Board shall resolve regional transit service disputes between local agencies and transit operators that provide services in the area pursuant to the rules and regulations adopted by the Board.

The provisions in this policy regarding private Enterprise Transit Service Disputes relate only to those services provided by MTS or those provided with federal financial assistance.

POLICY ELEMENTS:

24.1 Definition of Regional Transit Service. Regional service shall be generally characterized by operating speed above the system average, limited stops, and moderate service frequencies connecting different communities or cities. Annually, with MTS Board adoption of the Short-Range Transit Plan, the Board shall also adopt a current-year map of regional transit services.

REPEALED

Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company.

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

24.2 Definition of a Regional Transit Service Dispute. A regional transit service dispute is defined to be any disagreement between parties (local agencies or operators) regarding routes on the adopted regional transit service map. Specific items that would characterize a dispute include, but are not limited to, the following: fare levels, service levels, routings, stop locations, transfer provisions, and funding.

24.3 Definition of Private Enterprise Transit Service. Private enterprise transit services shall consist of any bus route, local or regional, that is considered by the MTS Board pursuant to the provisions of Policy No. 31 for possible operation by private enterprise providers, whether or not that route is ultimately chosen by the Board for private enterprise bidding.

24.4 Definition of a Private Enterprise Transit Service Dispute. A private enterprise transit service dispute is defined to be any disagreement between public and private enterprise transit providers and/or local agencies and/or operators regarding services provided by MTS or with federal financial assistance concerning:

a. whether or not a route should be offered for public bid.
b. any matter relating to the nature of such a bid or bid process.

24.5 Initial Step Toward Resolution. In order to trigger provisions of this Policy, a written notice of dispute shall be provided to the MTS Chief Executive Officer and all parties by one or more of the parties. In all cases of dispute, MTS staff will meet with the parties and endeavor to workout a solution satisfactory to all parties as an initial step. If the dispute is not resolved at this level, then the procedures in Policy Element 24.6 shall be followed.

24.6 Formation of a Mediation Panel. MTS will adhere to the following order of procedures in reviewing and resolving a dispute:

1. MTS staff will prepare an informational report for Board review summarizing the issues of the dispute. A draft of this report shall be made available to each of the affected parties for review and comment prior to transmittal to the Board. The Board shall not take any action on the matter at this first meeting, unless each party agrees, and except for direction regarding data to be assembled.

2. After this first hearing, the Board shall appoint a three-person panel consisting of Board members. The panel will meet with the parties and attempt to mediate the dispute and have parties agree to a resolution. Panel members should not be representatives from the involved jurisdictions, unless equally represented.

3. If mediation fails, the panel will schedule and hold a public meeting on the regional transit service dispute in the locality of the dispute and make a report of its findings of fact and its recommendations regarding the dispute to the Board.

4. A report containing the recommendations of the panel will be transmitted

REPEALED

to the parties prior to MTS Board action.

24.7 Procedures Involving San Diego Transit. Procedures for the review and resolution of regional transit service disputes involving the San Diego Transit Corporation shall require mutual agreement by the parties to the dispute.

24.8 Procedures if a Party is Outside of the MTS Area. If the regional transit service dispute involves one or more local agencies not within the area governed by the Board, procedures for the review and resolution of the dispute shall require mutual agreement by the parties to the dispute.

TFL:paw/smc/jg
POLICY.24.REG TRANSIT SVC DISPUTE RESOLUTION
7/14/06

Original Policy approved on 1/26/84.
Policy revised 12/10/87.
Policy revised on 2/26/04.
Policy repealed on 1/1/2024.

REPEALED

STATE OF CALIFORNIA
LEGISLATIVE COUNSEL BUREAU
AUTHENTICATED
ELECTRONIC LEGAL MATERIAL

Senate Bill No. 891

CHAPTER 219

An act to amend Section 132351.4 of, and to repeal Article 10 (commencing with Section 120475) of Chapter 4 of Division 11 of, the Public Utilities Code, to amend Section 149.5 of the Streets and Highways Code, and to amend Sections 560 and 27903 of, to add Sections 27470 and 34500.7 to, to repeal Section 34005 of, and to repeal and add Section 34003 of, the Vehicle Code, relating to transportation.

[Approved by Governor September 22, 2023. Filed with Secretary of State September 22, 2023.]

LEGISLATIVE COUNSEL'S DIGEST

SB 891, Committee on Transportation. Transportation: omnibus bill.

(1) The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), with specified powers and duties related to the operation of public transit services in a portion of the County of San Diego. Existing law requires MTS to coordinate the operation of all regional public transportation services in the area under its jurisdiction and to establish and adopt regulations to resolve disputes between public transit operators and local agencies.

This bill would repeal the requirement for MTS to coordinate the operation of all regional public transportation services in the area under its jurisdiction and to establish and adopt regulations for the dispute resolution process.

(2) The San Diego Regional Transportation Consolidation Act creates the consolidated agency, commonly known as the San Diego Association of Governments (SANDAG), through the consolidation of certain regional transportation planning, programming, and related functions in the County of San Diego from various agencies including MTS. Existing law provides for SANDAG to have 5 standing policy advisory committees including the transportation committee. Existing law requires SANDAG to submit a report to the Legislature on or before July 1 of each year, developed by its transportation committee, that outlines various matters related to public transit.

This bill would change the deadline for this annual report to December 31.

(3) Existing law authorizes the Sunol Smart Carpool Lane Joint Powers Authority, consisting of the Alameda County Transportation Commission and the Santa Clara Valley Transportation Authority, to conduct, administer, and operate a value pricing high-occupancy vehicle program, on the Sunol Grade segment of State Highway Route 680 in the Counties of Alameda

and Santa Clara, that may authorize the entry and use of high-occupancy vehicle lanes by single-occupant vehicles for a fee.

This bill would instead authorize the Sunol Smart Carpool Lane Joint Powers Authority or the Alameda County Transportation Commission to conduct, administer, and operate the program in the County of Alameda and the Sunol Smart Carpool Lane Joint Powers Authority or the Santa Clara Valley Transportation Authority to conduct, administer, and operate the program in the County of Santa Clara.

(4) Existing law specifies standards and requirements for the equipment of motor vehicles, including tires. Existing law requires a vehicle transporting specified hazardous materials to display placards and markings pursuant to federal regulations, but subject to state regulations on radioactive material cargo. Existing law exempts a trap wagon or spray rig that is empty or transporting not more than 1,000 gallons of flammable liquids or combustible liquids from statutes regulating the transport of those liquids. Under existing law, it is an infraction for a person to violate, or fail to comply with, a provision of the Vehicle Code, unless otherwise specified.

This bill would generally require motor carriers, drivers, and vehicles to comply with the Federal Motor Carrier Safety Regulations, subject to department regulations. The bill would require nonpneumatic tires to comply with federal safety standards, and would authorize the department to adopt regulations relating to standards for nonpneumatic tires. The bill would conform placard and marking requirements for a vehicle transporting specified hazardous materials to federal requirements. The bill would delete the exemption from statutes regulating the transport of flammable liquids or combustible liquids for a trap wagon or spray rig that is empty or transporting not more than 1,000 gallons of those liquids. Because a violation of these provisions would be a crime, the bill would impose a state-mandated local program. The bill would also conform related definitions to those used in federal regulations.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Article 10 (commencing with Section 120475) of Chapter 4 of Division 11 of the Public Utilities Code is repealed.

SEC. 2. Section 132351.4 of the Public Utilities Code is amended to read:

132351.4. (a) The consolidated agency shall have five standing policy advisory committees named the executive, transportation, regional planning, borders, and audit committees. The responsibilities of the committees shall be established by the board. Committee membership may be expanded by

the consolidated agency, and shall be selected in accordance with a process established by the consolidated agency. The membership shall be as follows:

(1) The executive committee shall consist of six voting members with board members representing east county, north county coastal, north county inland, south county, and the representative, or the representative's alternate in their absence, from the City of San Diego and the county. The chairperson and the vice chairperson of the consolidated agency shall each be one of the six voting members.

(2) (A) The transportation committee shall consist of 10 voting members with board members or alternates representing east county, north county coastal, north county inland, south county and the mayor or a council member from the City of San Diego, a supervisor from the County of San Diego, a member of the board of the MTDB appointed by the board of the MTDB, a member of the board of the NCTD appointed by the board of the NCTD, a member of the governing board of the San Diego Unified Port District appointed by the board of the port, and a member of the San Diego County Regional Airport Authority appointed by the airport authority.

(B) Among its transportation responsibilities, the transportation committee shall provide a strong focus and commitment to meeting the public transit needs of the San Diego region, set transit funding criteria and recommend transit funding levels, and undertake transit responsibilities resulting from consolidation, as delegated by the board.

(C) The board shall provide a report, developed by the transportation committee, to the Legislature on or before December 31 of each year that outlines the public transit needs, transit funding criteria, recommended transit funding levels, and additional work on public transit, as delegated to the transportation committee by the board. The report shall specify the funds spent explicitly on public transportation. The report shall be submitted consistent with Section 9795 of the Government Code.

(3) The regional planning committee shall consist of six voting members with board members or alternates representing east county, north county coastal, north county inland, south county, and the mayor or a council member from the City of San Diego, and a supervisor from the County of San Diego.

(4) The borders committee shall consist of seven voting members with board members or alternates representing east county, north county coastal, north county inland, south county, the mayor or a council member from the City of San Diego, a supervisor from the County of San Diego, and a mayor, council member, or supervisor from the County of Imperial.

(5) The audit committee shall consist of five voting members with two board members and three members of the public to be appointed by the board. The audit committee shall recommend to the board the contract of the firm conducting the annual financial statement audits and the hiring of the independent performance auditor and approve the annual audit plan after discussion with the independent performance auditor pursuant to subdivision (b) of Section 132354.1.

(b) The board may appoint other standing and ad hoc working groups to advise it in carrying out its responsibilities.

(c) No board member may serve as a member of more than two standing policy advisory committees at any one time, except those board members serving on the audit committee.

SEC. 3. Section 149.5 of the Streets and Highways Code is amended to read:

149.5. (a) (1) (A) Notwithstanding Sections 149 and 30800 of this code, and Section 21655.5 of the Vehicle Code, the Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA) or the Alameda County Transportation Commission may conduct, administer, and operate a value pricing high-occupancy vehicle program on the Sunol Grade segment of State Highway Route 680 (Interstate 680) in the County of Alameda and the Alameda County Transportation Commission may conduct, administer, and operate a program on a corridor within the County of Alameda for a maximum of two transportation corridors in the County of Alameda pursuant to this section in coordination with the Metropolitan Transportation Commission and consistent with Section 21655.6 of the Vehicle Code.

(B) Notwithstanding Sections 149 and 30800 of this code, and Section 21655.5 of the Vehicle Code, the SSCLJPA or the Santa Clara Valley Transportation Authority may conduct, administer, and operate a value pricing high-occupancy vehicle program on the Sunol Grade segment of State Highway Route 680 (Interstate 680) in the County of Santa Clara pursuant to this section.

(2) The program, under the circumstances described in subdivision (b), may direct and authorize the entry and use of the high-occupancy vehicle lanes in the corridors identified in paragraph (1) by single-occupant vehicles for a fee. The fee structure for each corridor shall be established from time to time by the administering agency. A high-occupancy vehicle lane may only be operated as a high-occupancy toll (HOT) lane during the hours that the lane is otherwise restricted to use by high-occupancy vehicles.

(3) The administering agency for each corridor shall enter into a cooperative agreement with the Bay Area Toll Authority to operate and manage the electronic toll collection system.

(b) Implementation of the program shall ensure that Level of Service C, as measured by the most recent issue of the Highway Capacity Manual, as adopted by the Transportation Research Board, is maintained at all times in the high-occupancy vehicle lanes, except that, subject to a written agreement between the department and the administering agency that is based on operating conditions of the high-occupancy vehicle lanes, Level of Service D shall be permitted on the high-occupancy vehicle lanes. If Level of Service D is permitted, the department and the administering agency shall evaluate the impacts of these levels of service on the high-occupancy vehicle lanes, and indicate any effects on the mixed-flow lanes. Continuance of Level of Service D operating conditions shall be subject to the written agreement between the department and the administering agency. Unrestricted access to the lanes by high-occupancy vehicles shall be available

at all times, except that the program may require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes. At least annually, the department shall audit the level of service during peak traffic hours and report the results of that audit at meetings of the administering agency.

(c) Single-occupant vehicles that are certified or authorized by the administering agency for entry into, and use of, the high-occupancy vehicle lanes identified in paragraph (1) of subdivision (a) are exempt from Section 21655.5 of the Vehicle Code, and the driver shall not be in violation of the Vehicle Code because of that entry and use.

(d) The administering agency shall carry out the program in cooperation with the department pursuant to a cooperative agreement that addresses all matters related to design, construction, maintenance, and operation of state highway system facilities in connection with the value pricing high-occupancy vehicle program. With the assistance of the department, the administering agency shall establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the high-occupancy toll lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system.

(e) (1) Agreements between the administering agency, the department, and the Department of the California Highway Patrol shall identify the respective obligations and liabilities of those entities and assign them responsibilities relating to the program. The agreements entered into pursuant to this section shall be consistent with agreements between the department and the United States Department of Transportation relating to programs of this nature. The agreements shall include clear and concise procedures for enforcement by the Department of the California Highway Patrol of laws prohibiting the unauthorized use of the high-occupancy vehicle lanes, which may include the use of video enforcement. The agreements shall provide for reimbursement of state agencies, from revenues generated by the program, or other funding sources that are not otherwise available to state agencies for transportation-related projects, for costs incurred in connection with the implementation or operation of the program.

(2) The revenue generated from the program shall be available to the administering agency for the direct expenses related to the operation (including collection and enforcement), maintenance, construction, and administration of the program. Administrative expenses shall not exceed 3 percent of the revenues.

(3) All net revenue generated by the program that remains after payment of direct expenses pursuant to paragraph (2) shall be allocated pursuant to an expenditure plan adopted biennially by the administering agency for transportation purposes within the program area. The expenditure plan may include funding for the following:

(A) The construction of high-occupancy vehicle facilities, including the design, preconstruction, construction, and other related costs of the northbound Interstate 680 Sunol Smart Carpool Lane project.

(B) Transit capital and operations that directly serve the authorized corridors.

(f) (1) The administering agency may issue bonds, refunding bonds, or bond anticipation notes, at any time to finance construction and construction-related expenditures of programs adopted pursuant to subdivision (a) and construction and construction-related expenditures that are included in the expenditure plan adopted pursuant to paragraph (3) of subdivision (e), payable solely from the revenues generated from the respective programs.

(2) The maximum bonded indebtedness that may be outstanding at any one time shall be an amount equal to the sum of the principal of, and interest on, the bonds, but not to exceed the estimated revenues generated from the respective programs.

(3) Bonds shall be issued pursuant to a resolution adopted by a two-thirds vote of the governing board of the administering agency. The resolution shall state all of the following:

(A) The purposes for which the proposed debt is to be incurred.

(B) The estimated cost of accomplishing those purposes.

(C) The amount of the principal of the indebtedness.

(D) The maximum term the bonds proposed to be issued shall run before maturity.

(E) The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.

(F) The denomination or denominations of the bonds, which shall not be less than five thousand dollars ($5,000).

(G) The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, the registration, conversion, and exchange privileges, if any pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

(H) Any other matters authorized by law.

(4) The bonds shall bear interest at a rate or rates not exceeding the maximum allowable by law, payable at intervals determined by the administering agency.

(5) The full amount of bonds may be divided into two or more series and different dates of payment fixed for the bonds of each series. A bond shall not be required to mature on its anniversary date.

(6) Any bond issued pursuant to this subdivision shall contain on its face a statement to the following effect:

"Neither the full faith and credit nor the taxing power of the State of California is pledged to the payment of principal of, or the interest on, this bond."

(g) Not later than three years after the administering agency first collects revenues from the program authorized by this section, the administering agency shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent mixed-flow lanes and any comments submitted by the

department and the Department of the California Highway Patrol regarding operation of the lane.

SEC. 4. Section 560 of the Vehicle Code is amended to read:

560. A "solid tire" is a tire of rubber or other resilient material which does not depend upon compressed air for the support of the load. A nonpneumatic tire, as defined in Section 571.129 of Title 49 of the Code of Federal Regulations, is not a "solid tire" for purposes of complying with Division 12.

SEC. 5. Section 27470 is added to the Vehicle Code, to read:

27470. (a) A nonpneumatic tire shall comply with the standards contained in Part 571 of Title 49 of the Code of Federal Regulations.

(b) A nonpneumatic tire shall be considered a pneumatic tire for purposes of Sections 27454, 27459, 27459.5, 27460, 27460.5, 27461, 27465, and 27502.

(c) The department may adopt regulations relating to standards for nonpneumatic tires for a vehicle type as it determines necessary to provide for public safety.

(1) A person shall not install or use on a highway a nonpneumatic tire that is not in conformance with the regulations adopted pursuant to this subdivision.

(2) In adopting regulations, the department shall consider Part 571 of Title 49 of the Code of Federal Regulations and guidance issued by the National Highway Traffic Safety Administration.

(d) For purposes of this section, "nonpneumatic tire" has the same meaning as defined in Section 571.129 of Title 49 of the Code of Federal Regulations.

SEC. 6. Section 27903 of the Vehicle Code is amended to read:

27903. (a) A vehicle transporting an explosive, blasting agent, flammable liquid, flammable solid, oxidizing material, corrosive, compressed gas, poison, radioactive material, or other hazardous materials, of the type and in quantities that require the display of placards or markings on the vehicle exterior by the United States Department of Transportation pursuant to Parts 172, 173, and 177 of Title 49 of the Code of Federal Regulations shall display those placards and markings in the manner and under conditions prescribed by those regulations.

(b) Notwithstanding subdivision (a), a vehicle shall not display hazardous materials placards or markings unless permitted or required by Subparts D and F of Part 172 of Title 49 of the Code of Federal Regulations.

(c) This section does not apply to any of the following:

(1) A vehicle transporting not more than 20 pounds of smokeless powder or not more than five pounds of black sporting powder or any combination thereof.

(2) The operation of a vehicle excepted by subdivision (b) of Section 34501.

SEC. 7. Section 34003 of the Vehicle Code is repealed.

SEC. 8. Section 34003 is added to the Vehicle Code, to read:

34003. For purposes of this division:

(a) "Cargo tank" has the same meaning as defined in Section 171.8 of Title 49 of the Code of Federal Regulations.

(b) "Cargo tank vehicle" means a truck, trailer, or semitrailer with one or more permanently attached cargo tanks to or forming an integral part of the vehicle.

(c) "Flammable liquids" and "combustible liquids" have the same meanings as defined in Section 173.120 of Title 49 of the Code of Federal Regulations.

SEC. 9. Section 34005 of the Vehicle Code is repealed.

SEC. 10. Section 34500.7 is added to the Vehicle Code, to read:

34500.7. (a) Subject to Section 34500, motor carriers, drivers, and vehicles shall comply with the Federal Motor Carrier Safety Regulations in Parts 385, 392, 393, 396, and 397 of Title 49 of the Code of Federal Regulations.

(b) Notwithstanding subdivision (a), Daily Vehicle Inspection Reports are required for intrastate drivers and motor carriers pursuant to Section 1215 of Title 13 of the California Code of Regulations.

SEC. 11. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

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Metropolitan Transit System

Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Quarter Ending September 30, 2023 – Investment Report

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of September 30, 2023. The combined total of all investments has increased quarter to quarter from $260.3M to $278.8M. This $18.5M increase is attributable to $66.0M in Federal Transit Administration (FTA) preventative maintenance, $14.4M in American Rescue Plan Act (ARPA) of 2021 revenue, partially offset by $56.9M 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 MTS Board Policy No. 30 "Investment Policy" 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 September 30, 2023

San Diego Metropolitan Transit System
Investment Report
September 30, 2023

Institution / Issuer	Function	Investment Type	Restricted	Unrestricted	Total	Avg. Rate of Return		Benchmark
J.P. Morgan Chase	Operating Funds	Depository Bank	-	30,535,586	30,535,586	2.67%	*	0.620% WSJ Money Market
U.S. Bank - Retention Trust Account	Restricted for Capital Support	Depository Bank	5,494,527	-	5,494,527	N/A	**	-
Local Agency Investment Fund (LAIF)	Restricted (Stored Value)	Investment Pool	6,805,108	-	6,805,108	3.534%		4.421% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	State Grant Funds	Investment Pool	19,828,698	-	19,828,698	3.390%		4.421% S&P US T-Bill 0-3 Mth Index
Subtotal: Restricted for Capital Support / Stored Value			**32,128,332**	-	**32,128,332**			
Local Agency Investment Fund (LAIF)	Investment of Surplus Funds	Investment Pool	-	55,048,956	55,048,956	3.534%		4.421% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	Investment of Surplus Funds	Investment Pool	-	161,046,023	161,046,023	3.390%		4.421% S&P US T-Bill 0-3 Mth Index
Subtotal: Investment Surplus Funds			-	**216,094,979**	**216,094,979**			
Grand Total Cash and Investments			**$ 32,128,332**	**$ 246,630,565**	**$ 278,758,897**			

*-The 2.67% is an annual percentage yield on the average daily balance that exceeds $3 million
** - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)

Metropolitan Transit System

Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Pay Phone Services – Contract Award

RECOMMENDATION:

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

1) Execute MTS Doc. No. L1462.0-23 (in substantially the same format as Attachment A), with Western Automated Solutions, Inc. ("Wescomm"), for the provision of pay phone services for one and a half (1.5) base years with four (4), one (1)-year options for a total of $1,362,900.00; and

2) Exercise the option years at the CEO's discretion.

Budget Impact

The total contract cost of these services is estimated to be $1,362,900.00 (Attachment C). The project will be funded by San Diego Trolley Inc. (SDTI) Operating Budget account 902016-571250. The project costs are summarized below:

Contract term	Total Amount
Base Year 1 (January 1, 2024 to June 30, 2025)	$371,700.00
Option Year 1 (July 1, 2025 to June 30, 2026)	$247,800.00
Option Year 2 (July 1, 2026 to June 30, 2027)	$247,800.00
Option Year 3 (July 1, 2027 to June 30, 2028)	$247,800.00
Option Year 4 (July 1, 2028 to June 30, 2029)	$247,800.00
Subtotal (Options)	$991,200.00
Total (Base and Options)	**$1,362,900.00**

DISCUSSION:

MTS utilizes various communication and monitoring systems at its trolley stations, such as CCTV systems (for visual surveillance and coordination of security/law enforcement/fire responses), Variable Message Sign (VMS) systems (for displaying schedule information and ad hoc messages such as evacuation advisories, service interruptions, or event service

information), public address system (for making audio announcements to advise patrons or communicate with field personnel), exterior announcements from trains (to advise patrons as necessary), and pay phones. Pay phones specifically have provided MTS customers the ability to make calls, both for security purposes (e.g. 9-1-1 calls are free) and as a personal convenience.

MTS's previous contract for pay phones maintenance and service is about to expire and thus a new contract is required. This previous contract was revenue generating. However, this solicitation was anticipated to be an expense contract. There has been a significant reduction of pay phone usage and additional costs incurred by the Contractor to maintain, repair and replace pay phones (e.g. wear and tear, vandalism, replacements parts, etc.) For this solicitation, proposers were required to maintain a minimum of one pay phone for each station, that allow free 9-1-1 calls and that meet Americans with Disabilities Act (ADA) requirements (e.g. volume control, wheelchair accessible).

MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive process for procurements and service contracts over $150,000.00. On May 31, 2023, MTS issued a Request for Proposals (RFP) for qualified proposers to provide Pay Phone Services as a revenue stream to MTS.

On July 19, 2023, a single proposal was received, which was deemed responsive and responsible. To ascertain that the solicitation was not restrictive, MTS emailed a survey to all the firms that had downloaded the RFP on PlanetBids. The survey is utilized to determine potential proposers' reason(s) for not proposing. The results indicated that neither the RFP nor MTS's procurement processes played a role in their decision not to respond.

Proposer Name	**Firm Disadvantaged Business Enterprise Certification**
Wescomm	N/A

An evaluation committee consisting of representatives from Finance and Transportation departments met and scored the proposal based on the following evaluation criteria:

Evaluation Criteria	**Total Possible Points**
Qualifications of the Firm	15
Staffing, Organization, and Management Plan	15
Work Plan	30
Cost and Price	40
Total	**100**

The table below represents the proposer's initial score and ranking:

Proposer Name	Cost Per Pay Phone Per Month	Technical Score	Cost Score	Total Score (Maximum total score: 100)	Ranking
Wescomm	$195.00	45.00	40.00	85.00	1

**124 pay phones*

After the initial evaluations, the committee requested a Request for Clarification letter to the proposer regarding their proposed staffing and to better understand their billable cost.

Upon review of Wescomm's response to the clarification letter, the committee determined that the terms of the original solicitation be revised from a 6-year base with two 2-year options (total of 10 years) to a one and a half (1.5) year base with four 1-year options (total of 5.5 years) due to fact that this service is no longer a revenue stream, but an expense to the agency. This shorter base year term will allow for staff to research alternative long term options at Trolley platforms that can provide an important communication channel for MTS passengers. Wescomm agreed to the new terms in response to the request for Revised Proposal 1.

Next, the committee requested for a Revised Proposal No. 2. The letter requested Wescomm to submit their best offer on the cost per pay phone, per month, and MTS lowered the total number of pay phones from 124 to 118 to reduce the cost to the agency.. The committee met to re-evaluate and rescore the proposal based on the additional information gained. Staff was also able to reduce the cost per pay phone, per month from $195.00 to $175.00, which resulted in an overall cost savings of $155,760.00.

The table below reflects the final scores and ranking:

Proposer Name	Cost Per Pay Phone Per Month	Technical Score	Cost Score	Total Score (Maximum total score: 100)	Ranking
Wescomm	$175.00	45.00	40.00	85.00	1

**118 pay phones*

Therefore, staff recommends that the MTS Board of Directors authorize the Chief Executive Officer (CEO) to:

1) Execute MTS Doc. No. L1462.0-23 (in substantially the same format as Attachment A), with Western Automated Solutions, Inc. ("Wescomm"), for the provision of pay phone services for one and a half (1.5) base years with four (4), one (1)-year options for a total of $1,362,900.00; and

2) Exercise the option years at the CEO's discretion.

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement, MTS Doc. No. L1462.0-23
B. Scope of Work
C. Cost Form

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. L1462.0-23

PAY PHONE SERVICES

THIS AGREEMENT is entered into this _____ day of _____, 2024 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Western Automated Solutions, Inc. Address: 3568 Tomahawk Lane

San Diego CA 92117
City State Zip

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

Email: tom@wescomm.net

Telephone: 858-218-3500

Authorized person to sign contracts Tom Beuse President
Name Title

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

This Contract shall be effective for a one and a half (1 ½) year base period with four (4) one (1)-year options, exercisable at the sole discretion of MTS, as shown below.

Term	Period
Base	January 1, 2024 and ending on June 30, 2025
First Option	July 1, 2025 and ending on June 30, 2026
Second Option	July 1, 2026 and ending on June 30, 2027
Third Option	July 1, 2027 and ending on June 30, 2028
Fourth Option	July 1, 2028 and ending on June 30, 2029

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $371,700.00 for the base years and $991,200.00 for the option years, for a contract total not to exceed $1,362,900.00 without the express written consent of MTS.

DRAFT

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

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. GENERAL SCOPE

The San Diego Metropolitan Transit System (MTS) seeks the services of a qualified telecommunications provider for an agreement through the provision and maintenance of payphone services at its various trolley stations. . This Contract shall be effective for a one and a half (1 ½) year base period with four (4) one (1)-year options, exercisable at the sole discretion of MTS, as shown below. The base period is January 1, 2024 and ending on June 30, 2025. The first option year, if exercised by MTS, shall be effective July 1, 2025 and ending on June 30, 2026. The second option year, if exercised by MTS, shall be effective July 1, 2026 and ending on June 30, 2027. The third option year, if exercised by MTS, shall be effective July 1, 2027 and ending on June 30, 2028. The forth option year, if exercised by MTS, shall be effective July 1, 2028 and ending on June 30, 2029.

Under the resultant Agreement, the Contractor will furnish the necessary equipment, materials, supplies, software, and labor for installation, maintenance, repair, and inspection for all payphones. MTS requires that payphone services be made available at existing trolley stations (see **Attachment 2 - Trolley System Overview Map**) and at other locations where they are presently deployed. Further, as an option to be exercised at MTS' sole discretion, payphone service may be required at additional stations that will include park and ride lots, BRT/bus transit stations, as well as, any future trolley stations. As an adjunct, MTS may also consider other MTS-owned transit facilities in its plans for expanding this service. This may include maintenance shops, operator rest areas, and the like.

Contractor must have had a minimum of three years' experience in the provision of payphone services. The experience will have included the delivery of hardware, infrastructure, line, and calling features as more accurately described below:

1.1. INITIAL CONVERSION OF EXISTING PAYPHONES

A. Existing pay telephone services are provided by Western Communications (WESCOMM). All payphones, associated equipment, hardware, and enclosures are the property of WESCOMM.

B. The Contractor shall provide all payphones, associated equipment, hardware, enclosures, and labor to install for all payphones covered under this solicitation. The successful proposer will also coordinate with WESCOMM to provide a smooth transition and uninterrupted service where WESCOMM will transfer existing line numbers where allowed by the Local Exchange Carrier (LEC).

C. All existing payphones must be converted by the Contractor within 60-90 calendar days from contract effective date.

D. Upon completion or termination of the resultant contract, the Contractor agrees to coordinate equipment removal and service change with the follow-on Contractor.

1.2. PAYPHONE EQUIPMENT AND LOCATIONS

Attachment 3 is a list of payphone locations as of March 2023. Proposers are cautioned that this listing may no longer be current at date of contract award. Thus, the successful Proposer shall hold a full audit of all existing payphones in the entire MTS system and verify their status and locations with the MTS Project Manager or designee.

1.3. CONVERSATION PLAN AND SITE DOCUMENTATION

A. Contractor shall prepare an initial installation conversion plan for submittal to the SDMTS within ten business days after execution of a Contract. The plan will list all payphones, their locations, and planned dates of conversion.

B. Upon completion of each conversion, the Contractor shall provide MTS with a written conversion completion report that will include:

- Site name;
- Site Address;
- Telephone Number (old, and new if changed);
- Activation Date;
- Services Local Exchange Carrier (LEC)/Local Access and Transport Area (LATA);
- Type of instrument and list of equipment installed;
- Statement of Adherence that test calls have been placed, completed, and rated properly;
- Statement of Adherence to all applicable Americans with Disabilities Act (ADA) Standards for the location;
- Statement of Adherence to all Federal Communications Commission (FCC) and Telecommunications Reseller Association (TRA) “information posting” requirements;
- Signature of Authorized Contractor Representative;
- Any new equipment added.

C. Upon determination by Contractor that the payphone is non-compliant with the Statement of Adherence for test calls and information posting, Contractor shall so notify MTS and Contractor shall bring the payphone into compliance within two (2) business days of notification.

D. All MTS payphone locations are believed to be currently in compliance with the ADA. If any are found to be non-compliant, Contractor shall bring the payphone into compliance (see Section III Installation and Removal of Payphones). Contractor shall document the request including locations and telephone numbers; and provide confirmation/notification via email to the MTS Project Manager within two (2) business days of completion of the service request.

E. Any and all fines, penalties and the like that may be levied by any governing authority for non-compliance with any Federal, State, or local law shall be the sole responsibility of the Contractor.

1.4. SERVICE REQUIREMENTS

1) The Contractor is an independent contractor and is entitled to no compensation from MTS other than that which is legally provided as compensation under the resultant contract. The Contractor, its employees or officers shall not present themselves to be officers, employees or agents of MTS for any purpose.

2) Except when the resultant contract may otherwise provide, the Contractor shall pay for all labor, materials, equipment, utilities, and other goods or services necessary for the full performance of all requirements of the contract. Contractor shall supervise and direct contract performance using its best skill and knowledge in meeting MTS' requirements. If, during the term of the contract, Contractor discovers defect in the goods provided under this contract, or any problem associated with the results of contract performance, or of any nonconformance with a provision of this contract or of federal, state, or local law, Contractor shall inform MTS immediately in writing with a full description of the defect, problem, or nonconformance.

3) Payphones shall be provided and maintained at any location deemed necessary for security or customer convenience, as well as facilities at which concessions are offered.

(Note: Pay phones are not part of the concession services provided on MTS property at this time).

4) It is the intent of MTS that these payphones be used for security and emergencies (i.e., 9-1-1 free call), and as a convenience to customers. MTS' top priority is for its customers to have a safe and comfortable environment where they can conduct their business by telephone at a fair and reasonable price.

5) MTS will not allow any surcharge to be paid by customers. At a minimum, callers shall be allowed to place coin free and free of charge the following types of calls:

- 9-1-1 (emergency)
- 0 for live Emergency Operator Assistance
- 800 (toll free)
- 101xxxx
- 900 and 950
- Request for repairs, refunds, rate quotes

6) Contractor shall provide a minimum of one (1) payphone at each station. Payphones shall be "Out-Dial Only" and must be clearly labeled as such.

7) To meet the requirements of the ADA, any new payphones installed at MTS facilities shall be TDD/TTY ready and embossed with tactile Braille. Contractor shall provide the TDD/TTY device at no cost to MTS.

1.5. INSTALLATION AND REMOVAL OF PAYPHONES

1) The Contractor shall add and/or remove payphones, associated equipment, hardware, and enclosures at MTS facilities upon MTS' request. If the Contractor recommends the addition and/or removal of a device, all proposal documentation shall be submitted in advance. Final approval must be granted by MTS prior to installation or removal of payphones or related equipment. Expenses related to these activities are the responsibility of the Contractor.

2) The Contractor shall comply with all applicable requirements of the ADA, without limitations, including appropriate height of installation, tactile Braille, and TDD/TTY at the Contractor's expense. All pay phones shall be TDD/TTY ready at time of installation. MTS may require installation of a TDD/TTY device at any location.

3) The Contractor shall submit to MTS for approval detailed specifications for payphones it proposes for installation. The Contractor shall similarly submit to MTS for approval detailed plans for the addition or removal of any payphone related devices.

   Note: Please submit with your Technical Proposal pictures/images of proposed payphone equipment.

4) MTS maintains an inventory of payphones that include unit locations; addresses and site names (refer to Attachment 3 – Payphone List). MTS expects that the successful Proposer shall continue to maintain this list and provide information updates upon its assumption of duties as the new Contractor. The inventory will contain phone numbers and types of device(s) at each location where a payphone is installed, as well as, equipment recently added or removed.

5) The Contractor shall apply for and obtain all permits, licenses, approvals, and authorizations required for any installation, and pay all charges and fees necessary for the performance of the contract and shall give any necessary public notice for the lawful performance of the contract. Any expenses related to these activities are the responsibility of the Contractor and are not eligible for reimbursement by MTS.

   The approval of the addition or removal of a device at any location submitted by the Contractor shall be determined by MTS using the following considerations at a minimum:

   A. The need for, and the convenience offered by, a payphone at the proposed site.
   B. Interference which a payphone may cause with other uses of the site by MTS, its customers, or adjacent property owners.
   C. Detriment which a payphone may cause to aesthetic values of MTS property or adjacent property.
   D. Hazards which a payphone may cause at a particular site including, but not limited to, security, vandalism or location.
   E. Availability of a payphone or a suitable site for same within 200 feet of the site recommended by the Contractor.

6) The Contractor shall assign all personnel working in proximity to tracks or light rail platforms to attend a one-day class for Roadway Workers or other field safety program as may be applicable to ensure conformance with MTS' safety requirements. Contractor shall coordinate with the MTS Project Manager to schedule this class and shall comply with this safety requirement at all times when working on MTS property.

Note: Any work to be performed by the Contractor for new installations, relocations, replacements or repairs to existing payphone equipment related to this contract that may fall under "public works" must be approved by MTS and will be subject to general prevailing wage rates in accordance with the California Labor Code compliance.

1.6. MAINTENANCE OF PAYPHONES

The Contractor is and shall remain the owner of the payphones, their associated equipment, hardware and enclosures operated under the authority of this contract, whether or not physically attached to real estate and whether or not the Contractor utilizes a subcontractor for maintenance of the pay phones. The Contractor shall:

1) Provide and install payphones, associated equipment, hardware and enclosures only at locations approved by MTS. All components used to provide service, when installed, shall be in good working order.

2) Bear the entire cost of installation, maintenance, including graffiti removal, relocation and removal or replacement of every payphone installed under the contract. Contractor shall also be responsible for the payment of any and all costs or activation fees to local telephone service providers. All payphones, associated equipment, hardware and/or enclosures shall have a sign identifying the Contractor as the owner/operator of the telephone and include a contact number.

3) The minimum response time to any repair shall be within 24 hours. The maximum acceptable downtime is three days. The Contractor shall notify MTS of any payphone with a longer anticipated downtime. MTS may require the Contractor to replace, rather than repair, the affected phone(s). Contractor shall document escalation procedures for troubles not repaired within the initial three full business days including names, positions, locations and telephone numbers. For the purpose of this section, a business day is from 8:00 AM to 5:00 PM Pacific time excluding weekends and holidays.

4) The Contractor shall collect and count revenue from each payphone designated under this contract. The Contractor shall provide monthly reconciliation reports indicating revenue for each payphone and reduced by the cost per month per pay phone. The Contractor shall provide the applicable percentage rate of the total revenue the firm proposes to remit to MTS. Monthly reconciliation reports shall also include:

    A. Account numbers and pay phone location by address;
    B. Account name;
    C. Total revenue per account;
    D. Total compensation paid per account; and
    E. Billing time period covered.

5) The Contractor shall provide an appropriate level of lighting for all public telephones located on MTS property during hours of darkness.

6) The Contractor shall designate the primary long-distance inter-exchange carrier for all MTS payphones subject to this contract. Upon ninety (90) days' written notice, MTS may require the Contractor to select an alternate inter-exchange carrier if MTS discovers that the long-distance carrier selected by the Contractor imposes upon customers rates, fee or charges, which taken as a whole, are substantially in excess of those rates originally defined in this contract (refer to Page 98 – Proposed Carrier Form). MTS will not allow any surcharge to be paid by customers.

7) Contractor shall be responsible for the maintenance of payphone and Telecommunications Device for the Deaf (TDD) equipment and services and MTS shall not be held responsible for any damages inflicted to these devices by the public.

8) The Contractor shall perform preventive maintenance as may be required by the equipment manufacturer and as necessary to maintain the level of services proposed and provided throughout the term of this contract. Contractor shall provide the following:

   A. All coins in the payphones shall be collected on a scheduled basis so that the payphones do not become inoperable due to being overfilled;

   B. A clean and attractive environment for users shall be maintained. The Contractor shall remove all graffiti, stickers, posters, litter, dust and dirt from each set of enclosure and from a 3-foot radius surrounding the payphone, exclusive of private property;

   C. The necessary labor, parts, materials, and transportation to maintain all proposed telephone and related services equipment in good working order and in compliance with the equipment manufacturer's specifications throughout the term of this contract.

   D. The Contractor shall bear responsibility for all equipment, supporting materials, and project coordination. Contractor shall not perform any boring and/or digging without prior approval from MTS.

   E. Precautions shall be exercised at all times for the protection of persons and property. Damaged items shall be repaired to pre-existing conditions at the Contractor's expense.

1.7. CUSTOMER INFORMATION

The most current version of Section 64.703 of Title 47 of the Code of Federal Regulations regarding customer information requires the following of the Contractor:

1) Identify itself, audibly and distinctly, to the user at the beginning of each telephone call and before the user incurs any charge for the call.

2) Permit the user to terminate the telephone call at no charge before the call is connected.

3) Disclose immediately to the user, upon request and at no charge to the user:

- A quotation of its rates or charge for the call;
- The methods by which such rates or charges will be collected;
- The methods by which complaints concerning such rates, charges, or collection practices will be resolved.

4) Post on or near the telephone instrument, in plain view of users:

- The name, address, and toll-free telephone number of the provider of operator services;
- A written disclosure that the rates for all operator-assisted calls are available upon request, and that users have a right to obtain access to the interLATA or Interstate common carrier of their choice and may contact their preferred Interstate common carriers for information on accessing that carrier's service using that telephone;
- The local coin rate for the pay phone location;
- The name and address of the Common Carrier Bureau of the Federal Communications Commission (FCC Common Carrier Bureau; 2025 M Street, N.W., Washington, D.C. 20554), to which the user may direct complaints regarding operator services;
- Each payphone location shall have signage that is ADA compliant.

1.8. EQUIPMENT STANDARDS

1) All equipment used to provide service, when installed, shall be of good quality and in good working order.

2) Any payphone equipment such as signs, lights, sets, and enclosures that the Contractor replaces or adds must be replaced with equipment of comparable function and appearance; i.e., flush mount replaced by flush mount (see Section III Installation and Removal of Payphones).

3) All payphone telephone sets and enclosures shall comply with all applicable Federal, State, and local laws, rules and regulations concerning use of such telephones by disabled persons and the hearing impaired over the life of the contract.

4) Contractor shall provide new TDD equipment as required by MTS. All payphones equipped with TDD shall have units equivalent or better than those currently provided by WESCOMM. Payphone locations with TDD units currently installed shall continue to have the TDD service.

5) TDD equipment specifications are as follows:
   - Device shall be of vandal-resistant construction and permanently mounted to the payphone enclosure;
   - TDD shall be of spill-resistant design;
   - Keyboard shall be a typewriter style layout of 4 rows;
   - Display shall be at minimum 2 rows of 20 characters each;
   - TDDs shall be directly connected to the payphone line;
   - Installation of TDD shall not hinder the hearing public to utilize the payphone;

- Each TDD location shall have signs that are ADA compliant and which indicate that a TDD unit is available at this location.

1.9. CONTRACTOR PRIMARY CONTACT AND BACK-UP

1) The Contractor shall provide one primary customer contact to MTS for the purpose of reporting necessary repairs or scheduling maintenance work. Names, phone numbers, and emails shall be provided in writing with a first and second level backup contact. Any change to these designations shall be effective immediately upon transmittal in writing by Contractor.

2) The Contractor's primary contact shall also be the Contractor's representative for the administration of the contract and supervision of any contract related work. In all matters relating to the performance of the work, payment, and in all situations involving actual, recommended, or proposed changes, MTS shall accept commitments and instructions from the Contractor's primary contact.

3) The Contractor shall notify MTS immediately in writing of any change in the staffing of its MTS' account.

1.10. NAMES AND RATE OF LOCAL AND LONG-DISTANCE CARRIER

1) The Contractor shall provide the name of the local and long-distance carrier along with the rate structure charged to customers on a bi-annual basis at inception of the contract and then on January 10 and July 10 of each year, if any change in rate structure occurs.

2) If the Contractor wishes to change the carrier, permission must be requested in writing to MTS with the proposed carrier's rate structures attached to the request. MTS' account.

1.11. REQUIRED LABELING OF PAYPHONES

1) The Contractor shall label each pay phone with a service contact number should repairs be required. The Contractor shall label each pay phone with **BOLD** labels stating the pay phone is "Out-Dial Only."

2) The Contractor shall prominently post, on each phone, information identifying the primary long distance, inter-exchange carrier as well as an equivalent to the following statement: "(Contractor's Name) has selected the long-distance provider for this public telephone. Customers may access any other long-distance provider by following the instructions of that provider."

1.12. COMPLIANCE WITH LAWS AND REGULATIONS

1) Contractor shall adhere to all applicable federal, state, and local laws, regulations, executive orders, and ordinances applicable to the work under this contract.

2) Contractor shall not permit any lien or claim to be filed or prosecuted against MTS on account of any labor or material furnished.

3) All equipment shall be in complete compliance with all requirements of the laws of the State of California, City, and County of San Diego, as well as all applicable federal laws and regulations at date of delivery and/or installation at MTS property. Contractor shall implement

and enforce all safety requirements that are standard in the industry and/or that are required by the MTS Safety Department.

1.13. PROHIBITED INTEREST

As an FTA grantee, MTS is required to inform the Contractor of the following:

No Board member, officer, or employee of MTS, during his tenure of for one year thereafter, shall have any interest, direct or indirect, in this contract or the proceeds thereof. No member of or delegate to the Congress of the United States shall be admitted to a share or part of this contract or to benefit arising therefrom.

1.14. INTEGRATED, MODIFICATION, AND ADMINISTRATIVE CHANGES

1) This contract includes the entire agreement of the parties and supersedes any prior discussions or agreements regarding the same subject. This contract may be modified in writing via a written amendment that has been signed by individuals authorized to bind each of the parties contractually. MTS reserves the right to make administrative changes to the contract unilaterally. An administrative change means a written contract change that does not affect the substantive rights of the parties.

2) At the end of the contract term if a new agreement is not in place, both parties agree to a month-to-month extension at the existing contract term, conditions, and rates until a new contract can be executed, provided that MTS notifies the Contractor in writing of its intention to do so at least ninety (90) days prior to the contract expiration date. In no event shall this extension exceed twelve (12) months. An extension of this contract will be affected through an amendment

1.15. INTELLECTUAL PROPERTY

Contractor shall hold harmless, defend and indemnify MTS, its directors, officers, employees and agents from any loss of any kind, based on a claim that the work performed, or products provided hereunder, including material(s) or any part thereof, constitutes infringement of any patent, trademark, trade name, copyright, trade secret, or other intellectual property infringement, including but not limited to claims arising out of the manufacture, sale or use of such work, products or materials. Such indemnification shall include all damages and costs incurred by MTS as a result of the claim, including legal fees

1.16. INSPECTION OF APPLIANCE

1) MTS has the right to inspect and test all supplies or services called for under the contract, to the extent practicable, at all times and places during the term of the contract. MTS shall perform inspections and tests in a manner that will not unduly delay the work.

2) If any of the supplies or services does not conform to the contract requirements, MTS may require the Contractor to replace the supplies or perform the services again in conformity with the contract requirements at no additional cost to MTS.

1.17. PAYMENT

1) Monthly reports shall be submitted with each payment detailing the revenue generated by each pay phone. It shall include a schedule containing all calculations related to the revenue split and any fees that may apply. Contractor shall show net to MTS as a percentage of the total revenue received by the Contractor.

2) Revenue shall be paid based on gross revenues generated by each pay phone and on long distance revenue from the designated primary long distance, inter-exchange carrier.

3) Payments shall be made by check payable to:

   San Diego Metropolitan Transit System (MTS)

   1255 Imperial Avenue, Suite 1000

   San Diego, CA 92101

   Attn: Brian Riley/Larry Marinesi

Check payment shall be sent to MTS on or before the 45th day following each calendar month.

Payments not received by MTS on or before the due date above will be assessed a late fee of two percent (2%) of the amount due and unpaid, and shall be added to the payments due from Contractor and shall be immediately due to MTS.

Note: Proposers may submit an alternative payment method by fully including the details of the proposed payment method in their proposal.

Monthly Reports:

- MTS requests that the proposer shall include a “monthly report” and/or update outlining the status of the pay phone program, including but not limited to the following:

  - A copy of the payment/check with a report detailing the monthly revenue generated by pay phone, by location, and by type of revenue (i.e. Coin, Dial-Around, and Operator revenues).

  - Dial-Around related revenue shall be sent to MTS as received by the proposer.

  - Monthly report shall include and identify which pay phones is ADA compliant.

- Note: All monthly reports shall be submitted via mail or email with a copy of the payment to:

  San Diego Metropolitan Transit System (MTS)
  1255 Imperial Avenue, Suite 1000
  San Diego, CA 92101

  Attn: Brian Riley, Chief Operating Officer – Rail
  Email: brian.riley@sdmts.com; and

Attn: Larry Marinesi, Chief Financial Officer
Email: larry.marinesi@sdmts.com

1.18. ADDITION/REMOVAL OF PAYPHONES

MTS reserves the right to add or delete pay phones to or from this contract during its life. Any addition or deletions shall be handled via a written modification to this contract.

1.19. NO RIGHTS TO ADVERTISE

The Contractor shall not utilize or lease space on its pay phone equipment and enclosures on MTS property for the display of advertising. MTS has the exclusive right under this agreement to post advertisements on its properties.

1.20. ASSIGNMENT

Any assignment of this agreement by Contractor or any rights of hypothecation thereof in any manner, in whole or in part; without the prior written consent of MTS, shall be null and void.

1.21. CONTRACT TERM

This Contract shall be effective for up to ten-year period (6-year base with two 2-year options exercisable at the sole discretion of MTS). The anticipated contract effective date for the base period is January 1, 2024 and ending on December 31, 2029. The first option year, if MTS deems them to be appropriate, shall be effective January 1, 2030 and ending on December 31, 2031. The second option year, if MTS deems it to be appropriate, shall be January 1, 2032 and ending on December 31, 2033.

1.2. [NOT APPLICABLE] BUY AMERICA

5.1.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

5.1.2. [NOT APPLICABLE] MANUFACTURED PRODUCT

5.1.3. [NOT APPLICABLE] ROLLING STOCK

5.1.4. [NOT APPLICABLE] IRON OR STEEL

1.3. 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.

1.4. [NOT APPLICABLE] MATERIAL SAFETY DATA SHEETS (MSDS)

1.5. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

Cost for Payphone Services

Attention:	Roman Lazcano	Date:	9/25/23
Company:	Metropolitan Transit System	Project:	Pay Telephone Services
	MTS Purchasing/Procurement Department		
Address:	1255 Imperial Ave, Suite 1000	Cell:	858.386.2245
City, State, Zip	San Diego, CA. 92101	Email:	Tom@payphonecompany.com

Scope of Work

*Continue existing pay telephone services
*Provide dial tone to each payphone
*Visit each pay telephone on a routine basis to ensure pay telephone remains in good working order
*Repair pay telephone(s)s in a timely manner upon receiving request
*Perform necessary TSR work as requested by MTS
*Provide computerized monitoring for each pay telephone installed to keep abreast of it's daily functions
*Provide and send out invoice/commission statement on a monthly basis

Cost / Commission

Term of Agreement: 1.5 years, 4 one year renewal options per MTS Solicitation NO. L1462.0-23

Cost:

Pay Telephones will be provided at a billable cost of $175.00 per month per pay telephone with all monthly coin revenues, dial around revenues, and operator service revenues being deducted from this billable amount

Line service charges will remain the responsibility of Western Automated, so long as the monthly LEC line fee does not exceed $26.00 per line. LEC line monthly fees amounts in excess of $26.00 per line are to be billed to MTS.

Payphone handset replacements. 1 handset will be covered under replacement every 30 days with any additional handsets being billed to MTS at cost which is $28 each.

Commission Rate: 50% of net coin revenue if pay telephone produces $185.00 in net revenue within a calendar month.

Questions?

Forward questions/concerns to: Tom Beuse Office: 858-386-2245 Email: tom@payphonecompany.com

Metropolitan Transit System

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Bus Operator and Supervisor Uniforms – 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. B0756.0-23 (in substantially the same format as Attachment A), with Bordova Innovations Inc., for the purchase of bus operator and supervisor uniforms, for five (5) years effective January 1, 2024 through December 31, 2028, in the amount of $2,612,786.76.

Budget Impact

The total contract cost of these materials is estimated to be $2,612,786.76 ($2,424,860.10 + $187,926.66 sales tax) (Attachment C). The contract will be funded by Bus Transportation Operations Budget account 213014–571280.

DISCUSSION:

MTS Bus operators and supervisors are provided with a selection of articles of clothing for purchase with a company-provided allowance each year. All new bus operators are provided with a set of uniforms at no cost. In addition, there are special orders throughout the year for special awards and other ongoing campaigns. The Contractor will provide all of these articles of clothing including alterations, patches and embroidery.

On July 24, 2023, MTS issued an Invitation for Bids (IFB) for bus operator and supervisor uniforms. Per MTS Board Policy No. 52, “Procurement of Goods and Services”, for purposes of determining lowest price, the amount of sales tax is excluded from the total amount of the bid. A total of four (4) bids were received by the due date of September 12, 2023 as shown below:

Bus Operator Uniforms IFB		
Company Name	Firm Certification	Bid Amount
MTS Independent Cost Estimate (ICE)		$2,739,652.29
Bordova Innovations, Inc.	**N/A**	**$2,424,860.10**
Sinatra Uniforms, Inc.	N/A	$2,521,453.65
ACE Uniforms	N/A	$2,585,018.96
Galls, LLC	N/A	$3,461,560.04

Based on the bid summary above, and in comparison, with the ICE, MTS deems Bordova Innovations Inc.'s price to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0756.0-23 (in substantially the same format as Attachment A), with Bordova Innovations Inc., for the purchase of bus operator and supervisor uniforms, for five (5) years effective January 1, 2024 through December 31, 2028, in the amount of $2,612,786.76.

/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. B0756.0-23
B. Scope of Work
C. Bid Pricing

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. B0756.0-23

BUS OPERATOR AND SUPERVISOR UNIFORMS

THIS AGREEMENT is entered into this __ day of _____, 2024 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Bordova Innovations, Inc. Address: 915 Elizabeth Avenue

Linden	NJ	07036
City	State	Zip

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

Email: dov@bordovabrand.com

Telephone: 718-480-0290

Authorized person to sign contracts: Dov Appel (Name) CEO (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), and Forms (Exhibit D).

The contract term is for five (5) years effective January 1, 2024 through December 31, 2028.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $2,612,786.76 without the express written consent of MTS.

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

SCOPE OF WORK/TECHNICAL SPECIFICATIONS

4.1. OVERVIEW

The San Diego Metropolitan Transit System (MTS) is soliciting bids from qualified firms to supply bus operator and supervisor uniforms for its in-house bus operations.

MTS Bus directly operates 27 fixed-routes in Southern San Diego County with a fleet of 265 buses. The Contractor will provide initial and replacement uniform articles for approximately 540 bus operators to ensure a uniform and professional image. The Contractor will provide everything necessary including but not limited to long sleeve shirts, short sleeve shirts, polo shirts, microfiber pants, heavier pants, cotton pants, shorts, jackets, sweaters, vests, hats, beanies, and belts as required herein, in accordance with schedules established in this IFB.

Should MTS need to add new uniform articles to the agreement, MTS will provide the description and quantities to the Contractor for a quote. MTS will then review the quote for price fair and reasonableness. If approved, MTS will notify the Contractor and an amendment to the agreement will be issued and executed by both parties. MTS reserves the right to get quotes from other firms for the new uniform articles should it determine that the Contractor's quote is not fair and reasonable.

4.2. SCHEDULE

This contract is for five (5) years effective January 1, 2024 through December 31, 2028.

4.3. MINIMUM TECHNICAL SPECIFICATIONS

A. MTS has provided the Bid Form (Attachment A) with the complete list of items and quantities. The quantities provided are estimates based on historical usage and are used for bidding purposes only. Actual usage may be more or less than indicated.

B. The Contractor will provide bus operator and supervisor uniforms to MTS Bus Operations' two (2) divisions below:

Imperial Avenue Division (IAD)	Kearny Mesa Division (KMD)
100 16th Street	4630 Ruffner Street
San Diego, CA 92101	San Diego, CA 92111

C. The Contractor must be able to fulfill the following:

i. Uniform needs of up to 540 bus operators (MTS is currently employing 470 operators with a goal to increase to 540).
ii. Uniform needs of approximately 30 supervisors.
iii. Once annually in/around July, Contractor shall provide Safe Driver Award event shirts, patches and hats.
iv. Generate individual operator orders on the invoices for billing purposes. Upon award, the Contractor shall work with MTS on developing a customized order form that will list all available items and sales tax. All orders must be individually invoiced and individually packaged even if multiple orders are combined for shipping purposes.

v. MTS Procurement staff, MTS Bus Division Managers and the Transportation Administrator Admin Assistant will be the only personnel authorized by MTS to order bus operator employee uniforms under this contract.

D. MTS uniform purchase requirements shall consist of the following components below:

i. The initial provision of five (5) shirts, three (3) pants, and one (1) jacket for approximately 120 new hires per year.
ii. Replacement allowance for employees occurs January 1st of each year as follows:
   a) $250 per full-time employee (approximately 540 operators).
   b) $125 per part-time employee.

E. MTS anticipates that 80% of its 540 bus operators will qualify for the annual replacement allowance.

F. MTS is estimating bid quantities for 300 male and 200 female bus operators although this should not be considered as a minimum order level.

G. The Contractor shall provide a complete fit line (male and female) at each MTS division at no additional cost to MTS for sizing purposes. MTS has provided approximate sizing requests in the Bid Form.

H. The Contractor shall hem and alter the article of clothing, as necessary, based on the employee's order. All orders will be subject to an initial acceptance period of 30 days where the Contractor shall make any necessary alterations or supply a replacement for any article that doesn't fit properly. After 30 days, any alterations or replacements shall be the responsibility of the MTS bus operator.

4.4. BRAND NAMES, REQUEST FOR APPROVED EQUALS (RFA) AND DISCONTINUED ITEMS

Section 3.12 contains information on Brand Names.

Section 3.25 shows the RFA information, and Section 8 of the Forms is the RFA Form. Bidders interested in submitting any RFAs should submit complete documentation in support of any requests for MTS review and response, and **must** be submitted by the deadline provided in the calendar of events. Any RFAs submitted with the bid package at bid opening will not be accepted.

During the contract term, in all cases, materials used must be furnished as specified in these specifications. If a product line is discontinued, the Contractor shall work with MTS to identify a viable exchange item. MTS will be the final approver of the exchange.

4.5. PACKAGING AND DELIVERY

Contractor shall ship/deliver the ordered items in **individual packages** with a label bearing the operator's name, to the location specified by MTS.

Deliveries must be made between the hours of 7:30 a.m. and 4:00 p.m., Monday through Friday, to the IAD location at: 100 16th Street, San Diego, CA 92101.

Accuracy and timeliness of deliverables is an important requirement under this contract and are part of Contractor's overall performance. Late deliveries may impact operations. Lead time for

delivery shall be within forty five (45) calendar days from the order date. Contractor shall stock up the items to avoid late deliveries.

4.6. BID PRICING (ALL-INCLUSIVE COSTS)

Bidders shall submit pricing using the Bid Form provided as Attachment 1.

Pricing shall be all-inclusive, including but not limited to all labor costs, sewing patches, packaging and shipping/delivery to the MTS IAD location. **MTS will not pay additional costs so Bidders should bid accordingly.** (Note: Pricing should **not** include California sales tax. MTS will add tax at PO issuance.)

Pricing must include all costs associated with the sewing necessary in matching red thread to attach one fabric patch onto the right shoulder area of all non-polo shirts. Patch size is approximately 4¼" x 3".

Please note that the polo shirts require the sewing of red thread to attach one 4¼" x 3" MTS fabric patch onto the right shoulder and one ATU Local 1309 Union fabric patch not to exceed the dimensions of 4 ¼" x 4 ¼ " on the left shoulder area.

In addition to patch applications, MTS requires that all polos, cardigans and vests have the MTS logo and "Bus Operator" embroidered above the left breast area in red thread.

All patches will be supplied by Contractor.

4.7. ALTERATIONS PERIOD

The Contractor shall hem and alter the article of clothing, as necessary, based on the employee's order. All orders will be subject to an initial acceptance period of 30 days where the Contractor shall make any necessary alterations or supply a replacement for any article that doesn't fit properly. After 30 days, any alterations or replacements shall be the responsibility of the MTS bus operator.

Any items found defective upon delivery shall be sent back to the Contractor for replacement at no cost to MTS.

4.8. SPECIFIC RESPONSIBILITIES

Responsibilities of Contractor:

A. Maintain written and verbal communications with MTS relating to the status of the contract.
B. Assist MTS staff in developing improvements to the products and/or services contracted.
C. Respond promptly and precisely to MTS staff needs and requests for information within two (2) business days.
D. Quality and on time delivery shall be a priority on all orders.

Responsibilities of MTS:

A. Establish operating requirements for the Contractor, including any amendments or supplemental agreements to the contract.
B. Administer and monitor the contract, ensuring Contractor's compliance with the specifications and the contract terms.

C. Audit all of the Proposer's records, including but not limited to, cost, operational performance, and compliance with contractual requirements.
D. Process Contractor invoice(s) upon acceptance by MTS for products and/or services delivered.

4.9. [NOT APPLICABLE] BUY AMERICA

4.1.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

4.1.2. [NOT APPLICABLE] MANUFACTURED PRODUCT

4.1.3. [NOT APPLICABLE] ROLLING STOCK

4.1.4. [NOT APPLICABLE] IRON OR STEEL

4.10. INVOICES

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

Payment terms shall be net 30 days from invoice date.

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

4.11. [NOT APPLICABLE] MATERIAL SAFETY DATA SHEETS (MSDS)

4.12. [NOT APPLICABLE] WARRANTY

4.13. [NOT APPLICABLE] REPLACEMENT PARTS

4.14. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B to the addresses shown in the Scope of Work, unless otherwise specified, in first class condition, complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery.

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

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

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

in compliance, MTS will immediately notify the Contractor, and furnish all details of deficiencies. Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS), and resubmit for inspection and testing (if necessary).

4.15. [NOT APPLICABLE] LIQUIDATED DAMAGES

4.16. [NOT APPLICABLE] ACQUISITION OF ROLLING STOCK

Enclosures: Attachment A – Patches

Attachment B – Arons Belt Specifications

Attachment C – Visor and Cap

Attachment D – Safe Driver Patches

Attachment E – Safe Driver Hat

ATTACHMENT A

PATCHES





ATTACHMENT B

ARONS MANUFACTURING CO.

Belt Specifications

1. Materials

1. 7 to 8 oz. leather
2. Grade A (TR or 1)

2. Description

A. Finish: Drum Die Black Struck through.
B. Width: (as per your instructions).
C. Creasing: Throughout length with smooth crease (or embossing where appropriate).
D. Holes:
   1. Quantity: 7 each.
   2. Type: 3/16” Circular.
   3. Placement: First Hole 3” from Point End.
   4. Spacing ¾” or 1” (based on Specs).
E. Edges: Beveled and polished and finished with edge stain.
F. Back flap: Finished.
G. Loop: ½” wide, finished.
H. Buckle and Loop: Attached with Snaps (unless specified by Customer).

3. Findings

A. Buckle:
   1. Style: Approved by Customer.
   2. Finish: Nickle or Brass plated.
B. Fastener: Black Snaps.
C. Labels: Permanent, Stamped on back side of belt.
   Includes the following information:
   1. Waist Size.
   2. Style Number.
   3. Manufactures Name (or yours).
   4. Made is USA.

ATTACHMENT C

VISOR



CAP



ATTACHMENT D

SAFE DRIVER PATCHES



Red with white embroidery



Silver with black embroidery



Gold with white embroidery

ATTACHMENT E

SAFE DRIVER HAT



Safe Driver 3-D puffy logo hat

ADDENDUM NO. 3 BORDOVA

ATTACHMENT 1

BUS OPERATOR AND SUPERVISOR UNIFORMS

B0756.0-23

				Year 1		Year 2		Year 3		Year 4		Year 5	
SHIRTS													
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Dress Shirts, Long Sleeve Oxford, Light Blue (A+ 8006), "Welcome Aboard" patch on right arm	XSmall	10	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80
2		Small	30	$ 22.98	$ 689.40	$ 22.98	$ 689.40	$ 22.98	$ 689.40	$ 22.98	$ 689.40	$ 22.98	$ 689.40
3		Medium	40	$ 22.98	$ 919.20	$ 22.98	$ 919.20	$ 22.98	$ 919.20	$ 22.98	$ 919.20	$ 22.98	$ 919.20
4		Large	50	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00
5		XLarge	60	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80
6		2XL - 3XL	54	$ 23.98	$ 1,294.92	$ 23.98	$ 1,294.92	$ 23.98	$ 1,294.92	$ 23.98	$ 1,294.92	$ 23.98	$ 1,294.92
7		4XL - 5XL	10	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80
				Subtotal :	**$ 5,900.92**	**Subtotal :**	**$ 5,900.92**	**Subtotal :**	**$ 5,900.92**	**Subtotal :**	**$ 5,900.92**	**Subtotal :**	**$ 5,900.92**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Dress Shirts, Long Sleeve Oxford, Light Blue (Edwards Style No. 1262-01), "Welcome Aboard" patch on right arm	Small	75	$ 26.00	$ 1,950.00	$ 26.00	$ 1,950.00	$ 26.00	$ 1,950.00	$ 26.00	$ 1,950.00	$ 26.00	$ 1,950.00
2		Medium	100	$ 26.00	$ 2,600.00	$ 26.00	$ 2,600.00	$ 26.00	$ 2,600.00	$ 26.00	$ 2,600.00	$ 26.00	$ 2,600.00
3		Large	125	$ 26.00	$ 3,250.00	$ 26.00	$ 3,250.00	$ 26.00	$ 3,250.00	$ 26.00	$ 3,250.00	$ 26.00	$ 3,250.00
4		XLarge	150	$ 26.00	$ 3,900.00	$ 26.00	$ 3,900.00	$ 26.00	$ 3,900.00	$ 26.00	$ 3,900.00	$ 26.00	$ 3,900.00
5		2XL - 3XL	135	$ 27.56	$ 3,720.60	$ 27.56	$ 3,720.60	$ 27.56	$ 3,720.60	$ 27.56	$ 3,720.60	$ 27.56	$ 3,720.60
6		Tall-L	75	$ 31.29	$ 2,346.75	$ 31.29	$ 2,346.75	$ 31.29	$ 2,346.75	$ 31.29	$ 2,346.75	$ 31.29	$ 2,346.75
7		Tall-XL	100	$ 31.29	$ 3,129.00	$ 31.29	$ 3,129.00	$ 31.29	$ 3,129.00	$ 31.29	$ 3,129.00	$ 31.29	$ 3,129.00
8		Tall-2XL	85	$ 33.29	$ 2,829.65	$ 33.29	$ 2,829.65	$ 33.29	$ 2,829.65	$ 33.29	$ 2,829.65	$ 33.29	$ 2,829.65
9		Tall-3XL	50	$ 33.29	$ 1,664.50	$ 33.29	$ 1,664.50	$ 33.29	$ 1,664.50	$ 33.29	$ 1,664.50	$ 33.29	$ 1,664.50
10		Tall-4XL	30	$ 35.29	$ 1,058.70	$ 35.29	$ 1,058.70	$ 35.29	$ 1,058.70	$ 35.29	$ 1,058.70	$ 35.29	$ 1,058.70
11		Tall-5XL	25	$ 35.29	$ 882.25	$ 35.29	$ 882.25	$ 35.29	$ 882.25	$ 35.29	$ 882.25	$ 35.29	$ 882.25
12		Tall-6XL	25	$ 37.29	$ 932.25	$ 37.29	$ 932.25	$ 37.29	$ 932.25	$ 37.29	$ 932.25	$ 37.29	$ 932.25
				Subtotal :	**$ 28,263.70**	**Subtotal :**	**$ 28,263.70**	**Subtotal :**	**$ 28,263.70**	**Subtotal :**	**$ 28,263.70**	**Subtotal :**	**$ 28,263.70**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Dress Shirts, Long Sleeve Oxford, Light Blue (A+ 8006), "Welcome Aboard" patch on right arm	XSmall	20	$ 23.18	$ 463.60	$ 23.18	$ 463.60	$ 23.18	$ 463.60	$ 23.18	$ 463.60	$ 23.18	$ 463.60
2		Small	30	$ 23.18	$ 695.40	$ 23.18	$ 695.40	$ 23.18	$ 695.40	$ 23.18	$ 695.40	$ 23.18	$ 695.40
3		Medium	40	$ 23.18	$ 927.20	$ 23.18	$ 927.20	$ 23.18	$ 927.20	$ 23.18	$ 927.20	$ 23.18	$ 927.20
4		Large	50	$ 23.18	$ 1,159.00	$ 23.18	$ 1,159.00	$ 23.18	$ 1,159.00	$ 23.18	$ 1,159.00	$ 23.18	$ 1,159.00
5		XLarge	60	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80
6		2XL	40	$ 25.18	$ 1,007.20	$ 25.18	$ 1,007.20	$ 25.18	$ 1,007.20	$ 25.18	$ 1,007.20	$ 25.18	$ 1,007.20
7		3XL	14	$ 25.18	$ 352.52	$ 25.18	$ 352.52	$ 25.18	$ 352.52	$ 25.18	$ 352.52	$ 25.18	$ 352.52
				Subtotal :	**$ 5,995.72**	**Subtotal :**	**$ 5,995.72**	**Subtotal :**	**$ 5,995.72**	**Subtotal :**	**$ 5,995.72**	**Subtotal :**	**$ 5,995.72**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Dress Shirts, Long Sleeve Oxford, Light Blue (Edwards Style No. 5262-01), "Welcome Aboard" patch on right arm	XSmall	50	$ 27.74	$ 1,387.00	$ 27.74	$ 1,387.00	$ 27.74	$ 1,387.00	$ 27.74	$ 1,387.00	$ 27.74	$ 1,387.00
2		Small	75	$ 27.74	$ 2,080.50	$ 27.74	$ 2,080.50	$ 27.74	$ 2,080.50	$ 27.74	$ 2,080.50	$ 27.74	$ 2,080.50
3		Medium	100	$ 27.74	$ 2,774.00	$ 27.74	$ 2,774.00	$ 27.74	$ 2,774.00	$ 27.74	$ 2,774.00	$ 27.74	$ 2,774.00
4		Large	125	$ 27.74	$ 3,467.50	$ 27.74	$ 3,467.50	$ 27.74	$ 3,467.50	$ 27.74	$ 3,467.50	$ 27.74	$ 3,467.50
5		XLarge	150	$ 27.74	$ 4,161.00	$ 27.74	$ 4,161.00	$ 27.74	$ 4,161.00	$ 27.74	$ 4,161.00	$ 27.74	$ 4,161.00
6		2XL	100	$ 29.74	$ 2,974.00	$ 29.74	$ 2,974.00	$ 29.74	$ 2,974.00	$ 29.74	$ 2,974.00	$ 29.74	$ 2,974.00
7		3XL	35	$ 29.74	$ 1,040.90	$ 29.74	$ 1,040.90	$ 29.74	$ 1,040.90	$ 29.74	$ 1,040.90	$ 29.74	$ 1,040.90
				Subtotal :	**$ 17,884.90**	**Subtotal :**	**$ 17,884.90**	**Subtotal :**	**$ 17,884.90**	**Subtotal :**	**$ 17,884.90**	**Subtotal :**	**$ 17,884.90**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Dress Shirts, Short Sleeve Oxford, Light Blue (A+ 8002), "Welcome Aboard" patch on right arm	XSmall	30	$ 23.18	$ 695.40	$ 23.18	$ 695.40	$ 23.18	$ 695.40	$ 23.18	$ 695.40	$ 23.18	$ 695.40
2		Small	45	$ 23.18	$ 1,043.10	$ 23.18	$ 1,043.10	$ 23.18	$ 1,043.10	$ 23.18	$ 1,043.10	$ 23.18	$ 1,043.10
3		Medium	60	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80
4		Large	75	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50
5		XLarge	75	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50
6		2XL - 3XL	75	$ 25.18	$ 1,888.50	$ 25.18	$ 1,888.50	$ 25.18	$ 1,888.50	$ 25.18	$ 1,888.50	$ 25.18	$ 1,888.50
7		4XL - 5XL	33	$ 27.18	$ 896.94	$ 27.18	$ 896.94	$ 27.18	$ 896.94	$ 27.18	$ 896.94	$ 27.18	$ 896.94
				Subtotal :	**$ 9,391.74**	**Subtotal :**	**$ 9,391.74**	**Subtotal :**	**$ 9,391.74**	**Subtotal :**	**$ 9,391.74**	**Subtotal :**	**$ 9,391.74**

B0756.0-23

				Year 1		Year 2		Year 3		Year 4		Year 5	
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Dress Shirts, Short Sleeve Oxford, Light Blue (Edwards Style No. 1212-01), "Welcome Aboard" patch on right arm	Small	75	$ 24.98	$ 1,873.50	$ 24.98	$ 1,873.50	$ 24.98	$ 1,873.50	$ 24.98	$ 1,873.50	$ 24.98	$ 1,873.50
2		Medium	100	$ 24.98	$ 2,498.00	$ 24.98	$ 2,498.00	$ 24.98	$ 2,498.00	$ 24.98	$ 2,498.00	$ 24.98	$ 2,498.00
3		Large	125	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50
4		XLarge	125	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50
5		2XL - 3XL	125	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50	$ 24.98	$ 3,122.50
8		Tall-L	85	$ 29.98	$ 2,548.30	$ 29.98	$ 2,548.30	$ 29.98	$ 2,548.30	$ 29.98	$ 2,548.30	$ 29.98	$ 2,548.30
9		Tall-XL	100	$ 29.98	$ 2,998.00	$ 29.98	$ 2,998.00	$ 29.98	$ 2,998.00	$ 29.98	$ 2,998.00	$ 29.98	$ 2,998.00
10		Tall-2XL	100	$ 30.98	$ 3,098.00	$ 30.98	$ 3,098.00	$ 30.98	$ 3,098.00	$ 30.98	$ 3,098.00	$ 30.98	$ 3,098.00
11		Tall-3XL	50	$ 31.98	$ 1,599.00	$ 31.98	$ 1,599.00	$ 31.98	$ 1,599.00	$ 31.98	$ 1,599.00	$ 31.98	$ 1,599.00
12		Tall-4XL	30	$ 32.98	$ 989.40	$ 32.98	$ 989.40	$ 32.98	$ 989.40	$ 32.98	$ 989.40	$ 32.98	$ 989.40
13		Tall-5XL	25	$ 33.98	$ 849.50	$ 33.98	$ 849.50	$ 33.98	$ 849.50	$ 33.98	$ 849.50	$ 33.98	$ 849.50
14		Tall-6XL	25	$ 34.98	$ 874.50	$ 34.98	$ 874.50	$ 34.98	$ 874.50	$ 34.98	$ 874.50	$ 34.98	$ 874.50
				Subtotal :	**$ 26,695.70**	**Subtotal :**	**$ 26,695.70**	**Subtotal :**	**$ 26,695.70**	**Subtotal :**	**$ 26,695.70**	**Subtotal :**	**$ 26,695.70**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Dress Shirts, Short Sleeve Oxford, Light Blue (A+ 8002), "Welcome Aboard" patch on right arm	XSmall	30	$ 23.18	$ 695.40	$ 23.18	$ 695.40	$ 23.18	$ 695.40	$ 23.18	$ 695.40	$ 23.18	$ 695.40
2		Small	45	$ 23.18	$ 1,043.10	$ 23.18	$ 1,043.10	$ 23.18	$ 1,043.10	$ 23.18	$ 1,043.10	$ 23.18	$ 1,043.10
3		Medium	60	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80	$ 23.18	$ 1,390.80
4		Large	75	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50
5		XLarge	75	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50	$ 23.18	$ 1,738.50
6		2XL	45	$ 25.18	$ 1,133.10	$ 25.18	$ 1,133.10	$ 25.18	$ 1,133.10	$ 25.18	$ 1,133.10	$ 25.18	$ 1,133.10
7		3XL	30	$ 25.18	$ 755.40	$ 25.18	$ 755.40	$ 25.18	$ 755.40	$ 25.18	$ 755.40	$ 25.18	$ 755.40
				Subtotal :	**$ 8,494.80**	**Subtotal :**	**$ 8,494.80**	**Subtotal :**	**$ 8,494.80**	**Subtotal :**	**$ 8,494.80**	**Subtotal :**	**$ 8,494.80**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Dress Shirts, Short Sleeve Oxford, Light Blue (Edwards Style No. 5212-01), "Welcome Aboard" patch on right arm	XSmall	50	$ 27.24	$ 1,362.00	$ 27.24	$ 1,362.00	$ 27.24	$ 1,362.00	$ 27.24	$ 1,362.00	$ 27.24	$ 1,362.00
2		Small	75	$ 27.24	$ 2,043.00	$ 27.24	$ 2,043.00	$ 27.24	$ 2,043.00	$ 27.24	$ 2,043.00	$ 27.24	$ 2,043.00
3		Medium	100	$ 27.24	$ 2,724.00	$ 27.24	$ 2,724.00	$ 27.24	$ 2,724.00	$ 27.24	$ 2,724.00	$ 27.24	$ 2,724.00
4		Large	125	$ 27.24	$ 3,405.00	$ 27.24	$ 3,405.00	$ 27.24	$ 3,405.00	$ 27.24	$ 3,405.00	$ 27.24	$ 3,405.00
5		XLarge	125	$ 27.24	$ 3,405.00	$ 27.24	$ 3,405.00	$ 27.24	$ 3,405.00	$ 27.24	$ 3,405.00	$ 27.24	$ 3,405.00
6		2XL	75	$ 29.24	$ 2,193.00	$ 29.24	$ 2,193.00	$ 29.24	$ 2,193.00	$ 29.24	$ 2,193.00	$ 29.24	$ 2,193.00
7		3XL	50	$ 29.24	$ 1,462.00	$ 29.24	$ 1,462.00	$ 29.24	$ 1,462.00	$ 29.24	$ 1,462.00	$ 29.24	$ 1,462.00
				Subtotal :	**$ 16,594.00**	**Subtotal :**	**$ 16,594.00**	**Subtotal :**	**$ 16,594.00**	**Subtotal :**	**$ 16,594.00**	**Subtotal :**	**$ 16,594.00**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Polo Shirts with Pocket, Royal Blue (Red Kap SK98) with Red MTS Logo Embroidered & two (2) Patches. "Welcome Aboard" patch on right arm and "Union" patch on left arm.	Small	120	$ 39.98	$ 4,797.60	$ 39.98	$ 4,797.60	$ 39.98	$ 4,797.60	$ 39.98	$ 4,797.60	$ 39.98	$ 4,797.60
2		Medium	120	$ 39.98	$ 4,797.60	$ 39.98	$ 4,797.60	$ 39.98	$ 4,797.60	$ 39.98	$ 4,797.60	$ 39.98	$ 4,797.60
3		Large	180	$ 39.98	$ 7,196.40	$ 39.98	$ 7,196.40	$ 39.98	$ 7,196.40	$ 39.98	$ 7,196.40	$ 39.98	$ 7,196.40
4		XLarge	210	$ 39.98	$ 8,395.80	$ 39.98	$ 8,395.80	$ 39.98	$ 8,395.80	$ 39.98	$ 8,395.80	$ 39.98	$ 8,395.80
5		2XL	90	$ 39.98	$ 3,598.20	$ 39.98	$ 3,598.20	$ 39.98	$ 3,598.20	$ 39.98	$ 3,598.20	$ 39.98	$ 3,598.20
6		3XL	48	$ 39.98	$ 1,919.04	$ 39.98	$ 1,919.04	$ 39.98	$ 1,919.04	$ 39.98	$ 1,919.04	$ 39.98	$ 1,919.04
7		4XL	30	$ 39.98	$ 1,199.40	$ 39.98	$ 1,199.40	$ 39.98	$ 1,199.40	$ 39.98	$ 1,199.40	$ 39.98	$ 1,199.40
8		5XL	30	$ 39.98	$ 1,199.40	$ 39.98	$ 1,199.40	$ 39.98	$ 1,199.40	$ 39.98	$ 1,199.40	$ 39.98	$ 1,199.40
9		6XL	20	$ 39.98	$ 799.60	$ 39.98	$ 799.60	$ 39.98	$ 799.60	$ 39.98	$ 799.60	$ 39.98	$ 799.60
				Subtotal :	**$ 33,903.04**	**Subtotal :**	**$ 33,903.04**	**Subtotal :**	**$ 33,903.04**	**Subtotal :**	**$ 33,903.04**	**Subtotal :**	**$ 33,903.04**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Polo Shirts no Pocket, Royal Blue (Red Kap SK97) with Red MTS Logo Embroidered & two (2) Patches. "Welcome Aboard" patch on right arm and "Union" patch on left arm.	XSmall	50	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00
2		Small	100	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00
3		Medium	100	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00
4		Large	150	$ 39.98	$ 5,997.00	$ 39.98	$ 5,997.00	$ 39.98	$ 5,997.00	$ 39.98	$ 5,997.00	$ 39.98	$ 5,997.00
5		XLarge	175	$ 39.98	$ 6,996.50	$ 39.98	$ 6,996.50	$ 39.98	$ 6,996.50	$ 39.98	$ 6,996.50	$ 39.98	$ 6,996.50
6		2XL	75	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50
7		3XL	40	$ 39.98	$ 1,599.20	$ 39.98	$ 1,599.20	$ 39.98	$ 1,599.20	$ 39.98	$ 1,599.20	$ 39.98	$ 1,599.20
				Subtotal :	**$ 27,586.20**	**Subtotal :**	**$ 27,586.20**	**Subtotal :**	**$ 27,586.20**	**Subtotal :**	**$ 27,586.20**	**Subtotal :**	**$ 27,586.20**

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				Year 1		Year 2		Year 3		Year 4		Year 5	
PANTS AND SHORTS													
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Dress Pants, Navy (Red Kap PT60)	Waist size 42 & Under	300	$ 20.83	$ 6,249.00	$ 20.83	$ 6,249.00	$ 20.83	$ 6,249.00	$ 20.83	$ 6,249.00	$ 20.83	$ 6,249.00
2		Waist size 44 - 60	150	$ 25.00	$ 3,750.00	$ 25.00	$ 3,750.00	$ 25.00	$ 3,750.00	$ 25.00	$ 3,750.00	$ 25.00	$ 3,750.00
				Subtotal :	**$ 9,999.00**	**Subtotal :**	**$ 9,999.00**	**Subtotal :**	**$ 9,999.00**	**Subtotal :**	**$ 9,999.00**	**Subtotal :**	**$ 9,999.00**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Dress Pants, Navy (Red Kap PT61)	Special Order size 0-2	5	$ 39.98	$ 199.90	$ 39.98	$ 199.90	$ 39.98	$ 199.90	$ 39.98	$ 199.90	$ 39.98	$ 199.90
2		Waist size 4 - 18	200	$ 39.98	$ 7,996.00	$ 39.98	$ 7,996.00	$ 39.98	$ 7,996.00	$ 39.98	$ 7,996.00	$ 39.98	$ 7,996.00
3		Waist size 20-24	50	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00
				Subtotal :	**$ 10,194.90**	**Subtotal :**	**$ 10,194.90**	**Subtotal :**	**$ 10,194.90**	**Subtotal :**	**$ 10,194.90**	**Subtotal :**	**$ 10,194.90**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Pants, Heavier Fabric, Navy (Tact Squad Style No. 7002NE)	Waist size 42 & Under	150	$ 49.50	$ 7,425.00	$ 49.50	$ 7,425.00	$ 49.50	$ 7,425.00	$ 49.50	$ 7,425.00	$ 49.50	$ 7,425.00
2		Waist size 44 - 54	75	$ 49.50	$ 3,712.50	$ 49.50	$ 3,712.50	$ 49.50	$ 3,712.50	$ 49.50	$ 3,712.50	$ 49.50	$ 3,712.50
				Subtotal :	**$ 11,137.50**	**Subtotal :**	**$ 11,137.50**	**Subtotal :**	**$ 11,137.50**	**Subtotal :**	**$ 11,137.50**	**Subtotal :**	**$ 11,137.50**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Pants, Heavier Fabric, Navy (Tact Squad Style No. 7002NWE)	Waist size 0 - 18	50	$ 49.50	$ 2,475.00	$ 49.50	$ 2,475.00	$ 49.50	$ 2,475.00	$ 49.50	$ 2,475.00	$ 49.50	$ 2,475.00
2		Waist size 20-30	20	$ 49.50	$ 990.00	$ 49.50	$ 990.00	$ 49.50	$ 990.00	$ 49.50	$ 990.00	$ 49.50	$ 990.00
				Subtotal :	**$ 3,465.00**	**Subtotal :**	**$ 3,465.00**	**Subtotal :**	**$ 3,465.00**	**Subtotal :**	**$ 3,465.00**	**Subtotal :**	**$ 3,465.00**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Shorts, Navy (Dickies Style No. LR303)	Waist size 42 & Under	150	$ 22.00	$ 3,300.00	$ 22.00	$ 3,300.00	$ 22.00	$ 3,300.00	$ 22.00	$ 3,300.00	$ 22.00	$ 3,300.00
2		Waist size 44 - 50	100	$ 24.00	$ 2,400.00	$ 24.00	$ 2,400.00	$ 24.00	$ 2,400.00	$ 24.00	$ 2,400.00	$ 24.00	$ 2,400.00
				Subtotal :	**$ 5,700.00**	**Subtotal :**	**$ 5,700.00**	**Subtotal :**	**$ 5,700.00**	**Subtotal :**	**$ 5,700.00**	**Subtotal :**	**$ 5,700.00**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Shorts, Navy (Edwards Style No. 8435)	Waist size 0 - 18	50	$ 22.00	$ 1,100.00	$ 22.00	$ 1,100.00	$ 22.00	$ 1,100.00	$ 22.00	$ 1,100.00	$ 22.00	$ 1,100.00
2		Waist size 20-32	20	$ 24.00	$ 480.00	$ 24.00	$ 480.00	$ 24.00	$ 480.00	$ 24.00	$ 480.00	$ 24.00	$ 480.00
				Subtotal :	**$ 1,580.00**	**Subtotal :**	**$ 1,580.00**	**Subtotal :**	**$ 1,580.00**	**Subtotal :**	**$ 1,580.00**	**Subtotal :**	**$ 1,580.00**

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				Year 1		Year 2		Year 3		Year 4		Year 5	
JACKETS, SWEATERS, ACCESSORIES													
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's & Women's Jacket with Reflective Stripes, Navy (Port Authority Style Nos. J754R), "Welcome Aboard" Patch on right arm.	XSmall	35	$ 46.49	$ 1,627.15	$ 46.49	$ 1,627.15	$ 46.49	$ 1,627.15	$ 46.49	$ 1,627.15	$ 46.49	$ 1,627.15
2		Small	50	$ 46.49	$ 2,324.50	$ 46.49	$ 2,324.50	$ 46.49	$ 2,324.50	$ 46.49	$ 2,324.50	$ 46.49	$ 2,324.50
3		Medium	65	$ 46.49	$ 3,021.85	$ 46.49	$ 3,021.85	$ 46.49	$ 3,021.85	$ 46.49	$ 3,021.85	$ 46.49	$ 3,021.85
4		Large	100	$ 46.49	$ 4,649.00	$ 46.49	$ 4,649.00	$ 46.49	$ 4,649.00	$ 46.49	$ 4,649.00	$ 46.49	$ 4,649.00
5		XLarge	125	$ 46.49	$ 5,811.25	$ 46.49	$ 5,811.25	$ 46.49	$ 5,811.25	$ 46.49	$ 5,811.25	$ 46.49	$ 5,811.25
6		2XL	75	$ 48.49	$ 3,636.75	$ 48.49	$ 3,636.75	$ 48.49	$ 3,636.75	$ 48.49	$ 3,636.75	$ 48.49	$ 3,636.75
7		3XL	30	$ 48.49	$ 1,454.70	$ 48.49	$ 1,454.70	$ 48.49	$ 1,454.70	$ 48.49	$ 1,454.70	$ 48.49	$ 1,454.70
8		4XL	20	$ 48.49	$ 969.80	$ 48.49	$ 969.80	$ 48.49	$ 969.80	$ 48.49	$ 969.80	$ 48.49	$ 969.80
9		5XL	10	$ 49.49	$ 494.90	$ 49.49	$ 494.90	$ 49.49	$ 494.90	$ 49.49	$ 494.90	$ 49.49	$ 494.90
10		6XL	5	$ 49.49	$ 247.45	$ 49.49	$ 247.45	$ 49.49	$ 247.45	$ 49.49	$ 247.45	$ 49.49	$ 247.45
				Subtotal :	**$ 24,237.35**	**Subtotal :**	**$ 24,237.35**	**Subtotal :**	**$ 24,237.35**	**Subtotal :**	**$ 24,237.35**	**Subtotal :**	**$ 24,237.35**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's & Women's Jacket without Reflective Stripes, Navy (Port Authority Style Nos. J754 or TLJ754), "Welcome Aboard" Patch on right arm.	XSmall	35	$ 49.98	$ 1,749.30	$ 49.98	$ 1,749.30	$ 49.98	$ 1,749.30	$ 49.98	$ 1,749.30	$ 49.98	$ 1,749.30
2		Small	50	$ 49.98	$ 2,499.00	$ 49.98	$ 2,499.00	$ 49.98	$ 2,499.00	$ 49.98	$ 2,499.00	$ 49.98	$ 2,499.00
3		Medium	65	$ 49.98	$ 3,248.70	$ 49.98	$ 3,248.70	$ 49.98	$ 3,248.70	$ 49.98	$ 3,248.70	$ 49.98	$ 3,248.70
4		Large	100	$ 49.98	$ 4,998.00	$ 49.98	$ 4,998.00	$ 49.98	$ 4,998.00	$ 49.98	$ 4,998.00	$ 49.98	$ 4,998.00
5		XLarge	125	$ 49.98	$ 6,247.50	$ 49.98	$ 6,247.50	$ 49.98	$ 6,247.50	$ 49.98	$ 6,247.50	$ 49.98	$ 6,247.50
6		2XL	75	$ 49.98	$ 3,748.50	$ 49.98	$ 3,748.50	$ 49.98	$ 3,748.50	$ 49.98	$ 3,748.50	$ 49.98	$ 3,748.50
7		3XL	30	$ 49.98	$ 1,499.40	$ 49.98	$ 1,499.40	$ 49.98	$ 1,499.40	$ 49.98	$ 1,499.40	$ 49.98	$ 1,499.40
8		4XL	20	$ 49.98	$ 999.60	$ 49.98	$ 999.60	$ 49.98	$ 999.60	$ 49.98	$ 999.60	$ 49.98	$ 999.60
9		5XL	10	$ 49.98	$ 499.80	$ 49.98	$ 499.80	$ 49.98	$ 499.80	$ 49.98	$ 499.80	$ 49.98	$ 499.80
10		6XL	5	$ 49.98	$ 249.90	$ 49.98	$ 249.90	$ 49.98	$ 249.90	$ 49.98	$ 249.90	$ 49.98	$ 249.90
11		L Tall - XL Tall	90	$ 49.98	$ 4,498.20	$ 49.98	$ 4,498.20	$ 49.98	$ 4,498.20	$ 49.98	$ 4,498.20	$ 49.98	$ 4,498.20
12		2XL Tall	30	$ 49.98	$ 1,499.40	$ 49.98	$ 1,499.40	$ 49.98	$ 1,499.40	$ 49.98	$ 1,499.40	$ 49.98	$ 1,499.40
13		3XL Tall	20	$ 49.98	$ 999.60	$ 49.98	$ 999.60	$ 49.98	$ 999.60	$ 49.98	$ 999.60	$ 49.98	$ 999.60
14		4XL Tall	10	$ 49.98	$ 499.80	$ 49.98	$ 499.80	$ 49.98	$ 499.80	$ 49.98	$ 499.80	$ 49.98	$ 499.80
				Subtotal :	**$ 33,236.70**	**Subtotal :**	**$ 33,236.70**	**Subtotal :**	**$ 33,236.70**	**Subtotal :**	**$ 33,236.70**	**Subtotal :**	**$ 33,236.70**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's & Women's Fleece Vest, Heather Gray (Port Authority Style No. F219) with Red MTS "Bus Operator" Logo Embroidered	Xsmall	10	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80
2		Small	20	$ 23.98	$ 479.60	$ 23.98	$ 479.60	$ 23.98	$ 479.60	$ 23.98	$ 479.60	$ 23.98	$ 479.60
3		Medium	20	$ 23.98	$ 479.60	$ 23.98	$ 479.60	$ 23.98	$ 479.60	$ 23.98	$ 479.60	$ 23.98	$ 479.60
4		Large	30	$ 23.98	$ 719.40	$ 23.98	$ 719.40	$ 23.98	$ 719.40	$ 23.98	$ 719.40	$ 23.98	$ 719.40
5		XLarge	20	$ 23.98	$ 479.60	$ 23.98	$ 479.60	$ 23.98	$ 479.60	$ 23.98	$ 479.60	$ 23.98	$ 479.60
6		2XL	10	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80
7		3XL	10	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80
8		4XL	10	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80	$ 23.98	$ 239.80
9		5XL	5	$ 23.98	$ 119.90	$ 23.98	$ 119.90	$ 23.98	$ 119.90	$ 23.98	$ 119.90	$ 23.98	$ 119.90
10		6XL	5	$ 23.98	$ 119.90	$ 23.98	$ 119.90	$ 23.98	$ 119.90	$ 23.98	$ 119.90	$ 23.98	$ 119.90
				Subtotal :	**$ 3,357.20**	**Subtotal :**	**$ 3,357.20**	**Subtotal :**	**$ 3,357.20**	**Subtotal :**	**$ 3,357.20**	**Subtotal :**	**$ 3,357.20**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's & Women's Jacket (Windbreaker) (Sport Tek Style No. JST71), "Welcome Aboard" Patch on right arm.	XSmall	50	$ 24.00	$ 1,200.00	$ 24.00	$ 1,200.00	$ 24.00	$ 1,200.00	$ 24.00	$ 1,200.00	$ 24.00	$ 1,200.00
2		Small	65	$ 24.00	$ 1,560.00	$ 24.00	$ 1,560.00	$ 24.00	$ 1,560.00	$ 24.00	$ 1,560.00	$ 24.00	$ 1,560.00
3		Medium	75	$ 24.00	$ 1,800.00	$ 24.00	$ 1,800.00	$ 24.00	$ 1,800.00	$ 24.00	$ 1,800.00	$ 24.00	$ 1,800.00
4		Large	100	$ 24.00	$ 2,400.00	$ 24.00	$ 2,400.00	$ 24.00	$ 2,400.00	$ 24.00	$ 2,400.00	$ 24.00	$ 2,400.00
5		XLarge	125	$ 24.00	$ 3,000.00	$ 24.00	$ 3,000.00	$ 24.00	$ 3,000.00	$ 24.00	$ 3,000.00	$ 24.00	$ 3,000.00
6		2XL	100	$ 27.98	$ 2,798.00	$ 27.98	$ 2,798.00	$ 27.98	$ 2,798.00	$ 27.98	$ 2,798.00	$ 27.98	$ 2,798.00
7		3XL	75	$ 27.98	$ 2,098.50	$ 27.98	$ 2,098.50	$ 27.98	$ 2,098.50	$ 27.98	$ 2,098.50	$ 27.98	$ 2,098.50
8		4XL	25	$ 27.98	$ 699.50	$ 27.98	$ 699.50	$ 27.98	$ 699.50	$ 27.98	$ 699.50	$ 27.98	$ 699.50
9		5XL	20	$ 27.98	$ 559.60	$ 27.98	$ 559.60	$ 27.98	$ 559.60	$ 27.98	$ 559.60	$ 27.98	$ 559.60
10		6XL	10	$ 27.98	$ 279.80	$ 27.98	$ 279.80	$ 27.98	$ 279.80	$ 27.98	$ 279.80	$ 27.98	$ 279.80
				Subtotal :	**$ 16,395.40**	**Subtotal :**	**$ 16,395.40**	**Subtotal :**	**$ 16,395.40**	**Subtotal :**	**$ 16,395.40**	**Subtotal :**	**$ 16,395.40**

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				Year 1		Year 2		Year 3		Year 4		Year 5	
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's & Women's Jacket (Lightweight), Navy (Motivate Style No. 88183/88183T), "Welcome Aboard" Patch on right arm.	Small	65	$ 22.98	$ 1,493.70	$ 22.98	$ 1,493.70	$ 22.98	$ 1,493.70	$ 22.98	$ 1,493.70	$ 22.98	$ 1,493.70
2		Medium	75	$ 22.98	$ 1,723.50	$ 22.98	$ 1,723.50	$ 22.98	$ 1,723.50	$ 22.98	$ 1,723.50	$ 22.98	$ 1,723.50
3		Large	50	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00
4		XLarge	60	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80
5		2XL	50	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00
6		3XL	35	$ 22.98	$ 804.30	$ 22.98	$ 804.30	$ 22.98	$ 804.30	$ 22.98	$ 804.30	$ 22.98	$ 804.30
7		4XL	10	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80
8		5XL	10	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80
9		LT	50	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00
10		XLT	60	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80	$ 22.98	$ 1,378.80
11		2XLT	50	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00
12		3XLT	35	$ 22.98	$ 804.30	$ 22.98	$ 804.30	$ 22.98	$ 804.30	$ 22.98	$ 804.30	$ 22.98	$ 804.30
13		4XLT	10	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80
14		5XLT	10	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80
				Subtotal :	**$ 13,098.60**	**Subtotal :**	**$ 13,098.60**	**Subtotal :**	**$ 13,098.60**	**Subtotal :**	**$ 13,098.60**	**Subtotal :**	**$ 13,098.60**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's & Women's Full Zip Cardigan Sweater, Navy (Edwards Style No. 4381). Red MTS "Bus Operator" Logo Embroidered and "Welcome Aboard" Patch on right arm.	XSmall	50	$ 41.98	$ 2,099.00	$ 41.98	$ 2,099.00	$ 41.98	$ 2,099.00	$ 41.98	$ 2,099.00	$ 41.98	$ 2,099.00
2		Small	75	$ 41.98	$ 3,148.50	$ 41.98	$ 3,148.50	$ 41.98	$ 3,148.50	$ 41.98	$ 3,148.50	$ 41.98	$ 3,148.50
3		Medium	85	$ 41.98	$ 3,568.30	$ 41.98	$ 3,568.30	$ 41.98	$ 3,568.30	$ 41.98	$ 3,568.30	$ 41.98	$ 3,568.30
4		Large	100	$ 41.98	$ 4,198.00	$ 41.98	$ 4,198.00	$ 41.98	$ 4,198.00	$ 41.98	$ 4,198.00	$ 41.98	$ 4,198.00
5		XLarge	125	$ 41.98	$ 5,247.50	$ 41.98	$ 5,247.50	$ 41.98	$ 5,247.50	$ 41.98	$ 5,247.50	$ 41.98	$ 5,247.50
6		2XL	85	$ 41.98	$ 3,568.30	$ 41.98	$ 3,568.30	$ 41.98	$ 3,568.30	$ 41.98	$ 3,568.30	$ 41.98	$ 3,568.30
7		3XL	60	$ 41.98	$ 2,518.80	$ 41.98	$ 2,518.80	$ 41.98	$ 2,518.80	$ 41.98	$ 2,518.80	$ 41.98	$ 2,518.80
8		4XL	35	$ 41.98	$ 1,469.30	$ 41.98	$ 1,469.30	$ 41.98	$ 1,469.30	$ 41.98	$ 1,469.30	$ 41.98	$ 1,469.30
9		5XL	20	$ 41.98	$ 839.60	$ 41.98	$ 839.60	$ 41.98	$ 839.60	$ 41.98	$ 839.60	$ 41.98	$ 839.60
				Subtotal :	**$ 26,657.30**	**Subtotal :**	**$ 26,657.30**	**Subtotal :**	**$ 26,657.30**	**Subtotal :**	**$ 26,657.30**	**Subtotal :**	**$ 26,657.30**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's & Women's Pull Over V-Neck Sweater, Navy/Charcoal (Edwards Style No. 4561), Red MTS "Bus Operator" Logo Embroidered	XSmall	25	$ 25.98	$ 649.50	$ 25.98	$ 649.50	$ 25.98	$ 649.50	$ 25.98	$ 649.50	$ 25.98	$ 649.50
2		Small	45	$ 25.98	$ 1,169.10	$ 25.98	$ 1,169.10	$ 25.98	$ 1,169.10	$ 25.98	$ 1,169.10	$ 25.98	$ 1,169.10
3		Medium	50	$ 25.98	$ 1,299.00	$ 25.98	$ 1,299.00	$ 25.98	$ 1,299.00	$ 25.98	$ 1,299.00	$ 25.98	$ 1,299.00
4		Large	65	$ 26.98	$ 1,753.70	$ 26.98	$ 1,753.70	$ 26.98	$ 1,753.70	$ 26.98	$ 1,753.70	$ 26.98	$ 1,753.70
5		XLarge	65	$ 26.98	$ 1,753.70	$ 26.98	$ 1,753.70	$ 26.98	$ 1,753.70	$ 26.98	$ 1,753.70	$ 26.98	$ 1,753.70
6		2XL	50	$ 26.98	$ 1,349.00	$ 26.98	$ 1,349.00	$ 26.98	$ 1,349.00	$ 26.98	$ 1,349.00	$ 26.98	$ 1,349.00
7		3XL	35	$ 26.98	$ 944.30	$ 26.98	$ 944.30	$ 26.98	$ 944.30	$ 26.98	$ 944.30	$ 26.98	$ 944.30
8		4XL	25	$ 26.98	$ 674.50	$ 26.98	$ 674.50	$ 26.98	$ 674.50	$ 26.98	$ 674.50	$ 26.98	$ 674.50
9		5XL	15	$ 26.98	$ 404.70	$ 26.98	$ 404.70	$ 26.98	$ 404.70	$ 26.98	$ 404.70	$ 26.98	$ 404.70
				Subtotal :	**$ 9,997.50**	**Subtotal :**	**$ 9,997.50**	**Subtotal :**	**$ 9,997.50**	**Subtotal :**	**$ 9,997.50**	**Subtotal :**	**$ 9,997.50**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's & Women's Sweater Vest (Zip), Navy (Edwards Style No. 4302), Red MTS "Bus Operator" Logo Embroidered	XSmall	50	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00	$ 39.98	$ 1,999.00
2		Small	65	$ 39.98	$ 2,598.70	$ 39.98	$ 2,598.70	$ 39.98	$ 2,598.70	$ 39.98	$ 2,598.70	$ 39.98	$ 2,598.70
3		Medium	75	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50
4		Large	85	$ 39.98	$ 3,398.30	$ 39.98	$ 3,398.30	$ 39.98	$ 3,398.30	$ 39.98	$ 3,398.30	$ 39.98	$ 3,398.30
5		XLarge	100	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00	$ 39.98	$ 3,998.00
6		2XL	75	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50	$ 39.98	$ 2,998.50
7		3XL	45	$ 39.98	$ 1,799.10	$ 39.98	$ 1,799.10	$ 39.98	$ 1,799.10	$ 39.98	$ 1,799.10	$ 39.98	$ 1,799.10
8		4XL	25	$ 39.98	$ 999.50	$ 39.98	$ 999.50	$ 39.98	$ 999.50	$ 39.98	$ 999.50	$ 39.98	$ 999.50
9		5XL	15	$ 39.98	$ 599.70	$ 39.98	$ 599.70	$ 39.98	$ 599.70	$ 39.98	$ 599.70	$ 39.98	$ 599.70
				Subtotal :	**$ 21,389.30**	**Subtotal :**	**$ 21,389.30**	**Subtotal :**	**$ 21,389.30**	**Subtotal :**	**$ 21,389.30**	**Subtotal :**	**$ 21,389.30**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Belt 100% Leather, 1.5" width (Arons Style No. 607) USPS Approved	44 & Under	350	$ 19.98	$ 6,993.00	$ 19.98	$ 6,993.00	$ 19.98	$ 6,993.00	$ 19.98	$ 6,993.00	$ 19.98	$ 6,993.00
2		46 & Up	100	$ 19.98	$ 1,998.00	$ 19.98	$ 1,998.00	$ 19.98	$ 1,998.00	$ 19.98	$ 1,998.00	$ 19.98	$ 1,998.00
				Subtotal :	**$ 8,991.00**	**Subtotal :**	**$ 8,991.00**	**Subtotal :**	**$ 8,991.00**	**Subtotal :**	**$ 8,991.00**	**Subtotal :**	**$ 8,991.00**

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				Year 1		Year 2		Year 3		Year 4		Year 5	
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's (J304) & Women's (L304) - Port Authority All-Season II Jacket Black and True Navy. "Welcome Aboard" Patch on right Arm.	Xsmall	25	$ 55.98	$ 1,399.50	$ 55.98	$ 1,399.50	$ 55.98	$ 1,399.50	$ 55.98	$ 1,399.50	$ 55.98	$ 1,399.50
2		Small	50	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00
3		Medium	50	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00
4		Large	100	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00
5		XLarge	100	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00
6		2XL	100	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00	$ 55.98	$ 5,598.00
7		3XL	50	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00
8		4XL	50	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00	$ 55.98	$ 2,799.00
				Subtotal :	**$ 29,389.50**	**Subtotal :**	**$ 29,389.50**	**Subtotal :**	**$ 29,389.50**	**Subtotal :**	**$ 29,389.50**	**Subtotal :**	**$ 29,389.50**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Visor, Navy Blue with MTS logo in red thread on the center of the visor, Item # BBV	One size	300	$ 3.48	$ 1,044.00	$ 3.48	$ 1,044.00	$ 3.48	$ 1,044.00	$ 3.48	$ 1,044.00	$ 3.48	$ 1,044.00
2	Baseball Style Cap - Navy Blue with MTS logo in red thread, and the wording "Bus Operator" in white thread directly underneath the MTS logo, - structured hat with velcro closure, medium weight, 100% brushed cotton item. Style WPV	One size	350	$ 5.98	$ 2,093.00	$ 5.98	$ 2,093.00	$ 5.98	$ 2,093.00	$ 5.98	$ 2,093.00	$ 5.98	$ 2,093.00
3	Safe Driver Hat (3-D puffy logo) (ordered 1x annually), Style WPV	One size	300	$ 7.98	$ 2,394.00	$ 7.98	$ 2,394.00	$ 7.98	$ 2,394.00	$ 7.98	$ 2,394.00	$ 7.98	$ 2,394.00
4	Safe Driver Patch (ordered 1x annually)	One size	350	$ 3.98	$ 1,393.00	$ 3.98	$ 1,393.00	$ 3.98	$ 1,393.00	$ 3.98	$ 1,393.00	$ 3.98	$ 1,393.00
5	CP95 - Port Authority 100% cotton Beanie	one size	200	$ 4.98	$ 996.00	$ 4.98	$ 996.00	$ 4.98	$ 996.00	$ 4.98	$ 996.00	$ 4.98	$ 996.00
				Subtotal :	**$ 7,920.00**	**Subtotal :**	**$ 7,920.00**	**Subtotal :**	**$ 7,920.00**	**Subtotal :**	**$ 7,920.00**	**Subtotal :**	**$ 7,920.00**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Long Islander Performance Long Sleeve T-Shirt-214 black and white	XSmall	50	$ 4.49	$ 224.50	$ 4.49	$ 224.50	$ 4.49	$ 224.50	$ 4.49	$ 224.50	$ 4.49	$ 224.50
2		Small	65	$ 4.49	$ 291.85	$ 4.49	$ 291.85	$ 4.49	$ 291.85	$ 4.49	$ 291.85	$ 4.49	$ 291.85
3		Medium	75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75
4		L-XL	85	$ 4.49	$ 381.65	$ 4.49	$ 381.65	$ 4.49	$ 381.65	$ 4.49	$ 381.65	$ 4.49	$ 381.65
5		2XL	100	$ 4.49	$ 449.00	$ 4.49	$ 449.00	$ 4.49	$ 449.00	$ 4.49	$ 449.00	$ 4.49	$ 449.00
6		3XL	75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75
				Subtotal :	**$ 2,020.50**	**Subtotal :**	**$ 2,020.50**	**Subtotal :**	**$ 2,020.50**	**Subtotal :**	**$ 2,020.50**	**Subtotal :**	**$ 2,020.50**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Long Islander Performance Long Sleeve T-Shirt-210 black and white	XSmall	50	$ 4.49	$ 224.50	$ 4.49	$ 224.50	$ 4.49	$ 224.50	$ 4.49	$ 224.50	$ 4.49	$ 224.50
2		Small	65	$ 4.49	$ 291.85	$ 4.49	$ 291.85	$ 4.49	$ 291.85	$ 4.49	$ 291.85	$ 4.49	$ 291.85
3		Medium	75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75
4		L-XL	85	$ 4.49	$ 381.65	$ 4.49	$ 381.65	$ 4.49	$ 381.65	$ 4.49	$ 381.65	$ 4.49	$ 381.65
5		2XL	100	$ 4.49	$ 449.00	$ 4.49	$ 449.00	$ 4.49	$ 449.00	$ 4.49	$ 449.00	$ 4.49	$ 449.00
6		3XL	75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75	$ 4.49	$ 336.75
7		4XL	45	$ 4.49	$ 202.05	$ 4.49	$ 202.05	$ 4.49	$ 202.05	$ 4.49	$ 202.05	$ 4.49	$ 202.05
8		5XL	25	$ 4.49	$ 112.25	$ 4.49	$ 112.25	$ 4.49	$ 112.25	$ 4.49	$ 112.25	$ 4.49	$ 112.25
9		6XL	15	$ 4.49	$ 67.35	$ 4.49	$ 67.35	$ 4.49	$ 67.35	$ 4.49	$ 67.35	$ 4.49	$ 67.35
				Subtotal :	**$ 2,402.15**	**Subtotal :**	**$ 2,402.15**	**Subtotal :**	**$ 2,402.15**	**Subtotal :**	**$ 2,402.15**	**Subtotal :**	**$ 2,402.15**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	"Welcome Aboard" Patches	One size	5000	$ 1.98	$ 9,900.00	$ 1.98	$ 9,900.00	$ 1.98	$ 9,900.00	$ 1.98	$ 9,900.00	$ 1.98	$ 9,900.00
				Subtotal :	**$ 9,900.00**	**Subtotal :**	**$ 9,900.00**	**Subtotal :**	**$ 9,900.00**	**Subtotal :**	**$ 9,900.00**	**Subtotal :**	**$ 9,900.00**

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	"Union 1309" Patches	One size	5000	$ 1.98	$ 9,900.00	$ 1.98	$ 9,900.00	$ 1.98	$ 9,900.00	$ 1.98	$ 9,900.00	$ 1.98	$ 9,900.00
				Subtotal :	**$ 9,900.00**	**Subtotal :**	**$ 9,900.00**	**Subtotal :**	**$ 9,900.00**	**Subtotal :**	**$ 9,900.00**	**Subtotal :**	**$ 9,900.00**

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				Year 1		Year 2		Year 3		Year 4		Year 5	
SUPERVISOR UNIFORMS													
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Dress Shirt -Tact Squad Long Sleeve/8003	14 - 17.5	60	$ 39.98	$ 2,398.80	$ 39.98	$ 2,398.80	$ 39.98	$ 2,398.80	$ 39.98	$ 2,398.80	$ 39.98	$ 2,398.80
2		18 - 18.5	20	$ 39.98	$ 799.60	$ 39.98	$ 799.60	$ 39.98	$ 799.60	$ 39.98	$ 799.60	$ 39.98	$ 799.60
3		19 - 19.5	10	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80
4		20 - 20.5	10	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80
				Subtotal :	**$ 3,998.00**	**Subtotal :**	**$ 3,998.00**	**Subtotal :**	**$ 3,998.00**	**Subtotal :**	**$ 3,998.00**	**Subtotal :**	**$ 3,998.00**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Dress Shirt -Tact Squad Short Sleeve/8013	14 - 17.5	60	$ 39.98	$ 2,398.80	$ 39.98	$ 2,398.80	$ 39.98	$ 2,398.80	$ 39.98	$ 2,398.80	$ 39.98	$ 2,398.80
2		18 - 18.5	20	$ 39.98	$ 799.60	$ 39.98	$ 799.60	$ 39.98	$ 799.60	$ 39.98	$ 799.60	$ 39.98	$ 799.60
3		19 - 19.5	10	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80
4		20 - 20.5	10	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80	$ 39.98	$ 399.80
				Subtotal :	**$ 3,998.00**	**Subtotal :**	**$ 3,998.00**	**Subtotal :**	**$ 3,998.00**	**Subtotal :**	**$ 3,998.00**	**Subtotal :**	**$ 3,998.00**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's & Women's Unisex Polo (Edwards 1525) (Navy, Black, Grey) w/ MTS Logo & Supervisor/ Bus Operations Embroidery ***(***See Request for Approved Equal that has been approved***)***	XSmall	50	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00
2		Small	50	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00
3		Medium	50	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00
4		Large	50	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00
5		XLarge	50	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00	$ 19.98	$ 999.00
6		2XL	15	$ 19.98	$ 299.70	$ 19.98	$ 299.70	$ 19.98	$ 299.70	$ 19.98	$ 299.70	$ 19.98	$ 299.70
7		3XL	10	$ 19.98	$ 199.80	$ 19.98	$ 199.80	$ 19.98	$ 199.80	$ 19.98	$ 199.80	$ 19.98	$ 199.80
8		4XL	10	$ 19.98	$ 199.80	$ 19.98	$ 199.80	$ 19.98	$ 199.80	$ 19.98	$ 199.80	$ 19.98	$ 199.80
9		5XL	5	$ 19.98	$ 99.90	$ 19.98	$ 99.90	$ 19.98	$ 99.90	$ 19.98	$ 99.90	$ 19.98	$ 99.90
				Subtotal :	**$ 5,794.20**	**Subtotal :**	**$ 5,794.20**	**Subtotal :**	**$ 5,794.20**	**Subtotal :**	**$ 5,794.20**	**Subtotal :**	**$ 5,794.20**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Polo Shirts with Pocket (Red Kap SK98) (Navy, Red, Black) w/ MTS Logo & Supervisor/Bus Operations Embroidery	XSmall	50	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00
2		Small	50	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00
3		Medium	50	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00
4		Large	50	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00
5		XLarge	50	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00	$ 22.98	$ 1,149.00
6		2XL	15	$ 22.98	$ 344.70	$ 22.98	$ 344.70	$ 22.98	$ 344.70	$ 22.98	$ 344.70	$ 22.98	$ 344.70
7		3XL	10	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80
8		4XL	10	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80
9		5XL	5	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90
10		6XL	5	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90
				Subtotal :	**$ 6,779.10**	**Subtotal :**	**$ 6,779.10**	**Subtotal :**	**$ 6,779.10**	**Subtotal :**	**$ 6,779.10**	**Subtotal :**	**$ 6,779.10**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Polo Shirts without Pocket (Red Kap SK97) (Navy, Red, Black) w/ MTS Logo & Supervisor/Bus Operations Embroidery	XSmall	20	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60
2		Small	20	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60
3		Medium	20	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60
4		Large	20	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60
5		XLarge	20	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60
6		2XL	10	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80	$ 22.98	$ 229.80
7		3XL	5	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90
				Subtotal :	**$ 2,642.70**	**Subtotal :**	**$ 2,642.70**	**Subtotal :**	**$ 2,642.70**	**Subtotal :**	**$ 2,642.70**	**Subtotal :**	**$ 2,642.70**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Pants- Edwards Cargo 2538 (black)	28-60	60	$ 32.00	$ 1,920.00	$ 32.00	$ 1,920.00	$ 32.00	$ 1,920.00	$ 32.00	$ 1,920.00	$ 32.00	$ 1,920.00
				Subtotal :	**$ 1,920.00**	**Subtotal :**	**$ 1,920.00**	**Subtotal :**	**$ 1,920.00**	**Subtotal :**	**$ 1,920.00**	**Subtotal :**	**$ 1,920.00**
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
2	Women's Pants- Edwards Cargo 8538 (Black)	0-32	60	$ 30.00	$ 1,800.00	$ 30.00	$ 1,800.00	$ 30.00	$ 1,800.00	$ 30.00	$ 1,800.00	$ 30.00	$ 1,800.00
				Subtotal :	**$ 1,800.00**	**Subtotal :**	**$ 1,800.00**	**Subtotal :**	**$ 1,800.00**	**Subtotal :**	**$ 1,800.00**	**Subtotal :**	**$ 1,800.00**

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				Year 1		Year 2		Year 3		Year 4		Year 5	
Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's Edwards dress shirts: 1354 colors, dark grey, black, French blue, navy blue, blue w/ MTS Logo and white embroidery including Name of Department.	Small	30	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40
2		Medium	30	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40
3		Large	30	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40
4		XLarge	30	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40	$ 31.98	$ 959.40
5		2XL	10	$ 33.49	$ 334.90	$ 33.49	$ 334.90	$ 33.49	$ 334.90	$ 33.49	$ 334.90	$ 33.49	$ 334.90
6		3XL	10	$ 33.49	$ 334.90	$ 33.49	$ 334.90	$ 33.49	$ 334.90	$ 33.49	$ 334.90	$ 33.49	$ 334.90
9		4XL	5	$ 36.49	$ 182.45	$ 36.49	$ 182.45	$ 36.49	$ 182.45	$ 36.49	$ 182.45	$ 36.49	$ 182.45
10		5XL	5	$ 38.49	$ 192.45	$ 38.49	$ 192.45	$ 38.49	$ 192.45	$ 38.49	$ 192.45	$ 38.49	$ 192.45
11		6XL	5	$ 40.00	$ 200.00	$ 40.00	$ 200.00	$ 40.00	$ 200.00	$ 40.00	$ 200.00	$ 40.00	$ 200.00
				Subtotal :	$ 5,082.30	Subtotal :	$ 5,082.30	Subtotal :	$ 5,082.30	Subtotal :	$ 5,082.30	Subtotal :	$ 5,082.30

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's Edwards dress shirts: 5354 colors, dark grey, black, French blue, navy blue, blue w/ MTS Logo and white embroidery including Name of Department.	Small	20	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60
2		Medium	20	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60
3		Large	20	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60
4		XLarge	20	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60	$ 22.98	$ 459.60
5		2XL	5	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90
6		3XL	5	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90
7		4XL	5	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90	$ 22.98	$ 114.90
				Subtotal :	$ 2,183.10	Subtotal :	$ 2,183.10	Subtotal :	$ 2,183.10	Subtotal :	$ 2,183.10	Subtotal :	$ 2,183.10

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Women's and Men's CSJ24 Cornerstone ANSI 107 class 3 Waterproof Parka.	Small	15	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70
2		Medium	15	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70
3		Large	15	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70
4		XLarge	15	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70	$ 63.98	$ 959.70
5		2XL	10	$ 63.98	$ 639.80	$ 63.98	$ 639.80	$ 63.98	$ 639.80	$ 63.98	$ 639.80	$ 63.98	$ 639.80
6		3XL	10	$ 63.98	$ 639.80	$ 63.98	$ 639.80	$ 63.98	$ 639.80	$ 63.98	$ 639.80	$ 63.98	$ 639.80
7		4XL	10	$ 63.98	$ 639.80	$ 63.98	$ 639.80	$ 63.98	$ 639.80	$ 63.98	$ 639.80	$ 63.98	$ 639.80
				Subtotal :	$ 5,758.20	Subtotal :	$ 5,758.20	Subtotal :	$ 5,758.20	Subtotal :	$ 5,758.20	Subtotal :	$ 5,758.20

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Men's & Women's J307 Black/Deep Grey Porth Authority Soft Shell Jacket, w/ MTS Logo and white embroidery including Name of Department.	Small	10	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80
2		Medium	10	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80
3		Large	10	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80
4		XLarge	10	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80	$ 44.98	$ 449.80
5		2XL	10	$ 46.98	$ 469.80	$ 46.98	$ 469.80	$ 46.98	$ 469.80	$ 46.98	$ 469.80	$ 46.98	$ 469.80
6		3XL	10	$ 46.98	$ 469.80	$ 46.98	$ 469.80	$ 46.98	$ 469.80	$ 46.98	$ 469.80	$ 46.98	$ 469.80
				Subtotal :	$ 2,738.80	Subtotal :	$ 2,738.80	Subtotal :	$ 2,738.80	Subtotal :	$ 2,738.80	Subtotal :	$ 2,738.80

Line #	Description	Size	Qty.	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price	Unit Price	Extended Price
1	Baseball Style Cap, Black with MTS logo/white wording "Supervisor" in white. 100% cotton	One size	100	$ 5.98	$ 598.00	$ 5.98	$ 598.00	$ 5.98	$ 598.00	$ 5.98	$ 598.00	$ 5.98	$ 598.00
				Subtotal :	$ 598.00	Subtotal :	$ 598.00	Subtotal :	$ 598.00	Subtotal :	$ 598.00	Subtotal :	$ 598.00

ANNUAL SUBTOTAL									
Subtotal YR1:	$ 484,972.02	Subtotal YR2:	$ 484,972.02	Subtotal YR3:	$ 484,972.02	Subtotal YR4:	$ 484,972.02	Subtotal YR5:	$ 484,972.02

Overall Total 5 years	$ 2,424,860.10
CA Sales Tax	$ 187,926.66
Overall Total Including Tax	$ 2,612,786.76

Metropolitan Transit System

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Railroad Ties – 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. L1651.0-24 (in substantially the same format as Attachment A), with Phoenix Contracting in the amount of $182,700.90 for railroad ties.

Budget Impact

The total contract cost of materials is estimated to be $182,700.90 (Attachment C). This project will be funded by the San Diego Trolley, Inc. (SDTI) Track Maintenance Operating Budget account 370016-545500.

DISCUSSION:

Railroad ties within the SDTI right-of-way are essential to the operation of the Trolley. The typical useful life of railroad ties is approximately 25 years, and MTS currently has ties on the system that have reached this term. Changing out ties that have reached and outlived their useful life is essential to having Trolley tracks in a state of good repair.

On July 25, 2023, MTS issued an Invitation for Bid (IFB) for the purchase of railroad ties. Three (3) bids were received by the deadline of September 5, 2023, and are summarized as follows:

Company Name	Bid Amount	Firm Certification
Gemini Forest Products *	$178,654.89	N/A
Phoenix Contracting	$182,700.90	N/A
Technology International Inc.	$195,566.25	N/A

**Non-responsive bidder*

Gemini Forest Products' bid was rejected and deemed as non-responsive as the they did not submit any documents per the IFB requirements, including Buy America.

Based on the bids received, and in comparison, with the MTS Independent Cost Estimate (ICE) of $176,882.35, staff determined the Phoenix Contracting bid price to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc No. L1651.0-24 (in substantially the same format as Attachment A), with Phoenix Contracting, in the amount of $182,700.90 for railroad ties.

/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. L1651.0-24
B. Scope of Work
C. Bid Form

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. L1651.0-24

RAILROAD TIES

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: Phoenix Contracting Address: 9915 Smarty Jones Dr.

Ruskin (City) Florida (State) 33573 (Zip)

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

Email: Josh@phxcontracting.com

Telephone: 330-749-5383

Authorized person to sign contracts Josh Parsittie (Name) Sales Director (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 effective November 20, 2023 through February 29, 2024.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $182,700.90 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	PHOENIX CONTRACTING
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

DRAFT

SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1. GENERAL

Contractor shall provide Douglas Fir Railroad Ties (or hardwood as alternate material) as a one-time purchase. The estimated quantities are shown in ATT 1. MTS may elect to reduce or increase the quantities to be purchased based on its needs and available budget, and that the estimated quantities provided are used for bidding purposes only.

Included in Section 3.26 of the General Provisions is the Request for Approved equal (RFA) information. Complete documentation should be provided in support of any RFAs submitted by Bidders for MTS' review and response, and must be submitted by the deadline provided in the calendar of events. Any RFAs submitted with the bid package at bid opening will not be accepted.

2. MATERIAL

A. All timber cross ties and switch rail ties shall be new and conform to the current edition of the American Railway Engineering and Maintenance-of-Way Association (AREMA) Manual, Volume 1, Chapter 30 "TIES", except as modified herein.

B. Industrial Grade Cross ties are not permitted.

C. West Coast Species shall meet or exceed W.C.L.B Specifications –Standard No.17 Grading Rules; Section 6: Special Use Grades-Railroad Ties; Item 192-a "SELECT" Railroad Ties. They are square edged. Pieces shall have not less than 6 annual rings per inch, on any radius from the pith, over the top ¼ of the tie.

D. Ties shall be produced from Douglas Fir listed in the AREMA Manual, Volume 1, Chapter 30, Part 3, Section 3.1 "TIMBER CROSS TIES".

E. Western Species – Costal Douglas Firs (Cottonwood, Willow, Hackberry, Hem-Fir, Ponderosa Pine, Lodge Pine, Larch and Poplar) will not be acceptable.

F. All cross ties shall be Douglas Fir AREMA grade five (5), or approved equal, and shall come with end plates.

3. QUALITY AND FABRICATION

A. Ties shall be free from defects that may impair their strength or durability such as decay, splits, shakes, holes, checks, slanting grain, and large or numerous holes or knots.

B. Ties shall be straight, well sawed, square cut at the ends, have bottom and top parallel, and have bark entirely removed.

C. The AREMA Manual Part 3, Section 3.1.1.4 "Inspection" shall govern defect type, size, and location for determining acceptability of material.

D. Kerf marks shall be 1/8' located on the top "sap side" of the cross tie.

E. Kerf mark location as measured from end of tie shall be as follows:

Cross Tie Length	Distance for Cross Tie End
8 Feet	16 Inches
8 Feet, 6 Inches	19 Inches
9 Feet	22 Inches
10 Feet	28 Inches
11 Feet	28 Inches
12 Feet	28 Inches
13 Feet	28 Inches
14 Feet	28 Inches
15 Feet	28 Inches

4. DESIGN

A. Standard cross ties shall be eight (8) feet six (6) inches in length. Standard cross ties and contact rail ties shall measure seven (7) inches deep by nine (9) inches wide in cross section. Additional sizes (9) nine feet through (15) fifteen feet in length shall also measure seven (7) inches deep by nine (9) inches wide.

B. Thickness, width, and length specified are minimum dimensions for green ties. Dry or treated ties may be one quarter (1/4) inches thinner or narrower than the specified sizes. Ties exceeding these dimensions by more than one inch shall be rejected.

5. MACHINING, INCISING, AND ANTI-SPLITTING DEVICES

A. All ties shall be incised and have anti-splitting devices applied prior to seasoning. Incising shall be performed in accordance with AREMA Manual Section 3.6.2 “Preparation of Material Prior to Treatment (1995)”.

B. Dowels or nail plates only shall be used. Strip irons shall not be acceptable. Nail plates shall measure six (6) inches by eight (8) inches. Dowels shall be steel; either three (3) or four (4) fluted and shall be one half (1/2) inch in diameter with three-eights (3/8)-inch root diameter. Dowels shall be eight and three-quarters (8 ¾) inches long.

C. Dowels or nail plates shall be applied to each of each tie in accordance with AREMA Manual Section 3.1.6 “SPECIFICATIONS FOR DEVICES TO CONTROL THE SPLITTING OF WOOD TIES”, and Section 3.I.7 “APPLICATION OF ANTISPLITTING DEVICES”.

D. Machining for all ties shall be performed in accordance with AREMA Manual Section 3.1.4 “SPECIFICATIONS FOR MACHINING CROSS TIES (2014)”.

6. CONDITIONING AND SEASONING

A. Ties shall be conditioned prior to preservative treatment. Conditioning shall be either by air drying, Boulton Drying, or vapor drying.

B. The conditioning process shall conform to the AREMA Manual, Part 3, Section 3.6.3 “CONDITIONING PRIOR TO TREATMENT (2002)”. The process shall reduce the moisture content of Douglas Fir to a level of fifty (50) percent or less.

7. TREATMENT

A. Ties shall be treated with a creosote-coal tar solution (Grade C composition minimum) in conformance with the AREMA Manual Part 3, Section 3.7.2. “TREATMENT (2002),” or approved equal.

B. Treatment shall be by the full-cell process to obtain the maximum net retention. Retention shall be eight (8) lbs./cubic ft min. or refusal.

8. MARKING, BUNDLING, AND DELIVERY

A. Ties shall be marked prior to preservative treatment. Ties shall be branded in the middle top surface with symbols that indicate the year of manufacture and the identity of the plant.

B. Ties shall be bundled with steel strapping twenty (20) to the bundle and shipped in groups according to type, size and length. Timbers cross ties and switch ties shall be carefully handled to avoid damage in accordance with AREMA MRE, Chapter 30. Tie deliveries shall be made by flatbed truck.

C. The delivery locations shall be at San Diego Trolley 1341 Commercial Street San Diego CA 92113. The Contractor shall notify the MTS Project Manager five (5) calendar day prior to delivery of crossing ties.

D. All orders must be delivered in a timely manner. MTS has determined that 90 calendar days or less from the date of Notice to Proceed (NTP) is a satisfactory time for delivery. All orders must be delivered complete within this time frame unless otherwise approved by MTS.

9. INSPECTION AND CERTIFICATION

A. The Engineer may inspect ties at any time before, during, or after treatment for conformance to the Specifications. Green wood inspection prior to treating and end plating is preferred. Additional inspection after delivery may be made to ensure ties conform to the Specifications.

B. The Manufacturer shall furnish, for each load of ties, a notarized certificate of compliance stating that the ties meet the requirements of these specifications.

10. MEASUREMENT AND INVOICE PAYMENT

A. Measurement of acceptable materials shall be the actual number of each timber tie manufactured and delivered in accordance with the specifications.

B. Payment shall be made for each timber tie delivered and accepted in accordance with the specifications, in the amount bid for each type furnished.

C. Material not meeting the requirements of the specifications will be rejected. Rejected material shall be returned to the vendor at his expense.

D. MTS shall process the invoice for payment within thirty (30) days of the final invoice approval date. Contractor shall reference the MTS purchase order number on the invoice, attach an itemized invoice along with supporting delivery receipts to the following address, and email to AP@sdmts.com.

E. MTS will not pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment. Contractors must also indicate if any of the invoiced amount is for work provided by a subcontractor and indicate the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in the Prompt Progress Payments of the Standard Conditions.

11. PAYMENT TERMS

Unless otherwise stated in the specifications or bid forms, one hundred (100%) of the contract price for each unit or units of material or equipment furnished and delivered under these specifications, will be paid to the Contractor within thirty (30) days after delivery to and acceptance by MTS of the unit or units ordered, as herein provided, and after the statements covering the unit or units have been presented to MTS by the Contractor.

Cash discounts as shown on the bid form shall be accepted at the option of MTS. Otherwise the terms will be Net thirty (30) from acceptance. Payment terms less than ten (10) days from acceptance will not be considered. ***Advanced Payment is Not Allowable.***

12. BUY AMERICA

This scope of work may trigger Buy America and/or Build America Buy America requirements, which apply to construction materials, manufactured products, rolling stock, iron and steel. The below list of definitions and examples is not exhaustive and is only to be used as illustrative and a guidance tool for Contractor compliance.

12.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

12.2. MANUFACTURED PRODUCT

Per IIJA Section 70912 (2)(B), all manufactured products used in the project must be produced in the United States. Examples for manufactured products provided per Appendix A to 49 CFR 661.3 include: Infrastructure projects not made primarily of steel or iron, including structures (terminals, depots, garages, and bus shelters), ties and ballast; contact rail not made primarily of steel or iron; fare collection systems; computers; information systems; security systems; data processing systems; and mobile lifts, hoists, and elevators.

12.3. [NOT APPLICABLE] ROLLING STOCK

12.4. IRON OR STEEL

Per IIJA Section 70912 (2)(A), all iron and steel used in the project must be produced in the United States. This means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States. Examples of iron and steel provided per Appendix A to 49 CFR 661.3 include: Items made primarily of steel or iron such as structures, bridges, and track work, including running rail, contact rail, and turnouts.

13. INVOICES

Invoices must be sent to the MTS Accounting Department, via email, at ap@sdmts.com. All invoices must have the Purchase Order and contract number clearly displayed to ensure timely

payment. MTS will not pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment.

Payment terms shall be net 30 days from invoice date.

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

4.14. 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

15. 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.

16. REPLACEMENT PARTS

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

17. DELIVERY AND ACCEPTANCE

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

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

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

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

Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS), and resubmit for inspection and testing (if necessary).

18. [NOT APPLICABLE] LIQUIDATED DAMAGES

19. [NOT APPLICABLE] ACQUISITION OF ROLLING STOCK

L1651.0-24
Railroad Ties
ATT 1 - Bid Form

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

All order must be delivered in a timely manner. MTS has determined that 90 calendar days or less from the date of Notice to Proceed (NTP) and/or Purchase Order (PO) is a satisfactory time for delivery. All orders must be delivered complete within this time frame unless otherwise approved by MTS.

Bidder to check one:

YES	Yes, I can meet the 90 calendar days or less delivery date from date of NTP
	No, I cannot meet the 90 calendar days or less delivery date from date of NTP

If no, in how many calendar days can you delivery to MTS? _____

#	Description	*Est. # of Ties	**Unit Cost	**Extended Total
1	Wood tie 8' douglas fir w/end plate 7"x9"x8'	1400	$ 108.00	$ 151,200.00
2	Wood tie 9' douglas fir w/end plate 7"x9"x9'	50	$ 108.00	$ 5,400.00
3	Wood tie 10' douglas fir w/end plate 7"x9"x10'	50	$ 108.00	$ 5,400.00
4	Wood tie 11' douglas fir w/end plate 7"x9"x11'	50	$ 108.00	$ 5,400.00
5	Wood tie 12' douglas fir w/end plate 7"x9"x12'	10	$ 108.00	$ 1,080.00
6	Wood tie 13' douglas fir w/end plate 7"x9"x13'	10	$ 108.00	$ 1,080.00
9	Total Delivery Cost (If applicable)			
10	**Overall Total (Basis for Award to Determine Lowest Bidder)**			**$ 169,560.00**

*These estimates are for bidding purposes only, and do not reflect actual amounts or quantities to be used or ordered by MTS. The estimated quantities do not commit MTS to authorize any purchase. Actual usage may be more or less than estimated.

**This cost excludes any taxes. Bidders should not include any tax as part of the bid cost. MTS will calculate CA sales tax and any lumbar taxes at PO issuance.

Tax (7.75%) $13,140.90

Overall Total (Basis for Award) $182,700.90

Metropolitan Transit System

Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Heating, Ventilation and Air Conditioning (HVAC) Preventative Inspection and Maintenance Services and As-Needed Repairs – Contract Award

RECOMMENDATION:

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

1) Execute MTS Doc. No. PWG372.0-23 (in substantially the same format as Attachment A), with Comfort Mechanical, Inc., a Small Business (SB), for HVAC preventative inspection and maintenance services and as-needed repairs for a three (3) year base period, with two (2) 1-year options for a total of $715,596.93; and

2) Exercise the option years at the CEO's discretion.

Budget Impact

The total cost of this contract is estimated to be $715,596.93 (Attachment C) ($413,619.87 for base period and $301,977.06 for option periods).

The project will be funded as follows (FY 24 through FY 28 respectively):

Description	Funding Source/ Cost Center	Total Amount
San Diego Trolley, Inc. (SDTI) Operating Budget (Federally funded)	380016-545500	$290,061.47
San Diego Transit Corporation (SDTC) Operating Budget (Federally funded)	331014-536500	$394,219.66
Land Management (LM) Operating Budget (Locally funded)	791010-571250	$31,315.80

DISCUSSION:

SDTI, SDTC and LM require the services of a contractor to perform HVAC preventative inspection and maintenance services and as-needed repairs, including minor to complex repairs on its Air Conditioning, Heating and Temperature Control Equipment units on various MTS buildings. This contract will cover "24/7" on-call repair service, and turn-key preventive maintenance and inspections for MTS buildings managed by SDTI, SDTC and LM. These preventative maintenance services are needed to ensure that HVAC equipment at MTS facilities and properties function properly, thus mitigating mechanical failure and costly repairs. The on-call repair services are needed to ensure equipment repairs, when necessary, are performed in a timely professional manner and lessen the impact of HVAC issues on both MTS employees and tenants.

MTS Policy No. 52, "Procurement of Goods and Services", requires a formal competitive bid process for procurements exceeding $150,000.00.

On August 4, 2023, MTS issued a Request for Proposals (RFP) for HVAC Preventative Inspection and Maintenance Services and As-Needed Repairs to interested parties. On September 1, 2023, a single proposal was received, as follows:

#	Proposer	Certifications
1	Comfort Mechanical, Inc.	SB

To ascertain that the solicitation was not restrictive, MTS emailed a survey to all the firms that had downloaded the RFP on PlanetBids. The survey is utilized to determine potential proposers' reason(s) for not proposing. The results indicated that neither the RFP nor MTS's procurement processes played a role in their decision not to respond.

Staff's review of the technical proposal showed this proposer to be responsive and responsible to the requirements of the solicitation.

An evaluation panel was comprised of representatives from SDTI, SDTC, LM, and Finance departments. The proposal was evaluated based on the following criterion:

1. Qualifications and Experience of Firm or Individual	30%
2. Staffing, Organization, and Management Plan	25%
3. Proposed Work Plan	25%
4. Cost/Price	20%
Total	100%

After the initial evaluation, the evaluation panel determined Comfort Mechanical, Inc.'s proposal to be competitive. MTS requested a Best and Final Offer (BAFO) from Comfort Mechanical, Inc., and the panel re-evaluated the BAFO submission per the RFP requirements.

The following table represents the proposers final score following their best and final offer:

Proposer Name	Technical Score	Cost Score	Total Score (Tech + Cost)	Ranking
Comfort Mechanical	64.00	20.00	84.00	1

Based on the panel's evaluation of the technical proposal and assessment of price, MTS staff has determined that Comfort Mechanical, Inc. provided an advantageous proposal that fulfills MTS's requirements as outlined in the RFP. In comparison to MTS's Independent Cost Estimate (ICE) totaling $459,093.76, staff determined that inflationary factors within this specific industry has been relatively significant and the primary factor for the large variance to the ICE.

Therefore, staff recommends that the MTS Board of Directors authorize the Chief Executive Officer (CEO) to:

1) Execute MTS Doc. No. PWG372.0-23 (in substantially the same format as Attachment A), with Comfort Mechanical, Inc., a SB, for HVAC preventative inspection and maintenance services and as-needed repairs for a three (3) year base period, with two (2) 1-year options for a total of $715,596.93; and

2) Exercise the option years at the CEO's discretion.

/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. PWG372.0-23
B. Scope of Work
C. Cost Form

Metropolitan Transit System

STANDARD CONSTRUCTION AGREEMENT

FOR

MTS DOC. NO. PWG372.0-23

HVAC PREVENTATIVE INSPECTION AND MAINTENANCE SERVICE AND AS-NEEDED REPAIRS

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: Comfort Mechanical Inc. Address: 10740 Kenney Street, Ste 405
Santee, CA 92071

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

Email: sean@comfortmechanical.com

Telephone: 619-449-3886

Authorized person to sign contracts Sean Caviness (Name) President (Title)

The Contractor agrees to provide services with goods as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (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 three (3) base years and two 1-year option years, exercisable at MTS's sole discretion, for a total of 5 years. Base period shall be effective January 1, 2024 through December 31, 2026 and option years shall be effective January 1, 2027 through January 1, 2029, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract (inclusive of CA 7.75% sales tax) shall not exceed $413,619.87 for the base years and $301,977.06 for the option years, for a contract total not to exceed $715,596.93 without the express written consent of MTS.

DRAFT

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

5. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

5.1. SCOPE

This contract shall cover “24/7” on-call repair service, and turn-key preventative maintenance and inspections of the heating, ventilation, and air conditioning (HVAC) systems for MTS, Trolley (SDTI), Transit (SDTC) and Land Management (LM) buildings and facilities. Contractor shall provide a comprehensive level of preventative maintenance as outlined in these specifications.

5.2. DURATION OF AGREEMENT

The base contract term shall be for a period of three (3) years with two (2) optional one-year extensions. The one (1) year extensions are exercisable at the sole discretion MTS.

5.3. GENERAL REQUIREMENTS

Products, parts, and accessories furnished under this contract will be guaranteed against any defects due to faulty material and/or workmanship for a period of one (1) year from date of repair and/or installation.

In addition to manufacturer’s standard warranties, the Contractor shall guarantee to make replacement of defective parts or material, and correction of defective workmanship, including labor, materials, and shipping charges involved, at no additional cost to MTS for a period of one (1) year from date of repair and/or installation.

Contractor’s technician must report to the MTS Facility Manager prior to performing services and after completion of services. Contractor shall not be compensated for any unauthorized work.

5.4. HVAC INSPECTION AND PREVENTIVE MAINTENANCE SERVICES AND SCHEDULE

Each location, listed in Attachment A, shall receive inspection and thorough preventative maintenance as required herein. Maintenance intervals shall be determined by manufacturers’ recommendations, usage, run-time intervals, and schedule listed herein unless otherwise noted. A schedule of maintenance services shall be submitted to each MTS designated representative, two (2) weeks prior to commencement of service.

Contractor shall provide full service maintenance for all equipment and/or systems, including temperature controls, for each of the buildings listed.

All normal wear and replacement parts (filters, belts, grease, oil, consumables, etc.) and labor necessary to provide preventative maintenance shall be provided by the Contractor at no additional cost to MTS.

Contractor shall perform periodic tests and adjustments to ensure efficient and reliable operation of other major components of all equipment. The inspection frequency is quarterly which equates to four (4) visits a year for maintenance.

The following list of preventive maintenance tasks are to be used as minimum requirements only. The Contractor shall perform the necessary preventative maintenance as recommended by the manufacturer of the equipment and shall incorporate as minimum the following checks and functions into their work schedule:

5.4.1 TEMPERATURE CONTROL DEVICES (QUARTERLY)

a. Thermostats and Temperature Controller Devices.
b. Check and monitor TD (temperature differential) quarterly. Document findings on A/C housing inner door.
c. Calibrate as necessary.
d. Check general condition.
e. Review sequence of operation.

5.4.2 CONTROL VALVES (SEMI-ANNUAL)

a. Clean stems.
b. Check packing for leaks.
c. Lubricate packing as required; replace if required.
d. Check for proper seating; replace if required.
e. Check for proper shut-off.
f. Check operator diaphragm (pneumatic).
g. Check general condition/operation.

5.4.3 MIXING BOXES AND VARIABLE AIR VOLUME TERMINAL UNITS (QUARTERLY)

a. Inspect box for ductwork connection.
b. Lubricate and adjust dampers and linkage.
c. Verify operation of control.

5.4.4 RELAYS (SEMI-ANNUALLY)

a. Inspect relay to insure proper operation.

5.4.5 DAMPERS

a. Check for proper operation and adjust/repair as needed (semi-annually)
b. Lubricate dampers, linkage, etc. (quarterly)

5.4.6 REFRIGERATION COMPRESSORS (QUARTERLY - EXCEPT AS NOTED)

a. Using a gas analyzer, test the refrigerant of all AC systems and stages, and provide electronic copy of report on state and condition of refrigerant to MTS PM.
b. Check oil level and condition of oil
c. Check for oil leaks
d. Check refrigerant charge condition through sight glass each visit.
e. Check for unusual noise and vibration each visit.
f. Check refrigeration compressor and refrigeration piping for leaks
g. Check operation of safety and capacity controls for proper operation, including high- and low-pressure cut-outs (semi-annually)
h. Mega-ohm motor and record (annually) and provide electronic copy of report on state and condition to MTS PM.
i. Perform oil analysis on chiller/compressor. (annually) and provide electronic copy of report on state and condition to MTS PM.

5.4.7 EXPANSION VALVES (QUARTERLY)

a. Check all valves for evidence of sticking.
b. Check expansion valve bulb to ensure it has proper contact with suction line.
c. Check operation of all solenoid valves.

5.4.8 EVAPORATORS

a. Clean tubes (bi-annually).
b. Inspect tubes of fins (annually)
c. Clean fins as required by manufacturer.
d. Check for rust and scale (quarterly).
e. Check paint and repair as needed (quarterly).

5.4.9 AIR HANDLERS AND EXHAUST FANS (QUARTERLY)

a. Check blower mounting and tighten, if necessary.
b. Check shaft alignment to motor.
c. Check blower pulley for security to shaft.
d. Check blower belt for condition and tension. Adjust or replace.
e. Lubricate fan shaft bearings, dampers, and motor bearings.
f. Inspect tension on drive and fan belts, and change as needed.
g. Check blower scroll for dirt and clean.
h. Check housing for rust and repair as necessary.
i. Clean coil faces.
j. Inspect coil for leaks.
k. Provide chemical high-pressure coil cleaning on all units (annually).
l. Cleaning solutions must not be discharged into the roof drains.
m. To comply with Storm Water Regulations, cleaning solutions shall be collected and delivered to the MTS Facility Manager for proper disposal.
n. Purge drain line (condensate pan)
o. As needed, treat and sanitize the package units, condensate pans, and drain lines with ammonia biocide tablets
p. Verify operation of automatic controls.

5.4.10 ELECTRIC MOTORS (QUARTERLY EXCEPT AS NOTED)

a. Check motor mounting and tighten, if necessary.
b. Check belt and replace as needed.
c. Check belt tension, and adjust as necessary
d. Check motor pulley for security, alignment and tighten, if necessary.
e. Check bearing wear.
f. Check condition of wiring and conduit.
g. Check motor for excessive heat and noise.
h. Check air passages and windings (i.e., clean away dust).
i. Check starter and contacts.
j. Lubricate motor bearing as required.

k. Measure current draw and record (semi-annually)
l. Record mega-ohm reading (annually).

5.4.11 AIR FILTERS (QUARTERLY)

1. Change filters when the pressure drop across the filters exceeds the recommended allowable drop. The media used for replacement shall be equal to or exceed the efficiency rating of MERV-13.
2. For all Heat and Ventilation (HV) units, one-inch (1") metal framed link filters shall be used.
    a. These filters shall be capable of operating in one hundred (100%) percent humidity and have a UL Class 2 Rating.
    b. Contractor is advised to use the technical specifications for Grainer item number 6B800 as the minimum filter quality specifications.
    c. Filter sizes may vary; however, the filter material and quality shall meet minimum specifications.

5.4.12 PUMPS (HEATING, COOLING, CONDENSER WATER, ETC.) (ANNUALLY)

a. Inspect for vibrations, unusual noises, odors, etc.
b. Inspect mounting points for secureness and tighten.
c. Inspect packing; adjust to slow drip if necessary.
d. Inspect mechanical seal.
e. Verify flow in sealing/flushing line.
f. Lubricate coupling.
g. Lubricate motor bearings.
h. Inspect motor windings for dirt buildup.
i. Clean ventilation openings (grills and/or screens).
j. Visually inspect coupling
k. Inspect wiring for secureness and damage, and record condition.
l. Test motor at starter and record reading.
m. Clean enclosure.
n. Tighten terminal connections at starter.
o. Inspect contacts for signs of wear, arcing, overheating, etc. and record condition.
p. Measure operating amperage and record readings.

5.4.13 COOLING TOWERS (ANNUALLY-EXCEPT AS NOTED)

a. Drain and clean
b. Lubricate motor and fan bearings
c. Check/adjust V-belts, replace as needed
d. Check for operation (Semi-annually).

5.4.14 PNEUMATIC CONTROLS (ANNUALLY)

a. Test and calibrate all room/terminal temperature sensors
b. Inspect all pneumatic control devices such as damper and valve operators.
c. Inspect pneumatic control devices such as damper and valve operators.

d. Inspect pneumatic tubing for leaks, damage, etc.

5.4.15 VARIABLE SPEED/VARIABLE FREQUENCY DRIVES (VFD) (ANNUALLY)

a. Inspect and tighten connections.
b. Clean any dirt and/or dust.
c. Ensure voltage to VFD is correct.

5.5. REPORTING

Contractor shall maintain electronic records of all MTS HVAC equipment and work performed. Report listing the equipment location, total number of calls by location, date of service, summary of services performed, and cost paid by MTS for each service request.

Contractor shall provide and maintain, for each location, a service log to include the service reports as well as documenting all service and repairs performed on equipment, including refrigerant usage and onsite labor.

Provide an electronic report after each scheduled service, documenting all services performed and include any additional maintenance recommendations.

When the need for additional maintenance is noted during the quarterly mechanical inspection, a recommendation should be forwarded to the MTS Project Manager with a firm cost quotation for material, labor, and/or other anticipated expenses.

Upon completion of the maintenance, Contractor's technicians shall turn in full preventive maintenance reports of the problems found, if any, and work completed. Contractor shall provide a full report of each HVAC unit for each site to the designated MTS contact. The report shall include the estimated costs per each unit in need of repair. MTS may accept or decline the proposed repairs. Also, while performing the maintenance, if a unit is found not performing as designed, and is danger of a major failure, Contractor's technician shall immediately contact MTS, and request approval to disable the unit, so as to protect its components. Under no circumstances shall an HVAC unit be disabled without prior authorization from MTS. Contractor shall attempt to perform troubleshooting while onsite to bring this unit back to factory specifications. If Contractor is unable to bring the equipment back to normal operation during the visit, Contractor shall schedule the estimated time frame for the repairs with Project Manager prior to leaving the site. If a unit repair will take longer than 24 hours, Contractor shall provide temporary unit(s) by the next business day, or sooner at the direction of the Project Manager for critical infrastructure and equipment. MTS solely determines what is critical infrastructure and equipment.

5.6. AS-NEEDED REPAIR SERVICES

Contractor shall supply all labor materials necessary to provide as needed repair services on a Time and Materials basis. Services may be requested 24 hours a day, seven (7) days a week including holidays. Contractor shall consider this when submitting its pricing.

General Requirements

a. Contractor shall comply with all City, County, State, or Federal building laws, regulations, and code requirements in the performance of their work.

b. Contractor shall be responsible for diagnosing the problem and making the necessary repairs.

c. Contractor shall only perform work that is approved by MTS. Approval by the MTS Project Manager is required prior to any work being performed.

- Prior to performing any repair services, Contractor shall provide a quote for the services to be performed. The quote shall include at minimum the following information:
  - Estimated hour(s) and hourly rate
  - At cost part(s) amount
  - Part percentage mark up
  - Date the service is to be performed and completed
- Any work in excess of $5,000 requires approval from MTS Procurement prior to commencement of services. During the term of the agreement, funds allocated each year in the bid form for as-needed parts, labor and equipment may utilized interchangeably within each calendar. For example, MTS may, if necessary, utilize funds from Year 2 to pay for as-needed services provided in Year 1 of the and agreement, or vice-versa.

d. Contractor shall perform and complete each work order in the agreed upon manner and time period. Work Order must include details such as name of Contractor representative, time of arrival and departure, hours worked, nature of repairs made and parts used (if any).

e. In the event of accidental site damage by the Contractor, Contractor shall be responsible to return the site to its original condition at no cost to MTS.

f. Contractor shall remove all debris generated while making repairs, replacement, or installation and leave the work area clean, “broom swept” state.

g. Unless otherwise stated, Contractor shall remove all equipment, materials, etc. as directed by MTS.

h. Contractor is responsible for clarifying with the MTS Project Manager any questions regarding the work that is to be performed.

i. All parts furnished in connection with repair of equipment shall be new and at least equal quality to the parts being replaced, and must be unconditionally guaranteed for a minimum period of 1 year or manufacturer’s warranty, whichever is longer.

j. All equipment removed or salvaged in conjunction with replacements (other than cabling and wires) must be returned to MTS Storeroom within five (5) days, along with a packaging slip describing where the parts were taken from, who replaced them under what work order number(s), and what parts were being replaced. MTS parts clerk must receive and sign off on all packing slips in person. Upon award MTS will inform the Contractor the location and contact information for the returns.

k. Contractor shall be paid only for time spent on the premises performing the services required under the contract. All estimated travel subsistence costs (i.e. mileage, fuel surcharge, etc.), are to be absorbed, amortized, and incorporated into the Proposer’s fully burdened per hour rates as set forth in the Cost/Price Proposal Forms.

l. A copy of the work order must be attached to the corresponding invoice for the services.

Normal Response (Non-Emergency)/Out-of Scope Repair Services:

1. Such repairs, while not fitting the definition of an “emergency”, shall be responded to within twenty-four (24) hours to prevent disruption of service.
2. Out-of-scope repair services are defined as services required due to vandalism or intentional misuse by anyone other than Contractor’s employees, agents, or subcontractors.

Emergency/Out-of-Scope Repair Services:

1. Contractor shall respond to requests for emergency repair services within one (1) hour.
2. Emergency repair services are defined those services required to correct an inoperable or unsafe condition, which if left in such condition, may cause serious injury or damage or which causes MTS to be in non-compliance Federal, State, or Local laws and regulations.

5.6.1 HOURLY RATES

All estimated travel subsistence costs (i.e. mileage, fuel surcharge, etc.), projected to be utilized by the Contractor during the term of performance of any resultant Contract are to be absorbed, amortized, and incorporated into the Proposer’s fully burdened unit per hour rates as set forth in the Cost Proposal Form.

i. Emergency and Non-Emergency Call Back Services shall be billed at the labor rates as set forth in the Cost/Price Proposal for the following categories:

   a. Non-Emergency Response

   b. Emergency Response

5.7. REPLACEMENT PARTS

In the event that the Contractor needs to purchase replacement parts (not covered in the scope of the contract) to repair equipment, parts, materials, and supplies shall be reimbursed by MTS based on actual costs plus the mark up expense provided in the bidder’s proposal. The maximum material/part mark-up expense allowed shall not be more than 3%.

Contractor must attach supporting documentation that proves actual purchase price of parts with the invoice to show actual cost paid/final sale for parts or materials obtained from its suppliers.

Contractor shall also certify that the original equipment manufacturer's major components and other special parts, not stocked locally, can be delivered within forty-eight (48) hours should emergency conditions warrant. Any such deliveries shall, however, be at no additional cost to MTS.

5.8. REMOTE AC UNITS

In the event that the Contractor needs to rent a remote/portable AC unit, contractor shall be reimbursed by MTS based on actual costs plus the percent provided in the bidder’s proposal. No

additional mark-ups on parts will be allowed. Contractor must attach supporting documentation with the invoice to show actual cost paid for equipment rental obtained from its suppliers. MTS anticipates that the range of the remote/portable AC units shall be 10000 BTU/h – 15000 BTU/h and 110v to provide sufficient cooling.

5.9. COMPLIANCE WITH LAWS AND CODES

In the performance of this contract, the Contractor agrees it will abide by all federal, state, and local laws, codes, rules and regulations set forth with regard to the equipment by municipal, state, or federal authorities having jurisdiction in effect on the date of this agreement.

5.10. MTS RIGHT TO INSPECT

MTS reserves the right to make such evaluations and tests as are necessary to ascertain that the requirements of this contract are being fulfilled. The MTS' Project Manager will conduct such evaluations and tests. Contractor shall furnish personnel and tools necessary to conduct such tests at no additional cost to MTS. These evaluations may be made on a quarterly basis (or on a more frequent basis as reasonably determined by MTS) during the term of this Contract. Any deficiencies found during any such evaluation shall be reported in writing to Contractor, and Contractor shall promptly correct any such deficiency at Contractor's expense. If Contractor fails to diligently perform any required corrective work in a manner satisfactory manner to MTS within thirty (30) calendar days of Contractor's receipt of any such deficiency report (or sooner if the deficiency is, in MTS's opinion, of a nature that requires immediate correction), MTS may, in addition to any other remedies MTS may have, after thirty (30) calendar days written notice to Contractor, perform or cause to be performed all or any part of the corrective work described in the deficiency notice. Contractor shall reimburse MTS for any expenses incurred by MTS in exercising MTS' rights under this Section within ten (10) business days of receipt of MTS invoice therefor unless MTS elects to deduct the costs from any sum owed to Contractor.

Any requested tests will be provided, and any reported deficiencies will be corrected at Contractor's expense so long as the tests and deficiencies relate to the equipment being maintained by Contractor under this contract.

5.1. 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.

- Date of Service
- Type of equipment, description and location
- Cost breakdown of labor, parts/materials and tax
- PO/Contract number

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.

5.2. 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.

5.3. NO RIGHT TO POST SIGNS

The Contractor shall not post or otherwise affix signs, decals or other media on MTS property or equipment, except as required to maintain safety during the course of repair or maintenance work. No permanent signs, decals, or other media may be installed without MTS's express written permission.

5.11. ADDITION/REMOVAL OF EQUIPMENT/LOCATIONS

MTS reserves the right to add or delete equipment and/or locations, to or from this contract during the term. Any addition or deletions shall be handled via a written modification to this contract.

MTS will notify Contractor of new equipment, if any, well in advance of HVAC maintenance service requirements. Contractor shall be required to provide these maintenance services within ten (10) working days after notification by MTS

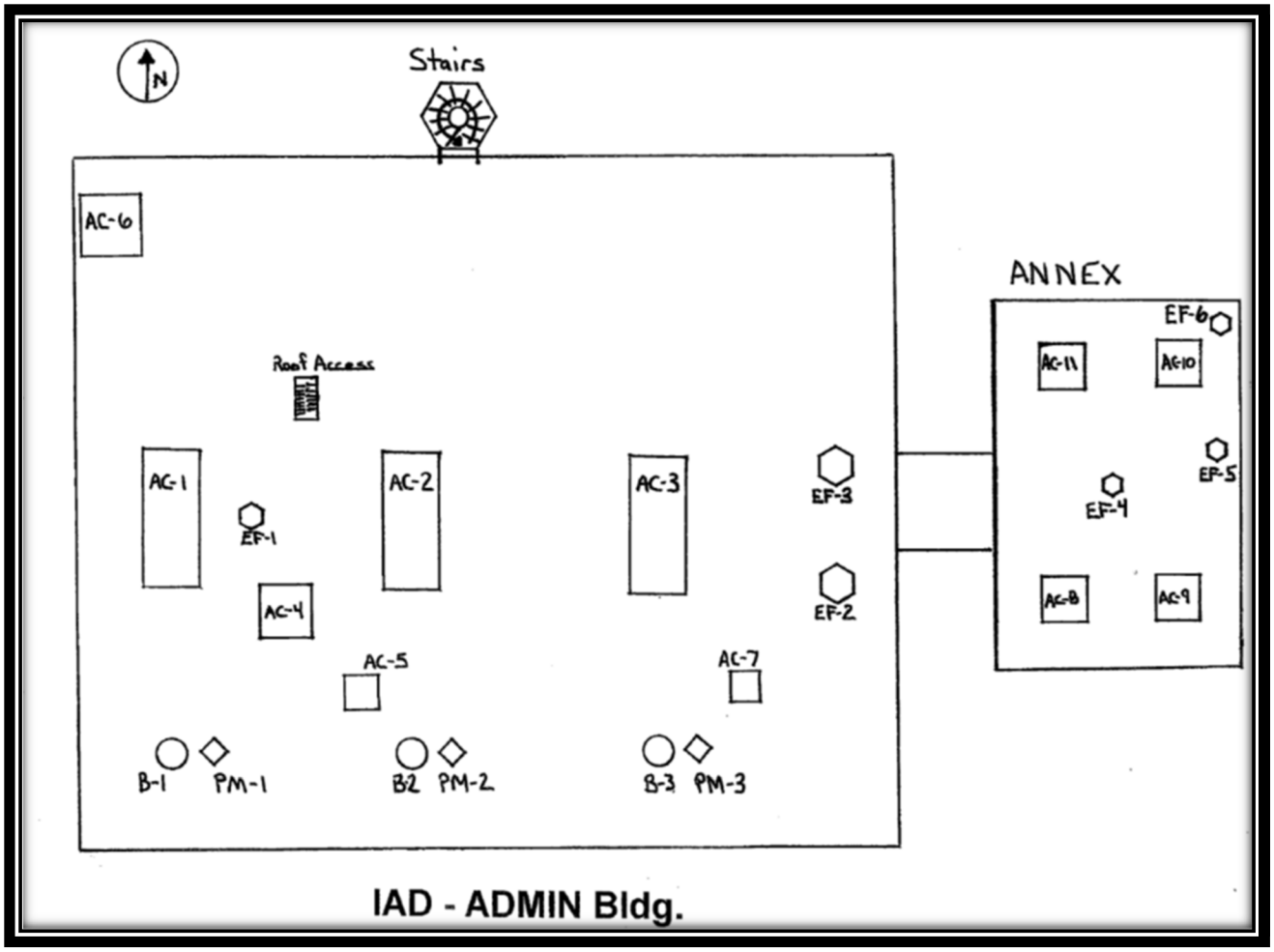
ATTACHMENT A – HVAC INVENTORY BUILDINGS

MTS reserves the right to add or delete equipment to or from this contract during the term. Any addition or deletions shall be handled via a written modification to this contract. MTS anticipates replacing the package units, and the heating units on the RAM building, as well as several package units at KMD.

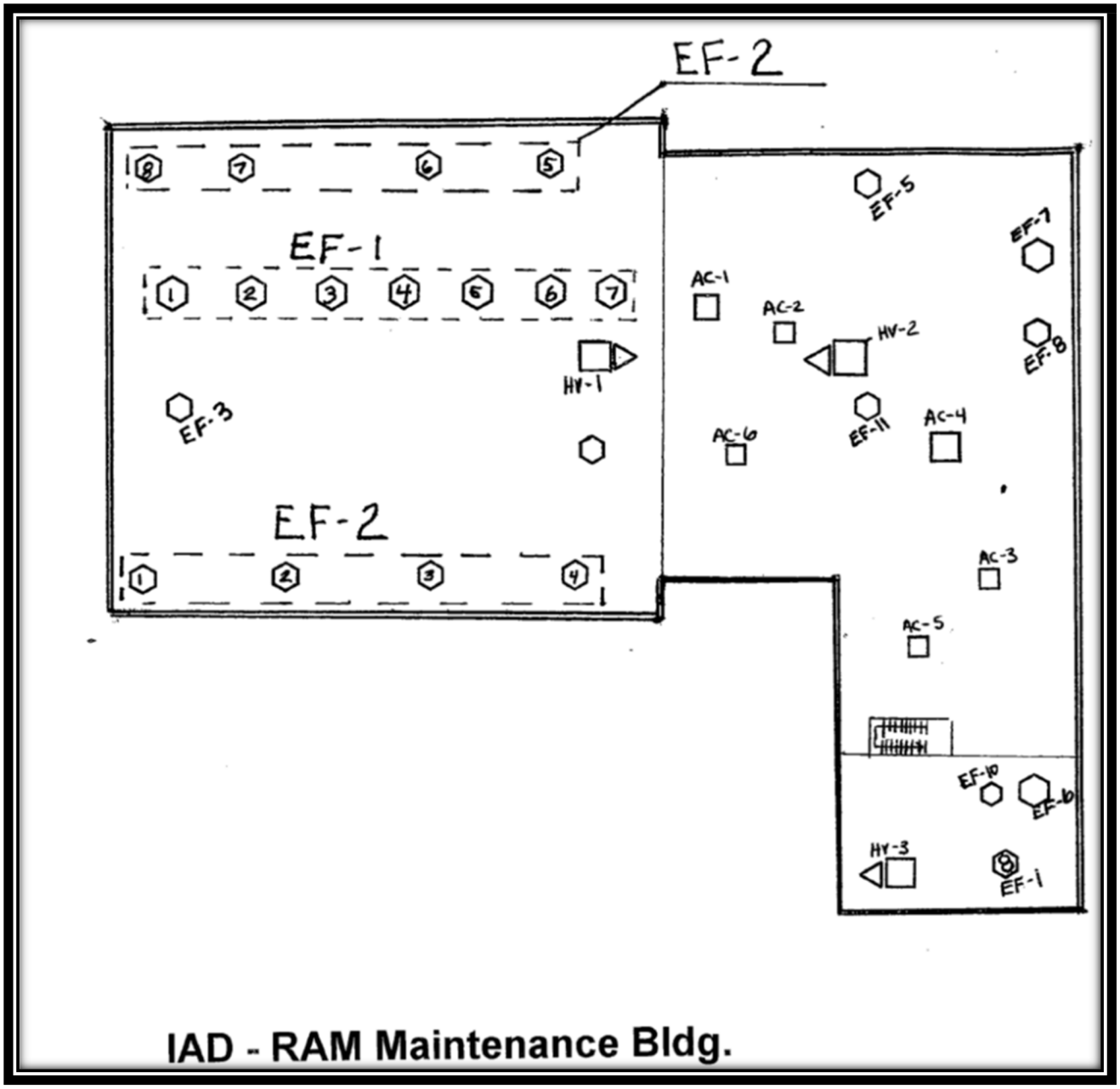
MTS anticipates adding newly constructed trolley stations in the near future. Rolling of new station openings will be provided well in advance of additional elevator and escalator maintenance service requirements. Contractor shall be required to provide these maintenance services within ten (10) working days after notification by MTS.)

LOCATION	MANUFACTURER	MODEL #	SERIAL #	DATE INSTALLED
IAD Admin Bldg A/C - 1	Trane	SXHLF3040P48DLKD700100WU00J00000W0M8000	C15H05118	2015
IAD Admin Bldg A/C - 2	Trane	SXHLF3040P48DLKD700100WU00J00000W0M8000	C15H05116	2015
IAD Admin Bldg A/C - 3	Trane	SXHLF3040P48DLKD700100WU00J00000W0M8000	C15H05117	2015
IAD Admin Bldg Boiler unit 1	Raypak	1508406797	H3-0502B	2015
IAD Admin Bldg Boiler unit 2	Raypak	1508406798	H3-0502B	2015
IAD Admin Bldg Boiler unit 3	Raypak	1508406796	H3-0502B	2015
IAD Admin Bldg Boiler pump PM 1	B&G	E-60	375676 B22	2015
IAD Admin Bldg Boiler pump PM 2	B&G	E-60	172722LF	2015
IAD Admin Bldg Boiler pump PM 3	B&G	E-60	1EF138LF	2015
IAD Admin Bldg A/C IT room 1	Carrier	3413P02865	50TC D16A2A6A0A0A0	2014
IAD Admin Bldg A/C IT room 2	Carrier	3413P02866	50TC D16A2A6A0A0A1	2014
IAD Admin Bldg Lobby Unit #1	Trane	4TWR4018D1000AA	15382P0GBF	2014
IAD Admin Bldg Lobby Unit #2	Trane	4TWR4018D1000AA	15471U6WBF	2014
IAD Admin Bldg Lobby Air Handler	Trane	GAM5BOB30M21SBA	N/A	2014
IAD Admin Bldg A/C 7 Radio Room IT	Trane	THC102F4R0A060604000600000000D1000000000	153411645L	2015
IAD Annex A/C 8	Trane #1	582JE06B060A2A0AAA	1018C80451	1987
IAD Annex A/C 9	Trane #2	582JE06B060A2A0AAA	0917C82549	1987
IAD Annex A/C 10	Trane #4	580JE09D125A2A0ADA	2620P98753	1987
IAD Annex A/C 11	Trane #3	582JE06B060A2A0AAA	1018C80452	1987
IAD RAM A/C 1	Carrier	1300G20424	4BTJD005-BG11GA	2000

IAD RAM A/C 2	Carrier	1300G20192	4BTJe004-BG11GA	2000
IAD RAM A/C 3	Carrier	1300G20521	4BTJD009-BG11GA	2000
IAD RAM A/C 4	Carrier	1300G30584	4BTJD012-BG21GA	2000
IAD RAM A/C 5	Carrier	1300G20522	4BTJD006-BG11GA	2000
IAD RAM A/C 6	Carrier	1300G20523	4BTJD008-BG11GA	2000
IAD Svc Lanes A/C 14	Carrier	38YCA048	0494E11581	1994
IAD Admin Bldg Exhaust Fan Round EF-1	US Fan	USBR200H	QYD801701	1999
IAD Admin Bldg Exhaust Fan Round EF-2	US Fan	USBR200H	QYD801701	1999
IAD Admin Bldg Exhaust Fan Round EF-3	US Fan	USBR200H	QYD801701	1999
IAD Annex Exhaust Fan Round EF-4	US Fan	USBR200H	QYD801701	1999
IAD Annex Exhaust Fan Round EF-5	US Fan	USBR200H	QYD801701	1999
IAD Annex Exhaust Fan Round EF-6	US Fan	USBR200H	QYD801701	1999

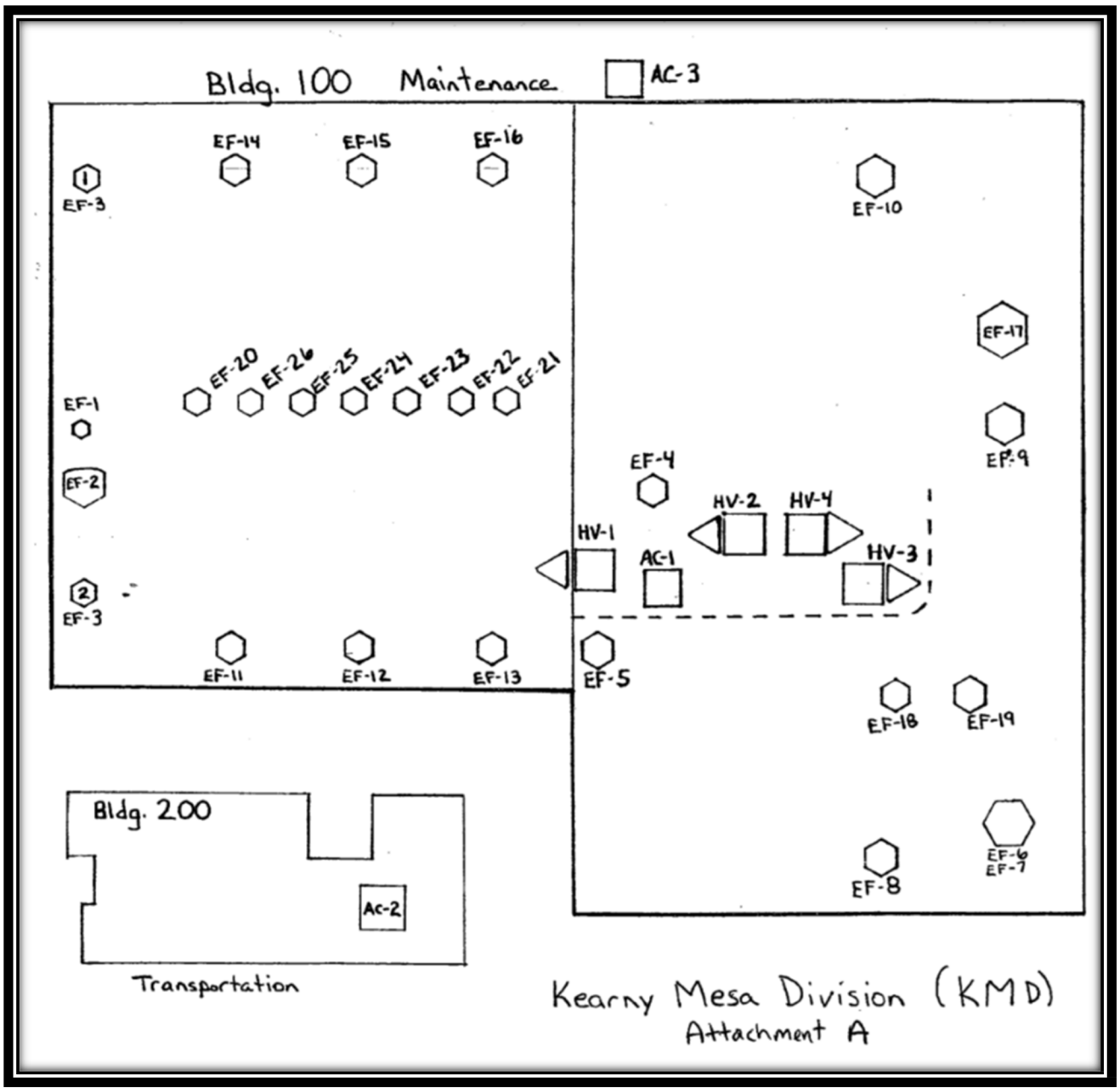

N
Stairs
AC-6
ANNEX
EF-6
AC-11
AC-10
Roof Access
AC-1
AC-2
AC-3
EF-3
EF-5
EF-4
EF-1
EF-2
AC-4
AC-8
AC-9
AC-5
AC-7
B-1
PM-1
B2
PM-2
B-3
PM-3
IAD - ADMIN Bldg.

LOCATION	MANUFACTURER	MODEL #	SERIAL #	DATE INSTALLED
RAM-Shop Exhaust Fan (EF-1)	US Fan	USBR200H	QYD801701	1999
RAM-Shop Exhaust Fan (EF-1)	US Fan	USBR200H	QYD801701	1999
RAM-Shop Exhaust Fan (EF-1)	US Fan	USBR200H	QYD801701	1999
RAM-Shop Exhaust Fan (EF-1)	US Fan	USBR200H	QYD801701	1999
RAM-Shop Exhaust Fan (EF-1)	US Fan	USBR200H	QYD801701	1999
RAM-Shop Exhaust Fan (EF-1)	US Fan	USBR200H	QYD801701	1999
RAM-Shop Exhaust Fan (EF-1)	US Fan	USBR200H	QYD801701	1999
RAM-Shop Exhaust Fan (EF-1)	US Fan	USBR200H	QYD801701	1999
RAM - Shop Emergency Fan Round (EF-2)	US Fan	USVP200E2	QYD801703	1999
RAM - Shop Emergency Fan Round (EF-2)	US Fan	USVP200E2	QYD801703	1999
RAM - Shop Emergency Fan Round (EF-2)	US Fan	USVP200E2	QYD801703	1999
RAM - Shop Emergency Fan Round (EF-2)	US Fan	USVP200E2	QYD801703	1999
RAM - Shop Emergency Fan Round (EF-2)	US Fan	USVP200E2	QYD801703	1999
RAM - Shop Emergency Fan Round (EF-2)	US Fan	USVP200E2	QYD801703	1999
RAM - Shop Emergency Fan Round (EF-2)	US Fan	USVP200E2	QYD801703	1999
RAM - Shop Emergency Fan Round (EF-2)	US Fan	USVP200E2	QYD801703	1999
RAM Shop LARGE Fresh Air Fan EF-3	US Fan	USBI27 A/10	N/A	1999
RAM Shop Exhaust Fan EF-4	US Fan	USVP165E1	N/A	1999
RAM office Exhaust fan EF-5	US Fan	USVP200	QYD801705	1999
Body shop large round ventilation fan EF-6	US Fan	USVP425M	OYD801706	1999
RAM office Exhaust fan EF-7	US Fan	USVP100E2	QYD801709	1999
RAM office Exhaust fan EF-8	US Fan	USVP100E1	QYD801708	1999
RAM office Exhaust fan EF-9	US Fan	USVP100E1	N/A	1999
RAM Body Shop Fresh Air fan EF-10	US Fan	USVBI-A/10	N/A	1999
RAM Shop Heater - HV-1	Weather Rite	TOT224HHL	53848A	2000
RAM Restroom Heater - HV-2	Weather Rite	TOT218HH	53848B	2000
RAM Body Shop Heater - HV-3	Weather Rite	TOT215HH	53848C	2000


EF-2
EF-1
EF-2
EF-3
HV-1
AC-1
AC-2
HV-2
EF-5
EF-7
EF-8
EF-11
AC-4
AC-6
AC-3
AC-5
EF-10
EF-9
HV-3
EF-1
IAD - RAM Maintenance Bldg.

LOCATION - KMD	MANUFACTURER	MODEL #	SERIAL #	DATE INSTALLED
HV-1 Maint. Roof Top, Mid	Applied air	DEC-130-HRS	07-X2317002	2007
HV-2 Maint. Roof Top, Mid	Applied air	GHLIFR-250/85-HRB	07-X2317001	2007
HV-3 Maint. Roof Top,East	Applied air	UNKNOWN	3245-C	2007
HV-4 Maint. Roof Top,East	Applied air	DFC-122-HRS	07-X2317004	2007
AC-1 Maint. Roof Top, Mid	CARRIER	48HJN006-641	2607G50387	2007
Split unit-A Maint. Roof Top, (E) South	FUJITSU	AOU30RLXB	FSN017691	2019
Split unit-B Maint. Roof Top, (E) South	FUJITSU	AOU30RLXB	FSN019756	2019
EF-1 Maint. Roof Top (W)	UNKNOWN	Exhaust Fan	100C1B	1990
EF-2 Maint Shop W. Wall	UNKNOWN	Exhaust Fan	N/A	1990
EF-3 (1) Maint. Roof Top (W)		Exhaust Fan	135C2B	1990
EF-3 (2) Maint. Roof Top (W)		Exhaust Fan	135C2B	1990
EF-4 Maint. Roof Top, Mid	UNKNOWN	Exhaust Fan	180R53	1990
EF-5 Maint. Roof Top, Mid	UNKNOWN	Exhaust Fan	120C38	1990
EF-6 Paint Booth		Paint Booth Fan	N/A	1990
EF-7 Paint Booth		Paint Booth Fan	N/A	1990
EF-8 Maint. Roof Top€	UNKNOWN	Exhaust Fan	180C4B	1990
EF-9 Maint. Roof Top(E)	UNKNOWN	Exhaust Fan	180C4B	1990
EF-10 Maint. Roof Top€	UNKNOWN	Exhaust Fan	180C4B	1990
EF-11 Maint. Roof Top (W)	UNKNOWN	Exhaust Fan	180C4B	1990
EF-12 Maint. Roof Top (W)	UNKNOWN	Exhaust Fan	180C4B	1990
EF-13 Maint. Roof Top (W)	UNKNOWN	Exhaust Fan	180C4B	1990
EF-14 Maint. Roof Top (W)	UNKNOWN	Exhaust Fan	180C4B	1990
EF-15 Maint. Roof Top (W)	UNKNOWN	Exhaust Fan	180C4B	1990
EF-16 Maint. Roof Top (W)	UNKNOWN	Exhaust Fan	180C4B	1990
EF-17 Maint. Roof Top €	UNKNOWN	Exhaust Fan	N/A	1990
EF-20 Maint. Roof Top (E) EF-2	GREENHECK	SW-24-15-CW-UB	95K06487	1990
EF-19 Maint. Roof Top (E)EF-3	GREENHECK	SW-24-15-CW-UB	95K04297	1990
EF-27 Maint. Roof Top (W)EF-4	GREENHECK	SW-24-15-CW-UB	95K06479	1990
EF-21 Maint. Roof Top (W)EF-5	GREENHECK	SW-24-15-CW-UB	95K06480	1990
EF-22 Maint. Roof Top (W)EF-9	GREENHECK	SW-24-15-CW-UB	95K06484	1990
EF-23 Maint. Roof Top (W)EF-7	GREENHECK	SW-24-15-CW-UB	95K06482	1990
EF-24 Maint. Roof Top (W)EF-6	GREENHECK	SW-24-15-CW-UB	95K06481	1990
EF-25 Maint. Roof Top (W)EF-8	GREENHECK	SW-24-15-CW-UB	95K06483	1990
EF-26 Maint. Roof Top (W)EF-10	GREENHECK	SW-24-15-CW-UB	95K06485	1990

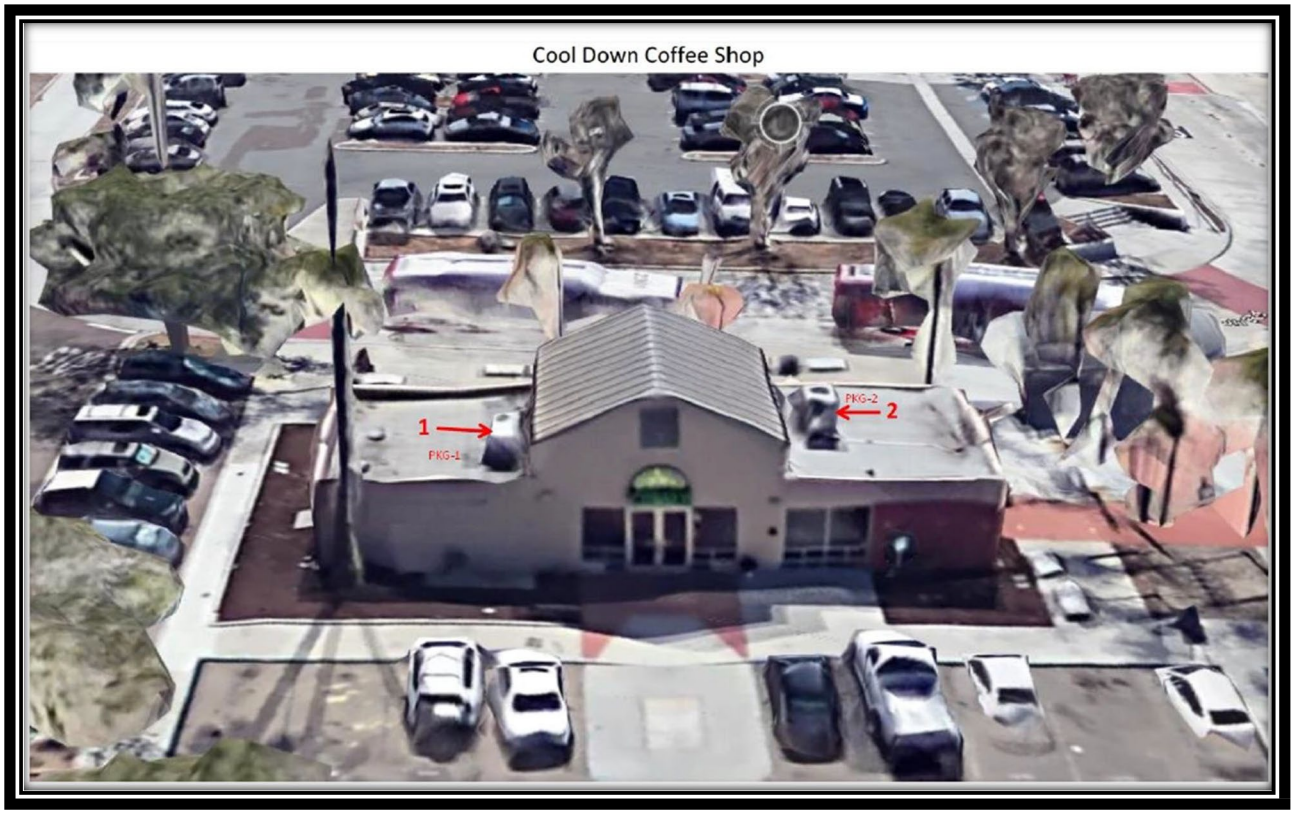
Split unit Service Lanes IT room	FUJITSU	AOU18CL	DCN123244	1995
Split unit Service Lanes Foreman	FRIEDRICH	MR18C3F	LFFC00412	1995
AC2A Building 200 Transportation	CARRIER	48HJDO17---6B1AA	4409U23546	1995



LOCATION	MANUFACTURER	MODEL #	SERIAL #	DATE INSTALLED
Front Street Building	Rheem	RQKA-A030JK000	5616F420115286	2001
Front Street Building	Day & Night	PHD336000K000C1	C111559667	2015

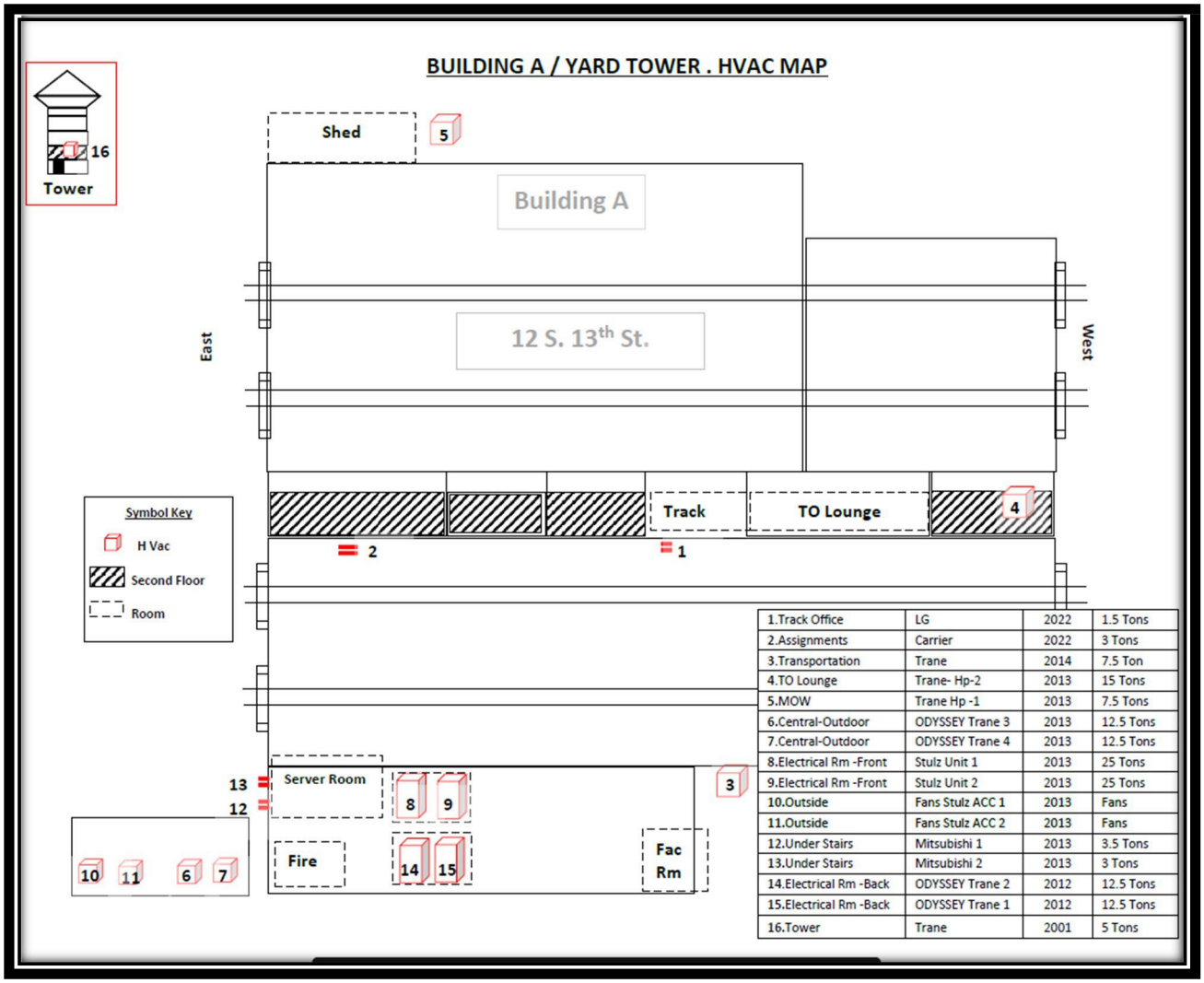


LOCATION	MANUFACTURER	MODEL #	SERIAL #	DATE INSTALLED
Cool Down Coffee Chula Vista	Trane	4WCC4030A1000AA	162714260L	2015
Cool Down Coffee Chula Vista	Trane	4WCC3024B1999AA	13041JM69H	2010



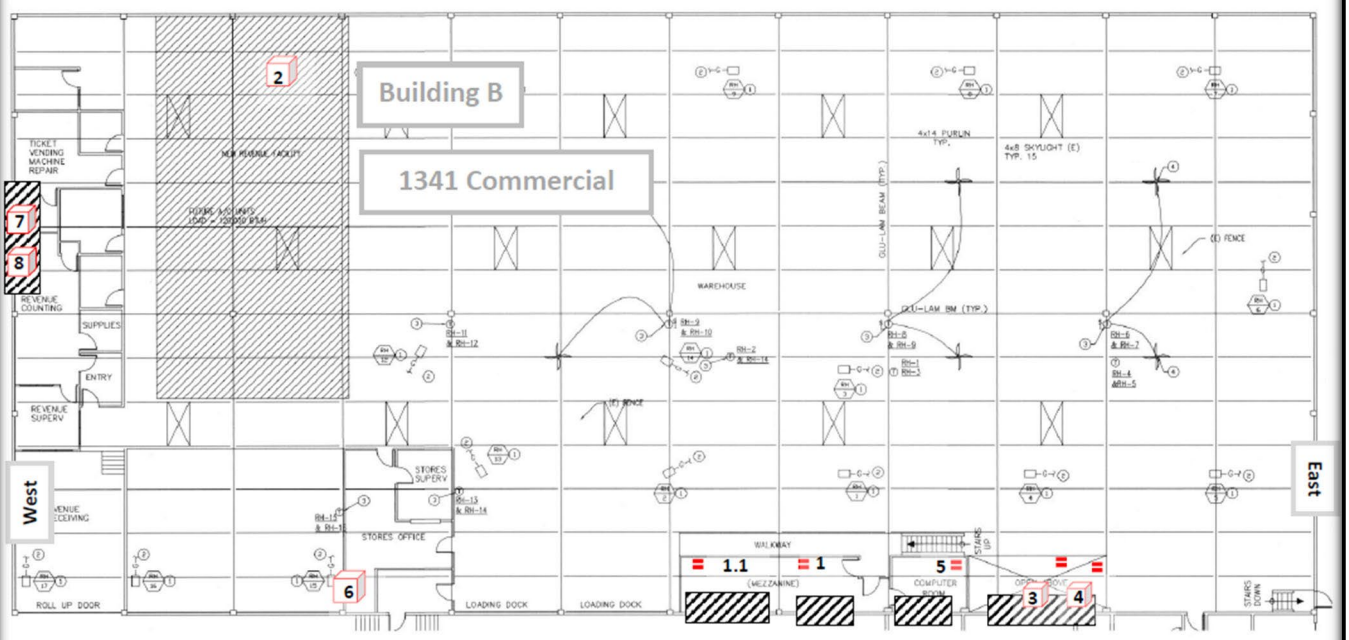
LOCATION Bldg. A 12th S. 13th St. 92101	MANUFACTURER	MODEL #	SERIAL #	DATE INSTALLED
Bldg. A/ Track Office	LG	LW1816HR	105HANKA3111	2022
Bldg. A /Assignments	Carrier	38MGRQ36D--3	2421V27953	2022
Bldg. A/ Transportation	Trane	WSC090E4R0A0J	141513227L	2014
Bldg. A/ TO Lounge	Trane Hp -2	WSH180E4R0A03	134610825D	2013
Bldg. A/ MOW	Trane Hp -1	WSC090E4R0A0H	134710112L	2013
Bldg. A/ Central-Outdoor-East	ODYSSEY Trane 3	TTA150E300AA	13052W2UYA	2013
Bldg. A/ Central-Outdoor-East	ODYSSEY Trane 4	TTA150E300AA	13075PK1YA	2013
Bldg.A/ Electrical Rm -Front	Stulz Unit 1	VFS-300DAR U EC	10016746	2013
Bldg.A/ Electrical Rm -Front	Stulz Unit 2	VFS-300DAR U EC	10016747	2013
Bldg. A/ Outdoor East	Fans Stulz ACC 1	SC5-312-DEC	10016748	2013
Bldg. A/ Outdoor East	Fans Stulz ACC 2	SC5-312-DEC	10016749	2013
Bldg. A/ Under East Stairwell	Mitsubishi 1	PUY-A42NHA4	0ZU00201A	2013
Bldg. A/ Under East Stairwell	Mitsubishi 2	PUY-A36NHA4	21U09389B	2013
Bldg. A/ Electrical Back Rm	ODYSSEY Trane 2	TWE150E300AA	12191TY2WA	2012
Bldg. A/ Electrical Back Rm	ODYSSEY Trane 1	TWE150E300AA	12134MF2WA	2012

LOCATION - Yard A - Tower	MANUFACTURER	MODEL #	SERIAL #	DATE INSTALLED
Yard A - Tower	Trane	SCAAB7560G01A11AU	T99L53714M	2001



LOCATION -Bldg. B, 1341 Commercial St.92113	MANUFACTURER	MODEL #	SERIAL #	DATE INSTALLED
Bldg. B/ Upstairs Offices	Carrier	38MGRQ18B--3	2921V15233	2020
Bldg. B/ Facilities Roof	Carrier	48TCDA07A2A5A0A0A0	2616C80672	2016
Bldg. B/ Facilities Offices	Carrier	2HCD342A500	2016E26473	2016
Bldg. B/ Facilities Offices	DAY & NIGHT A	N4H342GHF	E151904458	2016
Bldg. B/ Comm Room	FUJITSU	ASU24RLB	FRA002246	2016
Bldg. B/ STORES	Day & NIGHT	PHR524000KTP0A1	C152209648	2016
Bldg. B/ Revenue	DAY & NIGHT	PHR53000KTP0A1	C154122841	2016
Bldg. B/ Revenue	DAY & NIGHT	PHR53000KTP0A1	C150423787	2016

Bldg. B H-Vac Map

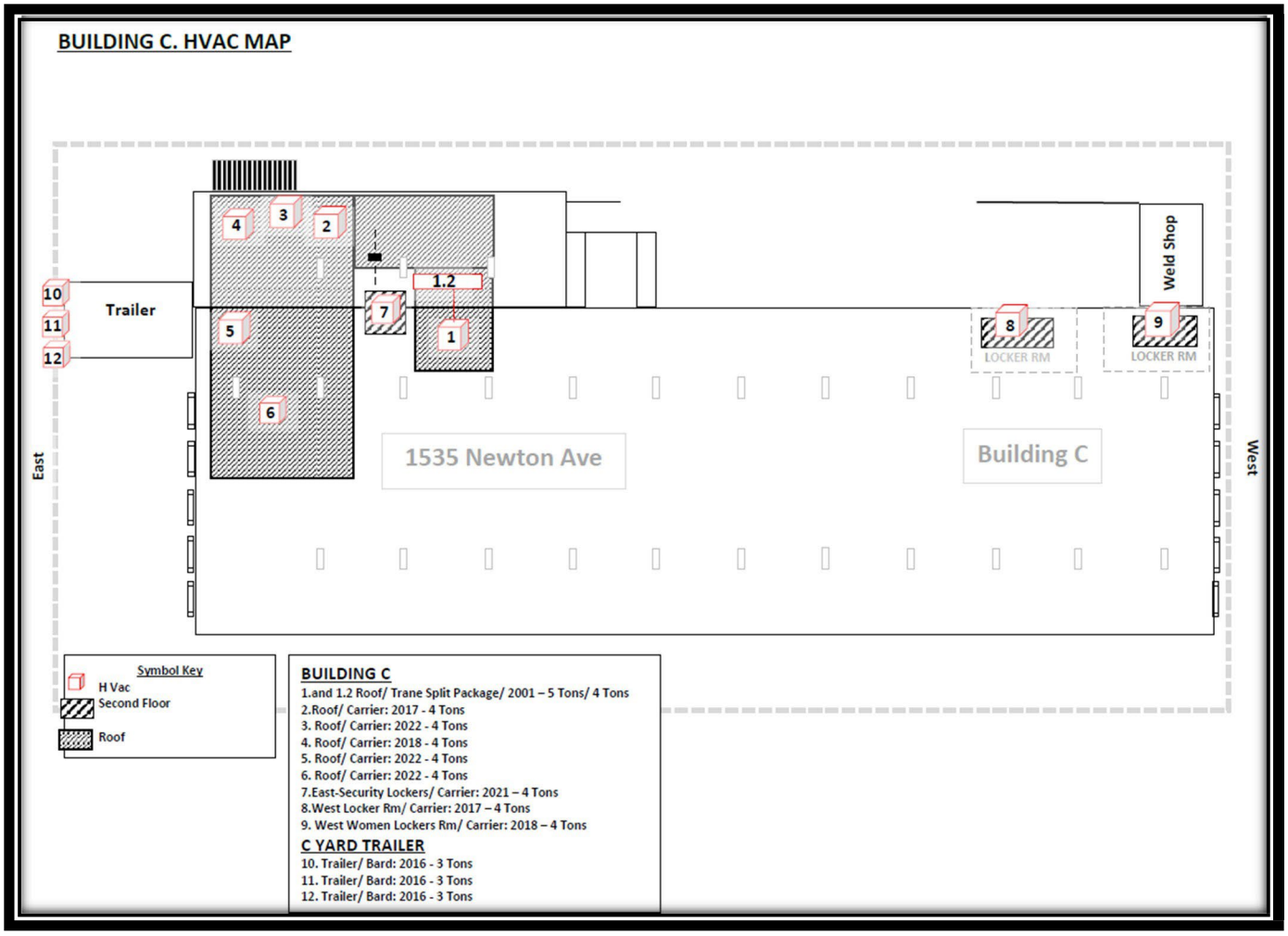


Symbol Key

- H Vac
- Second Floor
- Splits
- Roof

1./1.1 Upstairs Offices	Carrier	2020	3 Tons
2. Facilities Roof	Carrier	2016	4 Tons
3. Facilities Offices	Carrier	2016	3.5 Tons
4. Facilities Offices	DAY & NIGHT A	2016	3.5 Tons
5. Comm Room	FUJITSU	2016	2 Tons
6. STORES	Day & NIGHT	2016	2 Tons
7. Revenue	DAY & NIGHT	2016	2.5 Tons
8. Revenue	DAY & NIGHT	2016	2.5 Tons

LOCATION Bldg.C/1535 Newton Ave 92113	MANUFACTURER	MODEL #	SERIAL #	DATE INSTALLED
Bldg.C/ Roof	Carrier	48KCLA06A2A6A0A0A0	3017C52854	2017
Bldg.C/ Roof	Carrier	48TCDD08A2D6A0A0G0	1022P35870	2022
Bldg.C/ Roof	Carrier	48KCLA06A2A6A0A0A0	0718C78671	2018
Bldg.C/ Roof	Carrier	48FCGA06A2D6A0A0A0	0222C05806	2022
Bldg.C/ Roof	Carrier	48KCLA06A2A6A0A0A0	0718C78673	2018
Bldg.C/ Roof / Split	Trane	TTA060D400A1	Z343XBS3F	2001
Bldg.C/ Roof / Split	Trane	GFB A10GDK	C01H58019	2001
Bldg.C/ Security's Restroom	Carrier	48VLNC6009060	1921F49719	2021
Bldg.C/ Men's RR - west	Carrier	48KCLA06A2A6A0A0A0	3817C58457	2017
Bldg.C/ Women's RR - west	Carrier	48KCLA04A2A6A0A0A0	1518C72608	2018
LOCATION Yard C East 1535 Newton Ave	MANUFACTURER	MODEL #	SERIAL #	DATE INSTALLED
Trailer	BARD	M35H2-A05VP4XXX	309B163301108-02	2016
Trailer	BARD	M35H2-A05VP4XXX	309B163304346-02	2016
Trailer	BARD	M35H2-A05VP4XXX	309B163304351-02	2016


BUILDING C. HVAC MAP
Trailer
Weld Shop
LOCKER RM
LOCKER RM
1535 Newton Ave
Building C
East
West
Symbol Key
H Vac
Second Floor
Roof
BUILDING C
1.and 1.2 Roof/ Trane Split Package/ 2001 – 5 Tons/ 4 Tons
2.Roof/ Carrier: 2017 - 4 Tons
3. Roof/ Carrier: 2022 - 4 Tons
4. Roof/ Carrier: 2018 - 4 Tons
5. Roof/ Carrier: 2022 - 4 Tons
6. Roof/ Carrier: 2022 - 4 Tons
7.East-Security Lockers/ Carrier: 2021 – 4 Tons
8.West Locker Rm/ Carrier: 2017 – 4 Tons
9. West Women Lockers Rm/ Carrier: 2018 – 4 Tons
C YARD TRAILER
10. Trailer/ Bard: 2016 - 3 Tons
11. Trailer/ Bard: 2016 - 3 Tons
12. Trailer/ Bard: 2016 - 3 Tons

BID FORM - HVAC Maintenance and As-Needed Repair Services

Comfort Mechanical, Inc.

Instructions: For Table I, please provide the quarterly lump sum price for servicing of each site's equipment. For Tables I and II, please multipy the *Unit Price* by the corresponding estimated *Quantity* to determine the *Item Totals* for each Item for each Year. Please sum Item Totals for each Year to determine the Subtotals for Tables I & II. For Table III, please enter the mark up percentage (between 0-5%, rounding to the nearest hundreth) in the *% Mark Up* field for each year. Please multiply the mark up percentage by the *Annual Parts/Equipment Allowance* (Item 1) for each respective Year. The annual *As-Needed Materials/Parts* amount is the sum of Items 1 and 2 for each year. Please enter the sum of Years 1 through 3 in Tables II and III. Enter the *Subtotals* for Tables II and III base Years in the field provided below. Enter the *Subtotals* for Tables II and III option Years in the field provided below. The *Grand Total* is the sum of the *Subtotals* for Tables I, II & III .

Table I: HVAC MAINTENANCE AND REPAIR				Year One - 1/1/24 - 12/31/24		Year Two - 1/1/25 - 12/31/25		Year Three - 1/1/26 - 12/31/26		Optional Year 1 - 1/1/27 - 12/31/27		Optional Year 2 - 1/1/28 - 12/31/28	
Group	Item	Location	Annual Service Frequency	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total
SDTI	1	Building A	4	$ 2,912.00	$ 11,648.00	$ 3,116.00	$ 12,464.00	$ 3,365.00	$ 13,460.00	$ 3,466.00	$ 13,864.00	$ 3,570.00	$ 14,280.00
	2	Building B	4	$ 757.00	$ 3,028.00	$ 810.00	$ 3,240.00	$ 867.00	$ 3,468.00	$ 893.00	$ 3,572.00	$ 919.00	$ 3,676.00
	3	Building C, Yard Tower, Paint Booth	4	$ 1,220.00	$ 4,880.00	$ 1,305.00	$ 5,220.00	$ 1,396.00	$ 5,584.00	$ 1,438.00	$ 5,752.00	$ 1,481.00	$ 5,924.00
SDTC	4	KMD Maintenance Building	4	$ 2,837.00	$ 11,348.00	$ 3,035.00	$ 12,140.00	$ 3,246.00	$ 12,984.00	$ 3,344.00	$ 13,376.00	$ 3,444.00	$ 13,776.00
	5	IAD Facility, Administration Building	4	$ 5,397.00	$ 21,588.00	$ 5,775.00	$ 23,100.00	$ 6,179.00	$ 24,716.00	$ 6,364.00	$ 25,456.00	$ 6,555.00	$ 26,220.00
	6	IAD Facility, RAM Building	4	$ 2,238.00	$ 8,952.00	$ 2,395.00	$ 9,580.00	$ 2,563.00	$ 10,252.00	$ 2,640.00	$ 10,560.00	$ 2,719.00	$ 10,876.00
LM	7	Cool Down Coffee Shop	4	$ 211.00	$ 844.00	$ 226.00	$ 904.00	$ 242.00	$ 968.00	$ 249.00	$ 996.00	$ 256.00	$ 1,024.00
	8	Front Street Building	4	$ 228.00	$ 912.00	$ 244.00	$ 976.00	$ 261.00	$ 1,044.00	$ 267.00	$ 1,068.00	$ 275.00	$ 1,100.00
Table I Subtotals					$ 63,200.00		$ 67,624.00		$ 72,476.00		$ 74,644.00		$ 76,876.00

Table II: AS-NEEDED REPAIRS			Year One - 1/1/24 - 12/31/24		Year Two - 1/1/25 - 12/31/25		Year Three - 1/1/26 - 12/31/26		Optional Year 1 - 1/1/27 - 12/31/27		Optional Year 2 - 1/1/28 - 12/31/28	
Item	Description	Est. Qty/Annual No. of Hours	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total
1	Non-Emergency Rates	112	$ 140.00	$ 15,680.00	$ 140.00	$ 15,680.00	$ 150.00	$ 16,800.00	$ 150.00	$ 16,800.00	$ 150.00	$ 16,800.00
2	Emergency Rates	86	$ 210.00	$ 18,060.00	$ 210.00	$ 18,060.00	$ 225.00	$ 19,350.00	$ 225.00	$ 19,350.00	$ 225.00	$ 19,350.00
Table II Subtotals:				$33,740.00		$ 33,740.00		$ 36,150.00		$ 36,150.00		$ 36,150.00

Table III: AS-NEEDED PARTS/EQUIPMENT		Year One - 1/1/24 - 12/31/24		Year Two - 1/1/25 - 12/31/25		Year Three - 1/1/26 - 12/31/26		Optional Year 1 - 1/1/27 - 12/31/27		Optional Year 2 - 1/1/28 - 12/31/28	
Item	Description	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total
1	Annual Parts Allowance		$ 22,880.05		$ 24,008.80		$ 25,193.54		$ 27,138.42		$ 27,742.23
2	Annual Temporary Portable Units Allowance	3%	$ 10,500.00	3%	$ 10,500.00	3%	$ 10,500.00	3%	$ 10,500.00	3%	$ 10,500.00
3	Parts/Equipment Markup		$ 1,001.40		$ 1,035.26		$ 1,070.81		$ 1,129.15		$ 1,147.27
Table III Subtotals:			$ 34,381.45		$ 35,544.07		$ 36,764.35		$ 38,767.57		$ 39,389.49

Subtotals Tables II and III Base Years:	**$ 210,319.87**
Subtotals Tables II and III Option Years:	**$ 150,457.07**

Grand Total	$ 715,596.93

*Bidders must use this bid form and provide the pricing for all the line items for the five (5) years. This will be the basis for award. Failure to do so may deem the bid nonresponsive.

*Bidders are advised that the estimated allowances and hours are approximations for bidding purposes only. MTS estimates this to be its usage but does not guarantee these values. The actual allowances or hours may be more or less

Metropolitan Transit System

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Davra Network RuBAN Software Support and Development – Sole Source Contract Award

RECOMMENDATION:

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

1) Execute MTS Doc. No. G2795.0-24 (in substantially the same format as Attachment A), with Davra Networks (Davra), in the amount of $1,288,800.00 , for a period of three (3) base years, and two (2) one-year options for the provision of RuBAN software licensing support and development; and

2) Exercise the option years at the CEO's discretion.

Budget Impact

The total cost of this contract is estimated to be $1,288,800.00. The project will be funded by Information Technology (IT) Operating Budget account 661010-571250.

DISCUSSION:

In 2015, MTS undertook a project to display next train arrival information on Variable Message Systems located at each trolley station. The project required software to identify the location of each trolley and predict when each train will arrive at each station. Since the project was implemented, various improvements and enhancements have been deployed. Davra's RuBAN software systems provide this software solution for next train arrivals, public address (PA) system announcements integration, automated passenger counting (APC), smart train sign programing, General Transit Feed Specification (GTFS) data, reports, and as an analytical tool for Light Rail Vehicle (LRV) operations and LRV maintenance staff. These information systems are a key communication link between transit operations and the traveling public.

Davra has developed and expanded the RuBAN platform to meet MTS needs and is responsible for support of all aspects of this platform. Davra is the only firm that can develop and license the additional software enhancements to meet the continuing needs of MTS and

support the current system in place. There are no other resellers of the RuBan plaform software. In order to maintain the RuBAN platform in a state of good repair and continue to provide the real-time information, which our transit riders have come to expect and rely upon, it is necessary that Davra continue to provide operational support of the RuBAN platform.

Today's proposed action would approve the maintenance and licensing of the RuBAN platform and allow for the further development of the system for the next five (5) years.

Staff's Independent Cost Estimate (ICE) is based on the past software support and development purchase history with Davra. In comparison with the ICE amount of $1,639,990.00 and the offer received, staff has determined that the agreed upon cost is fair and reasonable. The table below shows the savings by a comparison of MTS's ICE and Davra's quote.

ENTITY	CERTIFICATION	AMOUNT
MTS ICE		$1,639,990.00
Davra	**N/A**	**$ 1,288,800**
MTS savings (MTS ICE vs Davra's quote)		*$ 351,190*

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

1) Execute MTS Doc. No. G2795.0-24 (in substantially the same format as Attachment A) with Davra, in the amount of $1,288,800.00, for a period of three (3) base years, and two (2) one-year options for the provision of RuBAN software licensing support and development; and

2) Exercise the option years at the CEO's discretion.

/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 G2795.0-24
B. Scope of Work
C. Cost Forms

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. G2795.0-24

DAVRA RUBAN SOFTWARE MAINTENANCE AND DEVELOPMENT

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: Davra Networks

Address: 440 North Wolfe Road

Sunnyvale CA 94085
City State Zip

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

Email: gerry.mcdonnell@davra.com

Telephone: +353 (0) 85 174 4844

Authorized person to sign contracts Brian McGlynn Chief Operating Officer (COO)
Name Title

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

The contract term is for up to 3 base years and 2 option years, exercisable at MTS's sole discretion, for a total of 5 years. Base period shall be effective December 1, 2023 through December 31, 2026 and option years shall be effective January 1, 2027 through December 31, 2028, if exercised by MTS.

All rates shall be firm and fixed for the first two (2) years. Thereafter, the rates shall only increase annually in an amount equal to the Consumer Price Index (CPI) for years 3 through 5, if exercised by Davra Networks. Any increase shall not exceed 3% per section 2.52 of the Standard Conditions (Exhibit C).

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $830,400.00 for the base years and $458,400.00 for the option years, for a contract total not-to-exceed $1,288,800.00 without the express written consent of MTS.

[Signatures on following page]

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	DAVRA NETWORKS
By: _____ Sharon Cooney, Chief Executive Officer Approved as to form: By: _____ Karen Landers, General Counsel	By _____ Title: _____

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. INTRODUCTION

The San Diego Metropolitan Transit System (MTS) is seeking a qualified Contractor to provide software licensing support and development services to our existing implementation of the Davra RuBAN™ platform.

1.2. BACKGROUND

In 2015, MTS undertook a project to display next train arrival information on Variable Message Systems located at each trolley station. The project required software to identify the location of each trolley and predict when each train will arrive at each station. Since the project was implemented, various improvements and enhancements have been deployed. Davra Network's RuBAN™ software offers MTS a comprehensive train management system that not only predicts upcoming train arrivals but also seamlessly integrates with the public address (PA) system for announcements. Additionally, it harmonizes with our existing automated passenger counters (APCs) on trolleys to deliver instant insights into passenger numbers.

Through the Davra solution, MTS Central Control gains the ability to dynamically program train numbers on smart train signs in real time. This is facilitated by the connectivity between the solution and live train movements, generating Real-Time General Transit Feed Specification (GTFS-rt) data that aligns with our schedules.

Moreover, the Davra software solution serves as a multifaceted tool, providing both detailed reports and functioning as an analytical resource for Light Rail Vehicle (LRV) operations and maintenance personnel.

1.3. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1. Existing Support

   The continued maintenance and support of the existing project infrastructure. It includes costs related to troubleshooting, bug fixes, server maintenance, and user assistance.

   - RuBAN™ Software Support
   - APC Support – SDMTS Core: LRV Manager – Train Mgt App: Consist View & Status
   - Cradlepoint Support – SDMTS Core: Router Agents Train Mgt App: Consist View & Status
   - Service Alerts – GTFS-rt Service
   - Base Platform License (Single Tenant)
   - 123 Medium Device Licenses
   - 180 High Device Licenses
   - 19 High Device Licenses

2. System Enhancements and Reporting

This software support is dedicated to enhancing the current system's capabilities and improving reporting features.

- Reporting and Analytics
  - Excessive Dwell Times
  - Schedule Accuracy
  - Late Running Consists
- Enhancements
  - SDMTS Core Enhancements
  - Woojin Workaround

3. Extra Support (Missing ETAs)

This software support addresses the need for additional support to rectify missing Estimated Time of Arrival (ETA) data. It accounts for development efforts required to ensure accurate and timely ETAs for improved customer satisfaction.

- Missing Trip Detection
  - Missing trips
  - Disappearing trips
  - Inaccurate ETAs

1.4. [NOT APPLICABLE] BUY AMERICA

1.5. INVOICES/PAYMENT

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.

1.6. [NOT APPLICABLE] MATERIAL SAFETY DATA SHEETS (MSDS)

1.7. [NOT APPLICABLE] NO RIGHT TO POST SIGNS

Units 9, 11, 5, 10, 11
Spencer Dock, IFSC
Dublin 1, Ireland.

+353 1 699 3354
info@davra.com
davra.com

Davra

Customer:
San Diego MTS
255 Imperial Ave., Suite 1000
San Diego, CA 92101

Quote NUMBER 807612
DATE 20th September 2023
Valid for: 30 Days
SALES Contact Gerry Mc Donnell

QUANITY	DECRIPTION	UNIT PRICE(Monthly)	AMOUNT
60	Davra Support and Licenses Jan 1st 2024 – December 31st 2028 SDMTS Core Services, Train Mgt App, PA Services/App, Reporting Services/App, GTFS & GTFS-rt.	$7,100	$426,000
60	APC Support - SDMTS Core: LRV Manager	$1,900	$114,000
60	- Train Mgt App: Consist View & Status	$2,500	$150,000
60	Cradlepoint Support - SDMTS Core: Router Agents Train Mgt App: Consist View & Status	$1,900	$114,000
60	Service Alerts - - GTFS-rt Service Base Platform and incl. 322 Licenses (Single Tenant) 123 Medium Device License @$1.51 ea. 180 High Device License @ $15.82 ea. 19 High Device License @ $0.83 ea.	$5,000	$300,000
60	Schedule Accuracy Reports	$350	$21,000
60	Slow Consist Reports	$350	$21,000
	Note: Inflation clause per consumer price index(CPI) applies from Year 2 onwards. This is not included in this quote.		
		SUBTOTAL	$1,146,000
		Excl. all TAX's	0.00
		Total $	**1,146,000**

DIRECT ALL INQUIRIES TO:
Gerry Mc Donnell
Tel +353 85 1744844
Email: gerry.mcdonnell@davra.com

Thank you for the business.

Wire Instructions:
Bank Account: Davra Networks USA Inc.
Bank Name: Bank of the West
Bank address: 2299 Market Street, San Francisco, 94114
Swift Code: BWSTUS66
Account number: 033482307
Routing #: 121100782
Davra Company address: 440 N. Wolfe Road, Sunnyvale, CA 94085

VAT No 9748728E

Deliverables and Schedule

Deliverable	Time (days)
Analysis & Design	8
Trip Tracker	32
Train Mgt App: Trips View	16
LRV Ops Report: View Missed Trips	5
Trip Tracker Alerts	10
ETA Behavioural Improvements	16
ETA Further Improvements	13
Documentation	2
Total	102

Professional Services

For the Services provided under this SoW, Davra estimated a total of **102** days at the standard SDMTS Rate of **$1,400** per day, a total of **$142,800.**

Payment Terms

Payments will be made on a monthly basis or as agreed upon by San Diego PM, Jason McNeil.

Project shall commence as soon as PO has been received.

Change Management

- Requests for changes beyond those defined in this SoW will require a Change Order Request. No additional services will be provided unless and until the Change Order Request is signed by both parties.
- Change Order Requests may affect the project schedule and project cost.
- Delays by third party vendors may impact the project schedule and may create applicable additional charges that will require a Change Order Request.

If the above defined project responsibilities are not met, additional fees may apply.

Locations

Davra will complete the platform development at the locations listed below:

1. Davra R&D HQ in Dublin, Ireland

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Metropolitan Transit System

Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Janitorial Services – Contract Amendment

RECOMMENDATION:

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

1) Ratify Amendment 4 to MTS Doc. No. G2613.4-22 with NMS Management Inc. (NMS), a Disadvantage Business Enterprise (DBE), in the amount of $13,316.30 (Attachment A); and

2) Authorize the Chief Executive Officer (CEO) to execute Amendment 5 to MTS Doc. No. G2613.5-22 with NMS, in the amount of $274,423.08 (in substantially the same format as Attachment B).

Budget Impact

The total cost of the contract is estimated to be $12,885,701.73 (inclusive of the total costs for Amendment 4 and 5). These services will be funded by the Security Department Operating Budget account 420010-536400. The contract costs are summarized below:

Description	Amount
Current Board Approved Amount	$12,597,962.35
Ratify Amendment 4	$13,316.30
Subtotal	**$12,611,278.65**
Approve Draft Amendment 5	$274,423.08
New Board Approved Amount	**$12,885,701.73**

DISCUSSION:

On December 8, 2022 (AI 8), the MTS Board approved a contract with NMS Management to provide janitorial services for San Diego Transit Corporation (SDTC) and San Diego Trolley Inc. (SDTI) buildings, and the Light Rail Vehicle (LRV) fleet. The contract is for a 6-year period, effective from January 1, 2023 through December 31, 2028. From the initial MTS Board approval, MTS has issued Amendments 1 through 3 as summarized below:

Document No.	Description	Board Approval Date	Amount
G2613.0-22	Original Agreement	Awarded on December 8, 2022	$9,813,452.97
G2613.1-22	3-month trial to expand the cleaning for the LRVs	Ratified on June 15, 2023	$84,761.88
G2613.2-22	2-month extension to the initial 3-month trial for the LRV cleaning services	Ratified on June 15, 2023	$63,238.90
G2613.3-22	Permanently implement the expanded services for the remainder of the term of the Agreement	Approved on June 15, 2023	$2,636,508.60
Total Amendments (1-3)			$12,597,962.35

The Security department is needing new/more space within MTS, due to the increase in the number of security staff. As described below, three (3) spaces are being added for use by the Security Department. These three (3) areas also will require routine janitorial services to ensure it is maintained in a clean, working environment. It is recommended that the MTS Board of Directors:

1. Ratify Amendment 4:

   On September 5, 2023, NMS provided a proposal to MTS to expand janitorial services to include the following locations below:

   - MTS Security Field Office (12th & Imperial): A newly acquired location for the security department. The Assistant Manager of Field Operations occupies the office, including Code Compliance Supervisors and contract security officers.

   - San Ysidro Station Security Office: Acquired by the Security department in the first quarter of 2023 and is considered a satellite station due to its location. This location allows security officers to be more visible in the public eye, and conduct inspections and provide passenger safety regularly.

   - C-Building Security Patio: Recently renovated to provide another option for field personnel as a breakroom area.

   Due to the immediate need of these services, Amendment 4 was issued for three months, from October 1, 2023 through December 31, 2023, for a total of $13,316.30. MTS Board Policy No. 41 gives the CEO spending authority up to $150,000.00. Under this authority, the CEO authorized Amendment 4.

2. Approve Amendment 5:

   This Amendment 5 would continue the added services for the remainder of the Agreement term, January 1, 2024 through December 31, 2028, for a total amount of $274,423.08.

Therefore, staff recommends that the MTS Board of Directors:

1) Ratify Amendment 4 to MTS Doc. No. G2613.4-22 with NMS, a DBE, in the amount of $13,316.30 (Attachment A); and

2) Authorize the CEO to execute Amendment 5 to MTS Doc. No. G2613.5-22 with NMS, in the amount of $274,423.08 (in substantially the same format at Attachment B).

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Amendment 4, MTS Doc. No. G2613.4-22
B. Draft Amendment 5, MTS Doc. No. G2613.5-22

Metropolitan Transit System

Amendment 4

September 25, 2023 MTS Doc. No. G2613.4-22

Janitorial Services (SDTI & SDTC)

NMS Management, Inc.
David M. Guaderrama
Director of Business Development 155
West 35th St. Suite A
National City CA, 91950

This shall serve as Amendment No. 4 to the original agreement G2613.0-22 as further described below.

SCOPE

According to the Agreement, MTS will inform the Contractor should new locations need to be added to the scope of work, and an Amendment to the Agreement will be issued under the contracted terms.

Under this Amendment, MTS is adding janitorial services at the Checking Cashing Place, San Ysidro Security Office, and C Building Security Patio, from October 1, 2023 to December 31, 2023.

The detailed Scope of Work is attached as Exhibit A.

SCHEDULE

There are no changes to the term of the overall agreement, which remains valid through December 31, 2028.

PAYMENT

This contract amendment shall authorize additional costs not-to-exceed $13,316.30. The total value of this contract, including this amendment, shall be in the amount of $12,611,278.65 ($12,597.962.35 for the current contract plus $13,316.30 for this amendment). 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,

Sharon Cooney, Chief Executive Officer

Agreed:

David M. Guaderrama
Director of Business Development
NMS Management, Inc.

Date: 9/28/23

Attachments: A. Scope of Work
B. Costs

Exhibit A

CHECKING CASHING PLACE, SAN YSIDRO SECURITY OFFICE-RAIL COURT, AND C BUILDING SECURITY PATIO

1 LOCATION OF WORK

MTS requires the Contractor to provide janitorial services on a regularly scheduled basis for three (3) additional locations at the following locations:

1. Checking Cashing Place – 1255 Imperial Ave, SD
   963 sq. ft.
   (1 office/carpeted, open space-working station/VCT flooring)

2. San Ysidro Security Office-Rail Court – 700 E. San Ysidro Blvd, SD 92173
   (1 office, 1 microwave, 1 refrigerator, and 3 desk stations)

3. C Building Security Patio – 1535 Newton Ave, SD 92113
   (2 tables, chairs, concrete flooring)

2 TIME AND FREQUENCY TO CONDUCT WORK

Cleaning will be done after 6:00pm and before 6:00am, seven (7) days per week, excluding Holidays (plus February 29, as applicable) at each location.

3 GENERAL DESRIPTIONS

Tasks	Check Cashing Place	San Ysidro Security Office-Rail Court	C Building Security Patio
Cleaning, 7 days a week (Excluding Holidays)	X	X	X
Trash pick up	X	X	X
Dusting/wiping down counters and tables	X	X	X
Vacuum/Sweep/Mop floors	X	X	
Clean appliances monthly	X	X	
Quarterly Periodical Services – Floor care, carpet cleaning, and interior window wash	X		
Supplier Included (paper towels, hand soap, etc).	X	X	X
Monthly Periodical Service – Wash Floor			X

The following tasks are described with a general expectation of how to properly complete the task and the types of items or situations which require notification to the Contractor's Supervisor and/or the MTS PM. These tasks shall be performed independent of MTS' supervision, direction, or control:

I. Flooring:
   a. The Contractor shall vacuum all carpeted floor areas. Carpeted surfaces shall be maintained free of obvious dirt, dust, other debris and residual matter. All tears, burns, and raveling shall be annotated in the daily log and monthly summary report and brought to the attention of the MTS PM.
   b. Floor surfaces shall be swept clean and free of marks, dirt, spills, dust, visible litter, and other foreign matter. Chairs, trash receptacles, and easily moveable items are to

be swept underneath and returned to their original positions upon completion. No dirt shall be left in corners, under furniture, or behind doors.

c. All resilient and hard floor areas shall be damp mopped and spray buffed so that after mopping they are clean and free of dirt, water streaks, rust stains, mop marks, gum, grease, tar, etc., in order to present an overall appearance of cleanliness. The Contractor shall apply a uniform coating of nonskid floor finish so that the floors have a glossy appearance and are free of scuff marks, heel marks and other stains and discolorations. There shall be no buildup of wax on the floor, baseboards, or walls. When mopping floors, Contractor must have “Wet Floor” or “Caution” safety signs to alert others and avoid slip and falls.
d. All tile and resilient flooring areas shall be free of old wax when stripped. A new base coat of non-slip floor wax shall be placed on the floor, so that after buffing, the finish is clean, glossy, and uniform in all areas. There shall be no build-up of wax in corners, doorsteps, or next to carpeted areas.

II. Floor Mats:
Floor mats shall be vacuumed to remove soil and grit and to restore resiliency of the carpet pile. The Contractor shall sweep, vacuum, or hose-down outside rubber or polyester entrance mats to remove soil and grit. The Contractor shall remove soil and moisture from underneath entrance mats and return the mats to their normal location.

III. Trash Removal:
The Contractor shall empty, and return to their initial location, all wastebaskets and other trash containers within the area. Boxes, cans, and papers placed near a trash receptacle and marked “TRASH” shall be removed by the Contractor. Any obviously soiled or torn plastic trash receptacle liners in such receptacles shall be replaced. The Contractor shall dispose of trash in plastic bags secured with bag ties. The Contractor shall pick up any trash that may fall in or around the facility or grounds during removal of collected trash. All solid waste collected as a requirement of this contract shall be placed in dumpster containers at the site.

IV. Low Dusting:
The Contractor shall thoroughly dust all horizontal surfaces of furniture and cleared desk tops, so that after dusting, all dust, lint, litter, and dry soil shall be removed from surfaces of cleared desks, chairs, file cabinets, and other types of office furniture and equipment and from ledges, window sills, hand rails, etc., to a line up to eighty-four (84”) inches above the floor level. There shall be no dust streaks. Corners, crevices, moldings and ledges shall be free of all dust. There shall be no oils, spots, smudges, or streaks on dusted surfaces caused by dusting tools. Note: In dusting horizontal spaces, working papers shall not be disturbed. However, desk type items shall be lifted and dust removed from the surrounding areas. The Contractor shall not dust typewriters, computers, business machines, and equipment similar in nature.

V. Glass Cleaning:
The Contractor shall damp wipe mirrors and both sides of all glass in doors, display cases and adjacent trim, partitions and bookcases and any other glass approximately

seventy (70”) inches off the floor so that after cleaning the glass, there shall be no traces of film, dirt, smudges, or water. Glass shall not be cloudy.

VI. Drinking Fountains:
The Contractor shall clean the drinking fountains. The porcelain or stainless-steel surfaces shall be clean and bright and they shall be free of dust, spots, stains, and streaks. Drinking fountains shall be kept free of trash, ink, coffee grounds, etc., and nozzles free from encrustation.

VII. Wood Paneling:
Wipe down and treat surfaces of wood paneling. Paneling shall be free of dirt, dust, streaks and spots.

VIII. Spot Cleaning:
The Contractor shall perform spot cleaning by removing smudges, fingerprints, marks, streaks, etc., from washable surfaces of walls, partitions, baseboards, doors, floors and fixtures. The Contractor shall use germicidal detergent in restrooms, locker rooms, break areas and drinking fountains. Brass hardware, aluminum bars, and other metal on doors shall have a uniform appearance and be free of stains, spots and evidence of soil.

IX. Restrooms/Locker Rooms:
a. The Contractor shall disinfect all surfaces of partitions, stalls, faces of toilet bowls, urinals, lavatories, showers, dispensers, and other such surfaces, using a germicidal detergent followed by a clean water rinse.
b. The Contractor shall de-scale toilet bowls and urinals, so that after de-scaling, the entire surface shall be free from streaks, stains, scale, scum, urine deposits, and rust stains. Contractor shall hot water power wash restroom floors and shower stalls on a weekly basis.
c. The Contractor shall keep on hand and resupply as necessary, restrooms/locker rooms with toilet paper, paper towels, and hand soap, so that after resupplying, the rooms are stocked. Contractor shall keep on hand a minimum quantity of supplies.

X. High Cleaning:
High cleaning shall be provided to maintain a clean dust-free appearance. High dusting involves all areas over eighty-four (84”) inches tall and includes venetian blinds, recessed lighting fixtures, window ledges, flat surfaces, conduit, overhead piping, vertical surfaces, air-conditioning boxes and ceiling fans where installed. Ceilings are to be free of cobwebs and loose dirt.

XI. Window Surfaces:
The Contractor shall clean interior and exterior window surfaces, so that after windows have been cleaned, all traces of film, dirt, smudges, water and other foreign matter shall be removed from frames, casings, sills and glass.

XII. Light Fixtures:
The Contractor shall clean light fixtures so that fixtures shall be free of bugs, dirt, dust, grease, or other foreign matter. The Contractor shall only be responsible for the exterior of the lights.

XIII. Venetian Blinds:
Both sides of venetian blind slats shall be dusted with a dry cloth, so that after dusting, no dust or lint remains.

Wash all venetian blinds in building. Clean cords. Report any defective cords to the MTS PM in accordance to the reporting requirements annotated in the monthly summary report. Both sides of venetian blind slats shall be clean and free of dust and water spots. Cords shall be free of dust, dirt, stains, and shall not be sticky to the touch.

XIV. Refrigerators:
All refrigerators located in the common area break rooms shall be cleaned so that there are no drips, spills, or other food or debris on the walls, shelves or floor of the refrigerator. The top of the refrigerator shall be cleaned so that no dust, dirt, or debris remains. The insulating seals on the refrigerator shall be cleaned so that no spills, dirt, dust, other debris remain and the seal is clean all the way around the door. The air vent on the bottom and/or back of the refrigerator shall be cleaned so that no dust, dirt, or debris remains and the air is able to circulate freely.

XV. Carpets:
All carpets shall be shampooed, clean, free of spots, spills, and removable stains. If necessary, non-absorbent pads or foil will be placed between the carpet and the furnishings. Any rust or stains resulting from the Contractor’s lack of carpet protection shall be removed by the Contractor. Carpet shall be vacuumed prior to the arrival of the occupants. Any furnishings moved during the carpet shampoo process shall be returned to their original positions.

XVI. Special Procedure to Remove, Clean and Disinfect Areas with Bodily Fluids (To be Inspected and Performed During All Cleaning Times)

All on-site janitorial employees of the contractor shall be trained to clean up blood borne pathogens and other bodily fluids.

Contractor shall articulate the procedures that will be followed to clean bodily fluids from LRVs, consistent with current industry standards and meeting all OSHA standards.

Contractor certifies that is shall train its staff assigned on this contract on these procedures.

LIGHT RAIL VEHICLES JANITORIAL SERVICES
G2613.0-22

				YEAR 1 10/01/23-12/31/23
	Check Cashing Place, 963 sq. ft. (1 Office/carpeted, Open space-working station/VCT flooring)	**FREQUENCY**	**QTY**	**(3 Months) Monthly Cost**
1	Trash pick up, Dusting/wiping down, Vacuum/sweep floors, Wiping down counters, chairs and tables.	Daily, 7 Days a week, Excluding Holidays	354	$ 2,436.39
2	Monthly Periodiclas:Clean appliances	Monthly	12	
3	Quarterly Periodicals Services: Floorcare, carpet cleaning and interior window wash	Quarterly	4	
4	One Time: Install one paper towel dispenser	One Time	1	
5	Monthly Supplies Included (Paper towels)	Monthly	12	
		Sub-Total Cost Per Month		***$ 2,436.39***
		Sub-Total Cost Per Year		***$ 7,309.17***

				YEAR 1 10/01/23-12/31/23
	San Ysidro Security Office – Rail Court (1 Office,1 Microwave, 1 Refrigerator and 3 Desk Stations)	**FREQUENCY**	**QTY**	**(3 Months) Monthly Cost**
1	Trash pick up, Dusting/wiping down, Sweep/ mop floors, Wiping down counters, chairs and tables.	Daily, 7 Days a week, Excluding Holidays	354	$ 1,167.84
2	Monthly Periodiclas:Clean appliances	Monthly	12	
3	One Time: Install one paper towel dispenser	One Time	1	
4	Monthly Supplies Included (Paper towels)	Monthly	12	
		Sub-Total Cost Per Month		***$ 1,167.84***
		Sub-Total Cost Per Year		***$ 3,503.52***

				YEAR 1 10/01/23-12/31/23
	C Building Security Patio (2 Tables, chairs, concrete flooring)	**FREQUENCY**	**QTY**	**(3 Months) Monthly Cost**
1	Trash pick up, Dusting/wiping down, Sweep floors, Wiping down counters, chairs and tables.	7 Days a week, Excluding Holidays	354	$ 834.54
2	Monthly Periodical Service: Wash floor	Monthly	12	
		Sub-Total Cost Per Month		***$ 834.54***
		Sub-Total Cost Per Year		***$ 2,503.62***
		Grand Total		***$ 13,316.30***

Metropolitan Transit System

Amendment 5

November 9, 2023 MTS Doc No. G2613.5-22

Janitorial Services (SDTI & SDTC)

NMS Management, Inc.
David M. Guaderrama
Director of Business Development
155 West 35th St. Suite A
National City CA, 91950

This shall serve as Amendment No.5 to the original agreement G2613.0-22 as further described below.

SCOPE

According to the Agreement, MTS will inform the Contractor should new locations need to be added to the scope of work, and an Amendment to the Agreement will be issued under the contracted terms.

Under this Amendment, MTS shall continue the janitorial services at the MTS Security Field Office, San Ysidro Security Office, and C Building Security Patio, from January 1, 2024 through December 31, 2028.

The detailed Scope of Work is attached as Exhibit A.

SCHEDULE

There are no changes to the term of the overall agreement, which remains valid through December 31, 2028.

PAYMENT

This contract amendment shall authorize additional costs not-to-exceed $274,423.08. The total value of this contract, including this amendment, shall be in the amount of $12,885,701.73 ($12,611,278.65 for the current contract plus $274,423.08 for this amendment). This amount shall not be exceeded without prior written approval from MTS.

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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,

Sharon Cooney, Chief Executive Officer

Agreed:

David M. Guaderrama, Director of Business Development
NMS Management, Inc.

Date: _____

Attachment: A. Scope of Work
B. Costs

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Exhibit A

MTS SECURITY FIELD OFFICE, SAN YSIDRO SECURITY OFFICE-RAIL COURT, AND C BUILDING SECURITY PATIO

1 LOCATION OF WORK

MTS requires the Contractor to provide janitorial services on a regularly scheduled basis for three (3) additional locations at the following locations:

1. MTS Security Field Office – 1255 Imperial Ave, SD
   963 sq. ft.
   (1 office/carpeted, open space-working station/VCT flooring)

2. San Ysidro Security Office-Rail Court – 700 E. San Ysidro Blvd, SD 92173
   (1 office, 1 microwave, 1 refrigerator, and 3 desk stations)

3. C Building Security Patio – 1535 Newton Ave, SD 92113
   (2 tables, chairs, concrete flooring)

2 TIME AND FREQUENCY TO CONDUCT WORK

Cleaning will be done after 6:00pm and before 6:00am, seven (7) days per week, excluding Holidays (plus February 29, as applicable) at each location.

3 GENERAL DESRIPTIONS

Tasks	MTS Security Field Office	San Ysidro Security Office-Rail Court	C Building Security Patio
Cleaning, 7 days a week (Excluding Holidays)	X	X	X
Trash pick up	X	X	X
Dusting/wiping down counters and tables	X	X	X
Vacuum/Sweep/Mop floors	X	X	
Clean appliances monthly	X	X	
Quarterly Periodical Services – Floor care, carpet cleaning, and interior window wash	X		
Supplier Included (paper towels, hand soap, etc).	X	X	X
Monthly Periodical Service – Wash Floor			X

The following tasks are described with a general expectation of how to properly complete the task and the types of items or situations which require notification to the Contractor's Supervisor and/or the MTS PM. These tasks shall be performed independent of MTS' supervision, direction, or control:

I. Flooring:
   a. The Contractor shall vacuum all carpeted floor areas. Carpeted surfaces shall be maintained free of obvious dirt, dust, other debris and residual matter. All tears, burns, and raveling shall be annotated in the daily log and monthly summary report and brought to the attention of the MTS PM.
   b. Floor surfaces shall be swept clean and free of marks, dirt, spills, dust, visible litter, and other foreign matter. Chairs, trash receptacles, and easily moveable items are to

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be swept underneath and returned to their original positions upon completion. No dirt shall be left in corners, under furniture, or behind doors.

c. All resilient and hard floor areas shall be damp mopped and spray buffed so that after mopping they are clean and free of dirt, water streaks, rust stains, mop marks, gum, grease, tar, etc., in order to present an overall appearance of cleanliness. The Contractor shall apply a uniform coating of nonskid floor finish so that the floors have a glossy appearance and are free of scuff marks, heel marks and other stains and discolorations. There shall be no buildup of wax on the floor, baseboards, or walls. When mopping floors, Contractor must have “Wet Floor” or “Caution” safety signs to alert others and avoid slip and falls.

d. All tile and resilient flooring areas shall be free of old wax when stripped. A new base coat of non-slip floor wax shall be placed on the floor, so that after buffing, the finish is clean, glossy, and uniform in all areas. There shall be no build-up of wax in corners, doorsteps, or next to carpeted areas.

II. Floor Mats:

Floor mats shall be vacuumed to remove soil and grit and to restore resiliency of the carpet pile. The Contractor shall sweep, vacuum, or hose-down outside rubber or polyester entrance mats to remove soil and grit. The Contractor shall remove soil and moisture from underneath entrance mats and return the mats to their normal location.

III. Trash Removal:

The Contractor shall empty, and return to their initial location, all wastebaskets and other trash containers within the area. Boxes, cans, and papers placed near a trash receptacle and marked “TRASH” shall be removed by the Contractor. Any obviously soiled or torn plastic trash receptacle liners in such receptacles shall be replaced. The Contractor shall dispose of trash in plastic bags secured with bag ties. The Contractor shall pick up any trash that may fall in or around the facility or grounds during removal of collected trash. All solid waste collected as a requirement of this contract shall be placed in dumpster containers at the site.

IV. Low Dusting:

The Contractor shall thoroughly dust all horizontal surfaces of furniture and cleared desk tops, so that after dusting, all dust, lint, litter, and dry soil shall be removed from surfaces of cleared desks, chairs, file cabinets, and other types of office furniture and equipment and from ledges, window sills, hand rails, etc., to a line up to eighty-four (84”) inches above the floor level. There shall be no dust streaks. Corners, crevices, moldings and ledges shall be free of all dust. There shall be no oils, spots, smudges, or streaks on dusted surfaces caused by dusting tools. Note: In dusting horizontal spaces, working papers shall not be disturbed. However, desk type items shall be lifted and dust removed from the surrounding areas. The Contractor shall not dust typewriters, computers, business machines, and equipment similar in nature.

V. Glass Cleaning:

The Contractor shall damp wipe mirrors and both sides of all glass in doors, display cases and adjacent trim, partitions and bookcases and any other glass approximately

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seventy (70”) inches off the floor so that after cleaning the glass, there shall be no traces of film, dirt, smudges, or water. Glass shall not be cloudy.

VI. Drinking Fountains:
The Contractor shall clean the drinking fountains. The porcelain or stainless-steel surfaces shall be clean and bright and they shall be free of dust, spots, stains, and streaks. Drinking fountains shall be kept free of trash, ink, coffee grounds, etc., and nozzles free from encrustation.

VII. Wood Paneling:
Wipe down and treat surfaces of wood paneling. Paneling shall be free of dirt, dust, streaks and spots.

VIII. Spot Cleaning:
The Contractor shall perform spot cleaning by removing smudges, fingerprints, marks, streaks, etc., from washable surfaces of walls, partitions, baseboards, doors, floors and fixtures. The Contractor shall use germicidal detergent in restrooms, locker rooms, break areas and drinking fountains. Brass hardware, aluminum bars, and other metal on doors shall have a uniform appearance and be free of stains, spots and evidence of soil.

IX. Restrooms/Locker Rooms:
a. The Contractor shall disinfect all surfaces of partitions, stalls, faces of toilet bowls, urinals, lavatories, showers, dispensers, and other such surfaces, using a germicidal detergent followed by a clean water rinse.
b. The Contractor shall de-scale toilet bowls and urinals, so that after de-scaling, the entire surface shall be free from streaks, stains, scale, scum, urine deposits, and rust stains. Contractor shall hot water power wash restroom floors and shower stalls on a weekly basis.
c. The Contractor shall keep on hand and resupply as necessary, restrooms/locker rooms with toilet paper, paper towels, and hand soap, so that after resupplying, the rooms are stocked. Contractor shall keep on hand a minimum quantity of supplies.

X. High Cleaning:
High cleaning shall be provided to maintain a clean dust-free appearance. High dusting involves all areas over eighty-four (84”) inches tall and includes venetian blinds, recessed lighting fixtures, window ledges, flat surfaces, conduit, overhead piping, vertical surfaces, air-conditioning boxes and ceiling fans where installed. Ceilings are to be free of cobwebs and loose dirt.

XI. Window Surfaces:
The Contractor shall clean interior and exterior window surfaces, so that after windows have been cleaned, all traces of film, dirt, smudges, water and other foreign matter shall be removed from frames, casings, sills and glass.

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XII. Light Fixtures:
The Contractor shall clean light fixtures so that fixtures shall be free of bugs, dirt, dust, grease, or other foreign matter. The Contractor shall only be responsible for the exterior of the lights.

XIII. Venetian Blinds:
Both sides of venetian blind slats shall be dusted with a dry cloth, so that after dusting, no dust or lint remains.

Wash all venetian blinds in building. Clean cords. Report any defective cords to the MTS PM in accordance to the reporting requirements annotated in the monthly summary report. Both sides of venetian blind slats shall be clean and free of dust and water spots. Cords shall be free of dust, dirt, stains, and shall not be sticky to the touch.

XIV. Refrigerators:
All refrigerators located in the common area break rooms shall be cleaned so that there are no drips, spills, or other food or debris on the walls, shelves or floor of the refrigerator. The top of the refrigerator shall be cleaned so that no dust, dirt, or debris remains. The insulating seals on the refrigerator shall be cleaned so that no spills, dirt, dust, other debris remain and the seal is clean all the way around the door. The air vent on the bottom and/or back of the refrigerator shall be cleaned so that no dust, dirt, or debris remains and the air is able to circulate freely.

XV. Carpets:
All carpets shall be shampooed, clean, free of spots, spills, and removable stains. If necessary, non-absorbent pads or foil will be placed between the carpet and the furnishings. Any rust or stains resulting from the Contractor's lack of carpet protection shall be removed by the Contractor. Carpet shall be vacuumed prior to the arrival of the occupants. Any furnishings moved during the carpet shampoo process shall be returned to their original positions.

XVI. Special Procedure to Remove, Clean and Disinfect Areas with Bodily Fluids (To be Inspected and Performed During All Cleaning Times)

All on-site janitorial employees of the contractor shall be trained to clean up blood borne pathogens and other bodily fluids.

Contractor shall articulate the procedures that will be followed to clean bodily fluids from LRVs, consistent with current industry standards and meeting all OSHA standards.

Contractor certifies that is shall train its staff assigned on this contract on these procedures.

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NMS MANAGEMENT, INC.

BEST AND FINAL PRICE

LIGHT RAIL VEHICLES JANITORIAL SERVICES
G2613.0-22

	MTS Security Field Office , 963 sq. ft. (1 Office/carpeted, Open space-working station/VCT flooring)	FREQUENCY	QTY	YEAR 2 01/01/24 to 12/31/24 (12 Months) Monthly Cost	YEAR 3 01/01/25 to 12/31/25 (12 Months) Monthly Cost	YEAR 4 01/01/26 to 12/31/26 (12 Months) Monthly Cost	YEAR 5 01/01/27 to 12/31/27 (12 Months) Monthly Cost	YEAR 6 01/01/28 to 12/31/28 (12 Months) Monthly Cost
1	Trash pick up, Dusting/wiping down, Vacuum/sweep floors, Wiping down counters, chairs and tables.	Daily, 7 Days a week, Excluding Holidays	354	$ 2,460.75	$ 2,485.36	$ 2,510.21	$ 2,535.32	$ 2,560.67
2	Monthly Periodiclas:Clean appliances	Monthly	12					
3	Quarterly Periodicals Services: Floorcare, carpet cleaning and interior window wash	Quarterly	4					
4	One Time: Install one paper towel dispenser	One Time	1					
5	Monthly Supplies Included (Paper towels)	Monthly	12					
		Sub-Total Cost Per Month		*$ 2,460.75*	*$ 2,485.36*	*$ 2,510.21*	*$ 2,535.32*	*$ 2,560.67*
		Sub-Total Cost Per Year		*$ 29,529.00*	*$ 29,824.32*	*$ 30,122.52*	*$ 30,423.84*	*$ 30,728.04*

	San Ysidro Security Office – Rail Court (1 Office,1 Microwave, 1 Refrigerator and 3 Desk Stations)	FREQUENCY	QTY	YEAR 2 01/01/24 to 12/31/24 (12 Months) Monthly Cost	YEAR 3 01/01/25 to 12/31/25 (12 Months) Monthly Cost	YEAR 4 01/01/26 to 12/31/26 (12 Months) Monthly Cost	YEAR 5 01/01/27 to 12/31/27 (12 Months) Monthly Cost	YEAR 6 01/01/28 to 12/31/28 (12 Months) Monthly Cost
1	Trash pick up, Dusting/wiping down, Sweep/ mop floors, Wiping down counters, chairs and tables.	Daily, 7 Days a week, Excluding Holidays	354	$ 1,179.51	$ 1,191.31	$ 1,203.22	$ 1,215.25	$ 1,227.41
2	Monthly Periodiclas:Clean appliances	Monthly	12					
3	One Time: Install one paper towel dispenser	One Time	1					
4	Monthly Supplies Included (Paper towels)	Monthly	12					
		Sub-Total Cost Per Month		*$ 1,179.51*	*$ 1,191.31*	*$ 1,203.22*	*$ 1,215.25*	*$ 1,227.41*
		Sub-Total Cost Per Year		*$ 14,154.12*	*$ 14,295.72*	*$ 14,438.64*	*$ 14,583.00*	*$ 14,728.92*

	C Building Security Patio (2 Tables, chairs, concrete flooring)	FREQUENCY	QTY	YEAR 2 01/01/24 to 12/31/24 (12 Months) Monthly Cost	YEAR 3 01/01/25 to 12/31/25 (12 Months) Monthly Cost	YEAR 4 01/01/26 to 12/31/26 (12 Months) Monthly Cost	YEAR 5 01/01/27 to 12/31/27 (12 Months) Monthly Cost	YEAR 6 01/01/28 to 12/31/28 (12 Months) Monthly Cost
1	Trash pick up, Dusting/wiping down, Sweep floors, Wiping down counters, chairs and tables.	7 Days a week, Excluding Holidays	354	$ 842.89	$ 851.32	$ 859.83	$ 868.43	$ 877.11
2	Monthly Periodical Service: Wash floor	Monthly	12					
		Sub-Total Cost Per Month		*$ 842.89*	*$ 851.32*	*$ 859.83*	*$ 868.43*	*$ 877.11*
		Sub-Total Cost Per Year		*$ 10,114.68*	*$ 10,215.84*	*$ 10,317.96*	*$ 10,421.16*	*$ 10,525.32*
		Grand Total		*$ 53,797.80*	*$ 54,335.88*	*$ 54,879.12*	*$ 55,428.00*	*$ 53,982.28*

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Metropolitan Transit System

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Landscape Maintenance Services – Contract Amendment

RECOMMENDATION:

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

1) Ratify Amendment 2 to MTS Doc No. PWG302.2-20 (Attachment A) with Aztec Landscaping, Inc. (Aztec) in the amount of $50,000.00 for as-needed landscaping services at multiple Bus Rapid Transit (BRT) locations;

2) Ratify Amendment 3 to MTS Doc No. PWG302.4-20 (Attachment B) with Aztec, at no additional cost, for as-needed landscaping services at the Pyramid Building; and

3) Ratify Amendment 4 to MTS Doc No. PWG302.4-20 (Attachment C) with Aztec in the amount of $26,877.00 for as-needed landscaping services for the channel clearing of nonnative, invasive, and channel blocking landscaping in the Alvarado Creek near Grantville Transit Center, and to San Diego River property near Hotel Circle for as needed landscaping services for the Land Management (LM) program; and

4) Authorize the Chief Executive Officer (CEO) to execute Amendment 5 to MTS Doc No. PWG302.5-20 (in substantially the same format as Attachment D) with Aztec in the amount of $100,083.00 for as-needed landscaping services for the Coronado track line and Palomar station cleanups for the LM program.

Budget Impact

The total cost of these amendments is estimated to be $176,960.00. The total contract cost shall not exceed $1,572,492.53. The project will be funded by the BRT Operating Budget account 845012-571140 and the LM Operating Budget account 791010-571250 through the respective fiscal years. The detailed project costs are summarized below:

Program	Budget Account	Budget Amount Base Years	Budget Amount Optional Years	Total Budget Amount
BRT	845012-571140	$680,052.65	$279,539.01	$959,591.65
LM	791010-571250	$480,318.52	$132,582.36	$612,900.88
	Totals	$1,160,371.17	$412,121.37	$1,572,492.53

DISCUSSION:

On February 13, 2020 (AI 15), the MTS Board of Directors awarded a comprehensive multi-period landscaping maintenance services contract to Aztec. Under the current agreement, Aztec services twenty-seven (27) BRT Transit Centers stations, and nine (9) MTS owned properties managed by MTS's Land Management department. Aztec's services include general landscaping, ground cover maintenance, weed, trash, and brush abatement services, irrigation maintenance and repair, and tree trimming/pruning services.

On June 18, 2020 (AI 18), the MTS Board of Directors authorized Amendment 1 for the landscape maintenance of three separate portions of MTS owned property for the LM program.

On July 21, 2020, the CEO authorized Amendment 2 for as-needed landscaping services at multiple BRT locations.

On March 8, 2021, the CEO authorized Amendment 3 that added the Pyramid Building, located at 1699 Main St., San Diego, 92113 as a site for as-needed landscaping services. There were no additional funds added to the contract.

On January 13, 2023, the CEO authorized Amendment 4 for as-needed landscape maintenance services for the channel clearing of nonnative, invasive, and channel blocking landscaping in the Alvarado Creek near Grantville Transit Center, and to San Diego River property near Hotel Circle for as needed landscaping services for the LM program.

Under the proposed Amendment 5, Aztec will provide as-needed landscaping services for the Coronado track line and Palomar station cleanups for the LM program. The services include the removal of all weeds, debris and trimming back of all vegetation, and are necessary to keep up the appearance of the MTS properties.

The Contract, and subsequent Amendments are summarized below:

Contract/Amendment No.	Purpose	Amount	Board Approval Date
PWG302.0-20	Original agreement for landscape maintenance and as-needed services	$1,126,331.28	2/13/20 (AI 15)
PWG302.1-20	Additional landscape maintenance locations	$269,201.25	6/18/20 (AI 18)
PWG302.2-20	As-needed landscaping services at multiple BRT locations.	$50,000.00	CEO approval 7/21/20 per Board Policy No. 41

PWG302.3-20	Additional landscape maintenance location	$0.00	CEO approval 3/8/21 per Board Policy No. 41
PWG302.4-20	Additional as-needed landscaping services	$26,877.00	CEO approval 1/13/23 per Board Policy No. 41
	Subtotal	$1,472,409.53	
PWG302.5-20	Additional as-needed landscaping services	$100,083.00	Today's proposed action
	Total	**$1,572,492.53**	

MTS received a quote from Aztec for the cleanup of these additional areas and services and has determined that the pricing is consistent with the rates on the existing contract and therefore are fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors:

1) Ratify Amendment 2 to MTS Doc No. PWG302.2-20 (Attachment A) with Aztec in the amount of $50,000.00 for as-needed landscaping services at multiple BRT locations;

2) Ratify Amendment 3 to MTS Doc No. PWG302.2-20 (Attachment B) with Aztec, at no additional cost, for as-needed landscaping services at the Pyramid Building;

3) Ratify Amendment 4 to MTS Doc No. PWG302.4-20 (Attachment C) with Aztec in the amount of $26,877.00 for as-needed landscaping services for the channel clearing of nonnative, invasive, and channel blocking landscaping in the Alvarado Creek near Grantville Transit Center, and to San Diego River property near Hotel Circle for as needed landscaping services for the LM program; and

4) Authorize the CEO to execute Amendment 5 to MTS Doc No. PWG302.5-20 (in substantially the same format as Attachment D) with Aztec in the amount of $100,083.00 for as-needed landscaping services for the Coronado track line and Palomar station cleanups for the LM program.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Executed Amendment 2, MTS Doc. No. PWG302.2-20
B. Executed Amendment 4, MTS Doc. No. PWG302.4-20
C. Draft Amendment 5, MTS Doc. No. PWG302.5-20

Metropolitan Transit System

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

Amendment 2

Effective Date: July 13, 2020

MTS Doc No. PWG302.2-20

LANDSCAPE MAINTENANCE SERVICES

Aztec Landscaping, Inc.
Rafael Aguilar
V.P. of Operations
7980 Lemon Grove Way
Lemon Grove CA, 91945

This shall serve as Amendment No.2 to the original agreement PWG302.0-20 as further described below.

SCOPE

As a result of this amendment, there shall be no change to the Scope of Work. This amendment adds additional as-needed repair funds to the agreement for BRT locations.

SCHEDULE

There shall be no change to the schedule as a result of this amendment.

PAYMENT

This contract amendment shall add as-needed repair funds for BRT locations in the amount of $50,000.00 to the base years of the agreement. The total value of this contract including this amendment shall be in the amount of $1,445,532.53. This amount shall not be exceeded without prior written approval from MTS.

Please sign and return the copy marked *original* 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,

Sharon Cooney

Sharon Cooney, Chief Executive Officer

Agreed:

Rafael Aguilar, V.P. of Operations
Aztec Landscaping, Inc.

Date: 7/21/20

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

Metropolitan Transit System

Amendment 4

Effective Date: December 27, 2022 MTS Doc No. PWG302.4-20

LANDSCAPE MAINTENANCE SERVICES

Aztec Landscaping, Inc.
Rafael Aguilar
V.P. of Operations
7980 Lemon Grove Way
Lemon Grove, CA 91945

This shall serve as Amendment No.4 to the original agreement PWG302.0-20 as further described below.

SCOPE

This Amendment shall replace the Bid Form in its entirety with the revised Attachment A Bid Form, effective December 27, 2022. Pursuant to the Scope of Work, Paragraph B. 6, Contract Pricing, Options for Expansion or Reduction, this Amendment adds the following sites for as-needed landscaping services:

Item	Description	Amount
1.	Add San Diego River property near Hotel Circle for as needed landscaping services including, but not limited to removal of illegal dumped trash, weed removal, trimming of shrubs, skirting of trees which encroached into pedestrian dirt sidewalk.	$0.00
2.	Add as-needed funds for the channel clearing of non-native, invasive, and channel blocking landscaping in the Alvarado Creek near Grantville Transit Center (Attachment A).	$26,877.00

SCHEDULE

There shall be no change to the schedule as a result of this amendment. The schedule shall remain in effect through February 28, 2025.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $26,877.00. The total value of this contract including this amendment shall be in the amount of $1,606,288.16. 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 a copy for your records.

Sincerely,

Sharon Cooney

Sharon Cooney, Chief Executive Officer

Agreed:

Rafael Aguilar

Rafael Aguilar, V.P. of Operations
Aztec Landscaping, Inc.

Date: 1/13/2023

Attachment: A. Revised Bid Form

ATTACHMENT A
REVISED BID FORM

BID FORM - Landscape Maintenance and As-Needed Repair Services

Aztec Landscaping, Inc. 7980 Lemon Grove Way, Lemon Grove. CA 91945 / BAFO

Instructions: Based on the proposed schedule of services provided in "ATT 1 Monthly Service Schedule Template," please provide the monthly lump sum price for servicing of each site's landscape in the columns labeled "Unit Price" in Table I. For Table II, please enter the hourly rate for each type of as-needed repair in the column labled "Unit Price." For both Tables I and II, please multipy the *Unit Price* by the corresponding estimated *Quantity* to determine the *Item Totals* for each Item for each year. Please sum Item Totals for each Year to determine the Subtotals for Tables I & II. For Table III, please enter the mark up percentage between 0 and 3 percent (rounding to the nearest hundreth) in the *% Mark Up* field for each year. Please multiply the mark up percentage by the *Annual Materials/Parts Allowance* (Item 1) for each respective year. The annual *As-Needed Materials/Parts* amount is the sum of Items 1 and 2 for each year. The *Grand Total* is the sum of the *Subtotals* for Tables I, II & III .

Table I:SCHEDULED MAINTENANCE				Year One	3/1/20 - 2/28/21	Year Two	3/1/21 - 2/28/22	Year Three	3/1/22 - 2/28/23	Year Four	3/1/23 - 2/28/24	Year Five	3/1/24 - 2/28/25	Optional Year One	3/1/25 - 2/28/26	Optional Year Two	3/1/26 - 2/28/27
Group	Item	Location	Quantity	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total
Bus Rapid Transit (BRT)	1	UTC Transit Center/8615 Genesee Ave, San Diego, CA 92122	12	$ 453.10	$ 5,437.20	$ 466.69	$ 5,600.28	$ 480.69	$ 5,768.28	$ 495.11	$ 5,941.32	$ 509.96	$ 6,119.52	$ 525.27	$ 6,303.24	$ 541.02	$ 6,492.24
	2	Del Lago Transit Center/3350 Del Lago Blvd, Escondido, CA 92029	12	$ 591.00	$ 7,092.00	$ 608.73	$ 7,304.76	$ 626.99	$ 7,523.88	$ 645.81	$ 7,749.72	$ 665.18	$ 7,982.16	$ 685.13	$ 8,221.56	$ 705.68	$ 8,468.16
	3	Rancho Bernardo Transit Center/16785 W. Bernardo Dr., San Diego, CA 92127	12	$ 443.25	$ 5,319.00	$ 456.55	$ 5,478.60	$ 470.25	$ 5,643.00	$ 484.35	$ 5,812.20	$ 498.88	$ 5,986.56	$ 513.84	$ 6,166.08	$ 529.26	$ 6,351.12
	4	Sabre Springs Transit Center/13538 Sabre Springs Pkwy, San Diego, CA 92128	12	$ 1,477.50	$ 17,730.00	$ 1,521.83	$ 18,261.96	$ 1,567.48	$ 18,809.76	$ 1,614.50	$ 19,374.00	$ 1,662.94	$ 19,955.28	$ 1,712.83	$ 20,553.96	$ 1,764.21	$ 21,170.52
	5	Miramar College Transit Center/9309 Hillery Dr., San Diego, CA 92126	12	$ 433.40	$ 5,200.80	$ 446.40	$ 5,356.80	$ 459.80	$ 5,517.60	$ 473.59	$ 5,683.08	$ 487.79	$ 5,853.48	$ 502.43	$ 6,029.16	$ 517.50	$ 6,210.00
	6	Centerline, I-15 @ University Ave (NB)/4024 University Ave, San Diego, CA 92105	12	$ 147.75	$ 1,773.00	$ 152.18	$ 1,826.16	$ 156.75	$ 1,881.00	$ 161.45	$ 1,937.40	$ 166.30	$ 1,995.60	$ 171.28	$ 2,055.36	$ 176.42	$ 2,117.04
	7	Centerline, I-15 @ University Ave (SB)/ 4023 University Ave, San Diego, CA 92105	12	$ 147.75	$ 1,773.00	$ 152.18	$ 1,826.16	$ 156.75	$ 1,881.00	$ 161.45	$ 1,937.40	$ 166.30	$ 1,995.60	$ 171.28	$ 2,055.36	$ 176.42	$ 2,117.04
	8	Centerline, I-15 @ El Cajon Blvd (NB)/ 4024 El Cajon Bl, San Diego, CA 92105	12	$ 147.75	$ 1,773.00	$ 152.18	$ 1,826.16	$ 156.75	$ 1,881.00	$ 161.45	$ 1,937.40	$ 166.30	$ 1,995.60	$ 171.28	$ 2,055.36	$ 176.42	$ 2,117.04
	9	Centerline, I-15 @ El Cajon Blvd (SB)/ 4023 El Cajon Bl, San Diego, CA 92105	12	$ 147.75	$ 1,773.00	$ 152.18	$ 1,826.16	$ 156.75	$ 1,881.00	$ 161.45	$ 1,937.40	$ 166.30	$ 1,995.60	$ 171.28	$ 2,055.36	$ 176.42	$ 2,117.04
	10	Park Bl & University Ave (NB)	12	$ 246.25	$ 2,955.00	$ 253.64	$ 3,043.68	$ 261.25	$ 3,135.00	$ 269.08	$ 3,228.96	$ 277.16	$ 3,325.92	$ 285.47	$ 3,425.64	$ 294.03	$ 3,528.36
	11	Park Bl & University Ave (SB)	12	$ 246.25	$ 2,955.00	$ 253.64	$ 3,043.68	$ 261.25	$ 3,135.00	$ 269.08	$ 3,228.96	$ 277.16	$ 3,325.92	$ 285.47	$ 3,425.64	$ 294.03	$ 3,528.36
	12	Park & Howard (NB)	12	$ 246.25	$ 2,955.00	$ 253.64	$ 3,043.68	$ 261.25	$ 3,135.00	$ 269.08	$ 3,228.96	$ 277.16	$ 3,325.92	$ 285.47	$ 3,425.64	$ 294.03	$ 3,528.36
	13	Park & Howard (SB)	12	$ 246.25	$ 2,955.00	$ 253.64	$ 3,043.68	$ 261.25	$ 3,135.00	$ 269.08	$ 3,228.96	$ 277.16	$ 3,325.92	$ 285.47	$ 3,425.64	$ 294.03	$ 3,528.36
	14	E. Palomar Station (EB)/ 400 E. Palomar St, Chula Vista, CA 91911	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	15	E. Palomar Station (WB)/ 400 E. Palomar St, Chula Vista, CA 91911	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	16	Palomar Station PARKING LOT/400 E. Palomar St, Chula Vista, CA 91911	12	$ 2,511.75	$ 30,141.00	$ 2,587.10	$ 31,045.20	$ 2,664.72	$ 31,976.64	$ 2,744.65	$ 32,935.80	$ 2,827.00	$ 33,924.00	$ 2,911.81	$ 34,941.72	$ 2,999.16	$ 35,989.92
	17	Heritage Station (EB)/ 1368 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	18	Heritage Station (WB)/ 1368 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	19	Lomas Verdes Station (EB)/1733 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	20	Lomas Verdes Station (WB)/1733 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	21	Santa Venetia Station (EB)/ 1923 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	22	Santa Venetia Station (WB)/1923 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	23	Otay Rnch Twn Center Station (SB)/ 1574 Eastlake Pwky, Chula Vista, CA 91915	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	24	Otay Rnch Twn Center Station (NB)/ 1574 Eastlake Pwky, Chula Vista, CA 91915	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	25	Millenia Station(SB)/ 2011 Transit Guideway, Chula Vista, CA 91915	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	26	Millenia Station (NB)/ 2011 Transit Guideway, Chula Vista, CA 91915	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20

	27	Otay Mesa Transit Center/9475 1/2 Nicola Tesla Ct., Chula Vista, CA 92154	12	$ 640.25	$ 7,683.00	$ 659.46	$ 7,913.52	$ 679.25	$ 8,151.00	$ 699.92	$ 8,399.04	$ 720.61	$ 8,647.32	$ 742.23	$ 8,907.72	$ 764.49	$ 9,173.88
Land Management (LM)	28	33rd & Gillette, San Diego CA 92113 (17,424 S/F)	4	$ 1,477.50	$ 5,910.00	$ 1,521.83	$ 6,087.32	$ 1,567.48	$ 6,269.92	$ 1,614.49	$ 6,457.96	$ 1,662.93	$ 6,651.72	$ 1,712.84	$ 6,851.36	$ 1,764.22	$ 7,056.88
	29	Fletcher & Marshall, El Cajon, CA 92020 (74,052 S/F)	4	$ 280.73	$ 1,122.92	$ 289.15	$ 1,156.60	$ 297.83	$ 1,191.32	$ 306.76	$ 1,227.04	$ 315.95	$ 1,263.80	$ 325.43	$ 1,301.72	$ 335.19	$ 1,340.76
	30	NW corner of Prospect Ave. & Cuyamaca St., Santee, CA 92071 (16,914 S/F)	4	$ 147.75	$ 591.00	$ 152.18	$ 608.72	$ 156.76	$ 627.04	$ 161.46	$ 645.84	$ 166.31	$ 665.24	$ 171.27	$ 685.08	$ 176.41	$ 705.64
	31	SE corner of Prospect Ave. & Cuyamaca St. (behind 7-11 site), Santee, CA 92071 (23,000 S/F)	4	$ 280.73	$ 1,122.92	$ 289.15	$ 1,156.60	$ 297.83	$ 1,191.32	$ 306.76	$ 1,227.04	$ 315.95	$ 1,263.80	$ 325.43	$ 1,301.72	$ 335.19	$ 1,340.76
	32	Prospect Square – 9805 Prospect Ave., Santee, CA 92071	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	33	Arundo Weed Removal - Alvarado Creek located near the San Diego Metropolitan Transit System (MTS) Grantville Trolley Station at 4510 Alvarado Canyon Rd., San Diego, CA 92120	1	$ 23,147.50	$ 23,147.50	$ 20,832.75	$ 20,832.75	$ 18,749.48	$ 18,749.48	$ 16,874.53	$ 16,874.53	$ 15,187.07	$ 15,187.07	$ 13,668.37	$ 13,668.37	$ 12,301.53	$ 12,301.53
	34	Vacant lot cleanup on the corner of Cuyamaca St. and Buena Vista Ave., Santee 92071	4	$ 88.65	$ 354.60	$ 91.31	$ 365.24	$ 94.05	$ 376.20	$ 96.87	$ 387.48	$ 99.78	$ 102.78	$ 102.77	$ 411.08	$ 105.85	$ 423.40
	35	Alvarado Creek portion near 70th St. Trolley station[1]	1	$ 30,140.00	$ 30,140.00	$ 21,939.00	$ 21,939.00	$ 22,597.17	$ 22,597.17	$ 23,274.91	$ 23,274.91	$ 23,973.16	$ 23,973.16	$ 24,692.35	$ 24,692.35	$ 25,433.12	$ 25,433.12
	36	Palomar Transit Center Year 1 - Initial Clean up[1]	1	$ 13,243.00	$ 13,243.00												
		Palomar Transit Center Year 1 - Subsequent Clean ups[1]	2	$ 3,920.00	$ 7,840.00												
	36a	Palomar Transit Center Subsequent Years[1]	3			$ 3,920.00	$ 11,760.00	$ 4,037.60	$ 12,112.80	$ 4,158.73	$ 12,476.19	$ 4,283.49	$ 12,850.47	$ 4,412.00	$ 13,236.00	$ 4,544.36	$ 13,633.08
		Table I Subtotals			$ 194,816.34		$ 178,591.07		$ 181,241.21		$ 184,243.31		$ 187,278.12		$ 191,226.28		$ 195,185.21

Table II: AS-NEEDED SERVICES			**Year One**	**3/1/20 - 2/28/21**	**Year Two**	**3/1/21 - 2/28/22**	**Year Three**	**3/1/22 - 2/28/23**	**Year Four**	**3/1/23 - 2/28/24**	**Year Five**	**3/1/24 - 2/28/25**	**Optional Year One**	**3/1/25 - 2/28/26**	**Optional Year Two**	**3/1/26 - 2/28/27**
Item	**Description**	**Est. Qty/Annual No. of Hours**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**
1	Landscaping Services - Straight Time[2,4]	40	$ 29.00	$ 51,160.00	$ 29.87	$ 1,194.80	$ 30.77	$ 28,107.80	$ 31.69	$ 1,267.60	$ 32.64	$ 1,305.60	$ 33.62	$ 1,344.80	$ 34.63	$ 1,385.20
2	Landscaping Services - Outside of Normal Business Hours	12	$ 42.00	$ 504.00	$ 43.26	$ 519.12	$ 44.56	$ 534.72	$ 47.27	$ 567.24	$ 48.69	$ 584.28	$ 50.15	$ 601.80	$ 62.31	$ 747.72
3	Tree Trimming Services - Straight Time	40	$ 70.00	$ 2,800.00	$ 72.10	$ 2,884.00	$ 74.26	$ 2,970.40	$ 76.49	$ 3,059.60	$ 78.79	$ 3,151.60	$ 81.15	$ 3,246.00	$ 83.58	$ 3,343.20
4	Tree Trimming Services - Outside of Normal Business Hours	12	$ 110.00	$ 1,320.00	$ 113.30	$ 1,359.60	$ 116.70	$ 1,400.40	$ 120.20	$ 1,442.40	$ 123.81	$ 1,485.72	$ 127.52	$ 1,530.24	$ 131.35	$ 1,576.20
5	Sprinkler and Irrigation Services - Straight Time	80	$ 35.00	$ 2,800.00	$ 36.05	$ 2,884.00	$ 37.13	$ 2,970.40	$ 38.25	$ 3,060.00	$ 39.39	$ 3,151.20	$ 40.57	$ 3,245.60	$ 41.79	$ 3,343.20
6	Sprinkler and Irrigation Services - Outside of Normal Business Hours	10	$ 50.00	$ 500.00	$ 51.50	$ 515.00	$ 53.05	$ 530.50	$ 54.64	$ 546.40	$ 56.28	$ 562.80	$ 57.96	$ 579.60	$ 59.70	$ 597.00
7	Rancho Bernardo Transit Station Hillside Clean Up	16	$ 32.00	$ 512.00	$ 32.96	$ 527.36	$ 33.95	$ 543.20	$ 34.97	$ 559.52	$ 36.02	$ 576.32	$ 37.10	$ 593.60	$ 38.21	$ 611.36
	Table II Subtotals:			$ 59,596.00		$ 9,883.88		$ 37,057.42		$ 10,502.76		$ 10,817.52		$ 11,141.64		$ 11,603.88

Table III: AS-NEEDED REPLACEMENT PARTS		Year One 3/1/20 - 2/28/21		Year Two 3/1/21 - 2/28/22		Year Three 3/1/22 - 2/28/23		Year Four 3/1/23 - 2/28/24		Year Five 3/1/24 - 2/28/25		Optional Year One 3/1/25 - 2/28/26		Optional Year Two 3/1/26 - 2/28/27	
Item	Description	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total
1	Annual Materials/Parts Allowance	3%	$ 1,100.00	3%	$ 1,155.00	3%	$ 1,212.75	3%	$ 1,273.39	3%	$ 1,337.06	3%	$ 1,403.91	3%	$ 1,474.11
2	Materials markup		$ 33.00		$ 34.65		$ 36.38		$ 38.20		$ 40.11		$ 42.12		$ 44.22
	Table III Subtotals:		$ 1,133.00		$ 1,189.65		$ 1,249.13		$ 1,311.59		$ 1,377.17		$ 1,446.03		$ 1,518.33
	ANNUAL TOTALS		$ 255,545.34		$ 189,664.60		$ 219,547.76		$ 196,057.66		$ 199,472.81		$ 203,813.95		$ 208,307.42
	BASE PERIOD TOTALS	**$**	**1,060,288.17**												
	OPTION YEARS TOTALS	**$**	**412,121.37**												

Grand Total	$ 1,472,409.53

*Bidders must use these bid forms and provide the pricing for all the line items in this bid form. This will be the basis for award. Failure to do so may deem the bid nonresponsive

*Bidders are advised that the estimated quantities are approximations for bidding purposes only. MTS estimates this to be its usage but does not guarantee this quantity. The actual quantities may be more or less than estimated and will be dictated by MTS' actual needs.

*MTS is not responsible for finding, correcting, or seeking clarification regarding ambiguities or errors in the bid. Bidders accept responsibility for accuracy and presentation of the bid. If a discrepancy between the unit price and the extended/total exists, the unit price shall prevail.

[1]Locations added as part of Amendment No. 1.
[2]Added $50k to Table II, Year One, Item 1, for as-needed repairs to used for all years of agreement.
[3]Pyramid Building, located at 1699 Main St., San Diego, 92113 as a site for as-needed landscaping services via Amendment No. 3. No funds were added to the agreement as a result of the amendment.
[4]Added $26,877.00 to Table II, Year Three, Item 1 for as-needed services for the channel clearing of non-native, invasive, and channel blocking landscaping in the Alvarado Creek near Grantville Transit Center via Amendment No. 4. Any excess funds may be for future as-needed services.

CONTRACT HISTORY					
DESC	ORG AMT	AMD 1	AMD 2	AMD 3[3]	AMD 4
BY	$ 791,204.47	$ 192,206.70	$ 50,000.00	$ -	$ 26,877.00
OY	$ 335,126.82	$ 76,994.55	$ -	$ -	$ -
TOT	$ 1,126,331.28	$ 269,201.25	$ 50,000.00	$ -	$ 26,877.00

Metropolitan Transit System

Amendment 5

Date: November 9, 2023 MTS Doc No. PWG302.5-20

LANDSCAPE MAINTENANCE SERVICES

Aztec Landscaping, Inc.
Rafael Aguilar
V.P. of Operations
7980 Lemon Grove Way
Lemon Grove, CA 91945

This shall serve as Amendment No.5 to the original agreement PWG302.0-20 as further described below.

SCOPE

This Amendment shall replace the Bid Form in its entirety with the revised Attachment B - Bid Form, effective November 9, 2023. Pursuant to the Scope of Work, Paragraph B. 6, Contract Pricing, Options for Expansion or Reduction, this Amendment adds the following sites for as-needed landscaping services:

Item	Description	Amount
1.	Add as-needed funds for cleanup of the Coronado track line per Proposal #1099 (Attachment A).	$93,233.00
2.	Add as-needed funds for removal of all tree and vegetation on the North section of the Palomar Station per Bid # 1067 (Attachment A).	$6,850.00
	Total	**$100,083.00**

SCHEDULE

There shall be no change to the schedule as a result of this amendment. The schedule shall remain in effect through February 28, 2025.

PAYMENT

This contract amendment shall authorize additional costs not-to-exceed $100,083.00 (Attachment B). The total value of this contract, including this amendment, shall be in the amount of $1,160,371.17. This amount shall not be exceeded without prior written approval from MTS.

DRAFT

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Rafael Aguilar, V.P. of Operations
Aztec Landscaping, Inc.

Date: _____

Attachment: A. Aztec Proposals Numbers 1099 and 1067
B. Revised Bid Form

DRAFT

ATTACHMENT A
AZTEC PROPOSALS NUMBERS 1099 AND 1067

DRAFT

AZTEC LANDSCAPING, INC.
7980 Lemon Grove Way, Lemon Grove, CA 91945
State Contractor's Lic. No. 642504
Equal Opportunity Employer

PROPOSAL

Proposal Date: 9/7/2023
Proposal #: 1099
Estimated By: RAFAEL AGUILAR

SUBMITTED TO
SAN DIEGO METROPOLITAN TRANSIT ELI BELKNAP 1255 IMPERIAL AVE., SUITE 1000 SAN DIEGO, CA 92101

PROJECT / LOCATION
CORONADO TRACK LINE

Scope of Work	Rate	Est. Qty	Total
PHASE 1 CLEANUP: The following clean-up is for the farthest south section. The clean up will be for a total of 40', 20' on each side of the centerline of the tracks. Price includes the removal of all weeds, debris and trimming back of all vegetation to a minimum of 2" to ground level. Any vegetation that can be chipped and left in place will be done. All noxious weeds and general trash to be removed and disposed offsite. PHASE 1A CLEANUP: The following is for the clean-up along the area indicated in the map. Work to be done within fenced area. The clean-up will be for a total of 40', 20' on each side of the centerline of the tracks. All green debris to be chipped and left on side spread evenly. All palms to be skirted to 11' and debris hauled off site. Price includes all labor and equipment needed for one time clean up. PHASE 2 CLEANUP - CORONADO TRACK LINE: The following proposal is for the lifting of the vegetation located with in the Phase 2 area per plan detail. The clean-up will be for a total of 40', 20' on each side of the centerline of the tracks. Lifting of the vegetation up to 10' for visibility purpose. All material from the lifting will be chipped and left on site evenly spread. All general seasonal weed growth to be trimmed and pulverized/ Price includes all removal of vegetation only no general clean up or homeless debris will be removed. We recommend tat MTS hire the contractor which removes spoiled clothing and waste prior to our landscape clean up. Price includes all labor, tools and equipment needed for the clean-up.			

We propose hereby to furnish material, labor, equipment and all fees to complete in accordance with the above specifications.

PLEASE SIGN AND DATE THE SECTION BELOW AND RETURN TO OUR OFFICE:

Acceptance of Proposal ___ The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made on completion of job.
Payment terms: Net 30.

Signature _____ Date _____

Total

Submitted By: RAA

Note:
This proposal may be withdrawn by us if not accepted in 30 days.

DRAFT

AZTEC LANDSCAPING, INC.
7980 Lemon Grove Way, Lemon Grove, CA 91945
State Contractor's Lic. No. 642504
Equal Opportunity Employer

PROPOSAL

Proposal Date: 9/7/2023
Proposal #: 1099
Estimated By: RAFAEL AGUILAR

SUBMITTED TO
SAN DIEGO METROPOLITAN TRANSIT ELI BELKNAP 1255 IMPERIAL AVE., SUITE 1000 SAN DIEGO, CA 92101

PROJECT / LOCATION
CORONADO TRACK LINE

Scope of Work	Rate	Est. Qty	Total
PHASE 3 CLEANUP: The following price is for the clean up along the Phase 3 area. .The clean-up will be for a total of 40', 20' on each side of the centerline of the tracks. Price includes the listing of the California Pepper locates at the corner of the work zone. The removal of all vegetation including acacia and Arundo to be cut down to approx. 2" above ground level. Clean up includes the sliver that T's off the main track adjacent to the park. Area is extremely dense with vegetation. Some of the debris will be able to be chipped and spread evenly on site. All Arundo and noxious weeds will need to be dumped and hauled off siter as general waste. All palms to be skirted to 11' and debris hauled off site. We recommend that MTS hire the contractor which removes spoiled clothing and waste prior to our landscape clean-up. Price includes all labor, tools and equipment needed for the one time clean up. PHASE 4 CLEANUP: The following price is for the clean-up along the Phase 4 area. .The clean-up will be for a total of 40', 20' on each side of the centerline of the tracks. The removal of all vegetation including acacia and Arundo to be cut down to approx. 2" above ground level. Some of the debris will be able to be chipped and spread evenly on site. All Arundo and noxious weeds will need to be dumped and hauled off siter as general waste. All palms to be skirted to 11' and debris hauled off site. Price also includes the removal of a fallen palm tree that is laying down on the tracks. We recommend that MTS hire the contractor which removes spoiled clothing and waste prior to our landscape clean-up. Price includes all labor, tools and equipment needed for the one time clean up.			

We propose hereby to furnish material, labor, equipment and all fees to complete in accordance with the above specifications.

PLEASE SIGN AND DATE THE SECTION BELOW AND RETURN TO OUR OFFICE:

Acceptance of Proposal ___ The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made on completion of job.
Payment terms: Net 30.

Signature _____ Date _____

Total

Submitted By: RAA

Note:
This proposal may be withdrawn by us if not accepted in 30 days.

DRAFT

AZTEC LANDSCAPING, INC.
7980 Lemon Grove Way, Lemon Grove, CA 91945
State Contractor's Lic. No. 642504
Equal Opportunity Employer

PROPOSAL

Proposal Date: 9/7/2023
Proposal #: 1099
Estimated By: RAFAEL AGUILAR

SUBMITTED TO
SAN DIEGO METROPOLITAN TRANSIT ELI BELKNAP 1255 IMPERIAL AVE., SUITE 1000 SAN DIEGO, CA 92101

PROJECT / LOCATION
CORONADO TRACK LINE

Scope of Work	Rate	Est. Qty	Total
PHASE 5 CLEANUP: The following is for the clean-up along the area indicated in the map. The clean-up will be for a total of 40', 20' on each side of the centerline of the tracks. All green debris to be chipped and left on side spread evenly. All palms to be skirted to 11' and debris hauled off site. Price includes all labor and equipment needed for one time clean up.			
TOTAL	93,233.00		93,233.00

DRAFT

We propose hereby to furnish material, labor, equipment and all fees to complete in accordance with the above specifications.

PLEASE SIGN AND DATE THE SECTION BELOW AND RETURN TO OUR OFFICE:

Acceptance of Proposal ___ The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made on completion of job.
Payment terms: Net 30.

Signature _____ Date _____

Total $93,233.00

Submitted By: RAA

Note:
This proposal may be withdrawn by us if not accepted in 30 days.

BID

AZTEC LANDSCAPING, INC.
7980 Lemon Grove Way, Lemon Grove, CA 91945
State Contractor's Lic. No. 642504
Equal Opportunity Employer

Date	Bid #
8/23/2023	1067

SUBMITTED TO	PROJECT LOCATION
SAN DIEGO METROPOLITAN TRANSIT ELI BELKNAP 1255 IMPERIAL AVE., SUITE 1000 SAN DIEGO, CA 92101	Palomar Station

DRAFT

Scope of Work	Total
The following proposal is to remove all tree and vegetation on the North section of the Palomar station. The proposal includes all the existing vegetation to be removed to ground level. The break down goes as follows: 3- Mexican fan palms 4- Jacarandas 4- Carrotwood Trees 15- Miscellaneous shrubs Labor and equipment Container usage and dump fees Price includes labor, tools, and equipment.	 5,825.00 1,025.00

We propose hereby to furnish material, labor, equipment and all fees to complete in accordinance with the above specifications, for the sum of:

PLEASE SIGN AND DATE THE SECTION BELOW AND RETURN TO OUR OFFICE:

Acceptance of Proposal ___ The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made on completion of job.
Payment Terms: NET 30

Signature _____ Date_____

Total	$6,850.00
Submitted By:	Rafael Aguilar

Note:
This proposal may be withdrawn by us if not accepted in 30 days.

ATTACHMENT B
REVISED BID FORM

DRAFT

BID FORM - Landscape Maintenance and As-Needed Repair Services

Aztec Landscaping, Inc. 7980 Lemon Grove Way, Lemon Grove. CA 91945 / BAFO

Instructions: Based on the proposed schedule of services provided in "ATT 1 Monthly Service Schedule Template," please provide the monthly lump sum price for servicing of each site's landscape in the columns labeled "Unit Price" in Table I. For Table II, please enter the hourly rate for each type of as-needed repair in the column labled "Unit Price." For both Tables I and II, please multipy the *Unit Price* by the corresponding estimated *Quantity* to determine the *Item Totals* for each Item for each year. Please sum Item Totals for each Year to determine the Subtotals for Tables I & II. For Table III, please enter the mark up percentage between 0 and 3 percent (rounding to the nearest hundreth) in the *% Mark Up* field for each year. Please multiply the mark up percentage by the *Annual Materials/Parts Allowance* (Item 1) for each respective year. The annual *As-Needed Materials/Parts* amount is the sum of Items 1 and 2 for each year. The *Grand Total* is the sum of the *Subtotals* for Tables I, II & III .

Table I:SCHEDULED MAINTENANCE				Year One	3/1/20 - 2/28/21	Year Two	3/1/21 - 2/28/22	Year Three	3/1/22 - 2/28/23	Year Four	3/1/23 - 2/28/24	Year Five	3/1/24 - 2/28/25	Optional Year One	3/1/25 - 2/28/26	Optional Year Two	3/1/26 - 2/28/27
Group	Item	Location	Quantity	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total
Bus Rapid Transit (BRT)	1	UTC Transit Center/8615 Genesee Ave, San Diego, CA 92122	12	$ 453.10	$ 5,437.20	$ 466.69	$ 5,600.28	$ 480.69	$ 5,768.28	$ 495.11	$ 5,941.32	$ 509.96	$ 6,119.52	$ 525.27	$ 6,303.24	$ 541.02	$ 6,492.24
	2	Del Lago Transit Center/3350 Del Lago Blvd, Escondido, CA 92029	12	$ 591.00	$ 7,092.00	$ 608.73	$ 7,304.76	$ 626.99	$ 7,523.88	$ 645.81	$ 7,749.72	$ 665.18	$ 7,982.16	$ 685.13	$ 8,221.56	$ 705.68	$ 8,468.16
	3	Rancho Bernardo Transit Center/16785 W. Bernardo Dr., San Diego, CA 92127	12	$ 443.25	$ 5,319.00	$ 456.55	$ 5,478.60	$ 470.25	$ 5,643.00	$ 484.35	$ 5,812.20	$ 498.88	$ 5,986.56	$ 513.84	$ 6,166.08	$ 529.26	$ 6,351.12
	4	Sabre Springs Transit Center/13538 Sabre Springs Pkwy, San Diego, CA 92128	12	$ 1,477.50	$ 17,730.00	$ 1,521.83	$ 18,261.96	$ 1,567.48	$ 18,809.76	$ 1,614.50	$ 19,374.00	$ 1,662.94	$ 19,955.28	$ 1,712.83	$ 20,553.96	$ 1,764.21	$ 21,170.52
	5	Miramar College Transit Center/9309 Hillery Dr., San Diego, CA 92126	12	$ 433.40	$ 5,200.80	$ 446.40	$ 5,356.80	$ 459.80	$ 5,517.60	$ 473.59	$ 5,683.08	$ 487.79	$ 5,853.48	$ 502.43	$ 6,029.16	$ 517.50	$ 6,210.00
	6	Centerline, I-15 @ University Ave (NB)/4024 University Ave, San Diego, CA 92105	12	$ 147.75	$ 1,773.00	$ 152.18	$ 1,826.16	$ 156.75	$ 1,881.00	$ 161.45	$ 1,937.40	$ 166.30	$ 1,995.60	$ 171.28	$ 2,055.36	$ 176.42	$ 2,117.04
	7	Centerline, I-15 @ University Ave (SB)/ 4023 University Ave, San Diego, CA 92105	12	$ 147.75	$ 1,773.00	$ 152.18	$ 1,826.16	$ 156.75	$ 1,881.00	$ 161.45	$ 1,937.40	$ 166.30	$ 1,995.60	$ 171.28	$ 2,055.36	$ 176.42	$ 2,117.04
	8	Centerline, I-15 @ El Cajon Blvd (NB)/ 4024 El Cajon Bl, San Diego, CA 92105	12	$ 147.75	$ 1,773.00	$ 152.18	$ 1,826.16	$ 156.75	$ 1,881.00	$ 161.45	$ 1,937.40	$ 166.30	$ 1,995.60	$ 171.28	$ 2,055.36	$ 176.42	$ 2,117.04
	9	Centerline, I-15 @ El Cajon Blvd (SB)/ 4023 El Cajon Bl, San Diego, CA 92105	12	$ 147.75	$ 1,773.00	$ 152.18	$ 1,826.16	$ 156.75	$ 1,881.00	$ 161.45	$ 1,937.40	$ 166.30	$ 1,995.60	$ 171.28	$ 2,055.36	$ 176.42	$ 2,117.04
	10	Park Bl & University Ave (NB)	12	$ 246.25	$ 2,955.00	$ 253.64	$ 3,043.68	$ 261.25	$ 3,135.00	$ 269.08	$ 3,228.96	$ 277.16	$ 3,325.92	$ 285.47	$ 3,425.64	$ 294.03	$ 3,528.36
	11	Park Bl & University Ave (SB)	12	$ 246.25	$ 2,955.00	$ 253.64	$ 3,043.68	$ 261.25	$ 3,135.00	$ 269.08	$ 3,228.96	$ 277.16	$ 3,325.92	$ 285.47	$ 3,425.64	$ 294.03	$ 3,528.36
	12	Park & Howard (NB)	12	$ 246.25	$ 2,955.00	$ 253.64	$ 3,043.68	$ 261.25	$ 3,135.00	$ 269.08	$ 3,228.96	$ 277.16	$ 3,325.92	$ 285.47	$ 3,425.64	$ 294.03	$ 3,528.36
	13	Park & Howard (SB)	12	$ 246.25	$ 2,955.00	$ 253.64	$ 3,043.68	$ 261.25	$ 3,135.00	$ 269.08	$ 3,228.96	$ 277.16	$ 3,325.92	$ 285.47	$ 3,425.64	$ 294.03	$ 3,528.36
	14	E. Palomar Station (EB)/ 400 E. Palomar St, Chula Vista, CA 91911	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	15	E. Palomar Station (WB)/ 400 E. Palomar St, Chula Vista, CA 91911	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	16	Palomar Station PARKING LOT/400 E. Palomar St, Chula Vista, CA 91911	12	$ 2,511.75	$ 30,141.00	$ 2,587.10	$ 31,045.20	$ 2,664.72	$ 31,976.64	$ 2,744.65	$ 32,935.80	$ 2,827.00	$ 33,924.00	$ 2,911.81	$ 34,941.72	$ 2,999.16	$ 35,989.92
	17	Heritage Station (EB)/ 1368 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	18	Heritage Station (WB)/ 1368 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	19	Lomas Verdes Station (EB)/1733 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	20	Lomas Verdes Station (WB)/1733 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	21	Santa Venetia Station (EB)/ 1923 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	22	Santa Venetia Station (WB)/1923 E. Palomar St, Chula Vista, CA 91913	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	23	Otay Rnch Twn Center Station (SB)/ 1574 Eastlake Pwky, Chula Vista, CA 91915	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	24	Otay Rnch Twn Center Station (NB)/ 1574 Eastlake Pwky, Chula Vista, CA 91915	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	25	Millenia Station(SB)/ 2011 Transit Guideway, Chula Vista, CA 91915	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	26	Millenia Station (NB)/ 2011 Transit Guideway, Chula Vista, CA 91915	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20

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	27	Otay Mesa Transit Center/9475 1/2 Nicola Tesla Ct., Chula Vista, CA 92154	12	$ 640.25	$ 7,683.00	$ 659.46	$ 7,913.52	$ 679.25	$ 8,151.00	$ 699.92	$ 8,399.04	$ 720.61	$ 8,647.32	$ 742.23	$ 8,907.72	$ 764.49	$ 9,173.88
Land Management (LM)	28	33rd & Gillette, San Diego CA 92113 (17,424 S/F)	4	$ 1,477.50	$ 5,910.00	$ 1,521.83	$ 6,087.32	$ 1,567.48	$ 6,269.92	$ 1,614.49	$ 6,457.96	$ 1,662.93	$ 6,651.72	$ 1,712.84	$ 6,851.36	$ 1,764.22	$ 7,056.88
	29	Fletcher & Marshall, El Cajon, CA 92020 (74,052 S/F)	4	$ 280.73	$ 1,122.92	$ 289.15	$ 1,156.60	$ 297.83	$ 1,191.32	$ 306.76	$ 1,227.04	$ 315.95	$ 1,263.80	$ 325.43	$ 1,301.72	$ 335.19	$ 1,340.76
	30	NW corner of Prospect Ave. & Cuyamaca St., Santee, CA 92071 (16,914 S/F)	4	$ 147.75	$ 591.00	$ 152.18	$ 608.72	$ 156.76	$ 627.04	$ 161.46	$ 645.84	$ 166.31	$ 665.24	$ 171.27	$ 685.08	$ 176.41	$ 705.64
	31	SE corner of Prospect Ave. & Cuyamaca St. (behind 7-11 site), Santee, CA 92071 (23,000 S/F)	4	$ 280.73	$ 1,122.92	$ 289.15	$ 1,156.60	$ 297.83	$ 1,191.32	$ 306.76	$ 1,227.04	$ 315.95	$ 1,263.80	$ 325.43	$ 1,301.72	$ 335.19	$ 1,340.76
	32	Prospect Square – 9805 Prospect Ave., Santee, CA 92071	12	$ 88.65	$ 1,063.80	$ 91.31	$ 1,095.72	$ 94.05	$ 1,128.60	$ 96.87	$ 1,162.44	$ 99.78	$ 1,197.36	$ 102.77	$ 1,233.24	$ 105.85	$ 1,270.20
	33	Arundo Weed Removal - Alvarado Creek located near the San Diego Metropolitan Transit System (MTS) Grantville Trolley Station at 4510 Alvarado Canyon Rd., San Diego, CA 92120	1	$ 23,147.50	$ 23,147.50	$ 20,832.75	$ 20,832.75	$ 18,749.48	$ 18,749.48	$ 16,874.53	$ 16,874.53	$ 15,187.07	$ 15,187.07	$ 13,668.37	$ 13,668.37	$ 12,301.53	$ 12,301.53
	34	Vacant lot cleanup on the corner of Cuyamaca St. and Buena Vista Ave., Santee 92071	4	$ 88.65	$ 354.60	$ 91.31	$ 365.24	$ 94.05	$ 376.20	$ 96.87	$ 387.48	$ 99.78	$ 102.78	$ 102.77	$ 411.08	$ 105.85	$ 423.40
	35	Alvarado Creek portion near 70th St. Trolley station[1]	1	$ 30,140.00	$ 30,140.00	$ 21,939.00	$ 21,939.00	$ 22,597.17	$ 22,597.17	$ 23,274.91	$ 23,274.91	$ 23,973.16	$ 23,973.16	$ 24,692.35	$ 24,692.35	$ 25,433.12	$ 25,433.12
	36	Palomar Transit Center Year 1 - Initial Clean up[1]	1	$ 13,243.00	$ 13,243.00												
		Palomar Transit Center Year 1 - Subsequent Clean ups[1]	2	$ 3,920.00	$ 7,840.00												
	36a	Palomar Transit Center Subsequent Years[1]	3			$ 3,920.00	$ 11,760.00	$ 4,037.60	$ 12,112.80	$ 4,158.73	$ 12,476.19	$ 4,283.49	$ 12,850.47	$ 4,412.00	$ 13,236.00	$ 4,544.36	$ 13,633.08
		Table I Subtotals			$ 194,816.34		$ 178,591.07		$ 181,241.21		$ 184,243.31		$ 187,278.12		$ 191,226.28		$ 195,185.21

Table II: AS-NEEDED SERVICES			**Year One**	**3/1/20 - 2/28/21**	**Year Two**	**3/1/21 - 2/28/22**	**Year Three**	**3/1/22 - 2/28/23**	**Year Four**	**3/1/23 - 2/28/24**	**Year Five**	**3/1/24 - 2/28/25**	**Optional Year One**	**3/1/25 - 2/28/26**	**Optional Year Two**	**3/1/26 - 2/28/27**
Item	**Description**	**Est. Qty/Annual No. of Hours**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**	**Unit Price**	**Item Total**
1	Landscaping Services - Straight Time[2,4,5]	40	$ 29.00	$ 51,160.00	$ 29.87	$ 1,194.80	$ 30.77	$ 28,107.80	$ 31.69	$ 101,350.60	$ 32.64	$ 1,305.60	$ 33.62	$ 1,344.80	$ 34.63	$ 1,385.20
2	Landscaping Services - Outside of Normal Business Hours	12	$ 42.00	$ 504.00	$ 43.26	$ 519.12	$ 44.56	$ 534.72	$ 47.27	$ 567.24	$ 48.69	$ 584.28	$ 50.15	$ 601.80	$ 62.31	$ 747.72
3	Tree Trimming Services - Straight Time	40	$ 70.00	$ 2,800.00	$ 72.10	$ 2,884.00	$ 74.26	$ 2,970.40	$ 76.49	$ 3,059.60	$ 78.79	$ 3,151.60	$ 81.15	$ 3,246.00	$ 83.58	$ 3,343.20
4	Tree Trimming Services - Outside of Normal Business Hours	12	$ 110.00	$ 1,320.00	$ 113.30	$ 1,359.60	$ 116.70	$ 1,400.40	$ 120.20	$ 1,442.40	$ 123.81	$ 1,485.72	$ 127.52	$ 1,530.24	$ 131.35	$ 1,576.20
5	Sprinkler and Irrigation Services - Straight Time	80	$ 35.00	$ 2,800.00	$ 36.05	$ 2,884.00	$ 37.13	$ 2,970.40	$ 38.25	$ 3,060.00	$ 39.39	$ 3,151.20	$ 40.57	$ 3,245.60	$ 41.79	$ 3,343.20
6	Sprinkler and Irrigation Services - Outside of Normal Business Hours	10	$ 50.00	$ 500.00	$ 51.50	$ 515.00	$ 53.05	$ 530.50	$ 54.64	$ 546.40	$ 56.28	$ 562.80	$ 57.96	$ 579.60	$ 59.70	$ 597.00
7	Rancho Bernardo Transit Station Hillside Clean Up	16	$ 32.00	$ 512.00	$ 32.96	$ 527.36	$ 33.95	$ 543.20	$ 34.97	$ 559.52	$ 36.02	$ 576.32	$ 37.10	$ 593.60	$ 38.21	$ 611.36
	Table II Subtotals:			$ 59,596.00		$ 9,883.88		$ 37,057.42		$ 110,585.76		$ 10,817.52		$ 11,141.64		$ 11,603.88

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Table III: AS-NEEDED REPLACEMENT PARTS		Year One	3/1/20 - 2/28/21	Year Two	3/1/21 - 2/28/22	Year Three	3/1/22 - 2/28/23	Year Four	3/1/23 - 2/28/24	Year Five	3/1/24 - 2/28/25	Optional Year One	3/1/25 - 2/28/26	Optional Year Two	3/1/26 - 2/28/27
Item	Description	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total
1	Annual Materials/Parts Allowance	3%	$ 1,100.00	3%	$ 1,155.00	3%	$ 1,212.75	3%	$ 1,273.39	3%	$ 1,337.06	3%	$ 1,403.91	3%	$ 1,474.11
2	Materials markup		$ 33.00		$ 34.65		$ 36.38		$ 38.20		$ 40.11		$ 42.12		$ 44.22
	Table III Subtotals:		$ 1,133.00		$ 1,189.65		$ 1,249.13		$ 1,311.59		$ 1,377.17		$ 1,446.03		$ 1,518.33
	ANNUAL TOTALS		$ 255,545.34		$ 189,664.60		$ 219,547.76		$ 296,140.66		$ 199,472.81		$ 203,813.95		$ 208,307.42
	BASE PERIOD TOTALS	**$**	**1,160,371.17**												
	OPTION YEARS TOTALS	**$**	**412,121.37**												

Grand Total	$ 1,572,492.53

*Bidders must use these bid forms and provide the pricing for all the line items in this bid form. This will be the basis for award. Failure to do so may deem the bid nonresponsive

*Bidders are advised that the estimated quantities are approximations for bidding purposes only. MTS estimates this to be its usage but does not guarantee this quantity. The actual quantities may be more or less than estimated and will be dictated by MTS' actual needs.

*MTS is not responsible for finding, correcting, or seeking clarification regarding ambiguities or errors in the bid. Bidders accept responsibility for accuracy and presentation of the bid. If a discrepancy between the unit price and the extended/total exists, the unit price shall prevail.

[1]Locations added as part of Amendment No. 1.
[2]Added $50k to Table II, Year One, Item 1, for as-needed repairs to used for all years of agreement.
[3]Pyramid Building, located at 1699 Main St., San Diego, 92113 as a site for as-needed landscaping services via Amendment No. 3. No funds were added to the agreement as a result of the amendment.
[4]Added $26,877.00 to Table II, Year Three, Item 1 for as-needed services for the channel clearing of non-native, invasive, and channel blocking landscaping in the Alvarado Creek near Grantville Transit Center via Amendment No. 4. Any excess funds may be for future as-needed services.
[5]Added $100,083.00 to Table II, Year Four, Item 1 for as-needed services for the Coronado track line cleanup and Palomar station cleanup via Amendment No. 5. Any excess funds may be for future as-needed services.

CONTRACT HISTORY						
DESC	ORG AMT	AMD 1	AMD 2	AMD 3[3]	AMD 4	AMD 5	TOTALS
BY	$ 791,204.47	$ 192,206.70	$ 50,000.00	$ -	$ 26,877.00	$ 100,083.00	$ 1,160,371.17
OY	$ 335,126.82	$ 76,994.55	$ -	$ -	$ -		$ 412,121.37
TOT	$ 1,126,331.28	$ 269,201.25	$ 50,000.00	$ -	$ 26,877.00	$ 100,083.00	$ 1,572,492.53

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Metropolitan Transit System

Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Baltimore Junction and Euclid Avenue Planning Study – Work Order

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order WOA355-AE-32 under MTS Doc. No. PWL355.0-22 (in substantially the same format as Attachment A) with Psomas, in the amount of $699,915.43 to provide planning services for the Baltimore Junction and Euclid Avenue Grade Separation Study.

Budget Impact

The total contract cost of this Work Order is estimated to be $699,915.43. This project will be funded by the Planning Department Operating Budget account 451010-571141 (Federal Transit Administration (FTA) funded).

DISCUSSION:

In September 2022, MTS received a $750,000.00 FTA grant for planning studies along the Orange Line, at Baltimore Junction and at Euclid Avenue. The Baltimore Junction area will be studied to assess viability of additional trackwork to connect the Green and Orange lines, a transfer station, and related infrastructure. This planning level study will allow MTS staff to make informed decisions about future development projects at the site. The Euclid Avenue portion of the study will evaluate options for grade separation between the railroad tracks and Euclid Avenue.

These two studies are an integral part of MTS's strategy to make informed decisions regarding substantial, long-term investments on the Orange Line. Notably, the Orange Line caters to a ridership that is predominantly composed of minority and lower-income individuals, setting it apart from the general MTS service area. Moreover, it serves various historically marginalized communities. These studies will serve as the basis for forthcoming initiatives aimed at enhancing both the frequency and speed of services along the Orange Line Corridor.

In essence, the insights gained from these studies will pave the way for MTS to strategically enhance its offerings, leading to improved service quality along the Orange Line Corridor.

Today's proposed action would issue a work order to Psomas for planning services encompassing a series of conceptual layouts, planning reports, and recommendations for both the Baltimore Junction and Euclid Avenue Grade Separation studies.

Architectural and Engineering (A&E) Consultant Selection Process

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

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

As a result of the RFSQ, seven (7) firms were selected to perform various A&E services. For projects requiring A&E Services, work orders will be issued to these firms.

MTS staff reviewed the approved A&E firms in Category A, and utilizing a direct award process, selected Psomas. Psomas has designated Railpros, Bender Rosenthal Incorporated and Ninyo & Moore as its subconsultants. The Psomas team, with RailPros as their lead for all track related work, have experience with planning studies for MTS track alignments and have in the past carried some of these studies to full design. The Orange Line Courthouse Station is one example of the firms Orange Line experience.

For this project Psomas will utilize the following subconsultants:

Firm Name	Classification	Amount
RailPros	None	$529,496.23
Bender Rosenthal Incorporated	None	$10,998.72
Ninyo & Moore	Minority Owned Business Enterprise (MBE)	$19,728.56

Psomas' proposed amount of $699,915.43 is in-line with MTS's Independent Cost Estimate (ICE) of $695,154.63 and determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order WOA355-AE-32 under MTS Doc No. PWL355.0-22 (in substantially the same format as Attachment A) with Psomas, in the amount of $699,915.43 to provide engineering planning services for the Baltimore Junction and Euclid Grade Study.

/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 WOA355-AE-32

Metropolitan Transit System

November 9, 2023

MTS Doc. No. PWL355.0-22
Work Order No. WOA355-AE-32

Mrs. Sarah Curran, PE
Vice President
Psomas
401 B Street, Suite 1600
San Diego, CA 92101

Dear Mrs. Curran:

Subject: MTS DOC. NO. PWL355.0-22, WORK ORDER WOA355-AE-32, GENERAL ENGINEERING PLANNING SERVICES FOR THE BALTIMORE JUNCTION AND EUCLID GRADE STUDY

This letter shall serve as our agreement for Work Order WOA355-AE-32 to MTS Doc. No. PWL355.0-22, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

This Work Order shall provide engineering planning services for the Baltimore Junction and Euclid Grade Study. . Work provided under this Work Order will be performed in accordance with the attached Scope of Services (Attachment A)

SCHEDULE

The Scope of Services, as described above, shall be for a period of thirty-two (32) weeks from the date of the Notice to Proceed.

PAYMENT

Payment shall be based on actual costs in the amount not to exceed $699,915.43 without prior authorization of MTS (Attachment B).

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

Sincerely,

Sharon Cooney
Chief Executive Officer

Accepted:

_____
Sarah Curran, Vice President
Psomas

Date: _____

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

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ATTACHMENT A
SCOPE OF SERVICES

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TITLE: Baltimore Junction and Euclid Grade Study WOA #: WOA355-AE-32

I. PROJECT DESCRIPTION

This scope is for the development of a Project Study Report (PSR) for the Baltimore Junction and Euclid Avenue Grade Separation projects.

This scope of work also includes effort to perform project management (including meetings and other coordination), quality assurance / quality control, document control, and other administration to fully prepare and deliver these PSR's.

The scope to deliver each PSR is described in the Scope of Work below.

II. SCOPE OF WORK

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

Task 1 – Euclid Avenue Grade Separation

Summary

This project includes grade separating the track crossing at Euclid Avenue, adjacent to the Euclid Avenue Station. The crossing is currently a double track at grade crossing and is known to be disruptive to traffic flows in the surrounding community. The Project Study Report shall provide conceptual design and review of various alternatives to establish feasibility and preliminary costs for the alternatives. The alternatives to be reviewed as part of this scope of work shall include:

- All rail operations being raised above Euclid Avenue.
- Two MTS tracks being raised above Euclid Avenue for trolley operations with freight operations remaining on a single track at grade.
- Lowering all tracks beneath Euclid Avenue.
- Euclid Avenue being raised over the tracks.
- Euclid Avenue being lowered beneath the tracks.

Tasks

The Euclid Avenue Grade Separation PSR Development shall include the following tasks:

1.1 Project Management

- Provide project management services including the requirements for invoicing, scheduling, monthly project progress reports, and administration of the Consultant's team.
- Provide project coordination with MTS as well as coordination with other project stakeholders as necessary.
- Also included in Project Management is QA/QC which will be performed on all deliverables. To ensure quality of work and compliance with the scope of work, the consultant shall perform a systematic in-house review of all documents produced prior to submittal. All reviewed documents will have a check box or signature page indicating review has been performed.

1.2 Draft PSR

1.2.1 Review Existing Document

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Perform review of existing documents pertaining to past studies, efforts, and existing facilities, as provided by MTS.

1.2.2 Site Visits

Perform site visit, with MTS flagging protection, to review, assess, and document existing conditions.

1.2.3 Develop Draft Narrative

Develop Draft PSR narrative. The PSR narrative will follow the Caltrans Project Study Report template and will include the following Elements:

Introduction

- Provide a brief description of the project scope.
- Provide a summary of the cost ranges for each alternative.

Background

- Provide a description of the existing site conditions and facility.
- Provide discussion on local and regional agency involvement.
- Provide discussion of any actions or commitments that have taken place to date regarding the proposed project.

Purpose and Need

- Describe the purpose of the proposed project objectives and how it will address the transportation deficiency.
- Identify the underlying transportation deficiency that needs to be corrected.

Deficiencies

- Provide a concise discussion of the data that supports the purpose-and-need of the project.
- Provide reference charts, maps, letters, etc. that help describe and illustrate the existing deficiency and purpose-and-need.

Benefits

- Identify project benefits and determine specific metrics for evaluating and quantifying benefits.

Corridor and System Coordination

- Provide a description of the coordination with stakeholders.
- Provide a description of consistency with proposed statewide, regional, and local planning efforts.

Delivery Schedule

- Provide a table showing the timeframe for the major project development milestones.

Community Involvement

- Discuss the types of public involvement activities that will be required to progress the project.
- Discuss the approach to obtain community involvement, to the extent needed, for the evaluation of alternatives and ultimately to obtain environmental clearance.

External Agency Coordination

- Provide a brief discussion of other external agencies and stakeholders that will be involved in the project and the strategies to perform the discussion.
- Provide a brief discussion of agreements that will be required and the strategy to obtain the agreements.

Project Reviews

- Provide a list of the reviews performed on the scope and alternatives for the project.

Project Personnel

- Provide a list and contact information for key personnel on the project.

Additional Information / Reference Material

- This will be provided in the form of an appendix section and will include:
  - San Diego Trolley Track Chart / Milepost information
  - Previously prepared studies for the project area
  - Any significant Reference Material that was used in the development of the PSR
  - Preliminary Drainage Assessment

1.2.4 Develop Project Alternatives

Development of project alternatives will include the following:

- Provide conceptual, engineered drawings including plan, profile, and sections at critical elements for each alternative listed above.
- Provide an assessment of each alternative and score it based on viability, cost, community impacts, Trolley operations impacts, stakeholder involvement, and other factors to be discussed and agreed upon by MTS.
- Recommend a list of potential viable alternatives that could be advanced to engineering design.
- Provide a description of alternatives that were considered but are not recommended to be advanced into further development.
- Provide a summary discussion of the conceptual engineering assessment of the proposed project.

The conceptual engineering assessment as part of this alternative development will include the following effort by discipline:

- **Structures**
  - Determine existing structure conditions within the project's area and adjacent bridges.
  - Determine, report, and advise on superstructure type for overcrossings, undercrossings, and viaducts.
  - Determine superstructure depth (preliminary calculations to confirm anticipated costs).
  - Review and assess retaining wall requirements and quantities for crossing approaches (road and track).
  - Review and confirm required and standard clearances.

- Develop concept level layout plans, elevations, and sections for major structures on each alternative.

- **Track Engineering and Alignments**
  - Prepare geometric layouts for each alternative, including conceptual horizontal and vertical alignments.
  - Develop cross sections at critical areas, minimum clearance calculations, required track centers, platform locations (if station is going to be elevated), and quantity calculations on major items.
  - Prepare exhibits and corresponding details to support project cost estimates.
  - Perform Engineering analysis including estimating ROW needs.
  - Calculate preliminary track alignments with a focus on rail geometry, clearances, construction methods, and grading and drainage requirements.
  - Prepare conceptual construction phasing plans.
  - For CPUC, develop a potential stakeholder list and determine CPUC requirements, processes, and milestones.

- **Systems**
  - Evaluate rail signal impacts for each of the identified alternatives.
  - Provide preliminary communications requirements.

- **Civil**
  - Perform Right of Way and Utility research. Identify key issue and challenge areas. Document assessment with photographs and summarize findings in the report.
  - Develop a preliminary existing conditions base map utilizing available MTS provided LiDAR data.
  - Develop conceptual horizontal and vertical alignments for alternatives that involve adjustments to Euclid and adjacent streets.
  - Prepare a draft Conceptual Drainage Assessment Report.
  - Develop preliminary project footprint and construction impacts for the identified alternatives.

- **Traffic**
  - Determine Level of Service (LOS), site access, property impacts, and relocation compensation.
  - Verify existing conditions at the grade crossing and adjacent intersections. The team will verify locations of existing street features such as existing interconnected traffic signal equipment, signing and striping, and roadway lighting conditions.
  - Observe the grade crossing and adjacent intersections during AM and PM peak traffic hours to understand traffic flow and behavior at the crossing and adjacent intersections. Adjacent intersections include Euclid Ave and Market Streets and Euclid Ave and Naranja St.
  - Coordinate with the highway authorities and the City of San Diego to collect and review the existing traffic volumes, traffic as-built plans and traffic operations at the crossing and adjacent interconnected signalized intersections.
  - Assess impacts to adjacent streets and intersections from the grade separation project and provide recommendations for mitigation measures.

- **Geotech**
  - Perform a “desktop review” of existing information on soil conditions from previous adjacent projects and provide documentation of findings.
  - Provide conceptual parameters for input into the feasibility of various structures.
  - Prepare boring plan recommendations for future subsurface investigations.

- **Right of Way**
  - Assess impacts to surrounding businesses and properties for each alternative.
  - Assess property acquisition needs for each alternative.
  - Determine potential compensation for disruptions to local businesses for each alternative.

- **Environmental Compliance**
  - Identify preliminary environmental constraints. The preliminary review will include:
  - One site visit to assess any environmental constraints in the project area.
  - Review of publicly accessible data as part of this preliminary environmental review, which may include topics such as biological resources, archaeological and built environment resources, hazardous materials, coastal zone, and stormwater information, which represent some of the potential sources of delay that can impede project delivery.
  - Review biological resource databases, aerial photos, and any other readily available commercial data to determine the locations and types of biological and aquatic resources that have the potential to occur at the project site and vicinity.
  - Provide a brief description of environmental issues that may influence the project design, schedule, or costs.
  - Provide a brief description of the environmental clearance that will be required to progress the project, including any CEQA or NEPA exclusions that will be utilized to advance the project.
  - Identify and provide a discussion of environmental and regulatory agency permits that will be required to construct the project.

1.2.5 Develop Preliminary Estimate

Develop Preliminary Estimates for the viable alternatives. Work is anticipated to include:

- Coordinate with MTS for input on financial status and schedule to inform the Funding, Programming, and Estimate section.
- Provide a discussion of the existing project funding.
- Provide tables showing proposed and existing funding and the programming timeframe for the funding.
- Develop quantities for items of work.
- Provide a preliminary construction cost estimate for the viable project alternatives and a discussion on how the estimate was developed.

1.2.6 Develop Project Risks

Review potential project risks and anticipated mitigation. The work is anticipated to include:

- Provide a discussion of the potential major risks to the project and a preliminary assessment of the potential cost and schedule impacts of the risks.
- Provide a discussion of the proposed mitigation strategies for the risks.

- Provide a risk register as an attachment to the report.

1.2.7 Compile Draft PSR

The Draft PSR will be compiled to include the draft narrative, alternatives assessment, estimates, risks, and schedule impacts from the various alternatives. The draft report will undergo an internal QAQC review prior to submittal to MTS.

1.3 Preliminary Presentation to MTS

Prepare a presentation outlining the findings from the draft PSR and meet with MTS to present the findings. The presentation will include a discussion of the viable alternatives, rough order of magnitude costs for the alternatives, and estimates on schedule for the alternatives.

1.4 Final PSR

- Prepare itemized response to MTS Comments
- Finalize PSR Document and submit to MTS

1.5 Benefit to Cost Analysis (BCA)

1.5.1 Draft BCA

Prepare draft BCA based on FRA and Caltrans guidelines and standard practices.

- Develop the different Benefit categories and coordinate with MTS for data input.
- Perform BCA calculations as necessary to produce the BCA ratio.
- Prepare final draft BCA report and submit to MTS.

1.5.2 Final BCA

Review MTS comments and incorporate into a final BCA document.

Task 2 - Baltimore Junction

Summary

This project includes upgrading the Baltimore junction to a wye to enhance MTS trolley operational flexibility as well as reviewing land use options on MTS property around the current junction. The PSR will also investigate the feasibility of a transfer station, development options, and constructing other rail infrastructure (such as storage tracks) on the property. The PSR will follow the Caltrans Project Study Report template and will include the following Elements:

Tasks

The Baltimore Junction PSR Development shall include the following tasks:

2.1 Project Management

- Provide project management services including the requirements for invoicing, scheduling, monthly project progress reports, and administration of the Consultant's team.
- Provide project coordination with MTS as well as coordination with other project stakeholders as necessary.
- Also included in Project Management is QA/QC which will be performed on all deliverables. To ensure quality of work and compliance with the scope of work, the consultant shall perform a systematic in-house review of all documents produced prior to submittal. All reviewed documents will have a check box or signature page indicating review has been performed.

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2.2 Draft PSR

2.2.1 Review Existing Document

Perform review of existing documents pertaining to past studies, efforts, and existing facilities, as provided by MTS.

2.2.2 Site Visits

Perform site visit, with MTS flagging protection, to review, assess, and document existing conditions.

2.2.3 Develop Draft Narrative

Develop Draft PSR narrative. The PSR narrative will follow the Caltrans Project Study Report template and will include the following Elements:

Introduction

- Provide a brief description of the project scope.
- Provide a summary of cost ranges for each alternative.

Background

- Provide a description of the existing facility.
- Provide a discussion on local and regional agency involvement.
- Provide a discussion of any actions or commitments that have taken place to date regarding the proposed project.

Purpose and Need

- Describe the purpose of the proposed project objectives and how it will address the transportation deficiency.
- Identify the underlying transportation deficiency that needs to be corrected.

Deficiencies

- Provide a concise discussion of the data that supports the purpose and need of the project.
- Provide reference charts, maps, letters, etc. that help describe and illustrate the existing deficiency and purpose and need.

Benefits

- Identify project benefits and determine specific metrics for evaluating and quantifying those benefits.

Corridor and System Coordination

- Provide a description of the coordination with stakeholders.
- Provide a description of consistency with proposed statewide, regional, and local planning efforts.

Community Involvement

- A discussion of the types of public involvement activities that will be needed to progress the project.
- Discuss the approach to obtain community involvement, to the extent needed, for the evaluation of alternatives and ultimately to obtain environmental clearance.

Delivery Schedule
- Provide a table showing the timeframe for the major project development milestones.

External Agency Coordination
- Provide a brief discussion of other external agencies and stakeholders that will be involved in the project and the strategies to perform the discussion.
- Provide a brief discussion of agreements that will be required and the strategy to obtain the agreements.

Project Reviews
- Provide a list of the reviews performed on the scope and alternatives for the project.

Project Personnel
- Provide a list and contact information for key personnel on the project.

2.2.4 Develop Project Alternatives

Development of project alternatives will include the following:

- Provide a description of potentially viable alternatives that could be advanced to engineering design.
- Provide a description of alternatives that were considered but are not recommended to be advanced into further development.
- Provide a discussion of the conceptual engineering assessment of the proposed project.
- Provide conceptual drawings including plan, profile, and sections at critical elements for each alternative.

The conceptual engineering assessment as part of this alternative development will include the following effort by discipline:

- **Structures**
  - Determine existing structure conditions onsite and at adjacent bridges.
  - Review the feasibility and requirements to construct a passenger transfer station at this location.

- **Track Engineering and Alignments**
  - Prepare geometric layouts for a third leg to complete the wye, including conceptual horizontal and vertical alignments.
  - Prepare geometric layouts for a transfer station at this location, including conceptual platform locations and dimensions.
  - Develop draft cross sections at critical areas, minimum clearance calculations, required track centers, platform location, and quantity calculations on major items.
  - Prepare draft exhibits and corresponding details to support project cost estimates.
  - Perform Engineering analysis including drafting ROW needs.
  - Prepare preliminary track alignments with a focus on rail geometry, clearances, construction methods, grading, and drainage requirements.
  - Prepare draft construction phasing plans.

- **Systems**
  - Evaluate signal impacts from the identified alternatives.
  - Provide preliminary communications requirements.

- **Civil**
  - Perform Site Assessment and identify key issues and challenge areas. Document assessment with photographs and summarize findings in the report.
  - Prepare a draft Conceptual Drainage Assessment.
  - Develop preliminary project footprint and construction impacts of the identified alternatives.
  - Identify adjacent utilities from site visits and aerial photographs to identify conflicts and provide recommendations.

- **Geotech**
  - Perform a “desktop review” of existing information on soil conditions from previous adjacent projects and provide documentation of findings.
  - Provide conceptual parameters for input into the feasibility of track and structure construction.
  - Prepare boring plan recommendations for future subsurface investigations.

- **Environmental Compliance**
  - Identify preliminary environmental constraints. The preliminary review will include:
  - One site visit to assess any environmental constraints in the project area.
  - Review of publicly accessible data as part of this preliminary environmental review may include topics such as biological resources, archaeological and built environment resources, hazardous materials, coastal zone, and stormwater information, which represent some of the potential sources of delay that can impede project delivery.
  - Review biological resource databases, aerial photos, and any other readily available commercial data to determine the locations and types of biological and aquatic resources that have the potential to occur at the project site and vicinity.
  - Provide a brief description of environmental issues that may influence the project design, schedule, or costs.
  - Provide a brief description of the environmental clearance that will be required to progress the project, including any CEQA or NEPA exclusions that will be utilized to advance the project.
  - Identify and provide a discussion of environmental and regulatory agency permits that will be required to construct the project.

2.2.5 Develop Preliminary Estimates

Develop Preliminary Estimates for the viable alternatives. Work is anticipated to include:

- Coordinate with MTS for input on financial status and schedule to inform the Funding, Programming, and Estimate section.
- Provide a discussion of the existing project funding.

- Provide tables showing proposed and existing funding and the programming timeframe for the funding.
- Develop quantities for items of work.
- Provide a preliminary cost estimate for the viable project alternatives and a discussion on how the estimate was developed.

2.2.6 Develop Project Risks

Review potential project risks and anticipated mitigation. The work is anticipated to include:

- Provide a discussion of the potential major risks to the project and a preliminary assessment of the cost and schedule impacts of the potential risks.
- Provide a discussion of the proposed mitigation strategies for the risks.
- Provide a risk register as an attachment to the report.

2.2.7 Compile Draft PSR

The Draft PSR will be compiled to include the draft narrative, alternatives assessment, estimates, risks, and schedule impacts from the various alternatives. The draft report will undergo an internal QAQC review prior to submittal to MTS.

2.3 Preliminary Presentation to MTS

Prepare a presentation outlining the findings from the draft PSR and meet with MTS to present the findings. The presentation will include a discussion of the viable alternatives, potential land use options, track alignments, potential station arrangements, rough order of magnitude costs for the alternatives, and estimates on schedule for the alternatives.

2.4 Final PSR

- Prepare itemized response to MTS Comments
- Finalize PSR Document and submit to MTS

2.5 Benefit to Cost Analysis (BCA)

2.5.1 Draft BCA

Prepare draft BCA based on FRA and Caltrans guidelines and standard practices:

- Develop the different Benefit categories and coordinate with MTS for data input.
- Perform BCA calculations as necessary to produce the BCA ratio.
- Prepare final draft BCA report and submit to MTS.

2.5.2 Final BCA

Review MTS comments and incorporate into a final BCA document.

III. PERIOD OF PERFORMANCE

The Period of Performance shall be thirty-two (32) weeks from the date of the Notice to Proceed.

IV. DELIVERABLES

Consultant deliverables for Tasks 1 – 2 will vary per project.

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V. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule:

Task	Begin/End Dates
1) Euclid Avenue Grade Separation	
• Site Assessment	NTP + 6 weeks
• Preliminary Presentation to MTS to Review Alternatives	NTP + 18 weeks
• Draft Project Study Report	NTP + 32 weeks
• Final Project Study Report	4 weeks following receipt of MTS Review
2) Baltimore Junction	
• Site Assessment	NTP + 6 weeks
• Preliminary Presentation to MTS to Review Alternatives	NTP + 12 weeks
• Draft Project Study Report	NTP + 28 weeks
• Final Project Study Report	4 weeks following receipt of MTS Review

B. Milestones/Deliverables Schedule:

Milestone/Deliverable	Due Date
1) Euclid Avenue Grade Separation	
• Preliminary Presentation to MTS to review Alternatives	NTP + 18 weeks
• Draft Euclid Avenue Grade Separation Project Study Report, including preliminary cost estimate and concept level plans/ exhibits	NTP + 32 weeks
• Response to 1 round of review comments	4 weeks following receipt of MTS Review
• Final Project Study Report addressing comments from MTS Review.	4 weeks following receipt of MTS Review
•	
2) Baltimore Wye	
• Preliminary Presentation to MTS to review Alternatives	NTP + 12 weeks
• Draft Baltimore Wye Project Study Report, including preliminary cost estimate and concept-level plans/ exhibits	NTP + 28 weeks
• Response to 1 round of review comments	4 weeks following receipt of MTS Review
• Final Project Study Report addressing comments from MTS Review.	4 weeks following receipt of MTS Review

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

- MTS will provide LIDAR survey data which will serve as a baseline for existing ground and top of rail elevations.
- MTS will provide operational data.
- MTS will provide current grant information and deadlines.
- MTS will provide information on future funding pursuits that are anticipated for the project.
- Existing documents, studies, and plans for Task 1.2.1 and 2.2.1 review are to be provided by MTS.

VII. SPECIAL CONDITIONS

Not Applicable.

VIII. MTS ACCEPTANCE OF SERVICES:

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

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

IX. DEFICIENT WORK PRODUCT

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

- Revising provided documents,

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

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X. DELIVERABLE REQUIREMENTS

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

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

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

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

XI. PRICING

Except where otherwise noted herein, pricing shall be firm and fixed for the duration of the Work Order and any subsequent Change Orders/Amendments to the Work Order. There shall be no escalation of rates or fees allowed.

XII. ADDITIONAL INFORMATION

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

XIII. ADDITIONAL INFORMATION

Project Assumptions:

- The cost to obtain MTS ROE permits are included in the scope, it is assumed that the site visits will not be performed until a ROE permit is obtained and all personnel are MTS RWP trained.
- Plan development will be limited to the conceptual level to confirm and display feasibility and major issues.
- No detailed design of signal systems or overhead catenary system is included.
- Assumes monthly virtual update meetings with MTS.
- Existing documents and plans for Task 1 are limited to what is included in the SANDAG RTP.
- Existing documents, studies, and plans for Task 2 review are to be provided by MTS.
- Anticipates one site meeting with MTS on-site for each Task.
- Anticipates one site visit for each major discipline (two people each) for each Task.
- Desktop utility research is anticipated as part of the scope of work. Potholing and utility coordination are not included.
- Environmental – The environmental compliance recommendations and assessments will be based on one site visit and a "desktop" review of the information available on the project area and assumptions based on how previous rail enhancement projects in the region have been cleared environmentally.
- Review of the Draft PSR will be performed by MTS Staff.
- MTS Staff will confirm if the existing crossovers and spur track must be retained or replaced.

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- All railroad elements must meet the requirements of the SANDAG LRT Design Criteria and the guidelines of the AREMA Manual for Railway Engineering.
- For phasing, MTS will allow one main track to be taken out of service at a time during construction. The remaining main track and station platform must remain in service.
- For phasing, MTS will allow weekend absolute work windows so that new tracks, signals, and OCS can be cut over.
- MTS will provide LIDAR survey data which will serve as a baseline for existing ground and top of rail elevations.
- MTS will provide operational data.
- MTS will provide current grant information and deadlines.
- MTS will provide information on future funding pursuits that are anticipated for the project.
- Task 2 - MTS will permit reductions in curve radii for the existing wye legs.
- Task 2 - Crane access to the existing traction power substation must be maintained, or the substation must be relocated to a new location that permits access.
- Task 2 - Station platforms in curves are permitted, but not preferred.

XIV. PREVAILING WAGE

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

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ATTACHMENT B
NEGOTIATED FEE PROPOSAL

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Work Order Estimate Summary

MTS Doc. No.	**PWL355.0-22**
Work Order No.	**WOA355-AE-32**
Attachment:	**B**

Work Order Title: **Baltimore Junction and Euclid Grade Study**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Euclid Avenue Grade Separation	$469,184.49
2		Baltimore Junction	$230,730.94
		Totals =	**$699,915.43**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1		Euclid Avenue Grade Separation	2,076.0	$469,184.49
2		Baltimore Junction	1,272.0	$230,730.94
3				
4				
5				
		Totals =	**3,348.0**	**$699,915.43**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				Psomas	692.5	$139,691.92
				RailPros	2,238.0	$529,496.23
				Bender Rosenthall	48.0	$10,998.72
				Ninyo & Moore	144.0	$19,728.56
				Totals =	**3,122.5**	**$699,915.43**

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Work Order Estimate Summary

Total Hours = **693**

Total Costs = **$139,691.92**

Consultant/Subconsultant: **Psomas**

Work Order Title: **Baltimore Junction and Euclid Grade Study**

MTS Doc. No.: **PWL355.0-22**

Work Order No.: **WOA355-AE-32**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	Task Manager	Techincal Expert - QA/QC	Engineer - Principal	Engineer-3	Engineer-2	Planner - Senior	CADD - Senior	Admin - 3	Archaeologist - Senior	Total Hours	Totals
				$177.92	**$219.98**	**$282.57**	**$248.20**	**$197.27**	**$151.35**	**$156.74**	**$131.84**	**$105.77**	**$141.50**		
1	**Task 1**	**Euclid Avenue Grade Separation**													
	1.1	**Project Management**													
		Project Startup and Setup, Initial Schedule		7	7							20		34	$4,900.70
		Overall Project Management, project controls,		8	7									15	$2,963.22
		Project Meetings		7	7									14	$2,785.30
		Project Coordination													
	1.2	**Draft PSR**													
	1.2.4	**Develop Project Alternatives**													
		Environmental Review		16	12		2				24		12	66	$10,845.04
		Traffic				91		151	24			4		270	$59,557.12
	1.5	**BCA**													
	1.5.1	Prepare Draft BCA				20		44	16					80	$16,752.88
	1.5.2	Prepare Final BCA				4		8						12	$2,708.44
														491	$100,512.70
		Subtotals (Hours) =	N/A	38	33	115	2	203	40		24	24	12		
		Subtotals (Costs) =		$6,760.96	$7,259.34	$32,495.55	$496.40	$40,045.81	$6,054.00		$3,164.16	$2,538.48	$1,698.00	**491**	**$100,512.70**
2	**Task 2**	**Baltimore Junction**													
	2.1	**Project Management**													
		Project Startup and Setup, Initial Schedule		7.5	7							20		35	$4,989.66
		Overall Project Management, project controls,		8	7									15	$2,963.22
		Project Meetings		7	7									14	$2,785.30
		Project Coordination													
	2.2	**Draft PSR**													
	2.2.4	Develop Project Alternatives													
		Environmental Review		10	8		2				30	4	4	58	$8,979.72
	2.5	**BCA**													
	2.5.1	Prepare Draft BCA				20		44	16					80	$16,752.88
	2.5.2	Prepare Final BCA				4		8						12	$2,708.44
		Subtotals (Hours) =	N/A	32.5	29	24	2	52	16		30	24	4	214	$39,179.22
		Subtotals (Costs) =		$5,782.40	$6,379.42	$6,781.68	$496.40	$10,258.04	$2,421.60		$3,955.20	$2,538.48	$566.00	**214**	**$39,179.22**
		Totals (Summary) =												**693**	**$139,691.92**
		Total (Hours) =	N/A	71	62	139	4	255	56		54	48	4	705	
		Total (Costs) =		$12,543.36	$13,638.76	$39,277.23	$992.80	$50,303.85	$8,475.60		$7,119.36	$5,076.96	$2,264.00		$139,691.92
		Percentage of Total (Hours) =	N/A	10%	9%	20%		37%	8%		8%	7%	0.0057762	99%	
		Percentage of Total (Costs) =		9%	10%	28%		36%	6%		5%	4%	0.0162071		98%

Work Order Estimate Summary

Consultant/ Subconsultant: **Psomas**

Contract No: **PWL355.0-22**

Task Order No. **WOA355-AE-32**

Work Order Title: **Baltimore Junction and Euclid Grade Study**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	

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Work Order Estimate Summary

Total Hours = **2,238**

Total Costs = **$529,496.23**

Consultant/Subconsultant: **RailPros**

Work Order Title: **Baltimore Junction and Euclid Grade Study**

MTS Doc. No.: **PWL355.0-22**

Work Order No.: **WOA355-AE-32**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	Engineer - Principal (PM)	Engineer - Senior	Lead Structural Engineer	Engineer -2	Area Manager	Engineer - Principal	Engineer -3			Total Hours	Totals
				$ 340.43	$ 269.27	$ 194.47	$ 305.45	$ 161.52	$ 343.32	$ 269.27	$ 121.57	$ -	$ -		
1	**Task 1**	**Euclid Avenue Grade Separation**													
	1.1	**Project Management**	$1,882.50												
		Project Startup and Setup, Initial Schedule			2									2	$538.54
		Overall Project Management, project controls, invoicing,			8		8			24				40	$11,060.24
		Project Meetings		10	20	12	8		8	28				86	$23,853.06
		Project Coordination			4	4								8	$1,854.96
	1.2	**Draft PSR**													
	1.2.1	Review Existing Document			4	8	6			18				36	$9,312.40
	1.2.2	Site Visits			8	16	8		8	40				80	$21,226.64
	1.2.3	Develop Draft Narrative			8	34	2			16				60	$13,685.36
	1.2.4	Develop Project Alternatives		12	12	24	50	140	12	178				428	$101,918.88
		Develop Concept Level Plans and Exhibits				40	36	202	8	82	36			404	$80,605.26
		Geotechnical Review (NINYO & MOORE)													
		ROW Review (BRI)													
		Environmental Review (PSOMAS)													
	1.2.5	Develop Preliminary Estimate			2	32	8	20	6	26	8			102	$22,469.08
	1.2.6	Develop Project Risks			2	8	8		2	22				42	$11,148.48
	1.2.7	Compile Draft Report			4	20	12		16					52	$14,125.00
	1.3	**Preliminary Presentation to MTS**													
		Preliminary Presentation to MTS		4	4	8	8		4	18				46	$12,658.30
	1.4	**Final PSR**													
		Respond to MTS Comments			4	4	8		4	20				40	$11,057.24
		Finalize PSR Document			8	15	4		12					39	$10,412.85
	1.5	**BCA (PSOMAS)**													
	1.5.1	Draft BCA													
	1.5.2	Final BCA													
		Subtotals (Hours) =	N/A	26	90	225	166	362	80	472	44			1,465	$345,926.29
		Subtotals (Costs) =	$1,882.50	$8,851.18	$24,234.30	$43,755.75	$50,704.70	$58,470.24	$27,465.60	$127,095.44	$5,349.08			**1,465**	**$347,808.79**
2	**Task 2**	**Baltimore Junction**													
	2.1	**Project Management**	$1,182.50												
		Project Startup and Setup, Initial Schedule			4									4	$1,077.08
		Overall Project Management, project controls,			6		4		4	4				18	$5,287.78
		Project Meetings		10	16	8	5		4	24				67	$18,631.39
		Project Coordination			4									4	$1,077.08
	2.2	**Draft PSR**													
	2.2.1	Review Existing Document			4	4				10				18	$4,547.66
	2.2.2	Site Visits			8	8			8	24				48	$12,918.96
	2.2.3	Develop Draft Narrative			2	16				8				26	$5,804.22
	2.2.4	Develop Project Alternatives			4	30	12	113	8	76				243	$52,039.42
		Develop Concept Level Plans and Exhibits				10	10	68	2	28	20			138	$26,640.16
		Geotechnical Review (NINYO & MOORE)													
		Environmental Review (PSOMAS)													
	2.2.5	Develop Preliminary Estimate				12	8	12	4	22				58	$14,012.70
	2.2.6	Develop Project Risks			2	4	6	10	2	10				34	$8,143.66
	2.2.7	Compile Draft Report			2	8			12					22	$6,214.14
	2.3	**Preliminary Presentation to MTS**													
		Preliminary Presentation to MTS		4	4	6	3	2	4	6				29	$7,833.91
	2.4	**Respond to Comments**													
		Respond to MTS Comments			4	6	6	8	2	12				38	$9,286.64
	2.4.2	Finalize PSR Document			4	10	4		8					26	$6,990.14
	2.5	**BCA (PSOMAS)**													
	2.5.1	Prepare Draft BCA													
	2.5.2	Prepare Final BCA													
		Subtotals (Hours) =	N/A	14	64	122	58	213	58	224	20			773	$180,504.94
		Subtotals (Costs) =	$1,182.50	$4,766.02	$17,233.28	$23,725.34	$17,716.10	$34,403.76	$19,912.56	$60,316.48	$2,431.40			**773**	**$181,687.44**
		Totals (Summary) =												**2,238**	**$529,496.23**
		Total (Hours) =	N/A	40	154	347	224	575	138	696	64			2238	
		Total (Costs) =	$3,065.00	$13,617.20	$41,467.58	$67,481.09	$68,420.80	$92,874.00	$47,378.16	$187,411.92	$7,780.48				$526,431.23
		Percentage of Total (Hours) =	N/A	2%	7%	16%		26%	6%	31%	0.028597			90%	
		Percentage of Total (Costs) =	1%	3%	8%	13%		18%	9%	35%	0.0146941				86%

Work Order Estimate Summary

Consultant/ Subconsultant: **RailPros**

Contract No: **PWL355.0-22**

Task Order No. **WOA355-AE-32**

Work Order Title: **Baltimore Junction and Euclid Grade Study**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Traffic Observation	Day	$100.00	7	$700.00								
2	Printing and Reproduction	Ea	$100.00	1	$100.00	1	$100.00						
3	Mileage	Mile	$0.63	900	$562.50	900	$562.50						
4	Meals	Per Diem	$65.00	8	$520.00	8	$520.00						
5													
6													
7													
8													
9													
10													
				Subtotal =	**$1,882.50**	Subtotal =	**$1,182.50**	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals Quantity	Totals Total
1	Traffic Observation											**7**	**$700.00**
2	Printing and Reproduction											**2**	**$200.00**
3	Mileage											**1,800**	**$1,125.00**
4	Meals											**16**	**$1,040.00**
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	**$3,065.00**

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Work Order Estimate Summary

Consultant/Subconsultant: **Bender Rosenthall**

MTS Doc. No.: **PWL355.0-22**

Work Order No.: **WOA355-AE-32**

Work Order Title: **Baltimore Junction and Euclid Grade Study**

Attachment: B

Total Hours = **48**

Total Costs = **$10,998.72**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Project Manager	Technician-Senior	Technician - 3	Admin-Senior	Task Manager	Technician - 1					Total Hours	Totals
				$ 229.14	$ 171.88	$ 166.82	$ 142.99	$ 126.31	$ 61.96	$ -	$ -	$ -	$ -		
1	**Task 1**	**Euclid Avenue Grade Separation**													
	1.2	**Draft PSR**													
	1.2.4	Develop Project Alternatives													
		ROW Review		48										48	$10,998.72
		Subtotals (Hours) =	N/A	48										48	$10,998.72
		Subtotals (Costs) =		$10,998.72										**48**	**$10,998.72**
2	**Task 2**	**Baltimore Junction**													
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													

Totals (Summary) =			**48**	**$10,998.72**
Total (Hours) =	N/A	48	48	
Total (Costs) =		$10,998.72		$10,998.72
Percentage of Total (Hours) =	N/A	100%	100%	
Percentage of Total (Costs) =		100%		100%

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Work Order Estimate Summary

Consultant/ Subconsultant: **Bender Rosenthall**

Contract No: **PWL355.0-22**

Task Order No. **WOA355-AE-32**

Work Order Title: **Baltimore Junction and Euclid Grade Study**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	

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Work Order Estimate Summary

Consultant/Subconsultant: **Ninyo & Moore**

MTS Doc. No.: **PWL355.0-22**

Work Order No.: **WOA355-AE-32**

Total Hours = **144**

Total Costs = **$19,728.56**

Work Order Title: **Baltimore Junction and Euclid Grade Study**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer - Principal	Engineer - Senior	Engineer - 3	Engineer - 1	CADD - 3	Admin - 3					Total Hours	Totals
				$ 224.35	$ 177.46	$ 151.18	$ 102.13	$ 101.17	$ 95.70	$ -	$ -	$ -	$ -		
1	**Task 1**	**Euclid Avenue Grade Separation**													
	1.2	**Draft PSR**													
	1.2.4	Develop Project Alternatives													
		Geotechnical Review and Report		4	12	24	16	8	8					72	$9,864.28
		Subtotals (Hours) =	N/A	4	12	24	16	8	8					72	$9,864.28
		Subtotals (Costs) =		$897.40	$2,129.52	$3,628.32	$1,634.08	$809.36	$765.60					**72**	**$9,864.28**
2	**Task 2**	**Baltimore Junction**													
	2.2														
	2.2.4	Develop Project Alternatives													
		Geotechnical Review and Report		4	12	24	16	8	8					72	$9,864.28
		Subtotals (Hours) =	N/A	4	12	24	16	8	8					72	$9,864.28
		Subtotals (Costs) =		$897.40	$2,129.52	$3,628.32	$1,634.08	$809.36	$765.60					**72**	**$9,864.28**
	Totals (Summary) =													**144**	**$19,728.56**
	Total (Hours) =		N/A	8	24	48	32	16	16					144	
	Total (Costs) =			$1,794.80	$4,259.04	$7,256.64	$3,268.16	$1,618.72	$1,531.20						$19,728.56
	Percentage of Total (Hours) =		N/A	6%	17%	33%		11%	11%					78%	
	Percentage of Total (Costs) =			9%	22%	37%		8%	8%						83%

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Work Order Estimate Summary

Consultant/ Subconsultant: **Ninyo & Moore**

Contract No: **PWL355.0-22**

Task Order No. **WOA355-AE-32**

Work Order Title: **Baltimore Junction and Euclid Grade Study**

Attachment: B

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	

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Metropolitan Transit System

Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Federal Fiscal Year (FFY) 2022 Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities (FTA Section 5310) – Amended and Restated Grant Award

RECOMMENDATION:

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

1) Authorize the Chief Executive Officer (CEO) to execute amended and restated grant agreement, MTS Doc. No. G2697.1-23 (in substantially the same format as Attachment A), awarded by the San Diego Association of Governments (SANDAG) in the amount of $599,999.00 in FFY 2022 FTA Section 5310 funding for paratransit vehicle replacement; and

2) Authorize $693,076.42 in local matching funds to fully fund the purchase of seven (7) Americans with Disabilities Act (ADA) paratransit vehicles.

Budget Impact

FTA Section 5310 requires that at least 20 percent of the total project cost is funded by local matching funds. SANDAG has set a maximum FTA Section 5310 request amount per year at $600,000. MTS will be required to provide an estimated $693,076.42 in local matching funds in order to fully fund the replacement of seven (7) ADA paratransit vehicles, due to the increase in total vehicle pricing. In the event that the final invoice for the purchase of vehicles is higher than the current quote, MTS will pay the difference required in local matching funds to ensure purchase is fully funded. MTS's local match is funded by MTS Capital Improvement Program (CIP) 100110101 - ADA Bus Procurement.

DISCUSSION:

The FTA provides capital and operating assistance to agencies providing transportation through the FTA Section 5310 Program. These funds are to be apportioned by the Metropolitan Planning Organization (MPO), SANDAG, through a competitive grant application process.

Based on the requirements of this funding opportunity, MTS typically applies for ADA paratransit vehicles, up to the maximum funding availability, which is also consistent with MTS's long-term fleet plan.

On November 12, 2020 (AI 6), MTS received Board approval to authorize the CEO to submit and execute $600,000 in FFY 2022 FTA Section 5310 funding for ADA paratransit vehicle replacements, and to authorize the commitment of up to $150,000 in local matching funds to fully fund the purchase of seven (7) ADA paratransit vehicles, if awarded.

In March 2021, SANDAG issued award announcements, awarding MTS $599,999 in FFY 2022 FTA Section 5310 funding for the purchase of ADA paratransit vehicles. Due to service impacts experienced from the COVID-19 pandemic, MTS's timeline to replace these vehicles was delayed. MTS notified SANDAG that we would postpone the purchase of the vehicles. MTS is now in a position of requiring replacement ADA paratransit vehicles and is working with SANDAG on updating the grant agreement.

SANDAG utilizes a CALACT/MBTA purchasing contract to purchase the vehicles. Since the notice of award, the CALACT/MBTA contract pricing has increased significantly due to supply chain issues, causing an increase in matching funds required by MTS in order to fully fund the purchase of the vehicles. Original application costs were based upon vehicle cost estimates attained at the time of application. MTS was recently notified by SANDAG that the cost per vehicle has increased significantly since the submittal of the application. The new vehicle pricing will require an estimated $693,076.42 in local matching funds in order to fully fund the replacement of seven (7) ADA paratransit vehicles.

Therefore, staff recommends that the Board of Directors:

1) Authorize the CEO to execute amended and restated grant agreement, MTS Doc. No. G2697.1-23, awarded by SANDAG in the amount of $599,999 in FFY 2022 FTA Section 5310 funding for paratransit vehicle replacement; and

2) Authorize $693,076.42 in local matching funds to fully fund the purchase of seven (7) ADA paratransit vehicles.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft MTS Doc. No. G2697.1-23

SECTION 5310 FUND TRANSFER PROGRAM

AMENDED AND RESTATED FUND TRANSFER AGREEMENT BETWEEN THE SAN DIEGO ASSOCIATION OF GOVERNMENTS AND SAN DIEGO METROPOLITAN TRANSIT SYSTEM

AGREEMENT NO. S1053431

This Fund Transfer Agreement No. S1053431 (AGREEMENT), executed as of the date of the last signature shown on the signature page, is between the San Diego Association of Governments, 401 B Street, Suite 800, San Diego, California 92101 (SANDAG), and San Diego Metropolitan Transit System, 1255 Imperial Ave., Suite 1000, San Diego, CA 92101 (hereinafter referred to as "SUBRECIPIENT" or "GRANTEE"). SANDAG and SUBRECIPIENT are also hereinafter collectively referred to as "the Parties."

RECITALS

A. SANDAG and SUBRECIPIENT, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), are authorized to enter into this AGREEMENT pertaining to federal funding committed for Section 5310 funding (collectively "Section 5310 funds") that SANDAG is responsible for allocating within its jurisdiction. Section 5310 funds are provided by the Federal Department of Transportation (DOT) agency known as the Federal Transit Administration (FTA) to SANDAG as the designated recipient, and therefore various federal requirements and certifications will apply to SUBRECIPIENT as part of this AGREEMENT.

B. SUBRECIPIENT has agreed to implement the Vehicle Procurement Project (Project), subject to the terms and conditions of this AGREEMENT, which includes Project Description and Performance Measure attachments. The attached Project Description is inclusive of the Scope of Work, Project Schedule, and Project Budget.

C. A resolution acceptable to SANDAG, from SUBRECIPIENT's governing body, and which adopts the specific Project described above into SUBRECIPIENT's budget is attached as "SUBRECIPIENT Resolution." The SUBRECIPIENT Resolution authorizes SUBRECIPIENT to execute contracts to implement work elements specified in the Project Description.

D. All services performed by SUBRECIPIENT pursuant to this AGREEMENT shall be performed in accordance with all applicable federal, state, and local laws, ordinances, regulations and policies, including, but not limited to, SANDAG Board Policy No. 035 Competitive Grant Program Procedures, as amended. Board Policy No. 035 is attached to this AGREEMENT as "SANDAG Board Policy No. 035: Competitive Grant Program Procedures."

E. Project funding is as follows:

	FUND SOURCE	DOLLAR AMOUNT	PERCENTAGE
Section 5310 (Fund Limit)	MAP-21/FAST Act	$599,999.00	46.40%
Estimated Matching funds	SUBRECIPIENT	$693,076.42	53.60%

F. This Amended and Restated Agreement supercedes any prior Agreement of Agreement No. S1053431, which the Parties agree is hereby terminated and of no further force and effect. This Amended and Restated Agreement may be amended, or any term hereof modified, only by a written instrument duly executed by both Patries hereto.

In consideration of the foregoing, and the mutual promises of the parties hereto, SUBRECIPIENT and SANDAG agree as follows:

AGREEMENT

I. GRANT AWARD

A. The total amount payable to SUBRECIPIENT pursuant to this AGREEMENT by SANDAG shall not exceed the amount shown on the first page of this AGREEMENT (Fund Limit).

B. It is agreed and understood that this Fund Limit is a ceiling and that SANDAG will only reimburse the allowable cost of services actually rendered in accordance with the AGREEMENT. The actual amount reimbursed by SANDAG may be less than the Fund Limit.

II. TERM OF AGREEMENT

A. The effective date of this AGREEMENT is the last date on which a party executes this AGREEMENT. SANDAG authorizes SUBRECIPIENT to begin working on the Project, and SUBRECIPIENT agrees to undertake Project work, promptly after receiving a written Notice to Proceed from SANDAG. SUBRECIPIENT shall not proceed with the Project, and shall not be eligible to receive payment for work performed, prior to SANDAG issuance of a written Notice to Proceed.

B. This AGREEMENT shall terminate on the date seven years after the effective date unless it is amended in writing by the parties.

III. LOCAL MATCH FUNDS

SUBRECIPIENT shall provide no less than the required matching funds from a source other than federal funds for the actual cost of the Project. If the full Fund Limit is paid by SANDAG, SUBRECIPIENT's match amount is estimated to be the amount shown on the first page of this AGREEMENT. If the actual cost of the project exceeds the Fund Limit, SUBRECIPIENT shall be responsible for 100 percent of the actual cost greater than the Fund Limit.

A. Except where expressly allowed in writing herein, reimbursement of credits for local matching funds will be made or allowed only for work performed on and after the Notice to Proceed date and prior to the termination date of this AGREEMENT, unless expressly permitted by SANDAG, in writing, as eligbile local match expenditures made prior to the effective date of this AGREEMENT.

B. SUBRECIPIENT agrees to contribute at least the statutorily or other required Match Percentage (other than DOT funds or fare revenues), if any is specified within this AGREEMENT or in any attachment hereto, toward the actual cost of the services described in the Project Description, whichever is greater. The local matching funds may be in the form of in-kind contributions if included in the Project Description for non-vehicle projects. SUBRECIPIENT shall contribute no less than its required Match Percentage toward the services described herein on a no less than proportional monthly or quarterly basis coinciding with its usual invoicing frequency for non-vehicle projects.

IV. PROJECT COMPLETION AND USE OF FUNDS

SUBRECIPIENT agrees to complete the Project as described in the Project Description and in accordance with the Performance Measures, using the awarded federal funds provided under the AGREEMENT and any matching funds committed to herein solely for the Project.

V. NOTIFICATION OF PARTIES

SUBRECIPIENT's Project Manager is Kena Teon.

The SANDAG Program Manager is Aly Neumann.

All notices herein provided to be given, or which may be given, by either party to the other, shall be deemed to have been fully given when made in writing and received by the parties at their respective addresses:

SANDAG: San Diego Association of Governments
Attention: Aly Neumann
401 B Street, Suite 800
San Diego, CA 92101
Aly.Neumann@sandag.org

SUBRECIPIENT: San Diego Metropolitan Transit System
Attention: Kena Teon
1255 Imperial Ave.,
Suite 1000, San Diego, CA 92101
kena.teon@sdmts.com

VI. SCOPE OF PERFORMANCE

A. This AGREEMENT was awarded based on the application submitted by SUBRECIPIENT with the intention that the awarded funds would be used to implement the Project as described in the Project Description. Any substantive deviation from the Project Description must be approved in advance by written amendment if grant funds are to be used for such changes. If SUBRECIPIENT believes substantive changes need to be made to the Project, SUBRECIPIENT will immediately notify SANDAG in writing. SANDAG will then determine whether the Project is still consistent with the overall objectives of the relevant federal funding program and whether the changes would have negatively affected the Project ranking during the grant application process. SANDAG reserves the right to have AGREEMENT funding withheld or refunded due to substantive Project changes.

B. SUBRECIPIENT shall make diligent and timely progress toward completion of the Project within the timeliness set forth in the Project Schedule, which is included in the Project Description. SUBRECIPIENT further agrees to the requirements and timeframes set forth in SANDAG Board Policy No. 035: Competitive Grant Program Procedures, and any amendments thereto.

C. In the event SUBRECIPIENT encounters or anticipates difficulty in meeting the Project Schedule, SUBRECIPIENT shall immediately notify the SANDAG Program Manager in writing and shall provide pertinent details, including the reason(s) for the delay in performance and the date by which SUBRECIPIENT expects to complete performance. SUBRECIPIENT's notification shall be informational in character only and SANDAG's receipt of it shall not be construed as a waiver by SANDAG of a project delivery schedule or date, or any rights or remedies provided by this AGREEMENT.

VII. MONITORING AND COMPLIANCE

SUBRECIPIENT's performance shall be monitored for consistency with the Project Description. SANDAG will utilize the "SANDAG Grant Monitoring Checklist," in substantially the same form as attached, to document compliance using both cost and non-cost performance indicators.

A. SUBRECIPIENT's performance will be measured against the Performance Measures during the term of this AGREEMENT. If the SUBRECIPIENT does not achieve minimum performance requirements, SANDAG will issue SUBRECIPIENT a written Notice to Complete a Recovery Plan. SUBRECIPIENT's Recovery Plan shall include a detailed description of how SUBRECIPIENT intends to come into compliance with its performance measure minimums. SUBRECIPIENT's Recovery Plan description must include an implementation schedule that reflects achievement of the performance measure minimums within six months following the issue date of the SANDAG Notice to Complete a Recovery Plan. SUBRECIPIENT must submit its Recovery Plan to the SANDAG Program Manager within 30 calendar days following the issue date of the SANDAG Notice to Complete a Recovery Plan. If SUBRECIPIENT's performance is inconsistent with that proposed in its Recovery Plan, SANDAG in its sole discretion may terminate this AGREEMENT.

B. SANDAG will utilize the SANDAG Grant Monitoring Checklist at regular site visits to verify compliance with provisions in this AGREEMENT and document compliance deficiencies. If SUBRECIPIENT does not comply with provisions in this AGREEMENT or meet the requirements in the Grant Monitoring Checklist, SANDAG will issue SUBRECIPIENT a written Notice to Complete a Recovery Plan. SUBRECIPIENT's Recovery Plan shall include a detailed description of how SUBRECIPIENT intends to come into compliance. SUBRECIPIENT's Recovery Plan description must include an implementation schedule that reflects compliance within three months following the issue date of the SANDAG Notice to Complete a Recovery Plan. SUBRECIPIENT must submit its Recovery Plan to the SANDAG Program Manager within 30 calendar days of the identification of the compliance deficiency and issuance of the SANDAG Notice to Complete a Recovery Plan. If SUBRECIPIENT does not take corrective action or does not come into compliance with the provisions in this AGREEMENT and the Grant Monitoring Checklist, SANDAG in its sole discretion may terminate this AGREEMENT.

C. SUBRECIPIENT shall comply with the most recently adopted version of the SANDAG Specialized Transportation Program Management Plan (PMP). A copy of the PMP can be obtained from www.sandag.org/stgp the SANDAG Program Manager. In the case of a conflict between the PMP and this AGREEMENT, this AGREEMENT shall prevail.

VIII. FUNDING REQUIREMENTS

A. It is mutually understood between the parties that this AGREEMENT may have been written for the mutual benefit of both parties in order to avoid program and fiscal delays that would occur if the AGREEMENT was executed only after ascertaining the availability and appropriation of funds.

B. This AGREEMENT is valid and enforceable only if sufficient funds are made available to SANDAG by the United States Government and/or the California State Legislature for the purpose of this Project. In addition, this AGREEMENT is subject to any additional restrictions, limitations, conditions, or any statute enacted by the SANDAG Board of Directors, Congress or the State Legislature that may affect the provisions, terms, or funding of this AGREEMENT in any manner.

C. It is mutually agreed that, if the Congress or the State Legislature does not appropriate sufficient funds for the program and Project, this AGREEMENT shall be amended to reflect any reduction in funds.

D. SANDAG has the option to void this AGREEMENT under the termination clause or to amend this AGREEMENT to reflect any reduction of funds. In the event of an unscheduled termination, SANDAG may reimburse or offset SUBRECIPIENT costs in accordance with the provisions of this AGREEMENT.

IX. ALLOWABLE COSTS FOR NON-VEHICLE PURCHASES

A. The method of payment for this AGREEMENT will be based upon actual allowable costs. SANDAG will reimburse SUBRECIPIENT for expended actual allowable direct and indirect costs, including, but not limited to, labor costs, employee benefits, and travel and third-party contract costs incurred by SUBRECIPIENT in performance of the Project work, not to exceed the Fund Limit set forth in this AGREEMENT. Indirect costs are reimbursable if the SUBRECIPIENT has a Federally Negotiated Indirect Cost Rate (FNICR) recognized by the federal government. SUBRECIPIENTS that have never received a FNICR, and will not receive $35 million or more in direct federal funding in the fiscal year requested and each thereafter, may choose to use a 10 percent de minimis indirect cost rate per 2 CFR 200. The indirect cost rate to be used by SUBRECIPIENT is identified in the following attachment to this AGREEMENT: "Subaward Information." If SUBRECIPIENT is eligible to utilize the de minimis indirect cost rate and has elected to do so, it must also execute the attached "Indirect Cost Rate Certification Form."

B. Reimbursement of SUBRECIPIENT expenditures will be authorized only for those allowable costs actually incurred by SUBRECIPIENT in the performance of the Project work. SUBRECIPIENT must have incurred the expenditures on or after receiving the SANDAG Notice to Proceed and before the Termination Date of this AGREEMENT, and also must have paid for those costs to claim any reimbursement.

C. Transportation and subsistence costs will be reimbursed shall at the actual costs incurred and supported by receipts, and shall not exceed the maximum amounts authorized for state employees, which are available at: https://www.calhr.ca.gov/employees/Pages/travel-reimbursements.aspx.

D. SANDAG will reimburse SUBRECIPIENT for vehicle expenses claimed using a mileage reimbursement rate up to the current maximum allowable by the Internal Revenue Service (IRS). SANDAG will advise the SUBRECIPIENT of changes in the IRS rate. Subject to the conditions outlined in the next paragraph, the mileage reimbursement rate shall cover all vehicle expenses, with the exception of parking fees and roadway tolls. The vehicle expenses covered by the mileage reimbursement rate include, but are not limited to, items such as fuel, oil, repairs, wear items (e.g., tires, brakes, mufflers), preventative maintenance, parts, washing, license and registration fees, and insurance.

The mileage reimbursement will only be paid for mileage reflected in a SUBRECIPIENT-maintained mileage log. The mileage log must include the vehicle identification number, date and time of trip, trip purpose, beginning odometer, ending odometer and total trip mileage. Receipts are required for parking and tolls. SANDAG may, at its discretion, audit SUBRECIPIENT's mileage logs and require SUBRECIPIENT's submission of its mileage logs with any SUBRECIPIENT invoices seeking mileage reimbursement.

E. SUBRECIPIENT shall submit invoices no more frequently than monthly, and no less frequently than every 90 calendar days. SANDAG will reimburse SUBRECIPIENT for all allowable Project costs no more frequently than monthly, and no less frequently than every 90 calendar days, in arrears as promptly as SANDAG fiscal procedures permit upon receipt of itemized signed invoices. The standardized SUBRECIPIENT invoice and reporting forms will be provided by the SANDAG ProgramManager. Invoices shall reference this AGREEMENT, and shall be signed and submitted to SANDAG at the following address or as may be otherwise indicated by SANDAG in the event it transitions to an electronic invoicing process:

San Diego Association of Governments
Attention: Alyssa Neumann
401 B Street, Suite 800
San Diego, CA 92101
grantsdistribution@sandag.org

X. COST PRINCIPLES

A. SUBRECIPIENT agrees to comply with 2 CFR 200, including but not limited to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards, and Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, as applicable.

B. SUBRECIPIENT agrees that it, and will cause its third-party contractors to agree, that (a) Contract Cost Principles and Procedures and Federal Acquisition Regulations System under 2 CFR 200 shall be used to determine the allowability of individual Project cost items; and (b) all parties shall comply with federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, and the following attachments to this AGREEMENT: Standard Federal Provisions (Federal Transit Administration) and the Federal Provisions for the 5310 Program Enhanced Mobility of Seniors and Individuals with Disabilities.

C. Any Project costs for which SUBRECIPIENT has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR 200 are subject to repayment by SUBRECIPIENT to SANDAG by offset or other means approved by SANDAG. Should SUBRECIPIENT fail to reimburse moneys due SANDAG within 30 calendar days of discovery or demand, or within such other period as may be agreed to in writing between the Parties hereto, SANDAG is authorized to intercept and withhold future payments due SUBRECIPIENT from SANDAG.

XI. REPORTS AND DATA COLLECTION

A. SUBRECIPIENT shall submit written progress reports no less frequently than quarterly to allow SANDAG to determine if SUBRECIPIENT is performing to expectations, is on schedule, is within funding cost limitations, to communicate interim findings, and to afford occasions for airing difficulties respecting special problems encountered so that remedies can be developed. Grant Progress Reports including Project data establishing SUBRECIPIENT's performance as compared to the Performance Measures shall be provided by SUBRECIPIENT to SANDAG no less frequently than quarterly. The standardized SUBRECIPIENT reporting forms will be provided by the SANDAG Program Manager.

B. SUBRECIPIENT shall provide any requested data regarding trips, populations served, or other data as may be needed to establish SUBRECIPIENT's performance and compliance with the AGREEMENT, including but not limited to any reports required by federal funding agencies such as the performance measure reporting set forth in FTA Circular 9070.1 G.

C. If SUBRECIPIENT expends $750,000 or more in Federal awards in a federal fiscal year, SUBRECIPIENT must have a single audit conducted in accordance with the Office of Management and Budget (OMB) under 2 CFR 200 unless SUBRECIPIENT elects to have a program-specific audit. If the only Federal funds expended by SUBRECIPIENT are Section 5310 funds, SUBRECEIPIENT may elect to have a program-specific audit. The federal Assistance Listings Number for the 5310 Program is 20.513. If a single audit or program-specific audit is required, SUBRECIPIENT must submit the audit to SANDAG. SANDAG will issue a management decision within six months of receipt of the single audit if there are audit findings that relate to the Section 5310 award. SANDAG will state whether or not the audit finding is sustained, and if the SUBRECIPIENT has not yet completed the corrective action, a timetable for follow-up will be given.

D. If a vehicle was purchased with funding from this AGREEMENT, no fewer than 90 calendar days prior to the end of the useful life of a vehicle, SUBRECIPIENT and SANDAG shall meet to discuss any outstanding Project close-out matters of concern to either party.

E. In order to track the types of persons served by Subrecipients for Title VI, as well as provide information to SUBRECIPIENT to help it better serve its clients, SUBRECIPIENT will be required to provide client demographic information and other data to SANDAG annually, on a form to be provided by SANDAG. Data will be used to complete and annually submit the "Client Demographic Information Form".

XII. INDEMNIFICATION AND LIABILITY

A. Nothing in the provisions of this AGREEMENT is intended to create duties or obligations to or rights in third parties to this AGREEMENT or effect the legal liability of either party to the AGREEMENT by imposing any standard of care with respect to operation, maintenance, or repair different from the standard of care imposed by law or this AGREEMENT. In connection with the Project, SUBRECIPIENT agrees that SANDAG shall not be subject to any obligations or liabilities to any third-party contractor, or other person or entity that is not a party to this AGREEMENT. Notwithstanding that SANDAG may have concurred in or approved any third-party contract at any tier, SANDAG has no obligations or liabilities to any entity other than the SUBRECIPIENT, including any third-party contractor at any tier.

B. Neither SANDAG nor any officer or employee thereof is responsible for any damage or liability occurring by reason of anything done or omitted to be done by SUBRECIPIENT or its third-party contractors under or in connection with any work, authority, or jurisdiction arising from or related to this AGREEMENT. SUBRECIPIENT and its third-party contractors shall fully defend, indemnify, and save harmless SANDAG, its officers and employees from all claims, suits, or actions of every name, kind, and description occurring by reason of anything done or omitted to be done by SUBRECIPIENT and its third-party contractors under or in connection with any work, authority, or jurisdiction arising under this AGREEMENT.

XIII. INSURANCE

SUBRECIPIENT shall procure and maintain, and shall cause its subrecipients and/or third party contractors to maintain, during the period of performance of this AGREEMENT, and for 12 months following the termination date of this AGREEMENT, policies of insurance from insurance companies authorized to do business in the State of California or the equivalent types and amounts of self-insurance, as follows:

A. **General Liability.** Combined single limit of $1,000,000 per occurrence and $2,000,000 general aggregate for personal and bodily injury, including death, and broad form property damage. The policy must include an acceptable "Waiver of Transfer Rights of Recovery Against Others Endorsement." The policy must name SANDAG as an additional insured in the endorsement. A deductible or retention may be utilized, subject to approval by SANDAG.

B. **Automobile Liability.** For personal and bodily injury, including death, and property damage in an amount not less than $1,000,000. Third-party contractor shall include SANDAG as a loss payee on its policy.

C. **Workers' Compensation and Employer's Liability.** Policy must comply with the laws of the State of California. The policy must include an acceptable "Waiver of Right to Recover From Others Endorsement".

SUBRECIPIENT shall furnish satisfactory proof by one or more certificates that it and its third-party contractors have the foregoing insurance. These policies shall be primary insurance as to SANDAG so that any other coverage held by SANDAG shall not contribute to any loss under insurance procured and maintained by SUBRECIPIENT and/or its third-party contractor required under this Agreement. Each insurance policy shall contain a clause, which provides that the policy may not be canceled without first

giving 30 days' advance written notice to SANDAG. For purposes of this notice requirement, any material change in the policy prior to its expiration shall be considered a cancellation.

SUBRECIPIENT and its third-party contractors shall maintain sufficient insurance or a self-insurance program approved by SANDAG to cover all casualty losses and ensure the repair or replacement of federally funded Property. In the event a piece of Property is not replaced or repaired, SUBRECIPIENT agrees to transfer any insurance proceeds received to SANDAG for remitting the federal share to the FTA.

XIV. Insurance Certificate Submittal

SANDAG will use myCOI to track and verify insurance coverage. SUBRECIPIENT will receive an email from:certificaterequest@mycoisolution.com. SUBRECIPIENT shall follow the instructions contained in the email and complete the online registration. Upon completion of registration, myCOI will request proof of insurance directly from SUBRECIPIENT's insurance agents. SUBRECIPIENT shall include the AGREEMENT number on all insurance-related correspondence submitted to myCOI. SUBRECIPIENT shall not commence work and no payments shall be made to SUBRECIPIENT, unless SUBRECIPIENT is registered with myCOI and compliant Certificates of Insurances (COIs) have been received.

SUBRECIPIENT shall cause its insurance agents to comply with requests for updated information from myCOI on no less than an annual basis. SUBRECIPIENT is responsible for ensuring that its agents send SANDAG updated certificates of insurance throughout the term of this AGREEMENT via myCOI.

XV. DISABLED ACCESS REVIEW

Disabled access review by the Department of General Services (Office of State Architect) is required for the construction of all publicly funded buildings, structures, sidewalks, curbs, and related facilities. No construction contract will be awarded by SUBRECIPIENT unless SUBRECIPIENT plans and specifications for such facilities conform to the provisions of sections 4450 and 4454 of the California Government Code, if applicable. Further requirements and guidance are provided in Title 24 of the California Code of Regulations and the Americans With Disabilities Act (42 USC 12101, et seq.).

XVI. NON-DISCRIMINATION

A. During the performance of this AGREEMENT, SUBRECIPIENT and all of its third-party contractors, if any, shall not unlawfully discriminate, harass, or allow harassment, against any employee or applicant for employment because of race, color, religion, creed, national origin, ancestry, age (over 40), gender identity or expression, sex (including pregnancy, childbirth, breastfeeding or related medical conditions), medical condition, physical or mental disability, genetic information, sexual orientation, marital status, military or veteran status or any other category protected under federal, state or local law. SUBRECIPIENT and its third-party contractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. SUBRECIPIENT and its third-party contractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 11000 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code section 12990 (a-f), set forth in Chapter 5 of Division 4.1 of Title 2 of the California Code of Regulations, are incorporated into this AGREEMENT by this reference and are made a part hereof as if set forth in full. SUBRECIPIENT and its third-party contractor shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

B. SUBRECIPIENT shall include the nondiscrimination and compliance provisions of this Section in all third-party contracts to perform work under this AGREEMENT.

C. SUBRECIPIENT agrees to comply with all applicable civil rights statutes and implementing regulations including, but not limited to, the following:

1. Nondiscrimination in Federal Transit Programs. The SUBRECIPIENT agrees to comply, and assures the compliance of each third-party contractor at any tier under the Project, with the provisions of 49 U.S.C. 5332. These provisions prohibit discrimination on the basis of race, color, religion, national origin, sex, age, and disability, and prohibit discrimination in employment or business opportunity.

2. Nondiscrimination on the Basis of Disability. The SUBRECIPIENT agrees to comply, and assures the compliance of each third-party contractor at any tier of the project, with the applicable laws and regulations, discussed below, for nondiscrimination on the basis of disability.

    a. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), prohibits discrimination on the basis of disability by recipients and subrecipients of federal financial assistance.

    b. The ADA, as amended (42 U.S.C. 12101, et seq.), prohibits discrimination against qualified individuals with disabilities in all programs, activities, and services of public entities, as well as imposes specific requirements on public and private providers of public transportation.

    c. DOT regulations implementing Section 504 and the ADA include 49 CFR 27, 37, 38, and 39. Among other provisions, the regulations specify accessibility requirements for the design and construction of new transportation facilities and vehicles; require that vehicles acquired (with limited exceptions) be accessible to and usable by individuals with disabilities, including individuals using wheelchairs; and include service requirements intended to ensure that individuals with disabilities are afforded equal opportunity to use transportation systems.

    d. Providers of demand responsive service must utilize accessible vehicles, as defined at 49 CFR 37.7 or meet the applicable equivalent service standard. For private and public entities, the service must be equivalent in regards to schedules, fares, response times, geographic areas of service, hours and days of service, availability of information, reservations capability, constraints on capacity or service availability, and restrictions priorities based on trip purpose.

    e. In addition, those who receive any AGREEMENT funds should be aware that they also have responsibilities under Titles I, II, III, IV, and V of the ADA in the areas of employment, public services, public accommodations, telecommunications, and other provisions, many of which are subject to regulations issued by other federal agencies.

3. Nondiscrimination-Title VI. SUBRECIPIENT agrees to comply, and assures the compliance of each third-party contractor at any tier of the Project, with all of the following requirements under Title VI of the Civil Rights Act of 1964:

    a. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), provides that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

    b. U.S. DOT regulations, “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act,” 49 CFR part 21.

c. FTA Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients." This document provides those who receive AGREEMENT funds with guidance and instructions necessary to carry out DOT Title VI regulations (49 CFR 21), and DOT Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons (70 FR 74087, Dec. 14, 2005).

d. U.S. DOT Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons (December 14, 2005). This guidance clarifies the responsibilities of those receiving Federal financial assistance from DOT and assists them in fulfilling their responsibilities to LEP persons, pursuant to Title VI of the Civil Rights Act of 1964 and Executive Order 13166.

e. FTA Circular 4703.1 "Environmental Justice Policy Guidance for Federal Transit Administration Recipients." This document provides those receiving AGREEMENT funds with guidance and instructions necessary to carry out U.S. DOT Order 5610.2 to Address Environmental Justice in Minority Populations and Low-Income Populations, and Executive Order 12898 on Environmental Justice that describes the process that the Office of the Secretary of Transportation and each operating administration will use to incorporate environmental justice principles into existing programs, policies, and activities.

f. U.S. DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations. DOT Order 5610.2 describes the process that the Office of the Secretary of Transportation and each operating administration will use to incorporate environmental justice principles (as embodied in Executive Order 12898 on Environmental Justice) into existing programs, policies, and activities.

4. Equal Employment Opportunity. SUBRECIPIENT agrees to comply, and assures the compliance of each third-party contractor at any tier of the project, with all equal employment opportunity (EEO) requirements of Title VII of the Civil Rights Act of 1964, as amended, (42 U.S.C. 2000e et seq.), and with 49 U.S.C. 5332 and any implementing regulations DOT may issue. Subrecipients and third-party contractors at any tier that receive capital or operating assistance in excess of $1 million or planning assistance in excess of $250,000 and employ 50 or more transit-related employees must submit to SANDAG an EEO plan consistent with the requirements set forth in FTA Circular 4704.1A.

5. Nondiscrimination on the Basis of Sex. SUBRECIPIENT agrees to comply with all applicable requirements of Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. 1681, et seq.), with DOT implementing regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 CFR part 25.

6. Nondiscrimination on the Basis of Age. SUBRECIPIENT agrees to comply with all applicable requirements of the Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101, et seq.), and Department of Health and Human Services' (DHHS') implementing regulations, "Nondiscrimination on the Basis of Age in Programs or Activities Receiving Federal Financial Assistance," (45 CFR 90), which prohibit discrimination against individuals on the basis of age. In addition, SUBRECIPIENT agrees to comply with all applicable requirements of the Age Discrimination in Employment Act (ADEA), 29 U.S.C. 621 through 634, and Equal Employment Opportunity Commission (EEOC) implementing regulations, "Age Discrimination in Employment Act" (29 CFR 1625), which prohibit employment discrimination against individuals on the basis of age.

7. Disadvantaged Business Enterprise (DBE). To the extent required by Federal law, regulation, or directive, SUBRECIPIENT agrees to take the following measures to facilitate participation by DBEs:

a. SUBRECIPIENT agrees and assures that it will comply with MAP-21 Section 1101(b) (23 U.S.C. 101 note), which directs the Secretary of Transportation to expend not less than 10 percent of authorized federal funds with DBEs. This 10 percent national goal is aspirational and is used by the DOT to help monitor and evaluate DBE participation in DOT-assisted contracting opportunities.

b. SUBRECIPIENT agrees and assures that it will comply with DOT regulation, "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs," 49 CFR 26. Among other provisions, this regulation requires certain SUBRECIPIENTs of DOT Federal financial assistance, including SUBRECIPIENT, to ensure that DBE firms have a level competitive playing field and opportunity to participate in DOT-assisted contracts.

c. SUBRECIPIENT agrees and assures that it shall not discriminate on the basis of race, color, sex, or national origin, in the award and performance of any third-party contract supported with Federal assistance derived from DOT, or in the administration of its DBE Program, and will comply with the requirements of 49 CFR 26. SUBRECIPIENT agrees to take all necessary and reasonable steps set forth in 49 CFR 26 to ensure nondiscrimination in the award and administration of all third-party contracts supported with Federal assistance derived from DOT. As required by 49 CFR 26 and approved by DOT, SANDAG's DBE Program is incorporated by reference and made part of this Agreement. The SUBRECIPIENT agrees that implementation of this DBE Program is a legal obligation, and that failure to carry out its terms shall be treated as a violation of this AGREEMENT. Upon notification by DOT to SANDAG and notification by SANDAG to SUBRECIPIENT of a failure to implement its approved DBE Program, DOT may impose sanctions as provided for under 49 CFR 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001, and/or the Program Fraud Civil Remedies Act, (31 U.S.C. 3801, et seq.).

d. In connection with the performance of this AGREEMENT, SUBRECIPIENT will cooperate with SANDAG in meeting its commitments and goals with regard to the maximum utilization of DBEs and other small businesses. It is SANDAG policy that DBEs and small businesses shall have an equal opportunity to participate in the performance of contracts financed in whole or in part with FTA funds.

e. SUBRECIPIENT shall carry out applicable requirements of 49 CFR 26, of the Code of Federal Regulations, entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs," (the Regulations) in the award and administration of this AGREEMENT.

D. SUBRECIPIENT shall sign and submit to SANDAG the following forms attached to this AGREEMENT, prior to, or concurrently with, this AGREEMENT: "Certificate of Nondiscrimination Assurances," and "Equal Employment Opportunity Certificate of Compliance." SUBRECIPIENT shall also submit the "Client Demographic Information Form", annually. In addition, SUBRECIPIENT shall submit documentation of its Disadvantaged Business Enterprise (DBE) status if subrecipient or any third-party contractors are certified as a DBE.

XVII. COMPLAINT PROCEDURES

SUBRECIPIENT is required to record and track complaints made by employees, volunteers, clients or the general public, including complaints relating to Title VI, ADA, and service quality, or any other grievance pertaining to the Project. SUBRECIPIENT shall establish and implement procedures to ensure timely resolution of complaints, and sufficiently document steps taken to investigate and address complaints. SUBRECIPIENT shall make these records available to SANDAG for inspection during audits. Additionally, SUBRECIPIENT is required to report complaints to SANDAG on regularly submitted progress reports. If SUBRECIPIENT receives a Title VI-related or ADA-related complaint, SUBRECIPIENT must notify

SANDAG in writing within 72 hours of receiving the complaint so that SANDAG can determine whether it needs to carry out its own investigation.

XVIII. ELDER ABUSE REPORTING

California Welfare and Institutions Code (WIC) §15630 provides in part: "Any person who has assumed full or intermittent responsibility for care or custody of an elder or dependent adult, whether or not that person receives compensation…is a mandated reporter."

To the extent SUBRECIPIENT or a third-party contractor at any tier is a mandated reporter, SUBRECIPIENT agrees to comply, and assure the compliance of said third-party contractors, with the applicable provisions of the Elder Abuse and Dependent Adult Civil Protection Act (WIC §15600, et seq.). Additional information and training for mandated reporters can be found on the California Department of Social Services website: https://www.cdss.ca.gov/inforesources/Adult-Protective-Services.

XIX. PURCHASES BY SUBRECIPIENT

A. All Purchases

1. Prior authorization in writing by SANDAG shall be required before SUBRECIPIENT enters into any non-budgeted third-party contracts exceeding $10,000 for supplies, equipment, or consultant services. SUBRECIPIENT shall provide an evaluation of the necessity or desirability of incurring such costs.

2. For the purchase of any item, service, or consulting work not covered in the Project Description and exceeding $10,000, SUBRECIPIENT must competitively bid the work, or the absence of bidding must be adequately justified, and prior authorization must be obtained from SANDAG. SUBRECIPIENT shall maintain ownership of any real or personal property purchased using AGREEMENT funding (Property) and shall use such Property only for the purposes set forth in this AGREEMENT. The parties agree to meet and confer in good faith to ensure the continued use of the Property for the purposes intended.

3. The useful life of the Property will be specified in the Project Description.

4. SANDAG and SUBRECIPIENT agree that SUBRECIPIENT shall maintain each piece of Property in good operating order consistent with the purposes for which they were intended. SUBRECIPIENT agrees to make all maintenance records available to SANDAG and include as applicable in reports (see section entitled "Reports", above).

5. SUBRECIPIENT shall maintain, or cause to be maintained, the Property at a high level of cleanliness, safety, and if applicable, mechanical soundness, under maintenance procedures, which SUBRECIPIENT must create and implement. SANDAG and the FTA shall have the right to conduct periodic maintenance inspections for the purpose of confirming the existence, condition, and proper maintenance of the Property.

6. Any Property purchased as a result of this AGREEMENT is subject to the following:

    a. SUBRECIPIENT shall maintain an inventory record for each piece of non-expendable Property purchased or built with funds provided under the terms of this AGREEMENT.

    b. The inventory record of each piece of such Property shall include, but not be limited to, the description, I.D. number, acquisition date, cost, grant-funded percentage, grant number, useful life, location, use and condition, disposition action, title holder, and/or any other information necessary to identify said Property. (2 CFR 200).

c. Non-expendable Property so inventoried are those items of Property that have a normal life expectancy of one year or more and an approximate unit price of $5,000 or more. In addition, theft-sensitive items of Property costing less than $5,000 shall be inventoried. A copy of the inventory record must be submitted to SANDAG upon request by SANDAG.

7. 2 CFR 200 requires a credit to Federal funds when participating Property with a fair market value greater than $5,000 is credited to the Project.

8. SANDAG and SUBRECIPIENT agree that if a piece of Property is utilized for transportation services it shall be provided in a nondiscriminatory manner. SANDAG agrees to provide any necessary Title VI reporting to the federal government. SUBRECIPIENT agrees to provide such technical assistance and information as necessary for the development of that Title VI report (see also the section entitled “Non-Discrimination,” above).

B. Vehicle Purchases

1. The AGREEMENT calls for vehicle funding for SUBRECIPIENT. SUBRECIPIENT vehicles must be retained in service in accordance with useful life standards as set in FTA Circular 5010.1E. Subject to the section entitled “Allowable Costs for Non-Vehicle Purchases” above, SUBRECIPIENT shall be responsible at its sole cost for all normal maintenance and upkeep, insurance, taxes and registration fees related to the Property. SUBRECIPIENT also shall comply with the terms of the Vehicle Lease Agreement(s) for any vehicle purchases. Any Vehicle Lease Agreement(s) subsequently executed for the purpose of engaging a third-party contractor to operate the Vehicles purchased under this AGREEMENT is hereby incorporated by this reference.

2. On behalf of SUBRECIPIENT, SANDAG shall procure the Property in compliance with all federal requirements for competitive procurement, including, but not limited to the Buy America requirements applicable to vehicles pursuant to the Federal Transit Administration’s requirements. SUBRECIPIENT shall develop appropriate plans and specifications for each piece of Property to meet SUBRECIPIENT’s needs. SANDAG shall not be responsible for errors in plans or specifications provided by SUBRECIPIENT.

3. Due to FTA requirements that mandate that SANDAG maintain ownership and control of vehicles purchased with funds provided under this AGREEMENT, SUBRECIPIENT shall be required to enter into the Vehicle Lease Agreement(s) for the purchase of revenue or non-revenue vehicles. At the conclusion of the minimum useful life of the Property, or if this AGREEMENT is terminated, Property shall be disposed of consistent with FTA guidance and the terms of the Vehicle Lease Agreement(s).

4. SUBRECIPIENT agrees that a default under this AGREEMENT is a default under the Vehicle Lease Agreement with SANDAG and vice versa.

5. In the event a vehicle purchased pursuant to this AGREEMENT is damaged, lost, or stolen, and the insurance proceeds obtained by SUBRECIPIENT are insufficient to cover the loss, SUBRECIPIENT shall provide the additional funding needed to cover the difference, or forfeit the insurance proceeds to SANDAG and FTA and request an amendment to this AGREEMENT by SANDAG to reduce SUBRECIPIENT’s award amount and amend the Project Description and Performance Measures as may be needed.

XX. DRUG AND ALCOHOL TESTING

SUBRECIPIENT agrees to provide drug and alcohol testing of its drivers to the extent it is required by federal law.

XXI. THIRD-PARTY CONTRACTING

A. SUBRECIPIENT shall perform the work contemplated with resources available within its own organization and no portion of the work shall be completed by a third-party contractor without written authorization by SANDAG, unless expressly included (third-party contractor identified) in the Project Description. Any third-party contract entered into as a result of this AGREEMENT shall contain all the provisions stipulated in this AGREEMENT to be applicable to SUBRECIPIENT's third-party contractor. By requesting approval from SANDAG for use of a third-party contractor, RECIPIENT will be asserting to SANDAG that it has an independent contractor relationship with that third-party contractor that meets the requirements for an independent contractor relationship under California law.

B. SUBRECIPIENT shall not award contracts over $10,000 on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of SANDAG. Contracts awarded by SUBRECIPIENT, if intended as Match Percentage, must meet the requirements set forth in this AGREEMENT regarding local match funds.

C. SUBRECIPIENT shall execute and cause its third-party contractors to execute debarment and suspension certificates stating they have not been disqualified from doing business with the federal government. SUBRECIPIENT shall provide signed debarment and suspension certificates to SANDAG in advance of utilizing any third-party contractor.

D. Any third-party contract entered into by SUBRECIPIENT as a result of this AGREEMENT shall mandate that travel and per diem reimbursements and third-party contract reimbursements will be allowable as Project costs only after those costs are incurred and paid for by the third-party contractor.

E. If local match is a requirement of these funds, SUBRECIPIENT must ensure that local match funds used for the Project meet the requirements outlined in this AGREEMENT in the same manner as is required of all other Project expenditures.

F. Although SUBRECIPIENT may delegate any or almost all Project responsibilities to one or more third-party contractors at any tier, SUBRECIPIENT agrees that it, rather than any third-party contractor, is ultimately responsible for compliance with all applicable laws, regulations, and this AGREEMENT.

XXII. ETHICS

A. SUBRECIPIENT agrees to maintain a written code of conduct or standards of conduct that shall govern the actions of its officers, employees, board members, or agents engaged in the award or administration of third-party contracts supported with funding provided under this AGREEMENT. SANDAG has established policies concerning potential conflicts of interest. These policies apply to SUBRECIPIENT.

B. For all awards by SANDAG or SUBRECIPIENT, any practices which might result in unlawful activity are prohibited including, but not limited to, rebates, kickbacks, or other unlawful considerations. SANDAG and SUBRECIPIENT staffs are specifically prohibited from participating in the selection process for a procurement when those staff have a close personal relationship, family relationship, or past (within the last 12 months), present, or potential business or employment relationship with a person or business entity seeking a contract. It is unlawful for any contract to be made by SANDAG or SUBRECIPIENT if one of their respective board members or staff has a prohibited financial interest in the contract. Staff are also prohibited from soliciting or accepting gratuities from any organization seeking funding from SANDAG or SUBRECIPIENT. Neither SANDAG nor SUBRECIPIENT's officers, employees, agents, and board members shall solicit or accept gifts,

gratuities, favors, or anything of monetary value from contractors, potential contractors, or parties to subagreements.

C. By signing this AGREEMENT, SUBRECIPIENT affirms that it has no knowledge of an ethical violation by SANDAG or SUBRECIPIENT staff. If SUBRECIPIENT has any reason to believe a conflict of interest exists with regard to the AGREEMENT or the Project, it should notify the SANDAG Office of General Counsel immediately.

XXIII. COMPLIANCE WITH LABOR AND OTHER LAWS

A. If this Project will result in the construction, alteration, modification, or maintenance of a "Public Work," as that term is defined in the Labor Code, then SUBRECIPIENT must conform to the provisions of the Labor Code applicable to Public Works as set forth in sections 1720 through 1815, all applicable regulations of the Department of Industrial Relations, and determinations of coverage as issued by the Director of Industrial Relations.

B. SUBRECIPIENT shall include in all third-party contracts funded by this AGREEMENT which contemplate the actual construction of a Public Works project paid for by funds allocated under this AGREEMENT, a clause that requires each third-party contractor to comply with California Labor Code requirements that all workers employed on public works projects (as defined in California Labor Code 1720-1815) will be paid not less than the general prevailing wage rates predetermined by the Director of the State Department of Industrial Relations.

C. SUBRECIPIENT shall comply with all federal, state, and local laws and ordinances applicable to this AGREEMENT. This includes compliance with laws defining independent contractors, when applicable. Consultant shall pass all of the provisions in this section through to its third-party contractors at any tier.

D. SUBRECIPIENT shall be aware of the requirements of the Immigration Reform and Control Act of 1986 and shall comply with those requirements, including, but not limited to, verifying the eligibility for employment of all agents, employees, consultants, and subcontractors that are contemplated by this AGREEMENT.

E. SUBRECIPIENT represents and warrants to SANDAG that it has all necessary licenses, permits, qualifications and approvals, of whatever nature, that are legally required for it to operate legally. RECIPIENT further represents and warrants to SANDAG that it shall keep in effect at all times during the term of this AGREEMENT any licenses, permits, and approvals that are required for it to perform under this AGREEMENT.

F. The State Fire Marshal adopts building standards for fire safety and panic prevention. When applicable, SUBRECIPIENT must assure that any relevant Project plans meet the standards of the State Fire Marshal to ensure consistency with fire protection standards.

XXIV. RECORDS RETENTION AND AUDITS

A. SUBRECIPIENT and its third-party contractors at any tier shall establish and maintain an accounting system and records that properly accumulate and segregate incurred Project costs and matching funds by line item for the Project. The accounting system of SUBRECIPIENT, and its third-party contractors at any tier shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of SUBRECIPIENT and its third-party contractors at any tier connected with Project performance under this AGREEMENT shall be maintained for a minimum of three years from the date of the SANDAG final payment to SUBRECIPIENT and shall be held open to inspection, copying, and audit by representatives of SANDAG and auditors representing the federal

government. Copies thereof will be furnished by SUBRECIPIENT and its third-party contractors at any tier upon receipt of any request made by SANDAG or its agents.

B. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of SUBRECIPIENT's third-party contracts, pursuant to Government Code section 8546.7, SUBRECIPIENT, SUBRECIPIENT's third-party contractors at any tier and SANDAG shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. SUBRECIPIENT and its third-paty contractors at any tier shall make such materials available at their respective offices at all reasonable times during the entire Project period and for three years from the date of the SANDAG final payment to SUBRECIPIENT under this AGREEMENT. SANDAG or any duly authorized representative of SANDAG or the DOT shall each have access to any books, records, and documents that are pertinent to the Project for audits, examinations, excerpts, and transactions, and SUBRECIPIENT shall furnish copies thereof upon SANDAG request.

C. SUBRECIPIENT and its third-party contractors at any tier will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by SANDAG for the purpose of any investigation to ascertain compliance with this AGREEMENT.

XXV. MEDIA AND COMMUNITY OUTREACH COORDINATION

A. SUBRECIPIENT agrees to keep SANDAG up-to-date on the Project and media and community outreach efforts, including presentations to community groups, other agencies, and elected officials. SUBRECIPIENT agrees to assist SANDAG with media or community events related to the grant-funded project.

B. As part of the reports submitted to SANDAG, SUBRECIPIENT agrees to provide Project information to support SANDAG media and communications efforts. This includes Project photos taken throughout the project at program events or as a part of Project tasks. The photos should be high resolution (at least 4 inches by 6 inches with a minimum of 300 pixels per inch) and contain captions with Project descriptions, dates, locations, and the names of those featured, if appropriate. SUBRECIPIENT agrees to submit at least one project photo of high quality to SANDAG no less frequently than on a quarterly basis for the duration of the project.

C. SANDAG reserves the right to use the information provided by SUBRECIPIENT for any combination of the following: social media posts, online photo albums, videos, press releases, PowerPoint presentations, web updates, newsletters, and testimonials. In submitting photos to SANDAG, SUBRECIPIENT agrees to release the rights of the photos to SANDAG for its use. In submitting photos to SANDAG, SUBRECIPIENT asserts that the photos have been obtained with the consent of all persons featured in the photo (or that of a parent or guardian of persons under the age of 18) using the SANDAG Photo and Testimonial Release form to be provided by the SANDAG Program Manager, or a similar release form developed by the grantee and agreed upon by SANDAG, and to release the rights of the photos to SANDAG for its use.

D. SUBRECIPIENT agrees to include the SANDAG logo on promotional materials for services funded by this AGREEMENT. SANDAG will provide SUBRECIPIENT with the logo upon request. The SANDAG logo may not be used for any purpose not expressly authorized by SANDAG.

XXVI. ENVIRONMENTAL CLEARANCE

If applicable to Project, environmental clearance of Project by SUBRECIPIENT is required prior to requesting funds for right-of-way purchase or construction. No department or agency shall request funds nor shall any department/agency board or commission authorize expenditures of funds for any project, except feasibility or planning studies, which may have a significant effect on the environment unless such a request is accompanied by an environmental impact report per California Public Resources Code section 21102, unless an exception in the law applies.

XXVII. CHANGES IN TERMS OR CONDITIONS

A. This AGREEMENT may be amended or modified only by mutual written agreement of the Parties. SUBRECIPIENT agrees to notify SANDAG immediately, in writing, of any change in local law, conditions (including its legal, financial, or technical capacity), or any other event that may adversely affect SUBRECIPIENT's ability to perform the Project in accordance with the terms of this AGREEMENT. SUBRECIPIENT also agrees to notify SANDAG immediately, in writing, of any current or prospective major dispute, breach, default, or litigation that may adversely affect SANDAG interests in the Project or SUBRECIPIENT's ability to carry out the Project; and agrees to inform SANDAG, also in writing, before naming SANDAG as a party to litigation for any reason, in any forum. At a minimum, SUBRECIPIENT agrees to send each notice to SANDAG required by this subsection to the SANDAG Office of General Counsel.

B. SANDAG is obligated to notify the FTA of any change in conditions, including changes in local law or litigation which would affect performance of the project. SUBRECIPIENT agrees that, in the event such circumstances occur, it will notify SANDAG, in writing, within ten calendar days.

XXVIII. DISPUTES

A. Any dispute concerning a question of fact arising under this AGREEMENT that is not disposed of by agreement shall be finally decided by the SANDAG Senior Leadership Team or delegate, who may or may not consider any written or verbal evidence submitted by SUBRECIPIENT, in the Senior Leadership Team's or delegate's sole discretion.

B. Neither the pendency of a dispute nor its consideration by SANDAG will excuse either party from full and timely performance in accordance with the terms of the AGREEMENT.

XXIX. EARLY TERMINATION OF THIS AGREEMENT

A. This AGREEMENT may be terminated in whole or in part by either party for any reason by giving written notice to the other party at least 30 days in advance of the effective date of such termination. In the event of termination by said notice, funds reimbursed to SUBRECIPIENT will include authorized non-cancelable obligations and eligible costs incurred prior to receipt of the notice of termination. SUBRECIPIENT is still bound by the terms of the Vehicle Lease Agreement(s) as it pertains to the purchase and disposition of vehicles purchased under this AGREEMENT.

B. Notwithstanding the foregoing subsection, if the funds provided under this AGREEMENT are used by SUBRECIPIENT to purchase a vehicle, and SUBRECIPIENT is required or desires to return one more vehicles to SANDAG prior to termination of the AGREEMENT for any reason, SUBRECIPIENT shall not be entitled to a return of any of its matching funds. SUBRECIPIENT shall work with the SANDAG Program Manager on a plan for disposition of any such vehicle. Furthermore, SUBRECIPIENT shall be responsible to SANDAG for paying for any storage, insurance, or other costs incurred by SANDAG to take early possession or dispose of the vehicle(s), unless otherwise agreed to in writing by SANDAG.

XXX. PROJECT CLOSE OUT

The termination date of this AGREEMENT refers to the last date for SUBRECIPIENT to incur valid Project costs or credits. SUBRECIPIENT has 60 days after the termination date of this AGREEMENT to make final allowable payments to third-party contractors, prepare the Project Closeout Report, and submit the final invoice to SANDAG for reimbursement for allowable Project costs. Any unexpended Project funds invoiced after 90 days post the termination date of this AGREEMENT will be forfeited and will no longer be accessible by SUBRECIPIENT to reimburse for Project expenses.

XXXI. RELATIONSHIP OF PARTIES

It is expressly understood that this AGREEMENT is executed by and between two independent entities and that this is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of an independent party.

XXXII. INTEGRATION AND SEVERABILITY

This AGREEMENT represents the entire understanding of SANDAG and SUBRECIPIENT as to those matters contained in it. No prior oral or written understanding shall be of any force or effect with respect to those matters covered hereunder. This AGREEMENT may not be modified or altered except in writing, signed by SANDAG. If any provision of the AGREEMENT is determined invalid, the remainder of the AGREEMENT shall not be affected if that remainder would continue to conform to the requirements of applicable laws or regulations. All Attachments to this AGREEMENT are hereby incorporated as though set forth in full herein.

XXXIII. FORCE MAJEURE

Either party is excused from performance hereunder if such non-performance results from acts of God, epidemics, war, riots, acts of governmental authorities, or any other cause that could not have been overcome by the exercise of due diligence or planning by the non-performing party. In the event of the occurrence of a force majeure event, the party unable to perform shall promptly notify the other party within five calendar days and provide an explanation describing why the inability to perform is not due in whole or in part to its actions or inaction. It shall further pursue its best efforts to resume performance as quickly as possible and shall suspend performance only for such period of time as is necessary as a result of the force majeure event.

XXXIV. SURVIVAL

The rights, obligations and conditions set forth in the Sections of this AGREEMENT entitled Indemnification and Liability, Insurance, Notices, Cost Principles, and any right, obligation or condition that, by its express terms or nature and context is intended to survive the termination or expiration of this AGREEMENT, shall survive until the last applicable statute of limitations expires.

XXXV. WAIVER

Neither the SANDAG review, approval, or acceptance of, nor payment for, any of the work required under this AGREEMENT shall be construed to operate as a waiver of any rights under this AGREEMENT by SANDAG.

XXXVI. PROHIBITED INTERESTS

As an FTA designated recipient, SANDAG is required to inform the SUBRECIPIENT of the following information:

No, member, officer, or employee of a local public body, during his tenure or for one year thereafter, shall have any interest, direct or indirect, in this AGREEMENT or the proceeds thereof. No member of or delegate to the Congress of the United States shall be admitted to a share or part of this AGREEMENT or to any benefit arising therefrom.

XXXVII. FTA REQUIREMENTS

Various certification forms are required as a result of the FTA monies that will be used to fund this AGREEMENT. These forms are included as attachments to this AGREEMENT and must be executed prior to, or concurrently with, this AGREEMENT by SUBRECIPIENT.

The federal government shall not be subject to any obligations or liabilities to any third-party contractor or any other person not a party to the agreement between SANDAG and FTA. Notwithstanding any concurrence provided by the federal government in or approval of any solicitation, subagreement, or third-party contract, the federal government continues to have no obligations or liabilities to any party, including SUBRECIPIENT or any other third-party contractor.

SUBRECIPIENT recognizes that the requirements of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. 3801, et seq., and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. 31, apply to its actions pertaining to this AGREEMENT. Accordingly, by signing the AGREEMENT, SUBRECIPIENT certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, or it may make pertaining to the AGREEMENT. In addition to other penalties that may be applicable, SUBRECIPIENT also acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification, the federal government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986, as amended, on SUBRECIPIENT to the extent the federal government deems appropriate. SUBRECIPIENT also acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification to the federal government in connection with this AGREEMENT, the government reserves the right to impose on SUBRECIPIENT the penalties of 18 U.S.C. 1001, to the extent the federal government deems appropriate.

XXXVIII. ATTACHMENTS

The following attachments are incorporated into and are made part of this AGREEMENT by this reference and attachment. In the event of conflicting provisions, the following order of precedence will apply: (1) Standard Federal Provisions (FTA); (2) Federal Provisions for the 5310 Program Enhanced Mobility of Seniors and Individuals with Disabilities (FTA); and (3) SANDAG Board Policy No. 35: Competitive Grant Program Procedures.

- Project Description (Scope of Work, Project Schedule, and Project Budget)
- Section 5310 Vehicle Procurement Schedule
- Performance Measures
- SUBRECIPIENT Resolution
- SANDAG Board Policy No. 035: Competitive Grant Program Procedures
- Subaward Information
- Standard Federal Provisions (Federal Transit Administration)
- Federal Provisions for Procurements in Excess of $100,000
- Federal Provisions for the 5310 Program Enhanced Mobility of Seniors and Individuals with Disabilities

- Certificate of Nondiscrimination Assurances
- Equal Employment Opportunity Certificate of Compliance
- Title VI Program Resolution
- Buy America Certificate (FTA)Grant Monitoring Checklist

XXXIX. SIGNATURES

The persons below assert that they are authorized to execute this AGREEMENT and have executed it as of the date of the last signature below. This AGREEMENT may be executed in any number of separate counterparts, each of which shall be deemed an original but all of which when taken together shall constitute one and the same instrument. The parties hereby agree to the use of electronic signatures to create mutually binding contractual agreements.

SAN DIEGO ASSOCIATION OF GOVERNMENTS	SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SUSAN HUNTINGTON **DATE**	**SHARON COONEY** **DATE**
Director of Financial Planning, Budgets, & Grants	**Chief Executive Officer**

APPROVED AS TO FORM:

Office of General Counsel

PROJECT DESCRIPTION
(SCOPE OF WORK, PROJECT SCHEDULE, AND PROJECT BUDGET)

MTS Cycle 11 Match Calculations for 7 Class B Vehicles

1

Budget Submitted With Application

No.	Vehicle Type		Grant Amount	Match Amount	Total Cost	Match Percentage
1	Class B		$ 98,159.00	$ 24,541.00	$ 122,700.00	20%
2	Class B		$ 98,159.00	$ 24,541.00	$ 122,700.00	20%
3	Class B		$ 98,159.00	$ 24,541.00	$ 122,700.00	20%
4	Class B		$ 98,159.00	$ 24,541.00	$ 122,700.00	20%
5	Class B		$ 98,159.00	$ 24,541.00	$ 122,700.00	20%
6	Class B		$ 98,159.00	$ 24,541.00	$ 122,700.00	20%
7	Class B		$ 11,045.00	$ 111,655.00	$ 122,700.00	91%
		Total	$ 599,999.00	$ 258,901.00	$ 858,900.00	30.14%

2

Vendor Quote Summary

No.	Vehicle Type		Total Cost
1	Class B	$	184,725.06
2	Class B	$	184,725.06
3	Class B	$	184,725.06
4	Class B	$	184,725.06
5	Class B	$	184,725.06
6	Class B	$	184,725.06
7	Class B	$	184,725.06
	Total	$	1,293,075.42

3

Matching Funds & Non-Published Options Calculations

Non-Published Options subtotal Per vendor quote)	Total cost (Per vendor quote)	Grant Award	Estimated Final Match Amount	Estimated Final Match
	$ 1,293,075.42	$ 599,999	$ 693,076.42	53.60%

*Reminder: this quote included non-published items and all non-published options must be paid by the grantee in matching funds. See vendor quote.

PERFORMANCE MEASURES

All STGP activities will demonstrate SUBRECIPIENT's performance toward the Program goal, which is to "improve mobility for seniors and individuals with disabilities throughout the region by removing barriers to transportation services, expanding transportation mobility options, and providing transportation services that meet the special needs of seniors and individuals with disabilities."

I. Quantity of Service

- SUBRECIPIENT will provide an average of the total one-way passenger trips per week as reflected in the Project Description.

II. Efficiency of Service

- SUBRECIPIENT will use STGP-funded vehicles for a minimum of twenty (20) hours per week to provide the service.

III. Quality of Service

- Rider Satisfaction: At least 90 percent (90%) of riders report via annual surveys to SUBRECIPIENT that the service provided by SUBRECIPIENT:
  - Was "Good" or "Excellent."
  - Met their mobility needs.
  - Removed barriers to access medical, social, religious, or other community resources.

IV. Need

- SUBRECIPIENT will prioritize the service for the target population, ensuring that at least 80 percent (80%) of the service is provided for seniors and individuals with disabilities.

SECTION 5310 VEHICLE PROCUREMENT SCHEDULE

Responsible Party	Action item	Timeframe	
SANDAG	Solicit and verify quote(s) for vehicle(s) based on specifications provided in the grant application	2 months prior to July 2023	
SANDAG	Confirm quote details and match amount with successful applicant	1 month prior to July 2023	
SANDAG	Send invoice for matching funds	Within 1 month after July 2023	
Grantee	Provide matching funds to SANDAG	Within 2 months after July 2023	
SANDAG	Issue Purchase Order(s)	Within 8 months after July 2023	
Grantee	Receive delivered vehicle(s)	Within 6 months after date of Purchase Order(s)	
SANDAG	Verify post-delivery requirements have been met	Within 7 months after Purchase Order(s)	
Grantee	Operate vehicle(s) in accordance with AGREEMENT for the minimum useful life of vehicle(s)	Light-duty vehicle (Minivan)	at least 4 years or 100,000 miles
		Medium-sized, light-duty transit bus (approx. 25'-35')	at least 5 years or 150,000 miles
		Medium-sized, medium-duty transit bus (approx. 25'-35')	at least 7 years or 200,000 miles
Grantee	Submit vehicle appraisal to SANDAG	Within 3 months from end of useful life of each vehicle	
SANDAG	Final disposition action	Within 6 months from end of useful life of each vehicle	

SUBRECIPIENT RESOLUTION

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 21-3

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

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

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

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

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

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

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

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

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

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

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

Ayes: Aguirre, Bush, Elo-Rivera, Fletcher, Frank, Galvez, Goble, Hall, Montgomery Steppe, Moreno, Salas, Sandke, Whitburn,

NAYS:

ABSENT: Gastil, Weber

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Approved as to form:

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

Resolution No. 21-3

SANDAG BOARD POLICY NO. 035
"COMPETITIVE GRANT PROGRAM PROCEDURES"

SANDAG

BOARD POLICY NO. 035

COMPETITIVE GRANT PROGRAM PROCEDURES

Applicability and Purpose of Policy

This Policy applies to all grant programs administered through SANDAG, whether from *TransNet* or another source, including but not limited to the Smart Growth Incentive Program, Environmental Mitigation Program, Bike and Pedestrian Program, Senior Mini Grant Program, Federal Transit Administration grant programs, and Active Transportation Grant Program.

Nothing in this Policy is intended to supersede federal or state grant rules, regulations, statutes, or contract documents that conflict with the requirements in this Policy. There are never enough government grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the grantees' ability to perform their proposed project on a timely basis into account. SANDAG intends to hold grantees accountable to the project schedules they have proposed in order to ensure fairness in the competitive process and encourage grantees to get their projects implemented quickly so that the public can benefit from the project deliverables as soon as possible.

Procedures

1. Project Milestone and Completion Deadlines

    1.1. When signing a grant agreement for a competitive program funded and/or administered by SANDAG, grant recipients must agree to the project delivery objectives and schedules in the agreement. In addition, a grantee's proposal must contain a schedule that falls within the following deadlines. Failure to meet the deadlines below may result in revocation of all grant funds not already expended. The final invoice for capital, planning, or operations grants must be submitted prior to the applicable deadline.

        1.1.1. Funding for Capital Projects. If the grant will fund a capital project, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary construction contract must be awarded within two years following execution of the grant agreement, and construction must be completed within eighteen months following award of the construction contract. Completion of construction for purposes of this policy shall be when the prime construction contractor is relieved from its maintenance responsibilities. If no construction contract award is necessary, the construction project must be complete within eighteen months following execution of the grant agreement.

        1.1.2. Funding for Planning Grants. If the grant will fund planning, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary consultant contract must be awarded within one year following execution of the grant agreement, and the planning project must be

complete within two years following award of the consultant contract. Completion of planning for purposes of this policy shall be when grantee approves the final planning project deliverable. If no consultant contract award is necessary, the planning project must be complete within two years of execution of the grant agreement.

1.1.3 Funding for Operations Grants. If the grant will fund operations, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary services contract for operations must be awarded within one year following execution of the grant agreement, and the operations must commence within six months following award of the operations contract. If no services contract for operations is necessary, the operations project must commence within one year of execution of the grant agreement.

1.1.4 Funding for Equipment or Vehicles Grants. If the grant will fund equipment or vehicles, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary purchase contracts for equipment or vehicles must be awarded within one year following execution of the grant agreement, and use of the equipment or vehicles for the benefit of the public must commence within six months following award of the purchase contract.

2. Project Milestone and Completion Deadline Extensions

2.1. Schedules within grant agreements may include project scopes and schedules that will identify interim milestones in addition to those described in Section 1 of this Policy. Grant recipients may receive extensions on their project schedules of up to six months for good cause. Extensions of up to six months aggregate that would not cause the project to miss a completion deadline in Section 1 may be approved by the SANDAG Executive Director. Extensions beyond six months aggregate or that would cause the project to miss a completion deadline in Section 1 must be approved by the Policy Advisory Committee that has been delegated the necessary authority by the Board. For an extension to be granted under this Section 2, the following conditions must be met:

2.1.1. For extension requests of up to six months, the grantee must request the extension in writing to the SANDAG Program Manager at least two weeks prior to the earliest project schedule milestone deadline for which an extension is being requested. The Executive Director or designee will determine whether the extension should be granted. The Executive Director's action will be reported out to the Board in following month's report of delegated actions.

2.1.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes.

2.1.3. If the Executive Director denies an extension request under this Section 2, the grantee may appeal within ten business days of receiving the Executive Director's

response to the responsible Policy Advisory Committee by sending the appeal to the SANDAG Program Manager.

2.1.4. Extension requests that are rejected by the Policy Advisory Committee will result in termination of the grant agreement and obligation by the grantee to return to SANDAG any unexpended funds within 30 days. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Policy Advisory Committee.

3. Project Delays and Extensions in Excess of Six Months

3.1. Requests for extensions in excess of six months, or that will cause a project to miss a completion deadline in Section 1 (including those projects that were already granted extensions by the Executive Director and are again falling behind schedule), will be considered by the Policy Advisory Committee upon request to the SANDAG Program Manager.

3.2 A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes. The grantee must provide the necessary information to SANDAG staff to place in a report to the Policy Advisory Committee. If sufficient time is available, and the grant utilized *TransNet* funds, the request will first be taken to the Independent Taxpayer Advisory Committee (ITOC) for a recommendation. The grantee should make a representative available at the meeting to present the information to, and/or answer questions from, the ITOC and Policy Advisory Committee.

3.3 The Policy Advisory Committee will only grant an extension under this Section 3 for extenuating circumstances that the grantee could not have reasonably foreseen.

4. Resolution and Execution of the Grant Agreement

4.1 Two weeks prior to the review by the Policy Advisory Committee of the proposed grants, prospective grantees must submit a resolution from their authorized governing body that includes the provisions in this Subsection 4.1. Failure to provide a resolution that meets the requirements in this Subsection 4.1 will result in rejection of the application and the application will be dropped from consideration with funding going to the next project as scored by the evaluation committee. In order to assist grantees in meeting this resolution deadline, when SANDAG issues the call for projects it will allow at least 90 days for grant application submission.

4.1.1 Grantee governing body commits to providing the amount of matching funds set forth in the grant application.

4.1.2 Grantee governing body authorizes staff to accept the grant funding and execute a grant agreement if an award is made by SANDAG.

4.2 Grantee's authorized representative must execute the grant agreement within 45 days from the date SANDAG presents the grant agreement to the prospective grantee for

execution. Failure to meet the requirements in this Subsection 4.2 may result in revocation of the grant award.

5. Increased Availability of Funding Under this Policy

5.1. Grant funds made available as a result of the procedures in this Policy may be awarded to the next project on the recommended project priority list from the most recent project selection process, or may be added to the funds available for the next project funding cycle, at the responsible Policy Advisory Committee's discretion. Any project that loses funding due to failure to meet the deadlines specified in this Policy may be resubmitted to compete for funding in a future call for grant applications.

Adopted: January 2010
Amended: November 2014

SUBAWARD INFORMATION

A. Subaward Identification:

(1) SUBRECIPIENT Name: San Diego Metropolitan Transit System

(2) SUBRECIPIENT unique entity identifier (e.g., D-U-N-S Number): 153682703

(3) Federal Award Identification Number: CA-2021-196

(4) Federal Award Date: 8/10/2021

(5) Subaward Period of Performance-Start and End Dates:

Start: 9/30/2022

End: 9/30/2029

(6) Amount of Federal Funds Obligated by this action: $599,999.00

(7) Total Amount of Federal Funds Obligated to Subrecipient: $599,999.00

(8) Total Amount of the Federal Award Committed to Subrecipient: $599,999.00

(9) Federal Award Project Description: This MTS Access project will provide origin-to-destination, shared ride, advanced reservation public transit service to disabled persons. This service is performed by the vehicles that would be funded with this grant, and the grant would assist MTS in keeping their fleet of ADA and para-transit vehicles in a state of good repair.

(10) Name of:

a. Federal Awarding Agency: Federal Transit Administration

b. Pass-Through Entity: San Diego Association of Governments

c. Contact information for the awarding official:

Alyssa Neumann
SANDAG
401 B Street, Suite 800
San Diego, CA 92101
(619) 744-5890
Aly.Neumann@sandag.org

(11) Assistance Listings Number and Title: 20513 Enhanced Mobility of Seniors and Individuals with Disabilities

(12) R&D Project? No

(13) Indirect Cost Rate: No

B. All requirements imposed by SANDAG on the subrecipientis so that the Federal award is used in accordance with Federal statues, regulations and terms and conditions of the Federal award:

Standard Federal Provisions (Federal Transit Administration), Federal Provisions for Procurements in Excess of $100,000 (Federal Transit Administration), and Federal Provisions for the Section 5310 Program Enhanced Mobility of Seniors and Individuals with Disabilities; all are attachments to this AGREEMENT.

C. Any additional requirements that SANDAG imposes on the SUBRECIPIENT in order for SANDAG to meet its own responsibility to the Federal awarding agency including identification of any required financial and perfomance reports:

1. An approved federally recognized indirect cost rate negotiated between the SUBRECIPIENT and the Federal Government or, if no such rate exists, either a rate negotiated between SANDAG and the SUBRECIPIENT, or de minimis indirect cost rate.

   Not Applicable

2. A requirement that the subrecipient permits SANDAG and auditors to have access to the SUBRECIPIENT'S records and financial statements as necessary in accordance with the AGREEMENT.

   See sections entitled "Compliant Procedures", "Purchases by Subrecipient", and "Records Retention", and Standard Federal Provisions (Federal Transit Administration) sections entitled "Title VI Civil Rights Act of 1964", "Reporting", "Record Retention", "Access", "Drug and Alcohol Program", and "Compliance with Executive Order 11246".

3. Appropriate terms and conditions concerning closeout of subaward:

   See AGREEMENT section entitled "Early Termination of this Agreement".

STANDARD FEDERAL PROVISIONS
(FEDERAL TRANSIT ADMINISTRATION)

As a Federal Transit Administration (FTA) grantee, the San Diego Association of Governments (SANDAG) is required to inform the SUBRECIPIENT of these Standard Federal Provisions as provided herein. Any third-party contract entered into by SUBRECIPIENT as a result of the Section 5310 Fund Transfer Program AGREEMENT (Agreement) with SANDAG, shall contain all of these Standard Federal Provisions.

I. NO FEDERAL GOVERNMENT OBLIGATIONS TO THIRD PARTIES - APPLICABLE TO ALL CONTRACTS

The federal government shall not be subject to any obligations or liabilities to any third-party contractor, or any other person not a party to the relevant Grant Agreement or Cooperative Agreement between SANDAG and FTA in connection with the performance of this Agreement. Notwithstanding any concurrence provided by the federal government in or approval of any solicitation or third-party contract, the federal government continues to have no obligations or liabilities to any party, including SUBRECIPIENT or any other third-party contractor.

II. FALSE OR FRAUDULENT STATEMENTS OR CLAIMS - APPLICABLE TO ALL CONTRACTS

The SUBRECIPIENT recognizes that the requirements of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. 3801, et seq., and United States Department of Transportation (DOT) regulations, “Program Fraud Civil Remedies,” 49 C.F.R. 31, apply to its actions pertaining to this Agreement. Accordingly, by signing the Agreement, the SUBRECIPIENT certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, or it may make pertaining to the Agreement. In addition to other penalties that may be applicable, the SUBRECIPIENT also acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification, the federal government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986, as amended, on the SUBRECIPIENT to the extent the federal government deems appropriate. The SUBRECIPIENT also acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification to the federal government in connection with an urbanized area formula Project financed with federal assistance authorized by 49 U.S.C. 5307, the government reserves the right to impose on the SUBRECIPIENT the penalties of 18 U.S.C. 1001 to the extent the federal government deems appropriate.

III. ENERGY EFFICIENCY - APPLICABLE TO ALL CONTRACTS

SUBRECIPIENT agrees to comply with the mandatory energy efficiency standards and policies within the applicable state energy conservation plans issued in compliance with the Energy Policy and Conservation Act, 42 U.S.C. 6321 et seq.

IV. PROHIBITED INTERESTS - APPLICABLE TO ALL CONTRACTS

No member, officer, or employee of a local public body, during his tenure or for one year thereafter, shall have any interest, direct or indirect, in this Agreement or the proceeds thereof. No member of or delegate to the Congress of the United States shall be admitted to a share or part of this Agreement or to any benefit arising therefrom.

If SUBRECIPIENT will be preparing an environmental impact statement under National Environmental Policy Act, and an awarded Agreement will include federal funding, Consultant will be required to submit a statement to SANDAG certifying that SUBRECIPIENT has no financial or other interest in the outcome of the Project. [40 C.F.R. 1506.5(c)].

V. TITLE VI CIVIL RIGHTS ACT OF 1964 - APPLICABLE TO ALL CONTRACTS

During the performance of this Agreement, the SUBRECIPIENT, for itself, its assignees and successors in interest (hereinafter referred to as the "SUBRECIPIENT"), agrees as follows:

A. Compliance with Regulations. The SUBRECIPIENT and any third-party contractors shall comply with the requirements of Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d; 49 U.S.C. 5332 and DOT Regulations, "Non-Discrimination in Federally-Assisted Programs of the Department of Transportation -- Effectuation of Title VI of the Civil Rights Act," 49 C.F.R. 21, and any implementing requirements FTA may issue, as they may be amended from time-to-time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

B. Nondiscrimination. The SUBRECIPIENT, with regard to the work performed by it during the Agreement, shall not discriminate on the grounds of race, religion, color, sex, or age, or national origin in the selection and retention of third-party contractors, including procurements of materials and leases of equipment. The SUBRECIPIENT shall not participate either directly or indirectly in the discrimination prohibited by Section 21 of the Regulations, including employment practices when the Agreement covers a program set forth in Appendix B of the Regulations.

C. Solicitations for third-party contractors, including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiations made by the SUBRECIPIENT for work to be performed under a third-party contract, including procurements of materials or leases of equipment, each potential third-party contractor or supplier shall be notified by the SUBRECIPIENT of the SUBRECIPIENT's obligations under this Agreement and the regulations relative to nondiscrimination on the grounds of race, religion, color, sex, age, or national origin.

D. Information and Reports. The SUBRECIPIENT shall provide all information and reports required by the regulations or directive issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by SANDAG (Recipient) or the Federal Transit Administration (FTA) to be pertinent to ascertain compliance with such regulations, orders and instructions. Where any information is required or a SUBRECIPIENT is in the exclusive possession of another who fails or refuses to furnish this information, the SUBRECIPIENT shall so certify to SANDAG or FTA, as appropriate, and shall set forth what efforts it has made to obtain the information.

E. Sanctions for Noncompliance. In the event of noncompliance, SANDAG shall impose such contract sanctions as it or the FTA may determine to be appropriate, including, but not limited to:

- Withholding of payments to the SUBRECIPIENT under the Agreement until the SUBRECIPIENT complies, and/or

- Cancellation, termination or suspension of the Agreement, in whole or in part.

F. Incorporation of Provisions. The SUBRECIPIENT shall include the provisions of sections A through E of this Section in every third-party contract, including procurements of materials and leases of equipment, unless exempt by the regulations, or directives issued pursuant thereto. The SUBRECIPIENT shall take such action with respect to any third-party contract or procurement as SANDAG or FTA may direct as a means of enforcing such provisions including sanctions for noncompliance provided; however, in the event a SUBRECIPIENT becomes involved, or is threatened with litigation with a third-party contractor or supplier as a result of such direction, the SUBRECIPIENT may request SANDAG to enter into such litigation to protect the interests of SANDAG and, in addition, the SUBRECIPIENT may request the United States to enter into such litigation to protect the interests of the United States.

VI. EMPLOYEE PROTECTIONS

A. Construction Activities

Applicable to Construction Contracts Exceeding $2,000

For construction activities exceeding $2,000 performed in connection with the Project, the SUBRECIPIENT shall comply with the following construction employee protection requirements:

4. Davis-Bacon Act, as amended (APPLICABLE TO CONSTRUCTION CONTRACTS EXCEEDING $2,000). The SUBRECIPIENT shall comply and assure compliance with the requirements of 49 U.S.C. 5333(a), the Davis-Bacon Act, 40 U.S.C. 3141 et seq. , and implementing U.S. Department of Labor (DOL) regulations, "Labor Standards Provisions Applicable to Contracts Governing Federally-Financed and Assisted Construction (also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act)," 29 C.F.R. 5. In addition to other requirements that may apply:

    a. The SUBRECIPIENT shall pay wages to laborers and mechanics performing third-party contract work at a rate not less than the minimum wages specified in a wage determination issued by the Unites States. Secretary of Labor and not less frequently than once a week. SANDAG agrees to furnish the bidder a copy of the current prevailing wage determination issued by the United States Department of Labor (DOL) for third-party contract work under the Project upon request, and agrees to refrain from awarding any affected third-party contract until the third-party contractor agrees to the required wage determination.

    b. SANDAG shall report to FTA every suspected or reported violation of the Davis-Bacon Act or its federal implementing regulations.

5. Contract Work Hours and Safety Standards Act, as amended

    The SUBRECIPIENT shall comply and assures compliance with sections 102 and 107 of the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. –3702-3708; and implementing DOL regulations, "Labor Standards Provisions Applicable to Contracts Governing Federally-Financed and Assisted Construction (also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act)," 29 C.F.R. 5; and DOL regulations, "Safety and Health Regulations for Construction," 29 C.F.R. 1926. In addition to other requirements that may apply:

    a. In accordance with section 102 of the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3702-3708, the SUBRECIPIENT shall assure that, for the Project the wages of every mechanic and laborer will be computed on the basis of a standard work week of 40 hours, and that each worker shall be compensated for work exceeding the standard work week at a rate of not less than 1.5 times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The SUBRECIPIENT shall ensure that determinations pertaining to these requirements will be made in accordance with applicable DOL regulations, "Labor Standards Provisions Applicable to Contracts Governing Federally-Financed and Assisted Construction (also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act)," 29 C.F.R. 5.

    b. In accordance with section 107 of the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3700 et seq., the SUBRECIPIENT shall assure that no laborer or mechanic working on a construction contract shall be required to work in

surroundings or under working conditions that are unsanitary, hazardous, or dangerous to his or her health and safety, as determined in accordance with U.S. DOL regulations, "Safety and Health Regulations for Construction,"29 C.F.R. 1926.

c. The requirements of this Subsection do not apply to third-party contracts for the purchase of supplies, materials or articles ordinarily available on the open market.

6. Copeland "Anti-Kickback" Act, as amended

The SUBRECIPIENT shall comply with the Copeland "Anti-Kickback" Act, 18 U.S.C. 874 and 40 U.S.C.3145, and DOL regulations, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in part by Loans or Grants from the United States," 29 C.F.R. 3. In addition to other requirements that may apply:

a. The SUBRECIPIENT will not induce, by any means, any person employed in the construction, completion or repair of public work, to give up any part of the compensation to which that employee is otherwise entitled.

b. SANDAG shall report every suspected or reported violation of the Copeland "Anti-Kickback" Act or its federal implementing regulations to FTA.

B. Activities Not Involving Construction - Applicable to Nonconstruction Contracts Exceeding $2,500

For nonconstruction activities exceeding $2,500 performed in connection with the Project, the SUBRECIPIENT shall comply with the following employee protection requirements:

1. In accordance with Section 102 of the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. §§ 3702-3708, SUBRECIPIENT shall assure that, for the Project, the wages of every mechanic and laborer will be computed on the basis of a standard work week of 40 hours and that each worker will be compensated for work exceeding the standard work week at a rate of not less than 1.5 times the basic rate of pay for all hours worked in excess of 40 hours in the work week. SUBRECIPIENT agrees that determinations pertaining to these requirements will be made in accordance with the applicable U.S. DOL regulations, "Labor Standards Provisions Applicable to Contracts Governing Federally-Financed and Assisted Construction (also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act)," 29 C.F.R. 5.

2. The requirements of this Subsection do not apply to third-party contracts for the purchase of supplies, materials, or articles ordinary available on the open market.

C. State and Local Government Employees

SUBRECIPIENT shall ensure that the minimum wage and overtime provisions of the Fair Labor Standards Act, as amended, 29 U.S.C. 206 - 207, apply to employees performing work involving commerce, including such state and local government employees as public transit authority employees, participating in the Project. Consequently, each participant that is a state or local government agrees to comply with the Fair Labor Standards Act's minimum wage and overtime requirements for employees performing work in connection with the Project.

D. Transit Employee Protective Arrangements - Applicable to Each Contract for Transit Operations Performed by Employees of a SUBRECIPIENT Recognized by FTA to be a Transit Operator

The SUBRECIPIENT shall comply with the following requirements applicable to transit operations performed in connection with the Project:

1. Standard Transit Employee Protective Arrangements. To the extent that transit operations are involved, the SUBRECIPIENT shall carry out the Project in compliance with terms and conditions determined by the Secretary of Labor to be fair and equitable to protect the interests of employees affected by the Project and to meet the requirements of 49 U.S.C. 5333(b), and U.S. guidelines at 29 C.F.R. 215, and any amendments thereto. These terms and conditions are identified in the DOL certification of transit employee protective arrangements to FTA, the date of which is included in the Grant Agreement or Cooperative Agreement. The SUBRECIPIENT shall carry out the Project in compliance with the conditions stated in that U.S. DOL certification. That the DOL certification and any documents cited therein are incorporated by reference and made part of the Grant Agreement or Cooperative Agreement. The requirements of this Subsection, however, do not apply to formula assistance Projects for the elderly and persons with disabilities authorized by 49 U.S.C. 5310(a)(2) or to formula assistance Projects for nonurbanized areas authorized by 49 U.S.C. 5311.

2. Transit Employee Protective Arrangements for Projects Authorized by 49 U.S.C. 5310(a)(2) for the Elderly and Persons with Disabilities. If the Secretary of Transportation has determined or determines in the future that employee protective arrangements required by 49 U.S.C. 5333(b) are necessary or appropriate for public body SUBRECIPIENTs under the Project, the SUBRECIPIENT shall carry out the Project in compliance with the terms and conditions determined by the Secretary of Labor to meet the requirements of 49 U.S.C. 5333(b), and DOL guidelines at 29 C.F.R. 215, and any amendments thereto. These terms and conditions are identified in the DOL certification of transit employee protective arrangements to FTA, the date of which is included in the Grant Agreement or Cooperative Agreement. The SUBRECIPIENT shall carry out the Project in compliance with the conditions stated in the DOL certification. The DOL certification and any documents cited there in are incorporated by reference and made part of the Grant Agreement or Cooperative Agreement.

3. Transit Employee Protective Arrangement for Projects Authorized by 49 U.S.C. 5311 in Nonurbanized Areas. The SUBRECIPIENT shall comply with the terms and conditions of the Special Warranty for the Nonurbanized Area Program agreed to by the Secretaries of Transportation and Labor, dated May 31, 1979, and the procedures implemented by DOL or any revision thereto.

VII. CARGO PREFERENCE - APPLICABLE TO ALL PROCUREMENTS INVOLVING EQUIPMENT, MATERIALS, OR COMMODITIES, WHICH MAY BE TRANSPORTED BY OCEAN VESSELS

46 U.S.C. 55305 and 46 C.F.R. 381 which imposes the United States cargo preference requirements on the shipment of foreign made goods shall apply to this procurement.

A. The SUBRECIPIENT shall utilize privately owned United States-flagged commercial vessels to ship at least 50 percent of the gross tonnage (competed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, materials, or commodities pursuant to this Agreement, to the extent such vessels are available at fair and reasonable rates for United States-flagged commercial vessels.

B. The SUBRECIPIENT shall furnish within 20 days following the date of loading for shipments originating within the United States, or within 30 working days following the date of loading for shipments originating outside United States, a legible copy of a rated, “onboard” commercial ocean

bill-of-lading in English for each shipment of cargo described in paragraph (A) above to the Recipient (through the prime Contractor in the case of third-party contractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, 400 Seventh Street, S.W., Washington, D.C. 20590, marked with appropriate identification of the Project.

The SUBRECIPIENT shall insert the substance of the provisions of this clause in all third-party contracts issued pursuant to this Agreement.

VIII. REPORTING, RECORD RETENTION, ACCESS - APPLICABLE TO ALL CONTRACTS

A. Reports. At a minimum, the SUBRECIPIENT agrees to provide SANDAG and the FTA those reports required by U.S. DOT's grant management rules and any other reports SANDAG or the federal government may require.

B. Record Retention. The SUBRECIPIENT shall, during the course of the Project and for three years thereafter, maintain intact and readily accessible all data, documents, reports, records, contracts, and supporting materials relating to the Project as SANDAG or the federal government may require for the Project.

C. Access to Records. Upon request, the SUBRECIPIENT shall permit the Secretary of Transportation and the Comptroller General of the United States, or their authorized representatives, to inspect all Project work, materials, payrolls, and other data, and to audit the books, records, and accounts of the SUBRECIPIENT and its third-party contractors pertaining to the Project. In accordance with 49 U.S.C. 5325(a), the SUBRECIPIENT shall require each third-party contractor whose contract award is not based on competitive bidding procedures as defined by the Secretary of Transportation to permit the Secretary of Transportation and the Comptroller General of the United States, or their duly authorized representatives, to inspect all work, materials, payrolls, and other data and records involving that third-party contract and to audit the books, records, and accounts involving that third-party contract as it affects the Project.

IX. SEISMIC SAFETY - APPLICABLE TO ALL CONSTRUCTION CONTRACTS FOR NEW BUILDINGS OR ADDITIONS TO EXISTING BUILDINGS

The SUBRECIPIENT agrees that any new building or addition to an existing building will be designed and constructed in accordance with the standards for Seismic Safety required in Department of Transportation Seismic Safety Regulations 49 C.F.R. 41, and will certify to compliance to the extent required by the regulation. The SUBRECIPIENT also agrees to ensure that all work performed under this Agreement including work performed by a third-party contractor is in compliance with the standards required by the Seismic Safety Regulations and the certification of compliance issued on the Project.

X. FEDERAL CHANGES - APPLICABLE TO ALL CONTRACTS

The SUBRECIPIENT shall at all times comply with all applicable FTA regulations, policies, procedures and directives including, without limitation, those listed directly or by reference in the relevant Grant Agreement or Cooperative Agreement (Form FTA MA (6) dated October, 1999) between SANDAG and the FTA, as they may be amended or promulgated from time-to-time during the term of this Agreement. SUBRECIPIENT's failure to so comply shall constitute a material breach of this Agreement.

XI. DISADVANTAGED BUSINESS ENTERPRISES

A. SANDAG is a designated recipient of FTA funds. In conformance with 49 C.F.R. 26, SANDAG is required to implement a Minority-Conscious Disadvantaged Business Enterprise (DBE) program of limited application. The minority-conscious component of the SANDAG FTA DBE program includes

all six DBE groups: (1) African American; (2) Hispanic American; (3) Subcontinental Asian American; (4) Asian Pacific Islander; (5) Native American; and (6) Women.

B. This Agreement is subject to 49 C.F.R. 26.13(b) which states:

"The contractor, subrecipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 C.F.R. 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

1. Withholding monthly progress payments;

2. Assessing sanctions;

3. Liquidated damages; and/or

4. Disqualifying the contractor from future bidding as non-responsible."

SUBRECIPIENT shall take necessary and reasonable steps to ensure that DBEs have an opportunity to participate in the Agreement (49 C.F.R. 26).

C. To ensure there is equal participation of the DBE groups specified in 49 C.F.R. 26.5, SANDAG may have specified a goal for DBEs. When FTA funding is utilized, a DBE goal will be met through the utilization of DBE firms.

D. Although FHWA, FRA, and the FTA are DOT agencies, they have different DBE programs and requirements and SANDAG has separate goals for the three programs. SUBRECIPIENT will be required to comply with all applicable requirements. These Standard Federal Provisions contain the SANDAG DBE program requirements for the FTA only. FHWA and FRA DBE program requirements, if any, are set forth in a separate exhibit to the Agreement.

E. SUBRECIPIENT must make work available to DBEs and select work parts consistent with available DBE third-party contractors and suppliers. It is the SUBRECIPIENT's responsibility to verify that the DBE firm is certified as a DBE at date of application submittal. For a list of DBEs certified by the California Unified Certification Program, at https://dot.ca.gov/programs/civil-rights/dbe-search.

F. DBE Certification

SANDAG requires all DBEs listed by SUBRECIPIENT for participation to be certified as eligible DBEs at the time of application submittal. Only participation by DBEs certified under the DOT regulations published 49 C.F.R. 26, or any updated version thereof, may be credited towards the SUBRECIPIENT's minority-conscious DBE attainment. It is the responsibility of the SUBRECIPIENT to verify the DBE certification status of all listed DBEs.

SANDAG is participating as a Non-Certifying Member in the California Unified Certification Program (CUCP). Therefore, SANDAG will accept DBE certification from the certifying member agencies, which certify the eligibility of DBEs in accordance with 49 C.F.R. 26, under the CUCP or pursuant to the interstate certification process set forth in 49 C.F.R. 26.85. Listings of certifying member agencies, as well as a listing of DBEs certified by the CUCP, are available on the Caltrans Civil Rights Department website, which can be accessed at https://dot.ca.gov/programs/civil-rights/dbe-search.

G. DBE Crediting Provisions

1. A DBE must be a small business concern as defined pursuant to Section 3 of U.S. Small Business Act and relevant regulations promulgated pursuant thereto. Please note that Title 49 was amended in 2011 and the personal net worth limit for a small business concern has been raised under 49 C.F.R. 26.67.

2. DBEs may participate as a prime contractor, subcontractor, joint venture partner, supplier, or trucker. A proposed DBE must be responsible for a commercially useful function (i.e., a distinct element of the actual scope of work) and must carry out its responsibility by actually performing, managing, and supervising such work; in order to be credited toward DBE participation.

3. Only work proposed to be performed by a DBE's own work forces (including cost of supplies, materials, and equipment leases) obtained by the DBE for the work of the contract, except supplies and equipment the third-party contractor purchases and/or leases from the SUBRECIPIENT or its affiliate may be counted.

4. When a DBE subcontracts part of its contract work to another firm, the value of the subcontracted work may be counted only if the DBE subcontractor is itself a certified DBE. Work that a DBE subcontracts to a non-DBE firm cannot be credited. A DBE shall perform at least 30 percent of the total cost of its contract with its own workforce.

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

6. SUBRECIPIENT must calculate credit for participation of DBE vendors of equipment, materials, and supplies, as follows:

    a. Sixty percent of expenditures(s) for equipment, materials, and supplies required under the Agreement, obtained from a Regular Dealer; or

    b. One hundred percent of expenditure(s) for equipment, materials, and supplies obtained from a DBE Manufacturer.

    For purposes of this section, a DBE Manufacturer is a firm that operates or maintains a factory or establishment that produces, on the premises, the materials, supplies, articles, or equipment required under the Agreement and of the general character described by the specifications.

    A DBE Regular Dealer is a firm that owns, operates, or maintains a store, warehouse, or other establishment in which the materials, supplies, articles, or equipment of the general character described by the specifications and required under the Agreement are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a Regular Dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the purchase and sale or lease of the products in question.

    Credit for materials or supplies purchased from a DBE which is neither a Manufacturer nor a Regular Dealer will be limited to the entire amount of the fees or commission charged for assistance in the procurement of the materials and supplies or fees or transportation charges for the delivery of materials or supplies required on a job site, provided the fees are reasonable and not excessive as compared with fees charged for similar services. The cost of materials or supplies is not counted in this instance.

7. SUBRECIPIENT may count expenditures to trucking firms, provided that the firm is a DBE and meets the following conditions:

   a. The DBE must be responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract, and there cannot be a contrived arrangement for the purpose of crediting DBE participation.

   b. The DBE must itself own and operate at least one fully licensed, insured, and operational truck used on the contract.

   c. The DBE receives credit for the total value of the transportation services it provides on the Agreement using trucks it owns, insures, and operates using drivers it employs.

   d. The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the Agreement.

   e. The DBE may also lease trucks from a non-DBE firm, including an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement. The DBE does not receive credit for the total value of the transportation services provided by the lessee, since these services are not provided by a DBE.

   f. A lease must indicate that the DBE has exclusive use of and control over the truck. This does not preclude the leased truck from working for others during the term of the lease with consent of the DBE, so long as the lease gives the DBE absolute priority for use of the leased truck. Leased trucks must display the name and identification number of the DBE.

8. The following types of fees or commissions paid to DBE subcontractors, brokers, and packagers may be counted, provided that the fee or commission is reasonable, and not excessive, as compared with fees or commissions customarily allowed for similar work including:

   a. Fees and commissions charged for providing bona fide professional or technical services, or procurement of essential personnel, facilities, equipment, materials, or supplies required for performance of the Agreement.

   b. Fees charged for delivery of material and supplies (excluding the cost of materials or supplies themselves) when the licensed hauler, trucker, or delivery service is not also the Manufacturer of, or a Regular Dealer in, the material and supplies.

   c. Fees and commissions charged for providing any insurance specifically required for performance of the Agreement.

XII. CONTRACTOR'S DBE REPORTING REQUIREMENTS (POST-AWARD)

SUBRECIPIENT shall complete and submit the following DBE reporting forms and/or documents at the times specified:

A. SUBRECIPIENT is advised not to count the participation of DBE third-party contractors until the amount being counted toward the DBE participation has been paid to the DBE.

B. If third-party contractor is a DBE and is decertified during the life of the Agreement, the decertified third-party contractor shall notify the SUBRECIPIENT in writing of the date of the decertification. If a third-party contractor becomes a certified DBE during the life of the Agreement, the third-party contractor shall notify the SUBRECIPIENT in writing of the date of the certification. The SUBRECIPIENT shall furnish the written documentation to SANDAG in a timely manner using Disadvantaged Business Enterprises Certification Status Change Form, provided by SANDAG upon request.

C. Upon completion of the Agreement, SUBRECIPIENT must submit to SANDAG a Final Report – Utilization of Underutilized/Disadvantaged Business Enterprises (U/DBE) and Small Business (SB), First Tier Subcontractor Form, provided by SANDAG upon request, and certified correct by the SUBRECIPIENT's authorized representative, and shall be furnished to SANDAG. The form shall be furnished to SANDAG within 90 days from the date of completion of the Scope of Work. The amount of up to $10,000 may be withheld from final payment to SUBRECIPIENT until a satisfactory form is submitted.

D. Failure to submit required DBE reports may result in the delay of processing SUBRECIPIENT's invoices for payment.

E. DBE Goal

In order to ascertain whether the SANDAG agency-wide FTA DBE goal is being achieved, SANDAG is tracking DBE participation on all of its Federal-aid contracts.

F. Commercially Useful Function Standards

1. A DBE performs a commercially useful function when it is responsible for execution of the work of the Agreement and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible, with respect to materials and supplies used on the Agreement, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, SANDAG will evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the Agreement is commensurate with the work it is actually performed and the DBE credit claimed for its performance of the work, and other relevant factors.

2. A DBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, SANDAG must examine similar transactions, particularly those in which DBEs do not participate.

3. If a DBE does not perform or exercise responsibility for at least 30 percent of the total cost of its contract with its own work force, or the DBE subcontracts a greater portion of the work of a contract than would be expected on the basis of normal industry practice for the type of work involved, one must presume that it is not performing a commercially useful function.

4. When a DBE is presumed not to be performing a commercially useful function as provided in the previous bullet, the DBE may present evidence to rebut this presumption. SANDAG may determine that the firm is performing a commercially useful function given the type of work involved and normal industry practices.

5. SANDAG's decisions on commercially useful function matters are subject to review by the FTA.

G. DBE "Fronts" and Frauds

Only legitimate DBEs are eligible to participate in any federally funded contract. Therefore, SUBRECIPIENT is cautioned against knowingly and willingly using "fronts" or doing business with DBEs in a manner, which could compromise the DBE's continued eligibility and DBE participation credit. The use of "fronts" and "pass through" third-party contracts to non-disadvantaged firms constitute criminal violations. Further, any indication of fraud, waste, abuse, or mismanagement of federal funds should be immediately reported to the Office of Inspector General, U.S. Department of Transportation toll free hotline at (800) 424-9071.

H. Substitution

1. DBEs must perform work or supply materials as listed in the DBE Commitment form, as provided by SANDAG upon request. SUBRECIPIENT shall not terminate a DBE listed third-party contract for convenience and perform the work with its own forces or obtain materials from other sources without prior written authorization from SANDAG.

2. SANDAG will grant authorization to substitute other forces or sources of materials if SUBRECIPIENT submits a request to SANDAG that establishes any of the following justifications:

    a. Listed DBE fails or refuses to execute a written contract based on plans and specifications for the Project.

    b. SUBRECIPIENT stipulates that a bond is a condition of executing the third-party contract and the listed DBE fails to meet the bond requirements.

    c. Work requires a license and listed DBE does not have a valid license.

    d. Listed DBE fails or refuses to perform the work or furnish the listed materials.

    e. Listed DBE's work is unsatisfactory and not in compliance with its contract.

    f. Listed DBE delays or disrupts the progress of the work.

    g. Listed DBE becomes bankrupt or insolvent.

3. SUBRECIPIENT will need to follow the procedures below to substitute DBE third-party contractors so that the DBE commitment can be met:

    a. Obtain proposed fee amounts and qualifications information for the scope of work that each proposed DBE firm could provide.

    b. Check the CUCP database to ensure the proposed firms are DBE certified for the associated DBE categories and types of work North American Industry Classification System (NAICS) codes in the task order.

    c. Provide SANDAG with the qualifications and fee information that was used for selection.

    d. If a listed DBE third-party contract is terminated, SUBRECIPIENT must make good faith efforts to find another DBE third-party contractor to substitute for the original DBE. For more detailed information, see Notice to Proposers Regarding Disadvantaged Business

Enterprise Requirements and Instructions, as provided by SANDAG upon request. The substitute DBE must perform at least the same amount of work as the original DBE to the extent needed to meet the DBE goal. The substitute DBE must be certified as a DBE at the time of request for substitution. SANDAG does not pay for work or material unless it is performed or supplied by the listed DBE, unless the DBE is terminated in accordance with this section.

4. SUBRECIPIENT should not substitute key personnel (Project Manager and others listed by name in the cost proposal) or third-party contractors without prior written approval from SANDAG. SUBRECIPIENT must request and justify the need for the substitution and obtain approval from SANDAG prior to use of a different third-party contractor. The proposed substituted person or firm must be as qualified as the original, and at the same or lower cost.

XIII. INCORPORATION OF FEDERAL AND STATE GUIDELINES - APPLICABLE TO ALL CONTRACTS

A. All relevant federal and state grant provisions and guidelines, as presently written or as changed during the life of this Agreement, bearing on this Agreement, are hereby wholly incorporated by reference herein and made a part of this Agreement and take precedence over any inconsistent terms of this Agreement. Any third-party contract entered into as a result of this Agreement shall contain all of the provisions of this Section.

B. Specific guidelines shall be those prescribed by “Federal Transit Administration Master Agreement” (Form FTA-MA) 2 CFR 1201 et seq., Federal Transit Administration (FTA) Circular 4220.1F, “Third-party Contracting Requirements” and 2 CFR 200 “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.”

XIV. EQUIPMENT PURCHASES - APPLICABLE TO ALL CONTRACTS

A. Prior authorization in writing by the Project Manager shall be required before SUBRECIPIENT enters into any non-budgeted purchase order or third-party contract exceeding $3,500 for supplies, equipment, or third-party contractor services. If the non-budgeted purpose will cause the Project budget to exceed the Maximum Amount of the Agreement, then prior approval from the SANDAG Executive Director is also required. SUBRECIPIENT shall provide an evaluation of the necessity or desirability of incurring such costs. For purchase of any item, service or third-party consulting work not covered in the Payment or Fee Schedule and exceeding $10,000, with prior authorization by the Project Manager, three competitive quotations must be submitted with the request or the absence of bidding must be adequately justified.

B. SUBRECIPIENT shall maintain an inventory record for each piece of non-expendable equipment purchased or built with funds provided under the terms of this Agreement. The inventory record of each piece of such equipment shall include, but is not limited to, the following: description, identification number, acquisition date, cost, grant-funded percentage, grant number, useful life, location, use and condition, disposition action, title holder, and/or any other information necessary to identify said Property or equipment. (2 CFR 200.313). Non-expendable equipment so inventoried are those items of equipment that have a normal life expectancy of one year or more and an approximate unit price of $5,000 or more. In addition, theft-sensitive items of equipment costing less than $5,000 shall be inventoried. A copy of the inventory record must be submitted to SANDAG on request by SANDAG.

C. At the conclusion of the Agreement or if the Agreement is terminated, SUBRECIPIENT may either keep the equipment and credit SANDAG in an amount equal to its fair market value or sell such equipment at the best price obtainable, at a public or private sale, in accordance with established procedures, and credit SANDAG in an amount equal to the sales price. If the SUBRECIPIENT elects to keep the equipment, fair market value shall be determined, at the SUBRECIPIENTs expense, on the basis of a competent, independent appraisal of such equipment. Appraisals shall

be obtained from an appraiser mutually agreeable to SANDAG and SUBRECIPIENT. If it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by SANDAG.

D. 2 CFR 200.313 requires a credit to federal funds when participating equipment with a fair market value greater than $5,000, is credited to the Project.

XV. COMPLIANCE WITH EXECUTIVE ORDER 11246 - APPLICABLE TO ALL CONTRACTS

During the performance of this Agreement, SUBRECIPIENT agrees as follows:

A. SUBRECIPIENT will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation or national origin. SUBRECIPIENT will ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. SUBRECIPIENT agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination

B. SUBRECIPIENT will, in all solicitations or advancements for employees placed by or on behalf of SUBRECIPIENT, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.

C. SUBRECIPIENT will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under Section 202 of Executive Order 11246 (EO 11246) (Johnson, 1965) and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

D. SUBRECIPIENT will comply with all provisions of EO 11246 and of the rules, regulations, and relevant orders of the Secretary of Labor.

E. SUBRECIPIENT will furnish all information and reports required by EO 11246 and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to its books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

F. In the event of SUBRECIPIENT's noncompliance with the nondiscrimination clauses of this Agreement or with any of such rules, regulations, or orders, this Agreement may be cancelled, terminated, or suspended in whole or in part and the SUBRECIPIENT may be declared ineligible for further government contracts in accordance with procedures authorized in EO 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in EO 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

G. SUBRECIPIENT will include the provisions of paragraphs A through F in every third-party contract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of EO 11246, so that such provisions will be binding upon each third-party contractor or vendor. SUBRECIPIENT will take such action with respect to any third-party contract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that in the event SUBRECIPIENT becomes involved in, or is threatened with, litigation with a third-party contractor

or vendor as a result of such direction, SUBRECIPIENT may request the United States to enter into such litigation to protect the interests of the United States." [Sec. 202 amended by Executive Order 11375 (Johnson, 1967), 32 FR 14303, 3 C.F.R., 1966-1970 Comp., p. 684, Executive Order 12086 (Carter, 1978), 43 FR 46501, 3 C.F.R., 1978 Comp., p. 230]

XVI. COST PRINCIPLES - APPLICABLE TO ALL CONTRACTS

A. SUBRECIPIENT agrees that the Contract Cost Principles and Procedures, 48 C.F.R., Federal Acquisition Regulations System, Chapter 1, Part 31 et seq., shall be used to determine the allowability of individual items of cost, except on negotiated contracts procured under a Request for Proposals, which shall instead be governed by 2 C.F.R. 200.

B. SUBRECIPIENT also agrees to comply with federal procedures in accordance with 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

C. Any costs for which payment has been made to the SUBRECIPIENT that are determined by subsequent audit to be unallowable under application sections of 48 C.F.R. 15, 48 C.F.R., Federal Acquisition Regulations System, Chapter 1, Part 31 et seq. and/or or 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, are subject to repayment by the SUBRECIPIENT to SANDAG.

XVII. DEBARMENT AND SUSPENSION - APPLICABLE TO ALL CONTRACTS EXCEEDING $25,000

A. SANDAG and the SUBRECIPIENT shall comply with the requirements of Executive Orders (EO) 12549 (Reagan,1986) and EO 12689 (Bush, 1989), "Debarment and Suspension," 31 U.S.C. 6101 note; and U.S. DOT regulations on Debarment and Suspension at 2 CFR 1200. SUBRECIPIENT shall be registered in the SAM.gov website. The System for Award Management (SAM) is an Official U.S. Government database of awardees of federal funds. There is NO fee for SUBRECIPIENT to register for this site.

B. Unless otherwise permitted by FTA, SUBRECIPIENT shall refrain from awarding any third-party contract of any amount to or enter into any subagreement of any amount with a party included in the "United States General Services Administration's (U.S. GSA) List of Parties Excluded from Federal Procurement or Nonprocurement Programs," implementing EO 12549 and EO 12689, "Debarment and Suspension" and 2 CFR 1200. The list also includes the names of parties debarred, suspended, or otherwise excluded by agencies, and contractors declared ineligible for contract award under statutory or regulatory authority other than EO 12549 and EO 12689.

C. Before entering into any third-party contract, SUBRECIPIENT shall obtain a debarment and suspension certification from each prospective third-party contractor containing information about the debarment and suspension status and other specific information about the third-party contractor and its "principals," as defined at 2 CFR 180.335. An example of the appropriate certification shall be provided by SANDAG upon request.

D. Before entering into any third-party contract exceeding $25,000, SUBRECIPIENT shall obtain a debarment and suspension certification from each third-party contractor containing information about the debarment and suspension status of that third-party contractor and its "principals," as defined at 2 CFR 180.335. SUBRECIPIENT also shall require each third-party contractor to refrain from awarding any subcontract of any amount (at any tier) to a debarred or suspended subcontractor, and to obtain a similar certification from any subcontractor (at any tier) seeking a contract exceeding $100,000. An example of the appropriate certification shall be provided by SANDAG upon request.

E. SANDAG shall provide FTA a copy of each conditioned debarment or suspension certification provided by SUBRECIPIENT and third-party contractors at any tier. Until FTA approval is obtained by SANDAG and conveyed to SUBRECIPIENT, SUBRECIPIENT shall refrain from awarding a third-party contract with any party that has submitted a conditioned debarment or suspension certification.

XVIII. TECHNICAL RESTRICTIONS ON THE ACQUISITION OF PROPERTY AND SERVICES

If this Agreement involves the acquisition of Intelligent Transportation System (ITS) property and/or services, then the ITS property and services must comply with the national ITS architecture and standards to the extent required by Section 5307(c) of SAFETEA-LU, FTA notice, "FTA National ITS Architecture Policy on Transit Projects," 23 CFR 940, January 8, 2001, and later published policies or implementing directives FTA may issue. Third-party contracts involving ITS must also contain provisions to ensure compliance with these Federal Requirements. (FTA Circular 4220.1F, Page IV-17, November 1, 2008.)

XIX. PREFERENCE FOR US GOODS (2 CFR 200.322)

To the greatest extent practicable, when using funding from this AGREEMENT, SUBRECIPIENT will provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products). The requirements of this section must be included in all subawards including all contracts and purchase orders for work or products under this award. For purposes of this section: (1) "Produced in the United States" means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States. (2) "Manufactured products" means items and construction materials composed in whole or in part of non-ferrous metals such as aluminum; plastics and polymer-based products such as polyvinyl chloride pipe; aggregates such as concrete; glass, including optical fiber; and lumber.

FEDERAL PROVISIONS FOR PROCUREMENTS IN EXCESS OF $100,000 (FEDERAL TRANSIT ADMINISTRATION)

As a Federal Transit Administration (FTA) grantee, the San Diego Association of Governments (SANDAG) is required to inform the SUBRECIPIENT of these Standard Federal Provisions as provided herein. Any third-party contract entered into by SUBRECIPIENT as a result of the Section 5310 Fund Transfer Program AGREEMENT (Agreement) with SANDAG, shall contain all of these Standard Federal Provisions.

I. BUY AMERICA - APPLICABLE TO PUBLIC WORKS, ACQUISITION OF GOODS, OR ROLLING STOCK PROCUREMENTS EXCEEDING $100,000

The SUBRECIPIENT's attention is directed to the "Buy America" requirements set forth in 49 USC 5323(j), and the FTA regulations implementing Section 165 (49 C.F.R. 661). Information on "Buy America" requirements (49 C.F.R. 661) is available for review at the SANDAG office.

Any steel or manufactured product used in projects supported by FTA funds must be produced in the United States unless the Secretary of Transportation determines that one of the following exceptions applies:

A. Applying this provision would be inconsistent with the public interest.

B. The materials and products required for a project are not produced in the United States either in sufficient quantity or not of the quality required for this Project.

C. Including domestically produced material will increase the cost of the contract by more than 25 percent.

D. Note: In calculating the cost of components under the terms of this provision, labor costs involved in the final assembly are not to be included.

E. Where SANDAG is purchasing buses or other rolling stock (including train control, communication, and traction power equipment) on behalf of SUBRECIPIENT as part of the Agreement, the cost of components produced in the United States is more than 60 percent of the cost of all the components of the rolling stock or equipment, and final assembly of the stock or equipment has taken place in the United States.

F. In reference to exception C above, FTA requires that the bid for nondomestic items must be adjusted by the appropriate differential (10 percent or 25 percent) and then the adjusted overall bid prices compared to determine if the inclusion of domestic materials will increase the "overall Project contract." When both "rolling stock" and "nonrolling stock" are being procured in a single contract, the appropriate differentials will be applied to the different items only and not to the overall bid price.

G. Thus, the foreign purchased components of the individual bid items will be adjusted upward, for purposes of determining Buy America compliance only, by 10 percent for rolling stock and 25 percent for nonrolling stock, thereby increasing the cost proposal item by the adjusted amount, thereby adjusting the overall total bid price.

H. The revised bid amount will be the basis for determining the lowest bid.

I. Within five days of written notification, the SUBRECIPIENT shall provide the necessary information to substantiate the cost of nondomestic items and the factual basis for the claim of exception to the requirements of 49 USC 5323(j) and the regulations in 49 C.F.R. 661.

J. In the Buy America Certificate (FTA), provided by SANDAG upon request, Alternative 'A' or 'B,' must be completed and submitted with any proposal. A proposal which does not include either Alternative 'A' or 'B' or which includes both Alternative 'A' and Alternative 'B' may be considered nonresponsive.

K. A waiver from the Buy America provision may be sought by the SUBRECIPIENT if grounds for the waiver exist. Inclusion of the Alternative 'B' certificate in a bid constitutes an application by the SUBRECIPIENT for an exception to the Buy America requirement applicable to this type of contract. If a bid includes the Alternative 'B' certificate and an exception is not granted by FTA, the bid will be considered nonresponsive.

II. ENVIRONMENTAL VIOLATIONS

For all work in excess of $100,000, SUBRECIPIENT agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act (42 U.S.C. 7606), Section 508 of the Clean Water Act (33 U.S.C. 1368), and Environmental Protection Agency (EPA) regulations which prohibit the use under nonexempt federal contracts, grants, or loans of facilities included on the EPA list of Violating Facilities. SUBRECIPIENT shall report violations to FTA and to the USEPA Assistant Administrator for Enforcement (ENO329).

III. ENVIRONMENTAL REQUIREMENTS

The successful SUBRECIPIENT recognizes that many federal and state laws imposing environmental and resource conservation requirements may apply to the Project. Some, but not all, of the major federal laws that may affect the Project include: the National Environmental Policy Act of 1969, as amended, 42 U.S.C. 4321 et seq.; the Clean Air Act, as amended, 42 U.S.C. 7401 et seq., and scattered sections of 29 USC; the Clean Water Act, as amended, scattered sections of 33 U.S.C. and 12 U.S.C.; the Resource Conservation and Recovery Act, as amended, 42 U.S.C. 6901 et seq., and the Comprehensive Environmental Response, Compensation, and Liability Act, as amended, 42 U.S.C. 9601 et seq. SUBRECIPIENT recognizes that United States EPA, Federal Highway Administration (FHWA), and other agencies of the federal government have issued and are expected in the future to issue regulations, guidelines, standards, orders, directives, or other requirements that may affect the Project. Thus, SUBRECIPIENT agrees to adhere to, and impose on its third-party contractors, any such federal requirements as the federal government may now or in the future promulgate. Listed below are requirements of particular concern to FTA and SANDAG. Contractor acknowledges that this list does not constitute SUBRECIPIENT's entire obligation to meet all federal environmental and resource conservation requirements.

A. Environmental Protection

SUBRECIPIENT shall comply with the applicable requirements of the National Environment Policy Act (NEPA) of 1969, as amended, 42 U.S.C. 4321 et seq., in accordance with Executive Order 12898 (Clinton, 1994), "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," 59 Fed. Reg. 7629, FTA statutory requirements on environmental matters at 49 U.S.C. 5324(b); Council on Environmental Quality regulations on compliance with the National Environmental Policy Act of 1969, as amended, 40 C.F.R. 1500 et seq.; and joint FHWA/FTA regulations, "Environmental Impact and Related Procedures," 23 C.F.R. 771, and 49 C.F.R. 622.

If SUBRECIPIENT will be preparing an environmental impact statement under National Environmental Policy Act, and an awarded Agreement will include federal funding, the SUBRECIPIENT will be required to submit a statement to SANDAG certifying that the SUBRECIPIENT has no financial or other interest in the outcome of the Project, 40 C.F.R. 1506.5(c).

B. Air Quality

1. SUBRECIPIENT shall comply with all applicable standards, orders, or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. 7401 et seq. Specifically:

   a. SUBRECIPIENT shall comply with applicable requirements of U.S. EPA regulations, "Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act," 40 C.F.R. Part 51 Subpart T; and "Determining Conformity of Federal Actions to State or Federal Implementation Plans," 40 C.F.R. 93. To support the requisite air quality conformity finding for the Project, SUBRECIPIENT shall implement each air quality mitigation and control measure incorporated in the Project. SUBRECIPIENT agrees that any Project identified in a State Implementation Plan (SIP) as a Transportation Control Measure will be wholly consistent with the description of the design concept and scope of the Project described in the SIP.

   b. United States EPA also imposes requirements implementing the Clean Air Act, as amended, which may apply to transit operators, particularly operators of large transit bus fleets. Thus, SUBRECIPIENT should be aware that the following United States EPA regulations, among others, may apply to this Project: "Control of Air Pollution from Motor Vehicles and Motor Vehicle Engines," 40 C.F.R. 85; "Control of Air Pollution from New and In-Use Motor Vehicles and New and In-Use Motor Vehicle Engines: Certification and Test Procedures," 40 C.F.R. 86; and "Fuel Economy of Motor Vehicles," 40 C.F.R. 600.

2. SUBRECIPIENT agrees to report and require each third-party contractor at any tier to report any violation of these requirements resulting from any Project implementation activity of a third-party contractor or itself to FTA and the appropriate United States EPA Regional Office.

C. Clean Water

1. SUBRECIPIENT shall comply with all applicable standards, orders, or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.

2. SUBRECIPIENT agrees to report and require each third-party contractor at any tier to report any violation of these requirements resulting from any Project implementation activity of a third-party contractor (at any tier)or itself to FTA and the appropriate United States EPA Regional Office.

D. Use of Public Lands

SUBRECIPIENT agrees that no publicly-owned land from a park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance as determined by the federal, state, or local officials having jurisdiction thereof, or any land from a historic site of national, state, or local significance may be used for the Project unless the FTA makes the specific findings required by 49 U.S.C. 303.

E. Mitigation of Adverse Environmental Effects

SUBRECIPIENT agrees that, if the Project should cause adverse environmental effects, the SUBRECIPIENT will take all reasonable steps to minimize those effects in accordance with 49 U.S.C. 5324(b), and all other applicable federal laws and regulations; specifically, the procedures of 23 C.F.R. 771, and 49 C.F.R. 622. SUBRECIPIENT agrees to undertake all environmental mitigation measures that may be identified as commitments in applicable environmental documents (such as environmental assessments, environmental impact statements,

memoranda of agreement, and statements required by 49 U.S.C. 303) and with any conditions the federal government has imposed in its finding of no significant impact or a record of decision. Those mitigation measures are incorporated by reference and made part of the Grant Agreement or Cooperative Agreement between FTA and SANDAG. As soon as the federal government, SANDAG and SUBRECIPIENT reach agreement on any deferred mitigation measures, those measures will then be incorporated by reference and made part of the Grant Agreement or Cooperative Agreement between FTA and SANDAG. SUBRECIPIENT agrees that any mitigation measures agreed upon may not be modified or withdrawn without the express written approval of the federal government.

F. Consultant Certification

If SUBRECIPIENT will be preparing an environmental impact statement on behalf of SANDAG under NEPA, SUBRECIPIENT certifies, as required by 40 C.F.R. 1506.5(c), by signing this Agreement, that it has no financial or other interest in the outcome of the Project.

IV. RESTRICTIONS ON LOBBYING

A. SANDAG and SUBRECIPIENT shall not use federal assistance funds to support lobbying.

B. In accordance with 31 U.S.C. 1352 and United States DOT regulations, “New Restrictions on Lobbying,” 49 C.F.R. 20, if the Project exceeds $100,000, the FTA will not make any federal assistance available to the SUBRECIPIENT until the FTA has: (a) received the SUBRECIPIENT’s certification that the SUBRECIPIENT has not and will not use federal appropriated funds to pay any person or organization to influence or attempt to influence an officer or employee of any federal department or agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal grant, cooperative agreement, or any other federal award from which funding for the Project is originally derived, consistent with 31 U.S.C 1352, and (b) if applicable, the SUBRECIPIENT’s statement disclosing any lobbying with nonfederal funds that has taken place in connection with obtaining any federal financing ultimately supporting the Project.

C. The SUBRECIPIENT agrees to provide SANDAG a copy of each lobbying disclosure statement with the accompanying lobbying certification provided by a prospective third-party contractor at any tier. The form is Certification of Restrictions on Lobbying, provided by SANDAG upon request.

FEDERAL PROVISIONS FOR THE SECTION 5310 PROGRAM ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

The Federal Transit Administration (FTA) Standard Federal Provisions included as part of the Section 5310 Fund Transfer Program Fund Transfer Agreement (Agreement) provide federal provisions generally applicable to all FTA-funded programs. This document provides requirements that are specific to the 5310 Program, Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 Program Provisions). SANDAG, as an FTA recipient, is required to inform the SUBRECIPIENT, as identified in the Agreement, of these Federal Provisions, as provided herein. Further, any third-party contract entered into by SUBRECIPIENT as a result of the Agreement with SANDAG shall include these Section 5310 Program Provisions.

I. EQUIPMENT MANAGEMENT

A. General

Common grant rule procedures and requirements for SUBRECIPIENTS are more explicit and can be found in 2 CFR 200.313.

B. Transfer of Property

Section 5310 permits SANDAG to transfer facilities and equipment acquired with assistance under Section 5310 to any eligible SUBRECIPIENT if the facility or equipment will continue to be used in accordance with the requirements of Section 5310. SUBRECIPIENTS receiving equipment or facilities under this provision to provide Section 5310 service must comply with all requirements as provided in the Agreement.

C. Vehicle Use, Useful Life, Replacement Standards, and Disposition

Under the Agreement, SANDAG shall lease vehicles acquired with Section 5310 funds and SUBRECIPIENT will be registered owner. SANDAG shall record a lien against the title to the vehicles, holding a security interest in the vehicles and retaining SANDAGs continuing control of the vehicles.

Maximum use of vehicles funded under the Section 5310 program is encouraged. If the SUBRECIPIENT no longer wants to use the vehicle for the Section 5310 grant funded purposes, the vehicle will be returned to SANDAG consistent with the terms of the Agreement.

SUBRECIPIENTS must adhere to the vehicle useful life criteria that are detailed in the current FTA Circular 5010.1, Grant Management Requirements. At the conclusion of the useful life of the property, SUBRECIPIENT shall dispose of property consistent with FTA guidance and the terms of the Agreement.

II. PROCUREMENT

A. General

When procuring property, supplies, equipment, or services with funds from an FTA grant, SUBRECIPIENTs must comply with FTA procurement requirements at 2 CFR 200.318 et seq. and guidance contained in the current FTA Circular 4220.1F. SANDAG is responsible for ensuring that SUBRECIPIENTS are aware of and comply with requirements and will assist SUBRECIPIENTS as needed.

B. Pre-Award and Post-delivery Reviews

Procurements for vehicles, other than sedans or unmodified vans, must be audited in accordance with 49 C.F.R. 663, "Pre-Award and Post-Delivery Audits of Rolling Stock Purchases." Additional guidance is available in the manual, "Conducting Pre-Award and Post-Delivery Reviews for Bus Procurement" on FTA's website: www.transit.dot.gov.

SUBRECIPIENTs are responsible for conducting a post-delivery review to ensure compliance with the bid specifications, Buy America requirements, and federal motor vehicle safety requirements, and to complete specific certifications. Purchase of more than 20 vehicles for use in areas under 200,000 in population (more than ten, for large urbanized areas), other than unmodified vans or sedans, requires in-plant inspection. In the case of consolidated state procurements, the in-plant inspection requirement is triggered only if a SUBRECIPIENT will receive more than ten vehicles, depending on area size.

C. New Model Bus Testing

SUBRECIPIENTS must ensure that buses and vans acquired with FTA funds are tested consistent with the requirements in 49 C.F.R. 665 and must provide SANDAG with a copy of the resulting test report before FTA funds can be released. FTA provides a bus testing section on its website that provides an overview of the program and assists with understanding applicable procedures and policies: search "bus testing" on www.transit.dot.gov.

The bus testing provisions under 49 U.S.C. 5318 require FTA establish a pass/fall testing standard. FTA funds will be available to acquire a new bus model only if the bus has received a passing score. This requirement will take effect after FTA has issued regulations establishing the standard.

D. Buy America

Title 49 U.S.C. 5323(j) provides with limited exceptions that funds for a public transportation project may not be obligated unless the steel, iron, and manufactured goods used in the project are produced in the United States. Section 5310 SUBRECIPIENTS must comply with FTA regulations, 49 C.F.R. 661. FTA's Buy America requirements at 49 C.F.R. 661 differ from Federal Buy American regulations at 48 C.F.R. 25. SANDAG strongly advises SUBRECIPIENTS to review 49 C.F.R. 661 as well as the current FTA Circular 4220.1, "Third Party Contracting Guidance," before undertaking any procurement and SANDAG is available to assist SUBRECIPIENTS as needed. In addition, 49 U.S.C. 5323(j)(11) allows a party adversely affected by an FTA action the right to seek review. FTA has created a Buy America website to provide an overview of these requirements as well as policies, procedures, and letters of interpretation: www.transit.dot.gov/buyamerica.

E. Transit Vehicle Manufacturer Disadvantaged Business Enterprises (DBE) Program Requirement

SUBRECIPIENTS are obligated to determine, by checking the TVM listing on FTA's website, www.transit.dot.gov/TVM, or by checking with FTA's Office of Civil Rights that the manufacturer likely to receive the contract is in compliance with part 26. For further guidance, contact the FTA Regional Civil Rights Officer in San Diego or SANDAG.

III. FINANCIAL MANAGEMENT

The financial management system for SUBRECIPIENTs must meet the standards set forth in 2 CFR 200.302 of the common grant rule. These standards include:

A. Financial Reporting

Accurate, current, and complete disclosure of the financial results of financially assisted activities must be made in accordance with the financial reporting requirements of the grant award.

B. Accounting Records

SUBRECIPIENTs must maintain records that adequately identify the source and application of funds provided for financially assisted activities. These records must contain information pertaining to SUBRECIPIENT awards and authorizations, obligations, unobligated balances, assets, liabilities, outlays or expenditures, and income.

C. Internal Control

Effective control and accountability must be maintained for all SUBRECIPIENT cash, real and personal property, and other assets. SUBRECIPIENTS must adequately safeguard all such property and must ensure that it is used solely for authorized purposes.

D. Budget Control

Actual expenditures or outlays must be compared with budgeted amounts for each grant award. Financial information must be related to performance or productivity data, including the development of unit cost information whenever appropriate or specifically required in the Agreement. If unit cost data are required, estimates based on available documentation will be accepted whenever possible.

E. Allowable Cost

Applicable Office of Management and Budget (OMB) cost principles, FTA program regulations, and the terms of the FTA master agreement and grant agreements will be followed in determining the reasonableness, allowability, and allocability of costs. (2 C.F.R. 200) provides guidance on allowable costs for nonprofit organizations. Expenses such as indirect costs or payments to a self-insurance fund must be documented appropriately. Advertising and public relations is permitted for "specific purposes necessary to meet the requirements of the federal award." Transit marketing and promotion are allowable project costs under these provisions, since transit ridership is the ultimate purpose of the federal grant.

F. Source Documentation

Accounting records must be supported by such source documentation as cancelled checks, paid bills, payroll, time and attendance records, third-party contract award documents, etc.

IV. SUBRECIPIENT DUNS REQUIREMENT

SUBRECIPIENT shall provide its DUNS number to SANDAG. No entity may receive an award from SANDAG unless a DUNS number has been provided.

V. DRUG AND ALCOHOL TESTING

A SUBRECIPIENT that receives only Section 5310 program assistance is not subject to FTA's drug and alcohol testing rules, but must comply with the Federal Motor Carrier Safety Administration (FMCSA) rule for all employees who hold commercial driver's licenses (49 C.F.R. 382). Section 5310 SUBRECIPIENTs that also receive funding under one of the covered FTA programs (Section 5307, 5309, or 5311) should include any employees funded under Section 5310 projects in their testing program.

An FTA compliant testing program, as required by the receipt of FTA operating or capital funding (5307, 5309, 5311), may be used for Section 5310 employees; there is no need to have separate testing programs.

Technical assistance materials and training information to help SUBRECIPIENTS implement the rules are available at FTA's website www.transit.dot.gov or through contacting SANDAG or the FTA Office of Safety and Oversight, FTA Headquarters.

VI. COMMERCIAL DRIVER'S LICENSE (CDL)

All drivers of motor vehicles designed to transport 16 or more passengers (including the driver) or of vehicles which have a gross combination weight rating of 26,001 pounds or more must have a CDL. Mechanics that drive the vehicles must also have a CDL.

CERTIFICATE OF NONDISCRIMINATION ASSURANCES

CERTIFICATE OF NONDISCRIMINATION ASSURANCES

SANDAG Section 5310 grant agreement with Subrecipient (AGREEMENT) includes as an attachment, and incorporates by reference, the "Fiscal Year 2020 Annual List of Certifications and Assurances for FTA Grants and Cooperative Agreements" (Assurances). The Assurances include, but are not limited to, Standard Assurance No. 1.1, Paragraph (f), which requires that the Recipient (SANDAG) and any subrecipients will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 C.F.R. Part 21; (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 C.F.R. Part 25; (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age. (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 C.F.R. Part 27; (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age; (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing; (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.

SUBRECIPIENT'S ASSURANCES

Subrecipient, for itself, its assignees, and successors in interest (referred to as the "Subrecipient"), certifies that: Subrecipient is in compliance with the Assurances.

Name of SUBRECIPIENT: Sharon Cooney

Printed Name and Title of Signatory: Sharon Cooney, Chief Executive Officer

Signature: Sharon Cooney Date: 8/13/21

EQUAL EMPLOYMENT OPPORTUNITY CERTIFICATE

EQUAL EMPLOYMENT OPPORTUNITY CERTIFICATE

The Equal Employment Opportunity (EEO) provisions of the Agreement SANDAG awarded to GRANTEE requires GRANTEE to provide equal employment to all people, without regard to race, color, religion, sex, or national origin.

GRANTEE hereby certifies that it will comply with the provisions of the SANDAG Equal Employment Opportunity Program (SANDAG Board Policy No. 007), and rules and regulations adopted pursuant thereto, Title VI of the Civil Rights Act of 1964, the California Fair Employment Practices Act, and any other applicable federal and state laws and regulations relating to equal employment opportunity, including laws and regulations hereinafter enacted.

Furthermore, GRANTEE hereby certifies that it

☐ has ☒ has not

been found, adjudicated, or determined to have violated any laws of Executive Orders relating to employment discrimination or affirmative action including, but not limited to, Title VII of the Civil Rights Act of 1964, as amended, (42 U.S.C. 2000[e] et seq.); the Equal Pay Act (29 U.S.C. 206[d]); Executive Order (EO) 10925 (Kennedy, 1961), EO 11114 (Kennedy, 1963), or EO 11246 (Johnson, 1965); or the California Fair Employment and Housing Act (Government Code 12460 et seq.); by any federal or California court or agency, including but not limited to the Equal Employment Opportunity Commission, the Office of Federal Contract compliance Programs, and the California Fair Employment and Housing Commission.

If yes, please explain the circumstance.

Date: 8/12/21

GRANTEE: Sharon Cooney

By: Sharon Cooney

Signature

Title: Chief Executive Officer

SUBRECIPIENT TITLE VI PROGRAM RESOLUTION

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 21-6

Resolution Approving the San Diego Metropolitan Transit System's Triennial Title VI Program and its Submittal to the Federal Transit Administration

WHEREAS, Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal funding; and

WHEREAS, the Federal Transit Administration (FTA) provided guidance to and set requirements for transit agencies' Title VI compliance by issuing FTA Circular 4702.1B on October 1, 2012; and

WHEREAS, FTA Circular 4702.1B details the elements required in San Diego Metropolitan Transit System (MTS') Title VI Program, required to be submitted to the FTA every three years; and

WHEREAS, FTA Circular 4702.1B requires that the Title VI Program be approved by the MTS Board of Directors; and

WHEREAS, MTS' current Title VI Program expires July 31, 2021; and

WHEREAS, FTA Circular 4702.1B requires that the Title VI Program contain certain elements, including but not limited to the following MTS documents:

1. Title VI notice to the public
2. Title VI complaint procedures
3. Title VI complaint form
4. List of transit-related Title VI complaints, investigations, and lawsuits
5. Public Participation Plan
6. Language Assistance Plan
7. Table depicting the racial breakdown of MTS' non-elected boards and committees
8. Evidence of the Board of Director's review and approval of the Title VI Program
9. System wide service standards and policies
10. Demographic and service profile maps and charts
11. Demographic ridership and travel patterns, collected by surveys
12. Description of the public engagement process used for determining the major service change, disparate impact, and disproportionate burden policies
13. Results of service equity analyses conducted since the last Title VI Program submission and evidence of the Board of Director's awareness and approval of the equity analysis; and

WHEREAS, MTS Staff, in conjunction with the San Diego Association of Governments (SANDAG) staff, has developed a Title VI Program (provided to the MTS Board of Directors as an attachment to the May 13, 2021 Board agenda item) that contains the above listed elements and shows MTS' compliance with Title VI, for Board consideration and approval.

NOW, THEREFORE, BE IT RESOLVED, that the MTS Board of Directors does hereby adopt the MTS Title VI Program; and

BE IT FURTHER RESOLVED, that the MTS Board of Directors authorizes the Chief Executive Officer, or a designee, to:

1. Provide evidence of the Board 's consideration and approval of the final MTS Title VI Program to the FTA;
2. Submit the final MTS Title VI Program to the FTA; and
3. Take any other steps necessary to give effect to the Resolution, including responding to any follow-up inquiries from the FTA.

PASSED AND ADOPTED, by the Board of Directors this 13th day of May 2021, by the following vote:

AYES: Aguirre, Cardenas, Elo-Rivera, Fletcher, Frank, Galvez Goble, Hall, Mendoza, Moreno, Sandke, Whitburn

NAYS:

ABSENT: Arapostathis, Montgomery Steppe, Sotelo-Solis

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

Office of the General Counsel
~~San Diego Metropolitan Transit System~~

Resolution 20-6

G-2

BUY AMERICA CERTIFICATE (FTA)

BUY AMERICA CERTIFICATE (FTA)

CERTIFICATE OF COMPLIANCE WITH BUY AMERICA ROLLING STOCK REQUIREMENTS

ALTERNATIVE A (FTA)

SUBRECIPIENT hereby certifies that it will comply with the requirements of: 49 U.S.C. 5323(j) and the applicable regulations in 49 C.F.R. 661 et. seq.

Name of SUBRECIPIENT: Sharon Cooney

Printed Name and Title of Signatory: Sharon Cooney, Chief Executive Officer

Signature: Sharon Cooney Date: 8/13/21

ALTERNATIVE B (FTA)

SUBRECIPIENT hereby certifies that it cannot comply with the requirements of:49 U.S.C. 5323(j) and the applicable regulations in 49 C.F.R. 661 et. seq., but it may qualify for an exception to the requirement consistent with 49 U.S.C. 5323(j)(2)(C) and the regulations in 49 C.F.R. 661.7 based on the information below.

Item No.	Description	Type of Waiver Requested by No.[1]	Indicate Rolling Stock or Nonrolling Stock	Description of Foreign Components of Item	Unit Procurement Cost of Foreign Components

[1]For "Type of Waiver Requested," See 49 U.S.C. 5323(j)(2). List Type A, B, C, or D.

Name of SUBRECIPIENT: _____

Printed Name and Title of Signatory: _____

Signature: _____ Date: _____

NOTE: COMPLETE EITHER ALTERNATIVE A OR B. DO NOT COMPLETE BOTH.

STGP Monitoring Checklist

TOTAL SCORE:

[Insert for STGP Grantees with Capital Agreements involving vehicles leased from SANDAG]

The San Diego Association of Governments (SANDAG) has developed a STGP Monitoring Checklist to assist in the monitoring of subrecipients of federal funds or "Grantees." The elements will monitor the consistency of the grantee's project delivery with that which is reflected in the original grant proposal and the Grantee's compliance with the terms of the grant agreement. The STGP Monitoring Checklist is used at desk reviews and/or site visits to assess the performance of the Grantees and during the competitive process to determine a past performance adjustment to the scores of the applicants. Each question below is derived from the grant agreement and therefore, a question checked "no" indicates the grantee is out of compliance with the terms of the grant agreement and details are described below the relevant section. SANDAG will send a final version of the STGP Monitoring Checklist, including a total score (between positive 2% and a negative 10%) to the Grantee within one week of the date of the desk review and/or site visit. This score can be used by the Grantee as an indicator of performance. When the STGP Monitoring Checklist is used to determine a past performance adjustment, SANDAG will make the completed STGP Monitoring Checklist available to Grantees as part of the debriefing process after projects have been awarded funding.

A. Initial Review Annual Review Final Review Performance Based Adjustment

Review Period: _____

Grantee: _____ Date of Site Visit: _____

Agreement No.: _____ Agreement Start/ End Dates: _____

Modified scope of work in effect? Yes / No _____ Modified scope start date: _____

Subcontractor(s) (if applicable): _____

Grantee Staff: _____ _____ _____

SANDAG Staff: _____ _____ _____

Section 1 – Quantity of Service Delivered (50%)

Proposed number of one-way passenger trips per week (as per scope of work): _____

Actual average of the total one-way passenger trips per week delivered during the review period: _____

Percentage (above/below) proposal: _____

Score

More than 10% over proposed number of one-way passenger trips	+ 0.5%
+/- within 10% of proposed number of one-way passenger trips	0%
10 – 15% under proposed number of one-way passenger trips	- 0.5%
15 – 20% under proposed number of one-way passenger trips	- 1.0%
20 – 25% over proposed number of one-way passenger trips	- 1.5%
25 – 30% under proposed number of one-way passenger trips	- 2.0%
30% or more under proposed number of one-way passenger trips	- 2.5%

Section 1 Score

Section 2 - Project Management (50%)

If a question is not applicable, SANDAG will leave the answer blank and will not count it toward the total monitoring score.

Project Management	YES	NO
1. Are all services being delivered eligible under the grant agreement?		
2. If a Corrective Action Plan was required, did the grantee implement proposed actions and correct deficiencies?		
Insurance	**YES**	**NO**
3. Has the grantee submitted and maintained evidence of compliance with insurance requirements (general liability, automobile liability, workers compensation)?		
Fleet Management for SANDAG-Leased Vehicles	**YES**	**NO**
4. Did the grantee continually operate the vehicle(s) at least 20 hours per week?		
5. If vehicle(s) were placed out of service for more than three business days, did the grantee immediately notify SANDAG?		
6. If vehicle(s) were modified, did the grantee request and receive SANDAG prior approval?		
7. If vehicle(s) were delivered, did the grantee complete a road test and submit a completed Vehicle Inspection Form, vehicle photograph, and delivery date information within one month of delivery?		
8. Did the grantee put its vehicle(s) into service within two months of SANDAG notifying the grantee that its vehicles were accepted and could be put into service?		
9. Did the grantee maintain adequate records of vehicle usage including, but not limited to, preventative and routine maintenance, mileage logs, one-way-passenger trips, and damage reports?		
10. If deficiencies were identified during SANDAG vehicle inspections, were these deficiencies resolved within two weeks of notification by SANDAG?		
11. Did the grantee comply with FTA's minimum service life requirements as described in FTA Circular 5010.1E?		

12. If vehicle(s) were candidates for disposition, did the grantee notify SANDAG immediately in the event of an Early Disposition or within 6 months of the end of the vehicle's minimum useful life?		
Records / Cost Principles	YES	NO
13. Did the grantee maintain an accounting system and records that separate expenses from non-project-related expenses?		
14. Does the grantee's record retention policies align with the grant agreement's records retention requirement?		
15. Was ridership and associated program data tracked adequately and available to SANDAG?		
16. Was program participation tracked sufficiently to fulfill requirements for tracking for the Needs Accommodation Policy?		
17. Did the grantee review, whether in a formal or informal audit, the financials of its agency, officials, and program, including, but not limited to its Single Audit, Program Audit, or annual financial audit?		
18. Did the grantee receive no material findings or, if material findings were identified, work to rectify those findings within the timeline listed in the report?		
Project Schedule	YES	NO
19. Did the grantee remain on schedule as outlined in the original agreement or receive no extensions beyond 6 months that were granted at the request of the grantee for any major milestones or the project completion date?		
Reporting	YES	NO
20. Did the grantee consistently submit a Vehicle and Other Equipment Progress Report at least quarterly?		
21. Was the Vehicle and Other Equipment Progress Report submitted accurately/free of errors with sufficient documentation of preventative maintenance if performed during the reporting quarter at least 80% of the time?		
22. Are required grant reports submitted on time at least 80% the time?		
Title VI and ADA Compliance	YES	NO
23. Did the grantee adequately track client demographic data, including frequency of client access and provide data on an annual basis to SANDAG?		
24. If a grantee has office(s) that are open to the public, are they accessible and usable to individuals with disabilities (i.e., ramps or elevators)?		
25. Does the grantee have a nondiscrimination policy, a written complaint form, and complaint procedures that are posted and, if required, a Title VI Program (current which has not lapsed) accepted by SANDAG?		
26. Did the grantee receive neither discrimination, nor ADA, nor Title VI complaints? If complaints were received, did the grantee provide written notice to SANDAG within 72 hours of receiving the complaint and work toward a resolution?		
27. Does the grantee have a method for recording service, discrimination, and/or Title VI-related complaints and documenting the steps taken toward resolution?		

28. Are outreach materials translated into threshold languages identified in the grantee's Title VI Program to ensure that meaningful and reasonable language assistance is provided to individuals with limited English proficiency?		
29. Does the grantee make reasonable modifications to their service to accommodate individuals with disabilities?		
Outreach	YES	NO
30. If requested, did the grantee provide SANDAG with quality project information and photos to support media and communication efforts?		

Score

More than 95% affirmative answers for applicable responses	+ 1%
90 – 95% affirmative answers for applicable responses	0%
85 – 89.9% affirmative answers for applicable responses	- 1%
80 – 84.9% affirmative answers for applicable responses	- 2%
75% – 79.9% affirmative answers for applicable responses	- 3%
70% – 74.9% affirmative answers for applicable responses	- 4%
Less than 70% affirmative answers for applicable responses	- 5%

Section 2 Score	
Total affirmative responses	
Total questions	
Percentage of affirmative responses	
Section 2 Score	

Section 3 – Summary and Identification of Deficiencies

SANDAG staff uses the following tables to review any "NO" responses to questions in the STGP Monitoring Checklist, indicating a deficiency. A deficiency is an area in which the grantee is deficient in meeting its obligations under the grant agreement. Should a deficiency be found, SANDAG staff will determine appropriate follow-up actions using the tables below. Grantees are required to submit a Recovery Plan within ten (10) days of the site visit/desk review at which a deficiency or deficiencies were identified. Recovery plans must include the steps the grantee will take to correct each deficiency and comply with grant provisions. Grantees must implement the corrective action(s) as outlined in their Recovery Plan within 30 days of identification of the compliance deficiency.

Boxes Checked "No"	**Explanation**
Identified Deficiencies	**Responses and Solutions**

Follow Up Items	

Section 4 – Notes

Signatures

This STGP Monitoring Checklist was reviewed and completed by:

SANDAG Program Manager (Print)	
SANDAG Program Manager (Signature)	Date
Grantee Project Manager (Print)	
Grantee Project Manager (Signature)	Date

Metropolitan Transit System

Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Mills Building 1st Floor Security Breakroom and Transit Store Office Rehabilitation – Change Order

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Change Order (CCO) 02 to Work Order MTSJOC324-18.02 under Job Order Contract (JOC) MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABC General Contracting, Inc. (ABCGC), in the amount of $100,497.50, for replacing the Heating, Ventilation and Air Conditioning (HVAC) serving the new MTS Security Field Office and Transit Store Office at the Mills Building, as well as providing and installing additional access controls and Closed-Circuit Television (CCTV) systems.

Budget Impact

The total cost of this amendment is estimated to be $100,497.50, and the total contract cost of this contract is estimated to be $367,712.61. Under separate MTS Doc No. L1282.0-16, with The Gordian Group, MTS will pay a 1.95% JOC software license fee for CCO 02 in the amount of $2,433.40. The project will be funded by the Capital Improvement Program (CIP) account 1009004202 – Mills Building 1st Floor Security Breakroom and Transit Store Office Rehabilitation. The project costs are summarized below:

The total Board approved authority inclusive of today's proposed action is shown below:

Total Work Order Costs	Amount	Board Funding Authority	Date
Original Work Order	$242,922.83	$267,215.11	1/26/23 (AI 17) includes 10% contingency
CCO 1	$0.00	$0.00	
CCO 2 (today's action)	$124,789.78	$100,497.50	11/9/2023 (Today's Proposed Action)
TOTALS	**$367,712.61**	**$367,712.61**	

DISCUSSION:

On January 26, 2023 (AI 17), the MTS Board of Directors authorized an agreement with ABCGC, to rehabilitate ground floor Suite 120 in the Mills Building to suit the needs of the growing number of security personnel and the need for additional space for use by the MTS Transit Store lost and found.

As part of the Board's original contract approval, a 10%contingency was authorized to cover potential change orders during construction. Based on the contract base bid, this resulted in a $24,292.28 contingency fund. Throughout the course of construction there have been two change orders issued totaling $124,789.78, fully expending the originally authorized contingency of $24,292.28. An additional $100,497.50 is needed to process the final change order and to complete the project.

The change orders issued are detailed below:

Change Orders (CO)	Purpose	Amount
CO 1	No cost time extension	$0.00
CO 2	New HVAC, access controls, CCTV	$124,789.78
	Less original contingency	-$(24,292.28)
Total		**$100,497.50**

Change Order No. 1

This change order was a no-cost time extension due to excessive equipment lead times and the City of San Diego's plan review time not originally anticipated in the original project duration.

Change Order No. 2

This change order is for the removal and replacement of all the HVAC systems serving Suite 120, as well as providing and installing new access controls and CCTV equipment.

Today's Proposed Action: Additional Funding ($100,497.50)

During construction, the team discovered the existing HVAC system in the former "Check Cashing Place" suite was no longer in a state of good repair, and was beyond its useful service life. Replacement of the particular HVAC system is in the Mills Building's replacement schedule for 2024. Due to the ongoing construction, it was determined that it would be most cost effective to replace the equipment with the current work. To wait until 2024 would require the newly completed ceiling to be re-opened and subsequently replaced.

In addition to the HVAC system replacement, the change order also includes additional access control hardware and CCTV to ensure full security and functionality of the newly reconfigured spaces.

The Mills Building property manager, Colliers, intends to reimburse MTS in 2024 for the HVAC Equipment and associated labor ($66,033.82) as they were in the process of funding a separate project to replace the same HVAC prior to the start of this project.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Change Order (CCO) 02 to Work Order MTSJOC324-18.02 under JOC MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABCGC, in the amount of $100,497.50, for replacing the HVAC serving the new MTS Security Field Office and Transit Store Office at the Mills Building, as well as providing and installing additional access controls and CCTV systems.

/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 MTSJOC324-18.02

Metropolitan Transit System

JOB ORDER CONTRACT
WORK ORDER

PWG324.0-21
CONTRACT NUMBER

MTSJOC324-18.02
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
San Diego, CA 92113

Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)

Telephone: 619.937.1010

Authorized person to sign contracts: Travis Brozowski (Name) President (Title)

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG324.0-21), 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 $124,789.78

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ABC GENERAL CONTRACTOR, INC.
By: _____ Sharon Cooney, Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Karen Landers, General Counsel	Title: _____

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.

EXHIBIT A
(Scope of Work)

San Diego Metropolitan Transit System
1255 Imperial Ave
San Diego, California 92101

Final Scope of Work

Date: 10/26/2023

Job Order Contracting

To: **From:**

Contract No:	PWG324.0-21
Job Order No:	MTSJOC324-18.02
Job Order Title:	Mills Building SDTE Breakroom Renovation
Location:	Administration Building 100 16th Street San Diego, CA 92101
Brief Scope of Work:	

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.

SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

SECTION 1-1 GENERAL

Within the Mills Building ("IAD"), MTS is intending to renovate the old check cashing suite on the first floor of the building and repurpose it to an SDTE Workspace and Transit Store lost and found space.

All work is to occur within the Mills building located at 1255 Imperial Ave., San Diego 92101.

SECTION 1-2 STAGING

Contractor is to keep and store all materials and equipment within the work area as possible. Any further staging would have to be coordinated with the MTS Project Manager, but is assumed there will be no staging available within the building. All property stored onsite is the responsibility of the contractor and MTS shall not be held liable for any and all equipment, material, tools, etc.

SECTION 1-3 TEMP FACILITIES

The contractor may use the restroom facilities on the first floor. Contractor is responsible for temp power and water if there is not a close or local source.

SECTION 1-4 SAFETY AND ACCESS

Diligent caution must be taken during the undertaking of this work. All work will occur within the building on the heavily accessed first floor. Key personnel will be granted badges for access through the turnstile and will be provided keys for access into the suite from the interior and exterior. Parking is available offsite or within the parking garage. Contractor is responsible for paying for parking fees within the garage. There shall be no breaks or loud music playing from vehicles within the garage.

SECTION 1-5 WASTE

The contractor is responsible for legally disposing of any and all waste in relation to the work. The contractor shall not use any onsite receptacles to dispose of material generated during the performance of this contract. Contractor is responsible for general cleanup at the end of each work day. Contractor must ensure the path from the main entrance to the suite where the work is occurring is swept regularly and kept in a clean manor.

SECTION 1-6 SCHEDULE AND SEQUENCING

All work shall be completed within ninety (90) calendar days from issuance of Notice to Proceed. It is assumed there will be some lead time for some items, which is included in the duration. The work shall commence once all material is available and the work can proceed without stoppages. Contractor is to provide a schedule for the work.

SECTION 1-7 SDTE MILLS BUILDING BREAKROOM RENOVATION

The overall intent of the project is to create two separate areas within the old check cashing suite on the first floor of the Mills Building. There shall be one separate area for lost and found processing and Transit Store Manager office and one separate area for SDTE breakroom area, workspaces, and a security office. It is anticipated that a building permit from DSD may be required. Contractor to obtain permit and pay all related fees. Following are the general requirements for the work:

1. **Replace the 2 units serving the TI area**

- Disconnect, remove and dispose of 1 existing 4-pipe fan coil and 1 existing 2-pipe fan coil.
- Provide and install new spring isolators and seismic cables and brackets.
- Connect to existing chilled and heating hot water piping.
- Provide and install new supply and return plenums.
- Connect to existing ductwork, insulate and seal as needed.
- Provide and install secondary drain pans.
- Connect to existing condensate drain line.
- Connect to existing electrical and controls.
- Perform start up and operational test.

1. **Replace the 1 unit serving the adjacent office**

- Disconnect, remove and dispose of existing 4-pipe fan coil.
- Provide and install new spring isolators and seismic cables and brackets.
- Connect to existing chilled and heating hot water piping.
- Provide and install new supply and return plenums.
- Connect to existing ductwork, insulate and seal as needed.
- Connect to existing condensate drain line.
- Connect to existing electrical and controls.
- Perform start up and operational test.

1. **Fiber Lines**
2.
    - Pull all new fiber lines from the 10th floor down to new security break room IT rack location.

1. **Speaker Wires**
2.
    - Pull all new speaker wires from locations on attached floor plan back to backer board for IT rack.
    - Speaker installation and final terminations to be completed by others.

Eli Belknap, Manager of Capital Projects	**Date**
Travis Brozowski, Contractor Project Manager	**Date**

EXHIBIT B
(Cost Breakdown)

Price Proposal Detail Report

By Division

Version: 2.0
Approved
Proposal Value: $124,789.78
Approved Date: October 2, 2023

Job Order: MTSJOC324-18.02
Job Order Name: Mills Building SDTE Breakroom Renovation
Location: Administration Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.
Contract Number: PWG324.0-21
Contract Name: JOC Building and Facilities Construction Services - Option 1

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	$36,562.09	$0.00	$0.00	$36,562.09
09	Finishes	$644.34	$0.00	$89.43	$733.77
23	Heating, Ventilating, And Air-Conditioning (HVAC)	$57,474.36	$0.00	$4,489.23	$61,963.59
27	Communications	$23,685.07	$0.00	$0.00	$23,685.07
28	Electronic Safety And Security	$1,845.26	$0.00	$0.00	$1,845.26
Line Count: 20				**Proposal Total:**	**$124,789.78**

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: $124,789.78
Approved Date: October 2, 2023

Job Order: MTSJOC324-18.02
Job Order Name: Mills Building SDTE Breakroom Renovation
Location: Administration Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.
Contract Number: PWG324.0-21
Contract Name: JOC Building and Facilities Construction Services - Option 1

01 General Requirements **$36,562.09**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012216000004	Reimbursable Fees	Installation	2,506.12	$1.00	EA	1.0000	$2,506.12
Accepted		***History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	EA	1.0000	$0.00

Includes Labor No **Includes Equipment No** **Includes Materials Yes**

Owner Comments: *V:1.2-no markup on reimbursables*

User Note: City Fees

Item Note: Reimbursable Fees will be paid to the contractor for eligible costs as directed by Owner. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee. If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.

Total: $2,506.12

2	012220000006	Carpenter	Installation	144.00	$87.52	HR	1.0163	$12,808.31
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.0163	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials No**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: Install Framing and drywall for ComicCon and un-install after ComicCon. Use existing materials. 3 men for 3 days

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

Total: $12,808.31

3	012220000006	Carpenter	Installation	16.00	$87.52	HR	1.0163	$1,423.15
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.0163	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials No**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: Investigate Supervisors office for return line and install return line as one did not exist

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

Total: $1,423.15

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $124,789.78
Approved Date: October 2, 2023

Job Order: MTSJOC324-18.02
Job Order Name: Mills Building SDTE Breakroom Renovation
Location: Administration Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.
Contract Number: PWG324.0-21
Contract Name: JOC Building and Facilities Construction Services - Option 1

4	012220000010	Electrician	Installation	16.00	$78.27	HR	1.0163	$1,272.73
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.0163	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials No**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: remove and reinstall lights for HVAC Access

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

Total: $1,272.73

5	012220000077	Architect	Installation	60.00	$141.25	HR	1.0163	$8,613.14
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.0163	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials No**

Owner Comments: *V:1.2-Please make changes discussed.*

Total: $8,613.14

6	012223000057	20' Electric, Scissor Platform Lift	Installation	2.00	$638.98	MO	1.0163	$1,298.79
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	MO	1.0163	$0.00

Includes Labor No **Includes Equipment No** **Includes Materials Yes**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: Additional Time

Item Note:

Total: $1,298.79

7	012223000979	5,000 LB Straight Mast, Industrial Warehouse Forklift With Full-Time Operator	Installation	1.00	$4,531.87	WK	1.0163	$4,605.74
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	WK	1.0163	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: need to lift HVAC units down and up "like"

Item Note:

Total: $4,605.74

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $124,789.78
Approved Date: October 2, 2023

Job Order: MTSJOC324-18.02
Job Order Name: Mills Building SDTE Breakroom Renovation
Location: Administration Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.
Contract Number: PWG324.0-21
Contract Name: JOC Building and Facilities Construction Services - Option 1

8	012223001301	3 Ton Capacity, 12' To 16' Bed, 4 x 2 Flat Bed Truck With Full-Time Truck Driver		Installation	1.00	$3,593.11	WK	1.0163	$3,651.68
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***		**Demo:**	0.000000	$0.00	WK	1.0163	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: HVAC Truck for onsite fabrication as needed during replacement of 3 units

Item Note:

Total: $3,651.68

9	012223001301	For Equipment Without Operator, Deduct	**MOD: 0029**	Installation	1.00	-$2,867.09	WK	1.0163	-$2,913.82
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***							

Includes Labor Yes **Includes Equipment No** **Includes Materials No**

Total: -$2,913.82

10	012223001330	13 CY Rear Dump Truck With Full-Time Truck Driver		Installation	2.00	$1,621.69	DAY	1.0163	$3,296.25
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***		**Demo:**	0.000000	$0.00	DAY	1.0163	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: needed to haul off all of demo'd items in MOD 2

Item Note:

Total: $3,296.25

09 Finishes **$733.77**

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

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $124,789.78
Approved Date: October 2, 2023

Job Order: MTSJOC324-18.02
Job Order Name: Mills Building SDTE Breakroom Renovation
Location: Administration Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.
Contract Number: PWG324.0-21
Contract Name: JOC Building and Facilities Construction Services - Option 1

11	095323000004	2' x 2' Grid, Hot Dipped Galvanized Steel, 15/16" T Bar Ceiling Suspension System		Installation	200.00	$2.28	SF	1.0163	$463.43
Accepted		*History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted*		Demo:	200.000000	$0.44	SF	1.0163	$89.43
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes							
		Owner Comments: *V:1.2-Please make changes discussed.*							
		User Note: Additional removals needed for HVAC Systems							
		Item Note:							
								Total:	**$552.86**
12	095323000004	For Individual Room Quantities <495, Add	**MOD: 0118**	Installation	200.00	$0.26	SF	1.0163	$52.85
Accepted		*History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted*							
		Includes Labor Yes Includes Equipment No Includes Materials Yes							
								Total:	**$52.85**
13	095323000004	For >50 To 200, Add	**MOD: 0121**	Installation	200.00	$0.52	SF	1.0163	$105.70
Accepted		*History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted*							
		Includes Labor Yes Includes Equipment No Includes Materials Yes							
								Total:	**$105.70**
14	095323000004	For Ceilings >10' High, Add	**MOD: 0385**	Installation	200.00	$0.11	SF	1.0163	$22.36
Accepted		*History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted*							
		Includes Labor Yes Includes Equipment No Includes Materials No							
								Total:	**$22.36**

23 Heating, Ventilating, And Air-Conditioning (HVAC) $61,963.59

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

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $124,789.78
Approved Date: October 2, 2023

Job Order: MTSJOC324-18.02
Job Order Name: Mills Building SDTE Breakroom Renovation
Location: Administration Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.
Contract Number: PWG324.0-21
Contract Name: JOC Building and Facilities Construction Services - Option 1

15	230120910035	>1,000 To 2,000', 1-1/2" To 4" Diameter Pipe, Purge Liquid System	Installation	6.00	$1,474.26	EA	1.0163	$8,989.74
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$0.00	EA	1.0163	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials No**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: New HVAC Units, 3 units 2x each

Item Note:

Total: $8,989.74

16	230548130014	To 1,860 LB Housed Hot Dipped Galvanized Steel Spring Isolator, 2" Deflection	Installation	12.00	$670.35	EA	1.0163	$8,175.32
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$27.07	EA	1.0163	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: new isolator springs

Item Note:

Total: $8,175.32

17	237313000093	1,250 CFM Return Air Fan	Installation	6.00	$4,029.83	EA	1.0163	$24,573.10
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	6.000000	$594.04	EA	1.0163	$3,622.34

Includes Labor Yes **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: "Like" Supply & Return Plenums, 2x unit (6 total)

Item Note:

Total: $28,195.44

18	238219000017	1,200 CFM Horizontal Fan Coil, Hot Water Heating, Ceiling Hung, Chilled Water Coil, With Cabinet	Installation	3.00	$5,161.27	EA	1.0163	$15,736.20
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	3.000000	$284.33	EA	1.0163	$866.89

Includes Labor Yes **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: 3 new fan coils

Item Note:

Total: $16,603.09

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $124,789.78
Approved Date: October 2, 2023

Job Order: MTSJOC324-18.02
Job Order Name: Mills Building SDTE Breakroom Renovation
Location: Administration Building 100 16th Street San Diego, CA 92101

Contractor: ABC General Inc.
Contract Number: PWG324.0-21
Contract Name: JOC Building and Facilities Construction Services - Option 1

27 Communications — $23,685.07

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
19	272116000077	12-Fiber, 62.5 Micron, Multimode Fiber Bundle (Sumitomo FB12M6)	Installation	60.00	$388.42	CLF	1.0163	$23,685.07
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$28.43	CLF	1.0163	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: Data to 10th floor

Item Note:

Total: $23,685.07

28 Electronic Safety And Security — $1,845.26

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
20	281611000049	DKS Proximity Card Reader, Exterior Stand Alone Access Controls	Installation	2.00	$907.83	EA	1.0163	$1,845.26
Accepted		***History: 1.1 Added, 1.2 Clarification Requested, 1.3 Modified, 2.0 Accepted***	**Demo:**	0.000000	$78.96	EA	1.0163	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Please make changes discussed.*

User Note: Card readers for L&F office and Security Managers office

Item Note:

Total: $1,845.26

Proposal Total: $124,789.78

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

** Includes Price Changes due to Construction Task Catalog update*

EXHIBIT C
(Subcontractor Listing)

San Diego Metropolitan Transit System
1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 10/26/2023

Job Order Contracting

Contract #: PWG324.0-21
Job Order #: MTSJOC324-18.02
Job Order Title: Mills Building SDTE Breakroom Renovation
Job Order Value: $124,789.78
Location: Administration Building
Contractor: ABC General Inc.
Subcontractors: Comfort Mechanical
ELECTRO SPECIALTY SYSTEMS (ESS)
Harborside Construction Inc

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
Comfort Mechanical 10740 Kenney St, #404 Santee, CA 92071	695913	HVAC		$59,650.00	47.80%
ELECTRO SPECIALTY SYSTEMS (ESS) 7940 Convoy Ct, San Diego, CA 92111	524465	Electrician		$21,967.76	17.60%
Harborside Construction Inc 2010 Garrison Way, El Cajon, CA 92019	730817	Carpenter		$9,800.00	7.85%

Summary

Certification Name	Value	%
	$91,417.76	47.80%
Total	**$91,417.76**	**73.26%**

Metropolitan Transit System

Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Operations Budget Status Report for September 2023

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

This report summarizes the year-to-date operating results for September 2023 compared to the fiscal year (FY) 2024 budget for the San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for September 2023. Attachment A-2 details the September 2023 combined operations' results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and Attachment A-9 provides September 2023 results for MTS's other activities (For Hire Vehicle Administration/San Diego and Arizona Eastern Railway Company).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending September 2023, MTS's net-operating income favorable variance totaled $538,000 (0.7%). Operations produced a $411,000 (-0.6%) unfavorable variance and the administrative/other activities areas were favorable by $949,000 (56.4%).

MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through September 2023 were $23,492,000 compared to the year-to-date budget of $23,704,000, representing a $211,000 (-0.9%) unfavorable variance. Year-to-date passenger revenue was unfavorable by $774,000 (-4.1%) through September. Passenger revenue is up by $1,538,000 (9.3%) versus the prior year.

Other operating revenue was favorable by $562,000 (11.5%), primarily due to favorable bus bench advertising revenue, Pronto card revenue, interest income, and auction proceeds from the sale of capital assets.

Operating Expenses. Year-to-date combined expenses through September 2023 were $98,481,000 compared to the budget of $99,231,000, resulting in a $750,000 (0.8%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled $43,970,000, compared to a budgetary figure of $43,720,000, producing an unfavorable variance of $249,000 (-0.6%). This is primarily due to unfavorable health and welfare costs within Bus operations as well as paid absences within Administrative and Trolley operations due to sick leave and vacation.

Outside Services and Purchased Transportation. Total outside services through three months of the fiscal year totaled $33,528,000, compared to a budget of $34,597,000, resulting in a favorable variance of $1,069,000 (3.1%). This is primarily favorable due to performance bonuses and pass through costs within Fixed Route purchased transportation as well as favorable security services and Pronto software operating and maintenance costs within Administration.

Materials and Supplies. Total year-to-date materials and supplies expenses were $4,027,000, compared to a budgetary figure of $4,074,000, resulting in a favorable variance of $47,000 (1.2%). This is primarily due to favorable equipment maintenance supplies within Trolley operations.

Energy. Total year-to-date energy costs were $12,960,000, compared to the budget of $12,376,000, resulting in an unfavorable variance of $583,000 (-4.7%). This is primarily due to unfavorable commodity rates for both compressed natural gas (CNG) and electricity.

Risk Management. Total year-to-date expenses for risk management were $2,154,000 compared to the budget of $2,540,000, resulting in a favorable variance totaling $386,000 (15.2%). This is primarily due to favorable claim payouts and legal expenses.

General and Administrative. The year-to-date general and administrative costs were $1,382,000 through September 2023, compared to a budget of $1,510,000, resulting in a favorable variance of $128,000 (8.5%). This is primarily due to favorable office supplies, dues and subscriptions, and travel and meetings expenses.

Vehicle and Facility Leases. The year-to-date vehicle and facilities leases costs were $461,000 compared to the budget of $413,000, resulting in a $48,000 (-11.7%) unfavorable variance. This is primarily due to unfavorable non-revenue vehicle lease costs within Administrative operations.

YEAR-TO-DATE SUMMARY

The September 2023, year-to-date net-operating income totaled a favorable variance of $538,000 (0.7%). These factors include favorable variances in other revenue, outside services, materials and supplies, risk management, and general and administrative costs; partially offset by unfavorable variances in passenger revenue, personnel, energy, and vehicle/facility leases.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

MTS
CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2024
SEPTEMBER 30, 2023
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 18,036	$ 18,810	$ (774)	-4.1%
Other Revenue	5,456	4,894	562	11.5%
Total Operating Revenue	**$ 23,492**	**$ 23,704**	**$ (211)**	**-0.9%**
Personnel costs	$ 43,970	$ 43,720	$ (249)	-0.6%
Outside services	33,528	34,597	1,069	3.1%
Materials and supplies	4,027	4,074	47	1.2%
Energy	12,960	12,376	(583)	-4.7%
Risk management	2,154	2,540	386	15.2%
General & administrative	1,382	1,510	128	8.5%
Vehicle/facility leases	461	413	(48)	-11.7%
Administrative Allocation	(0)	0	0	0.0%
Total Operating Expenses	**$ 98,481**	**$ 99,231**	**$ 750**	**0.8%**
Operating Income (Loss)	**$ (74,989)**	**$ (75,527)**	**$ 538**	**0.7%**
Total Non-Operating Activities	**645**	**278**	**368**	**132.5%**
Income (Loss) before Capital Contributions	**$ (74,344)**	**$ (75,250)**	**$ 906**	**-1.2%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2024
SEPTEMBER 30, 2023
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 18,036	$ 18,810	$ (774)	-4.1%
Other Revenue	277	161	116	71.6%
Total Operating Revenue	**$ 18,313**	**$ 18,971**	**$ (658)**	**-3.5%**
Personnel costs	$ 36,878	$ 36,589	$ (290)	-0.8%
Outside services	27,452	28,256	804	2.8%
Materials and supplies	4,018	4,064	47	1.1%
Energy	12,652	12,066	(587)	-4.9%
Risk management	1,984	2,224	240	10.8%
General & administrative	202	259	58	22.2%
Vehicle/facility leases	370	345	(24)	-7.0%
Administrative Allocation	8,062	8,062	0	0.0%
Total Operating Expenses	**$ 91,618**	**$ 91,865**	**$ 247**	**0.3%**
Operating Income (Loss)	**$ (73,306)**	**$ (72,895)**	**$ (411)**	**-0.6%**
Total Non-Operating Activities	**51**	**240**	**(189)**	**-78.8%**
Income (Loss) before Capital Contributions	**$ (73,255)**	**$ (72,655)**	**$ (600)**	**0.8%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS

BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)

COMPARISON TO BUDGET - FISCAL YEAR 2024

SEPTEMBER 30, 2023

(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 4,763	$ 5,077	$ (314)	-6.2%
Other Revenue	32	-	32	-
Total Operating Revenue	**$ 4,794**	**$ 5,077**	**$ (283)**	**-5.6%**
Personnel costs	$ 23,272	$ 23,301	$ 29	0.1%
Outside services	436	490	54	11.0%
Materials and supplies	1,753	1,749	(4)	-0.2%
Energy	2,154	2,047	(107)	-5.2%
Risk management	1,018	1,118	100	8.9%
General & administrative	88	116	28	24.4%
Vehicle/facility leases	125	101	(24)	-23.2%
Administrative Allocation	1,313	1,313	0	0.0%
Total Operating Expenses	**$ 30,159**	**$ 30,235**	**$ 76**	**0.3%**
Operating Income (Loss)	**$ (25,365)**	**$ (25,158)**	**$ (207)**	**-0.8%**
Total Non-Operating Activities	**(30)**	**159**	**(189)**	**-118.9%**
Income (Loss) before Capital Contributions	**$ (25,395)**	**$ (24,999)**	**$ (396)**	**1.6%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
RAIL (SAN DIEGO TROLLEY INC.)
COMPARISON TO BUDGET - FISCAL YEAR 2024
SEPTEMBER 30, 2023
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 7,530	$ 7,640	$ (110)	-1.4%
Other Revenue	245	161	84	52.0%
Total Operating Revenue	**$ 7,775**	**$ 7,801**	**$ (26)**	**-0.3%**
Personnel costs	$ 13,369	$ 13,074	$ (295)	-2.3%
Outside services	1,653	1,838	185	10.1%
Materials and supplies	2,254	2,295	41	1.8%
Energy	7,921	7,564	(356)	-4.7%
Risk management	951	1,091	140	12.9%
General & administrative	112	135	24	17.5%
Vehicle/facility leases	162	151	(11)	-7.0%
Administrative Allocation	6,028	6,028	0	0.0%
Total Operating Expenses	**$ 32,449**	**$ 32,177**	**$ (272)**	**-0.8%**
Operating Income (Loss)	**$ (24,674)**	**$ (24,376)**	**$ (298)**	**-1.2%**
Total Non-Operating Activities	**-**	**-**	**-**	**-**
Income (Loss) before Capital Contributions	**$ (24,674)**	**$ (24,376)**	**$ (298)**	**1.2%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
BUS - CONTRACTED SERVICES (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2024
SEPTEMBER 30, 2023
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 5,407	$ 5,745	$ (338)	-5.9%
Other Revenue	-	-	-	-
Total Operating Revenue	**$ 5,407**	**$ 5,745**	**$ (338)**	**-5.9%**
Personnel costs	$ 190	$ 171	$ (19)	-10.9%
Outside services	21,150	21,624	474	2.2%
Materials and supplies	10	20	10	51.0%
Energy	2,392	2,247	(146)	-6.5%
Risk management	-	-	-	-
General & administrative	1	2	1	58.2%
Vehicle/facility leases	(3)	7	10	139.0%
Administrative Allocation	623	623	0	0.0%
Total Operating Expenses	**$ 24,363**	**$ 24,695**	**$ 331**	**1.3%**
Operating Income (Loss)	**$ (18,956)**	**$ (18,950)**	**$ (6)**	**0.0%**
Total Non-Operating Activities	**-**	**-**	**-**	**-**
Income (Loss) before Capital Contributions	**$ (18,956)**	**$ (18,950)**	**$ (6)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
BUS - CONTRACTED SERVICES (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2024
SEPTEMBER 30, 2023
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 336	$ 348	$ (12)	-3.4%
Other Revenue	-	-	-	-
Total Operating Revenue	**$ 336**	**$ 348**	**$ (12)**	**-3.4%**
Personnel costs	$ 48	$ 43	$ (5)	-11.6%
Outside services	4,133	4,223	90	2.1%
Materials and supplies	-	-	-	-
Energy	185	208	23	10.9%
Risk management	15	15	0	0.3%
General & administrative	1	6	4	76.4%
Vehicle/facility leases	86	86	0	0.1%
Administrative Allocation	98	98	0	0.0%
Total Operating Expenses	**$ 4,566**	**$ 4,678**	**$ 112**	**2.4%**
Operating Income (Loss)	**$ (4,229)**	**$ (4,330)**	**$ 100**	**2.3%**
Total Non-Operating Activities	**-**	**-**	**-**	**-**
Income (Loss) before Capital Contributions	**$ (4,229)**	**$ (4,330)**	**$ 100**	**-2.3%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2024
SEPTEMBER 30, 2023
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	**$ -**	**$ -**	**$ -**	**-**
Personnel costs	$ -	$ -	$ -	-
Outside services	81	81	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	**$ 81**	**$ 81**	**$ -**	**0.0%**
Operating Income (Loss)	**$ (81)**	**$ (81)**	**$ -**	**0.0%**
Total Non-Operating Activities	**81**	**81**	**-**	**0.0%**
Income (Loss) before Capital Contributions	**$ -**	**$ -**	**$ -**	**-**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2024
SEPTEMBER 30, 2023
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	5,049	4,631	418	9.0%
Total Operating Revenue	**$ 5,049**	**$ 4,631**	**$ 418**	**9.0%**
Personnel costs	$ 6,956	$ 6,996	$ 40	0.6%
Outside services	6,071	6,326	255	4.0%
Materials and supplies	9	10	1	7.7%
Energy	306	309	3	0.8%
Risk management	151	294	143	48.7%
General & administrative	1,172	1,233	61	5.0%
Vehicle/facility leases	89	62	(26)	-41.6%
Administrative Allocation	(8,065)	(8,065)	(0)	0.0%
Total Operating Expenses	**$ 6,688**	**$ 7,165**	**$ 477**	**6.7%**
Operating Income (Loss)	**$ (1,639)**	**$ (2,533)**	**$ 894**	**35.3%**
Total Non-Operating Activities	**828**	**38**	**790**	**2086.4%**
Income (Loss) before Capital Contributions	**$ (811)**	**$ (2,496)**	**$ 1,684**	**-67.5%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2024
SEPTEMBER 30, 2023
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	130	101	29	28.6%
Total Operating Revenue	**$ 130**	**$ 101**	**$ 29**	**28.6%**
Personnel costs	$ 135	$ 136	$ 1	0.6%
Outside services	4	15	10	70.3%
Materials and supplies	-	0	0	-
Energy	1	2	0	26.6%
Risk management	19	22	3	13.6%
General & administrative	8	18	10	54.5%
Vehicle/facility leases	3	5	2	36.2%
Administrative Allocation	3	3	0	0.0%
Total Operating Expenses	**$ 174**	**$ 201**	**$ 26**	**13.1%**
Operating Income (Loss)	**$ (44)**	**$ (99)**	**$ 55**	**55.7%**
Total Non-Operating Activities	**(234)**	**-**	**(234)**	**-**
Income (Loss) before Capital Contributions	**$ (278)**	**$ (99)**	**$ (178)**	**179.9%**

Metropolitan Transit System

Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

SANDAG Report on Airport Transit Connection (Ryan Kohut, SANDAG)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

SANDAG is currently studying a variety of options to improve transit access to San Diego International Airport. These options include:

- An automated people mover (APM), extending from the airport to downtown San Diego and/or the Consolidated Rental Car Facility (CONRAC)
- An extension of the Trolley network to the airport, from downtown San Diego.
- Expanded bus service

This presentation was given to the SANDAG Board of Directors on July 28, 2023. Direction was given to provide similar presentations to the MTS Board of Directors – as well as other public agencies – to gather feedback on the options and on next steps.

Once this feedback is gathered, SANDAG staff will return to the SANDAG Board of Directors (likely in November) for additional direction, which could include authority to begin the EIR process with one or more of the options.

The SANDAG Airport Transit Connection Concept Evaluation Study is included here: https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/central-mobility-hub/atc-concept-evaluation-study-2023-07-14.pdf

The presentation that was provided to the SANDAG Board of Directors is included here: https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2088021/Item_16_-_Airport_Transit_Connection_BOD_07-28-2023.pdf

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

SANDAG

Airport Transit Connection

Concept Evaluation Study Findings

San Diego Metropolitan Transit System
Ryan Kohut, Director of Strategic Projects
November 9, 2023

Contents

1 **Background**
How did we get here?

2 **ATC Concept Study**
What did we study?

3 **Key Findings**
What did we learn?

4 **Next Steps**
Where do we go from here?

Urgent Need for Airport Transit Connection

Why Do We Need a Transit Connection to the Airport?



Growing Demand & Airport Expansion

San Diego International Airport (SDIA) is the busiest single-runway airport in the nation, expecting to serve 40 million passengers annually by 2050.



Local Congestion, Regional Access

Planned Airport Development will increase traffic at key access points and local roads - projected to increase 65%[1]. A transit connection is a key mitigation for airport growth that will improve access to for travelers, workers, and tourists.



Unprecedented Regional Partnership & Funding Opportunities

Concept options defined in partnership through Airport Connectivity Subcommittee, refined through public engagement. Unprecedented grant options for delivery.

[1] SAN Airport Development Plan EIR, Appendix R-H4, 2050 Passengers & Vehicular Volumes

Concept Study Summary
Modes Considered

Automated People Mover
(Study Concepts 1-5)



- Common for on- and off-airport travel
- Configured for airport passengers
- Capable of fast, frequent, high-capacity, reliable service

Light Rail Trolley Extension
(Study Concept 6)



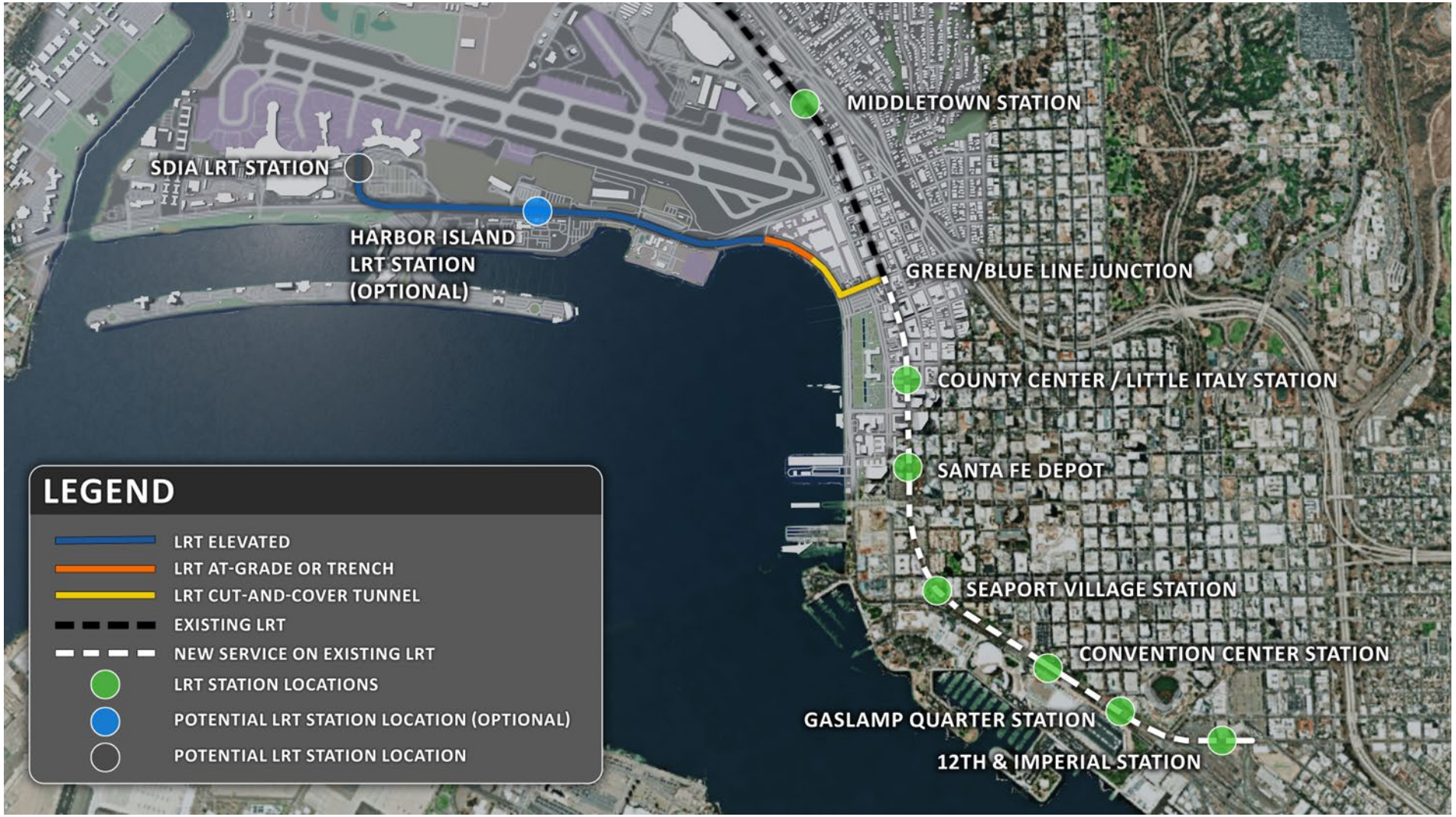
- Typically for general transit ridership
- Configured for general travel (not for passengers with luggage)
- Frequency, capacity dependent on broader system operations

Enhanced Bus Service
(Study Concept 7)



- Common airport connection for smaller airports
- Flexible vehicle configuration can accommodate airport passengers
- High frequency, capacity based on vehicle configuration

Light Rail Trolley Extension



Automated People Mover – Several Options



Automated People Mover – South Leg



Enhanced Bus Service

Bus Infrastructure for MTS 992 Bus Route

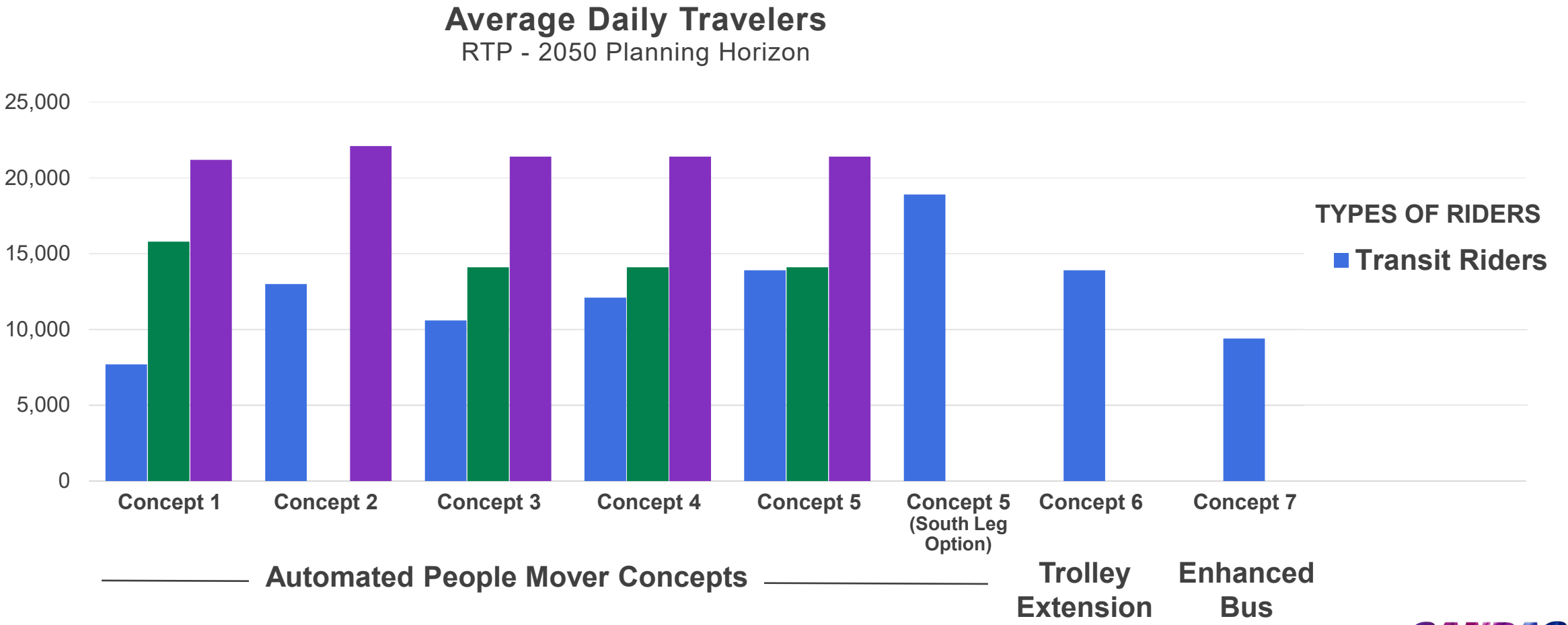


Bus Infrastructure for San Diego Flyer



Overall Ridership

Projected ridership varies across each concept. Because concepts serve different geographies and make different connections, each attracts different types of riders.

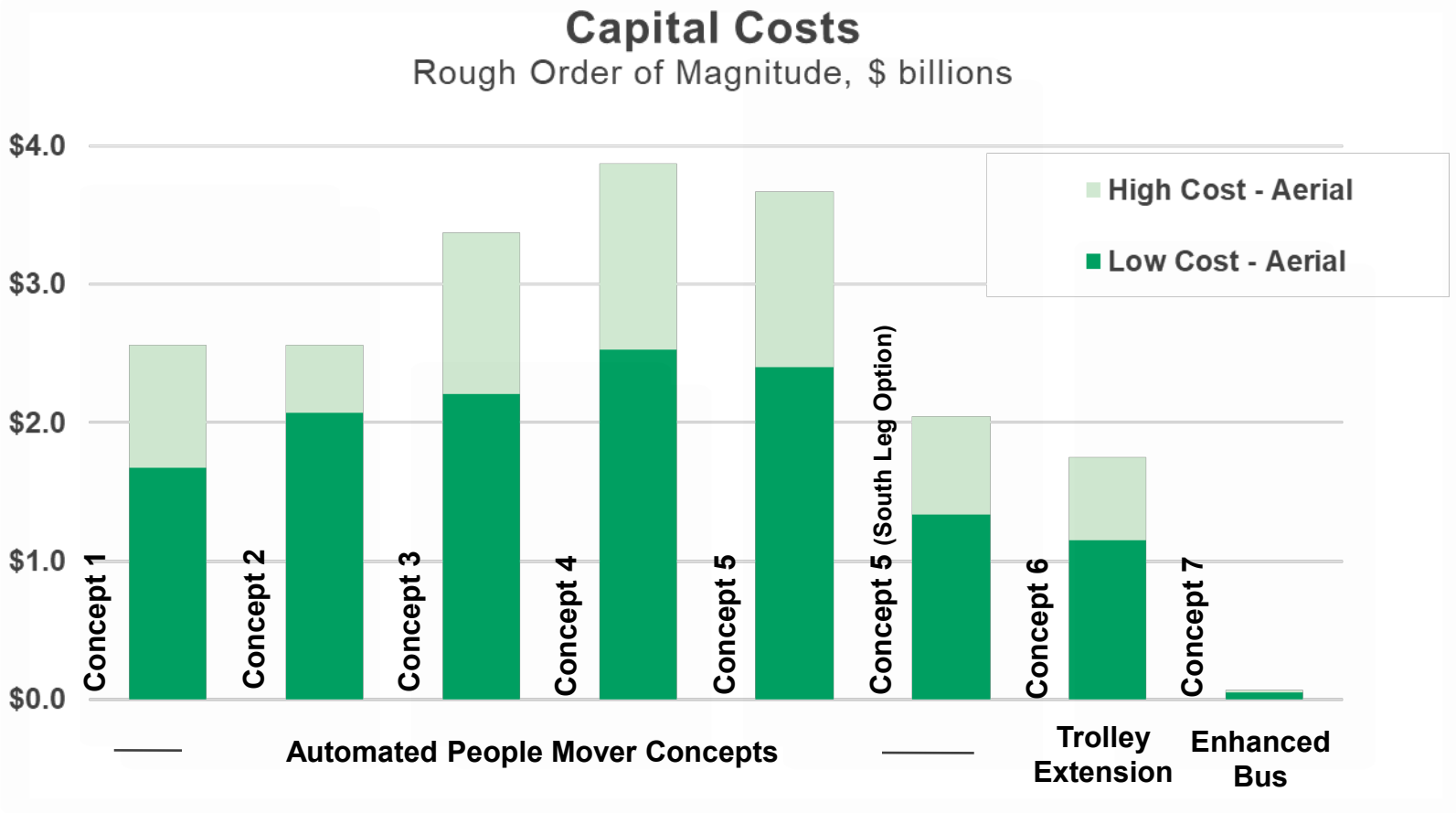


Capital Costs

Capital Cost

- All costs are rough-order-of-magnitude
- Capital costs for Concepts 3-5 reflect construction methods for an aerial configuration with more frequent APM technology, which impact range of costs
- Trolley costs for Concept 6 reflect additional tracks and required tunneling/trenching
- Bus enhancements include infrastructure requirements along local and regional roads

Capital cost of each of the concepts reflect the frequency, service levels, and other benefits of the projects.



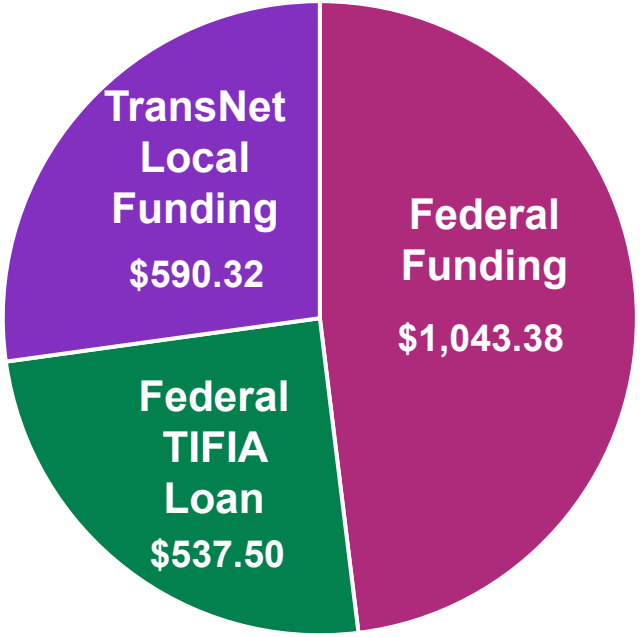
Potential Funding Sources

Funding Sources

- The ATC is the only project in the San Diego Region currently eligible for Federal New Starts funding
- The Project will also be eligible for competitive State grants
- SANDAG will take primary responsibility for project development costs using state and local funds
- SANDAG will also pursue a range of smaller competitive grants to support the Project
- Options such as Federal TIFIA loans or Innovative Private Finance are also available

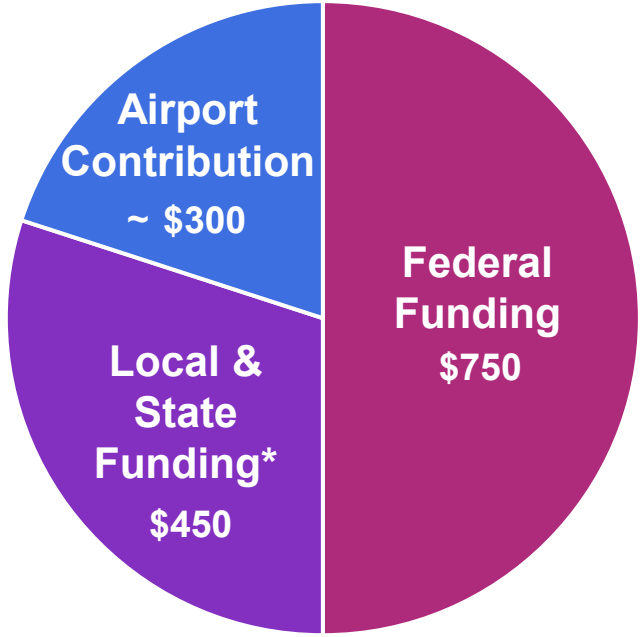
Potential Sources of Funding for ATC Project Construction

Mid-Coast Trolley Extension
(millions of dollars)



Final Project Cost
$2.17 billion

ATC Project
(millions of dollars)



Assumed Project Cost based on Preliminary Estimates
~$1.5 billion (mid-range)

**SANDAG costs do not include project development*

Looking Ahead

Today

Presentation to SDMTS as part of broad partner outreach to present ATC Concepts and Findings and receive feedback.

Fall 2023

Update to SANDAG Board prior to advancing concept alternatives into Environmental Phase

Winter 2024

Release NOP for CEQA Scoping; Expand pursuit of State and Federal funding opportunities

2024 - 2025

Complete State and Federal environmental reviews; Advance design; Assemble funding

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Email: pio@sandag.org

SANDAG

November 6, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

Dear Chair Whitburn and MTS Board Members,

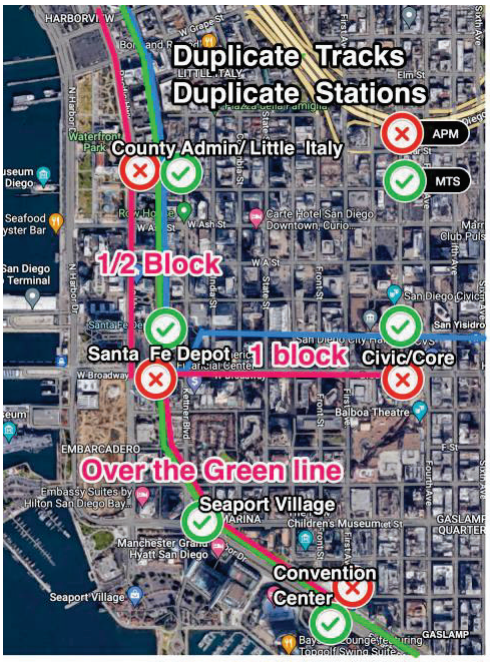
I understand that SANDAG is presenting its proposed elevated Automated People Mover (APM) to downtown from the airport at the November 9th board meeting.

Please insist on an exhaustive study to expand the Trolley to the airport and along the coastal communities. Reject the outlandish elevated APM that duplicates rail downtown and is the wrong vehicle to expand services to Liberty Station, the Midway District and beyond.

The Trolley began service on July 26, 1981, making it the oldest of the second-generation light rail systems in the United States. In 2022, the Trolley had the highest ridership of any light rail system in the United States. Large ridership and excellent fare box recovery should make MTS proud of its success.

Although the Trolley has successfully operated in San Diego for over 40 years, it never expanded west of the heavy rail lines of the Coaster, Amtrak and BNSF Railway. Going west to the airport and along the Coast only takes money. The engineering required for the extension of the Blue Line confirms the ability to build big infrastructure, if needed.

There is significant new funding for transit in the Federal Infrastructure Bill and San Diego should put good solid transit ideas forward to acquire our fair share of this money.



I strongly encourage you insist that the Trolley gets an extensive study to expand westward to the airport and along the coast before considering other alternatives. In SANDAG's airport study they investigated 5 versions of the APM, with 3 variations each, plus 2 more versions in Appendix S. They considered one version of the Trolley that was quickly dismissed and they did not expand to other Trolley options.

I believe the Airport study was inherently biased to push one outlandish vision that doesn't provide a good transit solution for the airport and coastal expansion. The APM creates totally unnecessary visual blight downtown, while duplicating the rail we already have.

In addition, no one wants to stand all the way to Midway or Pacific Beach. From the airport there is a significant need for better transit to the beaches. As a safety measure, don't expect people to use an unmanned vehicle for extended rides.

I understand the desire to get people out of cars and onto public transit to reach the airport. However, SANDAG is saying that the Trolley is not a good way to get to the airport

because there isn't much room for luggage. So without a car, travelers who just spent 30-45 minutes on a bus or Trolley to transfer to the APM downtown are being told to spend $2-3 BILLION so the last 2 miles they can stand and their luggage can stretch out. I hope you see the irony.

Although an APM fills a real need around airports, it is a bad idea for regular transit in San Diego.

- Please **Insist** on a new Trolley study to the airport and **Reject** SANDAG's elevated Automated People Mover (APM) from the airport to downtown. Study all trolley options, including a new line from Middletown Station, before considering an alternative.
- The People Mover **duplicates** the rail we already have downtown, which is a waste of money and the FTA probably won't fund the project.
- Expanding the Trolley allows for transit to Liberty Station, Sports Area and Midway district, and even up the Coast to the beach. The APM is the wrong vehicle for expansion.
- The APM violates the Downtown Community Plan. Pacific Hwy and Broadway are ceremonial streets and Broadway is a main View Corridor to the Bay.
- The 3 story APM is a giant concrete eyesore, creates visual blight, and ruins the ambience of downtown.
- Just because people like the concept of rail to the airport, does not make the APM an acceptable plan. It isn't. There are good reasons SANDAG is not showing pictures.
- I want excellent, appropriate transit for San Diego, as does the FTA, which eliminates this People Mover. San Diego deserves a fair share of the money from the federal Infrastructure Bill, but the FTA is not looking for the most outlandish projects to fund.
- Stop this APM proposal before we waste time and money in CEQA
- If there truly isn't a Trolley expansion that works, consider a streetcar like Portland, Phoenix and Kansas City. The Port of San Diego proposes a streetcar from Santa Fe Depot to the Airport on dedicated transit lanes on Harbor Drive in the Port Master Plan Update Draft EIR, appendix D.
  There are better and more appropriate solutions to get to the airport on public transit than the APM.



Miami built an elevated Automated People Mover but they have 6 million people and the streets flood quite often. Most cities, like New York, removed their elevated trains because they are an eyesore. I don't want downtown San Diego to look like Miami.

Sincerely,
Name ALEXANDRA N. ALDERMAN

Email: **alialderman@sandiego.edu**
Zip Code: **92101**

From: Ancel Thompson <ancelthompson@aol.com>
Sent: Monday, November 6, 2023 9:51 AM
To: ClerkoftheBoard
Subject: Expand the Trolley to the Airport. Reject the People Mover

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

Please forward to all board members…

I will attend the meeting on November 9 to voice my opposition to the people mover

Dear Chair Whitburn and MTS Board Members,

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Sincerely,
Ancel Thompson
ancelthompson@aol.com
Zip Code: 92101

November 3, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

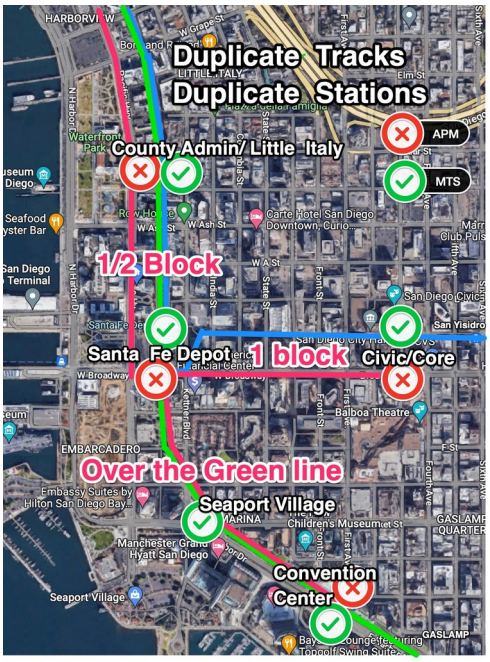
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New York, removed their elevated trains because they are an eyesore. I don't want downtown San Diego to look like Miami.

Sincerely,
Name _Angie Wilcox_____
Email____angie@angiewilcox.com_____

This file has been converted from its original format for security purposes. Please use C57324ED740AF as a reference.

From: Barbara Dewitt <babsdewitt@gmail.com>
Sent: Monday, November 6, 2023 9:37 AM
To: ClerkoftheBoard
Subject: People mover

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I am opposed for many reasons. It is financially not the best decision. It is a monstrosity that will blight our beautiful waterfront or if on Pacific Hwy will destroy all property values in the most expensive prestigious residences in downtown. Travelers can use trolly to Santa Fe Station and take the bus directly to the airport. Please investigate a dedicated trolly line to the airport. We are not Sinapore, or Hongkong this is a delusional proposal.

From: Bobby Blackmon <bobbla@msn.com>
Sent: Monday, November 6, 2023 12:15 PM
To: ClerkoftheBoard
Subject: APM please forward to all board members

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November 6, 2023

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Sincerely,
Name ____Bobby Blackmon _____
Email_____bobbla@msn.com_____
Zip Code: _____92101_____

Sent from Mail for Windows

From: Bonnie Allen <bonniecarterallen@gmail.com>
Sent: Monday, November 6, 2023 11:07 AM
To: ClerkoftheBoard
Subject: Support for Airport Trolley expansion

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CLERK, PLEASE FORWARD TO ALL BOARD MEMBERS.
THANK YOU

November 3, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

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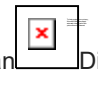
I understand that SANDAG is presenting its proposed elevated Automated People Mover (APM) to downtown from the airport at the November 9th board meeting. I am against this proposal and am in favor of a trolley line expansion instead. A trolley solution would fill the need with a solution that already works well and not create the eyesore of an elevated train.

I work at the airport as an Operations Agent. I and many of my coworkers would absolutely be taking the trolley to the airport every day, if it were an option, instead of driving to the employee lot at the intersection of Washington and Admiral Boland Way. This would eliminate many car trips each day and loosen up the super tight parking in the employee lot. I also know a number of people who take the trolley to the Washington Street station and then walk the block and a half under Pacific Highway to the employee lot to then get the shuttle (which has to compete with the traffic on Harbor) to get to work. Extending the trolley for them would make their journey faster and much safer by allowing them to avoid walking through a pretty rough area often in the wee hours of the morning or late at night.

Creating an additional transportation mode when the trolley system is already in place would be redundant and wasteful.

Another issue I worry about is the fact that the people mover would be unmanned. While my co-workers and I are familiar with the area, some of the traveling public are not. As a safety professional, I would cite serious security issues in having a unmanned vehicle transporting people to and from the airport with no authority presence. Just ask the Harbor Police what happens at the airport every day.

Although the Trolley has successfully operated in San Diego for over 40 years, it never expanded west of the heavy rail lines of the Coaster, Amtrak and BNSF Railway. Going west to the airport and along the Coast only takes money. The engineering required for the extension of the Blue Line confirms the ability to expand infrastructure, if needed.

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I believe the Airport study was inherently biased to push one vision that doesn't provide a good transit solution for the airport and coastal expansion. The APM duplicates the rail we already have.

I understand the desire to get people out of cars and onto public transit to reach the airport. However, SANDAG is saying that the Trolley is not a good way to get to the airport because there isn't much room for luggage. This argument doesn't hold water. Not every

person using the trolley to go to the airport is taking luggage. Indeed, I make 5 round trips to the airport every week and I don't take any luggage with me. Employees would represent a significant percentage of ridership. For those riders who do use the airport because they are airline passengers, light rail systems all over the world in cities use their standard train cars to and from the airport with no problems. I have personally used London's Underground, New York City's Subway, Salt Lake City's TRAX, and the Metros in Paris and Rome to name a few and I have had no problems taking my luggage with me.

Although an APM fills a real need around airports, it is a bad idea for regular transit in San Diego.

- Please **Insist** on a new Trolley study to the airport and **Reject** SANDAG's elevated Automated People Mover (APM) from the airport to downtown. Study all trolley options, including a new line from Middletown Station, before considering an alternative.
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Bonniecarterallen@gmail.com

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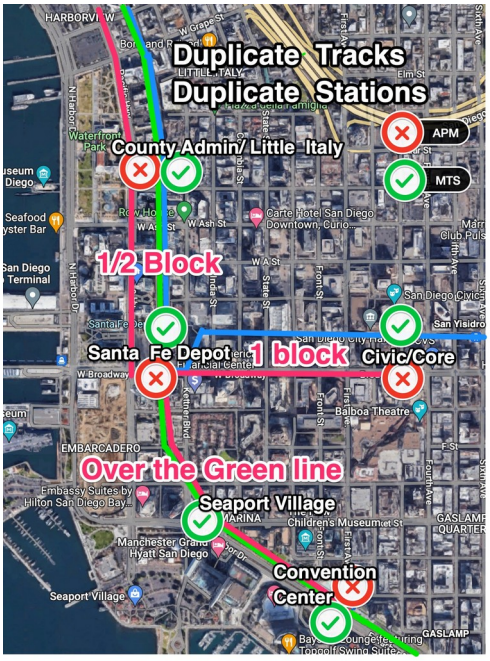
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Before any plan is finalized, we urge you to request an exhaustive study on expanding the trolley to the airport and along the coastal communities. We also urge you to reject the elevated APM that duplicates rail downtown and is the wrong vehicle to expand services.

Although the Trolley has successfully operated in San Diego for over 40 years, it never expanded west of the heavy rail lines of the Coaster, Amtrak and BNSF Railway. Going west from downtown to the airport and along the coast only takes money. The engineering required for the recent extension of the Blue Line confirms the our ability to build new and big transportation infrastructure, when needed.



There is significant new funding for transit in the Federal Infrastructure Bill and San Diego should put solid transit ideas forward to apply for some of this money.

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We believe the Airport study was inherently biased to push one plan that doesn't provide a good transit solution for the airport and coastal expansion. The APM is a totally different approach to ground rail and will create an eyesore downtown, in a very scenic area near the harbor, while duplicating the rail we already have.

I understand the desire to get people out of cars and onto public transit to reach the airport. However, SANDAG is saying that the trolley is not a good way to get to the airport because there isn't much room for luggage. So without a car, travelers who just spent 30-45 minutes on a bus or trolley to transfer to the APM downtown are being told to spend $2-3 BILLION so the last 2 miles they can stand and their luggage can stretch out. I do see the irony in this and hope you do also, and, reconsider the APM plan.

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- Expanding the trolley allows for transit to Liberty Station, Sports Area and the Midway district, and even up the Coast to the beach. The APM is the wrong vehicle for expansion. With time more public transit to these areas will be needed as well.

- The APM violates the Downtown Community Plan. Pacific Hwy and Broadway are ceremonial streets and Broadway is a main View Corridor to the Bay. The 3 story APM is a giant concrete structure, creating visual blight, and will ruin the ambience of downtown.

- I want excellent, appropriate transit for San Diego, as does the FTA, which eliminates this People Mover. San Diego deserves a fair share of the money from the Federal Infrastructure Bill, so we should apply for it to expand the trolley.

- Stop this APM proposal before we waste time and money in CEQA.

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Sincerely,
Name: **C. M. Smith**

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Email: kaydees333@yahoo.com

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From: Cesar Dabdoub <cdabdoub@prodigy.net.mx>
Sent: Monday, November 6, 2023 11:24 AM
To: ClerkoftheBoard
Subject: Please forward to all the board members.

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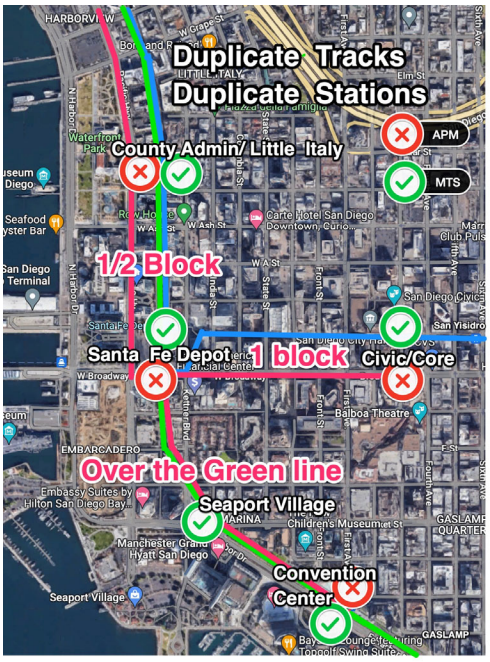
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There is significant new funding for transit in the Federal Infrastructure Bill and San Diego should put solid transit ideas forward to acquire our fair share of money.



I strongly encourage you insist that the Trolley gets an extensive study to expand westward to the airport and the coast before considering other alternatives. In SANDAG's airport study they investigated 5 versions APM, with 3 variations each, plus 2 more versions in Appendix S. They considered one version of the that was quickly dismissed and they did not expand to Trolley options.

I believe the Airport study was inherently biased to one outlandish vision that doesn't provide a good solution for the airport and coastal expansion. The creates totally unnecessary visual blight downtown, duplicating the rail we already have.

In addition, no one wants to stand all the way to Midway or Pacific Beach. From the airport there is a significant need for better transit to the beaches. As a safety measure, don't expect people to use an unmanned vehicle for extended rides.

I understand the desire to get people out of cars and onto public transit to reach the airport. However, SANDAG is saying that the Trolley is not a good way to get to the airport because there isn't much room for luggage. So without a car, travelers who just spent 30-45 minutes on a bus or Trolley to transfer to the APM downtown are being told to spend $2-3 BILLION so the last 2 miles they can stand and their luggage can stretch out. I hope you see the irony.

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- The 3 story APM is a giant concrete eyesore, creates visual blight, and ruins the ambience of downtown.
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Miami built an elevated Automated People Mover but they have 6 million people and the streets flood quite often. Most cities, like New York, are an removed their elevated trains because they eyesore. I don't want downtown San Diego to look like Miami.

Sincerely,
Name : Cesar Dabdoub
Email : cdabdoub@prodigy.net.mx

From: George Thompson <thompsongmp@gmail.com>
Sent: Monday, November 6, 2023 11:52 AM
To: ClerkoftheBoard
Cc: Luisa Estrada Gomez
Subject: Expand the Trolley to the Airport, Reject the People Mover

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

Dear Chair Whitburn and MTS Board Members,

I am sending this email on behalf of my mother in law Maria Luisa Estrada Gomez of Apartment 3404, 1205 Pacific Highway, San Diego, CA, 92101.

I understand that SANDAG is presenting its proposed elevated Automated People Mover (APM) to downtown from the airport at the November 9th board meeting.

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Sincerely,

Maria Luisa Estrada Gomez
lestrada@eurotecsa.com

From: ghassan abdo <gsabdo@yahoo.com>
Sent: Monday, November 6, 2023 11:43 AM
To: ClerkoftheBoard
Subject: Expand the Trolley to the Airport, Reject the People Mover

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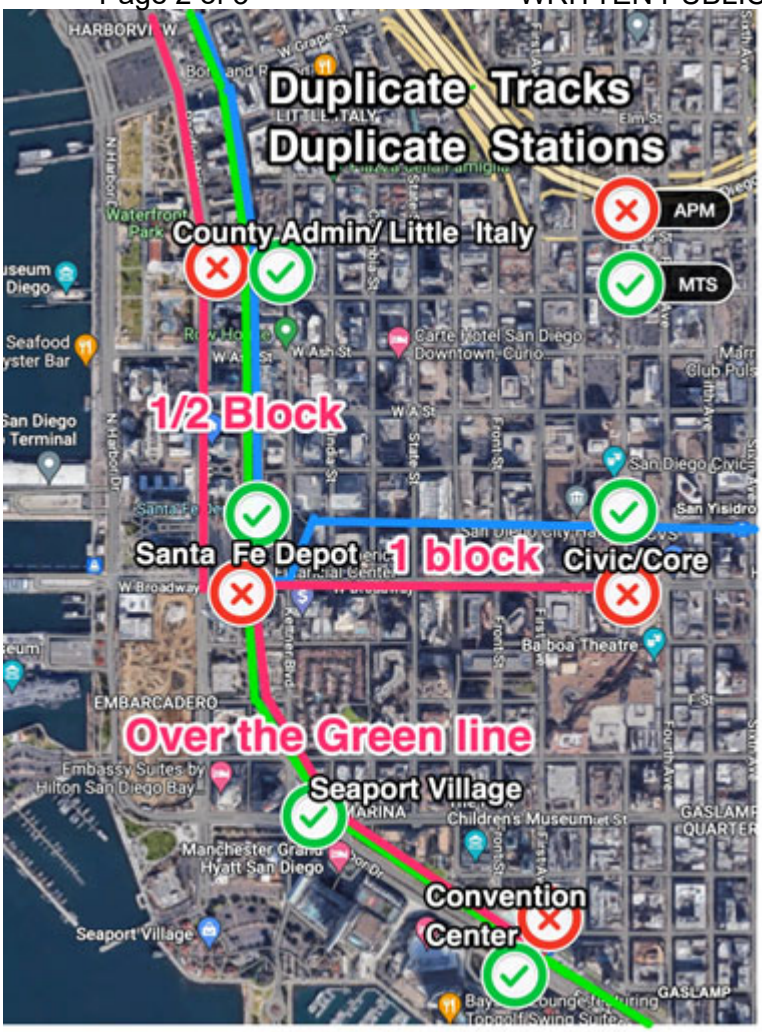
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Sincerely,

Name: Ghassan Abdo

Email: gsabdo@yahoo.com

November 6, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

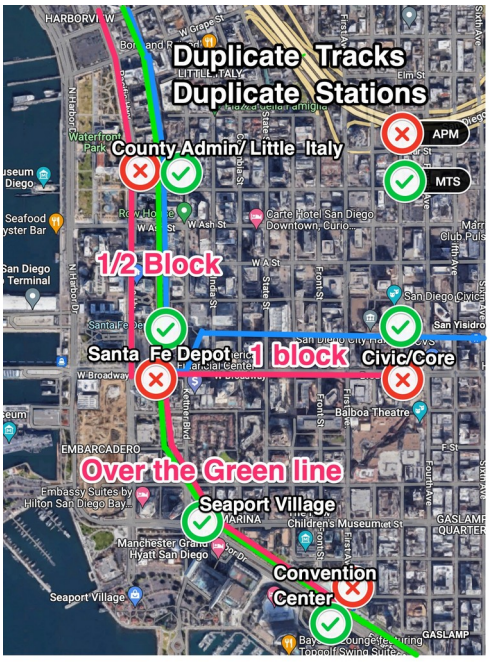
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This file has been converted from its original format for security purposes. Please use CEA9A4A4E552F as a reference.

Name: GREG MORAES
Email: greg@moraesinc.com
Zip Code: _____92101_____

This file has been converted from its original format for security purposes. Please use CEA9A4A4E552F as a reference.

WRITTEN PUBLIC COMMENT

PUBLIC COMMENT
AI 19, 11/09/23

November 3, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

Dear Chair Whitburn and MTS Board Members,

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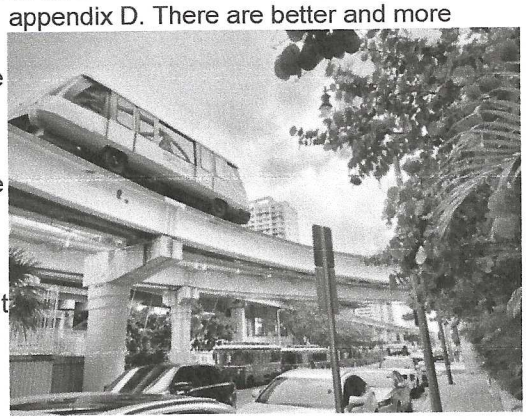
please eliminate the people mover waste of money major eye sore for this beautiful city.

just expand Trolley + dedicated transport to Trolley.

thank you

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Sincerely,
Name HJ Weiss
Email eazyhj@gmail.com

email to:
Clerkoftheboard@sdcounty.ca.gov

November 3, 2023

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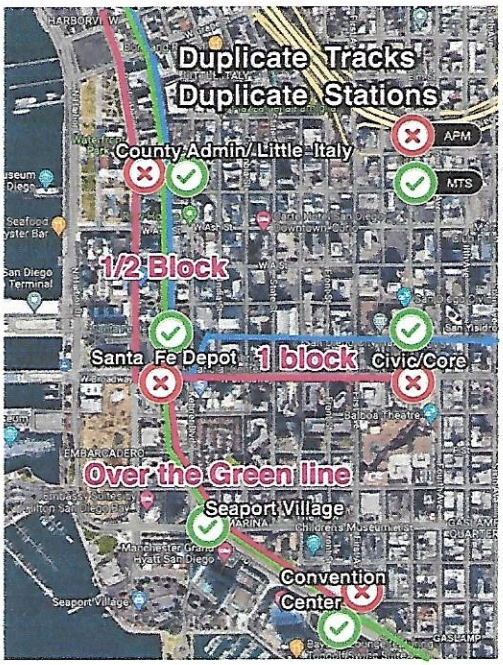
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Sincerely,
Name Jim Hagindrake
Email JimTari@Aol.com

November 6, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

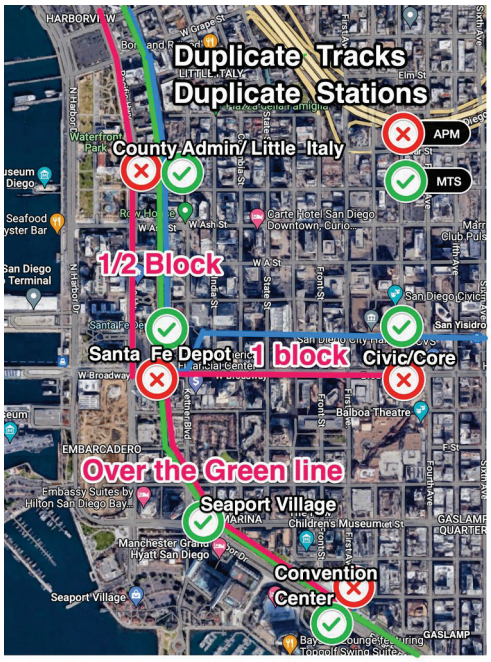
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In addition, no one wants to stand all the way to Midway or Pacific Beach. From the airport there is a significant need for better transit to the beaches. As a safety measure, don't expect people to use an unmanned vehicle for extended rides.

I understand the desire to get people out of cars and onto public transit to reach the airport and agree that public transit options to the airport are good. NOTE: I currently use the 992 bus to the airport. However, SANDAG is saying that the Trolley is not a good way to get to the airport because there isn't much room for luggage. So without a car, travelers who just spent 30-45 minutes on a bus or Trolley to transfer to the APM downtown are being told to spend $2-3 BILLION so the last 2 miles they can stand and their luggage can be accommodated. I hope you see the irony.

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- Please **Insist** on a new Trolley study to the airport and **Reject** SANDAG's elevated Automated People Mover (APM) from the airport to downtown. Study all trolley options, including a new line from Middletown Station, before considering an alternative.

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- The APM violates the Downtown Community Plan. Pacific Hwy and Broadway are ceremonial streets and Broadway is a main View Corridor to the Bay.

- The 3 story APM is a giant concrete eyesore, creates visual blight, and ruins the ambience of downtown.

- Just because people like the concept of rail to the airport, does not make the APM an acceptable plan. It isn't. There are good reasons SANDAG is not showing pictures.

- I want excellent, appropriate transit for San Diego, as does the FTA, which eliminates this People Mover. San Diego deserves a fair share of the money from the federal Infrastructure Bill, but the FTA is not looking for the most outlandish projects to fund.

- Stop this APM proposal before we waste time and money in CEQA

- If there truly isn't a Trolley expansion that works, consider a streetcar like Portland, Phoenix and Kansas City. The Port of San Diego proposes a streetcar from Santa Fe Depot to the Airport on dedicated transit lanes on Harbor Drive in

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Miami built an elevated Automated People Mover but they have 6 million people and the streets flood quite often. Most cities, like New York, removed their elevated trains because they are an eyesore. I don't want downtown San Diego to look like Miami.

Sincerely,

Joyce Swett

joyceswett@gmail.com

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November 3, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

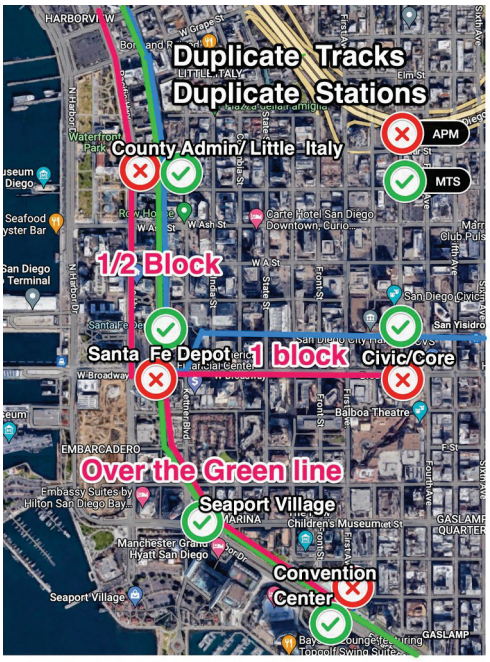
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The Trolley began service on July 26, 1981, making it the oldest of the second-generation light rail systems in the United States. In 2022, the Trolley had the highest ridership of any light rail system in the United States. Large ridership and excellent fare box recovery should make MTS proud of its success.

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Sincerely,
Kimberly Feith
Kav13579@hotmail.com

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November 6, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

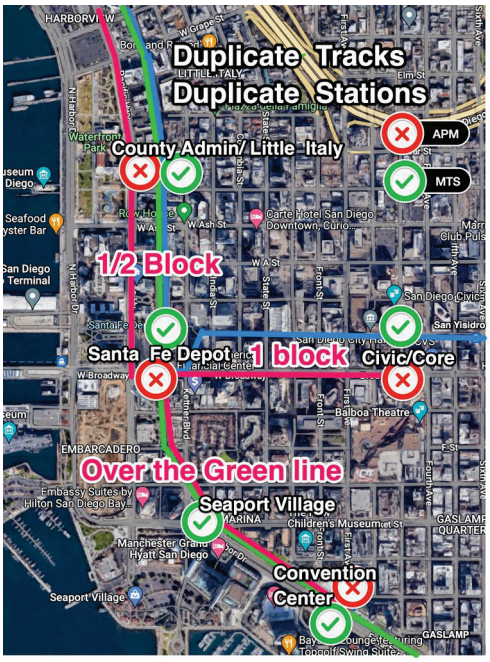
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Sincerely,
Name _____
Email_____
Zip Code: _____

This file has been converted from its original format for security purposes. Please use C68A20ECA9682 as a reference.

From: maria <mcarrera@cox.net>
Sent: Monday, November 6, 2023 9:30 AM
To: ClerkoftheBoard
Subject: NO APM, YES Trolley

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

Please distribute to all Council Members.
As a year-round resident of Downtown San Diego, 92101, I oppose the proposed APM, which would be a barricade between my residence and the bay, and uglify our downtown corridors. See below for a more complete argument.
Maria Carrera
1431 Pacific Hwy
San Diego, 92101

November 6, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

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Sincerely,

Maria Carrera

From: Monica Thrasher <monicathrasher@icloud.com>
Sent: Monday, November 6, 2023 10:17 AM
To: ClerkoftheBoard
Cc: thetraincoalition@gmail.com
Subject: Expand the Trolley to the Airport, Reject the Automated People Mover (APM)

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

November 6, 2023

Please forward this email to all MTS Board members. Thank you.

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San


HARBORVIEW
W Grape St
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N Harbor Dr
Waterfront Park
County Admin/ Littl
State St
Columbia St
Seafood
yster Bar
W Ash St
Cart
Dow
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San Diego
Terminal
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India St
State St
Santa Fe Depot
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W Broadway

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Sincerely,

Name _Monica Thrasher_____
Email monicathrasher@mac.com_____
Zip Code 92101: _____

November 3, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

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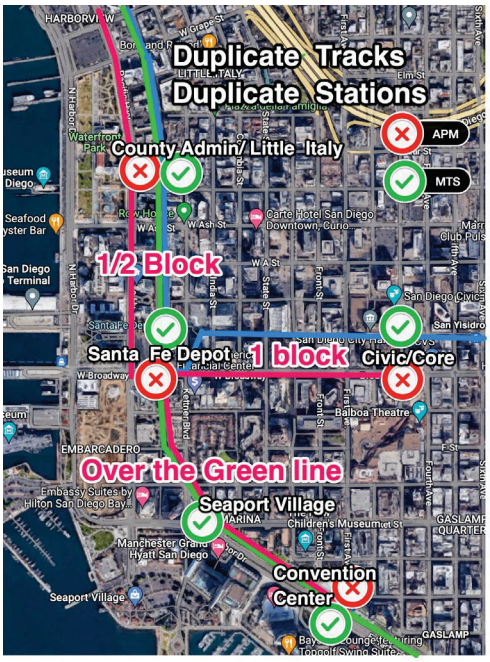
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Name: Morgan Paxhia
Email: morganpaxhia@gmail.com

November 6, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

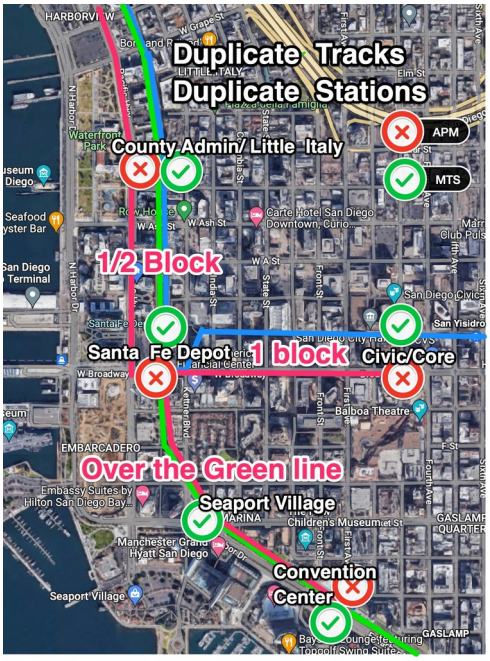
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This file has been converted from its original format for security purposes. Please use C15FA6D039B5D as a reference.

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New York, removed their elevated trains because they are an eyesore. I don't want downtown San Diego to look like Miami.

Detroit, MI is another example of a failed attempt to operate an elevated APM.

Sincerely,
Neal and Charlene Belitsky
Nbelitsky@gmail.com

This file has been converted from its original format for security purposes. Please use C15FA6D039B5D as a reference.

November 3, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

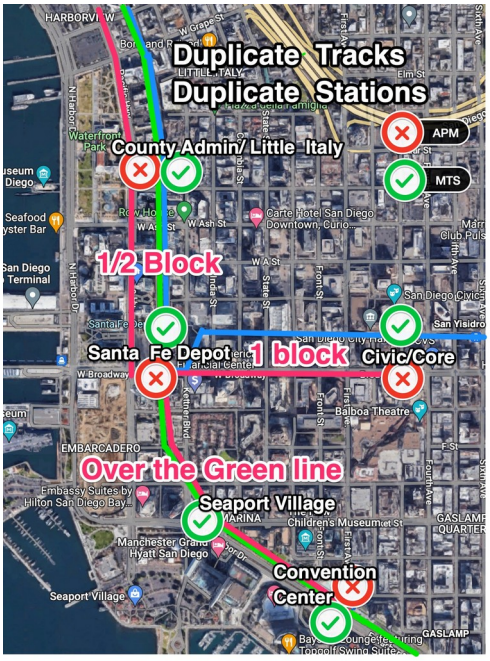
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Sincerely,
Paul Motenko
paulmotenko@gmail.com

This file has been converted from its original format for security purposes. Please use C01ADCD677E46 as a reference.

From: Robert Greenes <greenes@asu.edu>
Sent: Monday, November 6, 2023 9:34 AM
To: ClerkoftheBoard
Subject: Expand the Trolley to the Airport, Reject the People Mover

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

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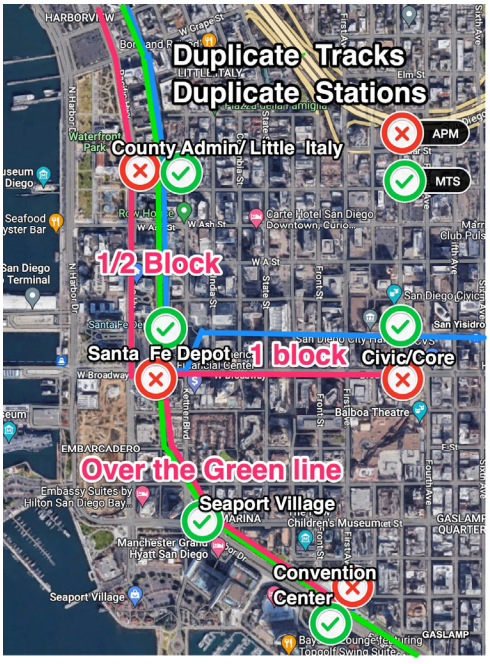
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Robert A. Greenes
1205 Pacific Highway, Unit 1001
San Diego, CA 92101
c: 617-331-7715
e: greenes@asu.edu

November 3, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

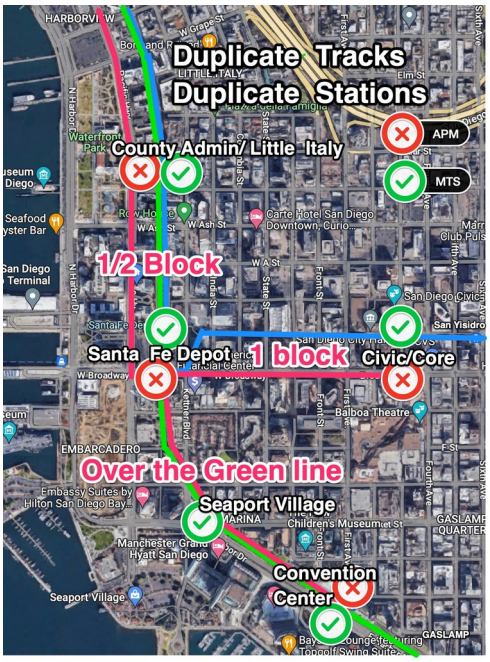
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Sincerely,
Robert Algeni
Robert.Algeni@gmail.com

This file has been converted from its original format for security purposes. Please use C320C33FB3F0D as a reference.

From: R.W. Storer <storerroger@yahoo.com>
Sent: Monday, November 6, 2023 9:27 AM
To: ClerkoftheBoard
Subject: Expand the Trolley to the Airport, Reject the People Mover

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November 6, 2023

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Sincerely,

Roger W. Storer
storerroger@yahoo.com

From: Sharon Ryan <sharon.ryan1999@gmail.com>
Sent: Monday, November 6, 2023 12:44 PM
To: ClerkoftheBoard
Subject: Please consider before voting on November 9th

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November 3, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

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Please forward this EMAIL to all SANDAG and MTS voting members in advance of your November 9th board meeting.

I understand that SANDAG is presenting its proposed elevated Automated People Mover (APM) to downtown San Diego from the airport at the November 9th board meeting. There are better and more appropriate solutions to get to the airport on public transit than the currently proposed APM.

In SANDAG's initial airport study they investigated 5 versions of the APM, with 3 variations each, plus 2 more versions in Appendix S. Unfortunately, they considered only one version of the Trolley that was quickly dismissed and they did not investigate other Trolley options.

I strongly encourage you to ensure that a Trolley option initiated at Middleton station gets an extensive study. If an APM is built, it should serve ONLY as a connection to the ALREADY EXISTING Trolly Line's Middletown Station. This solution would be significantly less expensive and with further trolley expansion, it would also serve as a connection to the airport for people who live in coastal communities like Liberty Station, the Midway District and Beyond.

The current proposal, which violates the existing Downtown Community Plan, is a concrete eyesore, creating totally unnecessary visual blight downtown. Pacific Highway and Broadway streets are the gateway to our Embarcadero as evidenced by the number of hotels and tourists who use these avenues to access the waterfront. Building a three story APM ruins the ambience of downtown.

The current proposal is extremely expensive and wastes money, because it will be built parallel to and almost directly adjacent to the rail and the trolly stations that already exist serving our MTS TrolleyGreen Line.

The current proposal is also unsafe and does not effectively serve the disabled, because it requires people to travel long distances from the airport with their luggage, while STANDING in an unmanned vehicle.

Please reject the currently proposed outlandish elevated APM and instead insist on a new study which would utilize our existing trolley lines, keeping San Diego as beautiful in the future as it is today.

Sincerely,
Sharon Ryan
sharon.ryan1999@gmail.com

From: Tali <talibarzilai@yahoo.com>
Sent: Monday, November 6, 2023 1:54 PM
To: ClerkoftheBoard
Subject: Expand the trolley to the airport, reject the people mover

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Sincerely,

Tali barzilai
1205 pacific highway
San Diego 92101

Sent from my iPad

From: Ann Marie <annmarietm@yahoo.com>
Sent: Monday, November 6, 2023 5:43 PM
To: ClerkoftheBoard
Subject: Expand the Trolley to the Airport, Reject the People Mover

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San


HARBORVIEW
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LITTLE ITALY
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N Harbor Dr
Waterfront Park
County Admin/ Littl
State St
Columbia St
Seafood
yster Bar
W Ash St
Cart
Dow
1/2 Block
W A St
San Diego
Terminal
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India St
State St
Santa Fe Depot
Financial Center
W Broadway

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I understand the desire to get people out of cars and onto public transit to reach the airport. However, SANDAG is saying that the Trolley is not a good way to get to the airport because there isn't much room for luggage. So without a car, travelers who just spent 30-45 minutes on a bus or Trolley to transfer to the APM downtown are being told to spend $2-3 BILLION so the last 2 miles they can stand and their luggage can stretch out. I hope you see the irony.

Although an APM fills a real need around airports, it is a bad idea for regular transit in San Diego.

- Please **Insist** on a new Trolley study to the airport and **Reject** SANDAG's elevated Automated People Mover (APM) from the airport to downtown. Study all trolley options, including a new line from Middletown Station, before considering an alternative.
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- I want excellent, appropriate transit for San Diego, as does the FTA, which eliminates this People Mover. San Diego deserves a fair share of the money from the federal Infrastructure Bill, but the FTA is not looking for the most outlandish projects to fund.
- Stop this APM proposal before we waste time and money in CEQA

- If there truly isn't a Trolley expansion that works, considera streetcar like Portland, Phoenix and Kansas City. The Port of San Diego proposes a streetcar from Santa Fe Depot to the Airport on dedicated transit lanes on Harbor Drive in the Port Master Plan Update Draft EIR, appendix D. There are better and more



appropriate solutions to get to the airport on public transit than the APM.

Miami built an elevated Automated People Mover but they have 6 million people and the streets flood quite often. Most cities, like New York, removed their elevated trains because they are an eyesore. I don't want downtown San Diego to look like Miami.
Finally, I'd appreciate it if you would share this email with all board members.

Sincerely,
Ann Marie Malino
Annmarietm@yahoo.com
858-232-8665
92101

Sent from my iPhone

From: Betsy Pearson <eopearson@gmail.com>
Sent: Tuesday, November 7, 2023 8:47 AM
To: ClerkoftheBoard
Subject: Expand the Trolley to the Airport, Reject the People Mover

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

eopearson@gmail.com
303-956-4812
Please forward this email to all members of the Board.

Dear Chair Whitburn and MTS Board Members,

I understand that SANDAG is presenting its proposed elevated Automated People Mover (APM) to downtown from the airport at the November 9th board meeting.

Please insist on an exhaustive study to expand the Trolley to the airport and along the coastal communities. Reject the outlandish elevated APM that duplicates rail downtown and is the wrong vehicle to expand services to Liberty Station, the Midway District and beyond.

The Trolley began service on July 26, 1981, making it the oldest of the second-generation light rail systemsin the United States. In 2022, the Trolley had the highest ridership of any light rail system in the United States. Large ridership and excellent fare box recovery should make MTS proud of its success.

Although the Trolley has successfully operated in San Diego for over 40 years, it never expanded west of the heavy rail lines of the Coaster, Amtrak and BNSF Railway. Going west to the airport and along the Coast only takes money. The engineering required for the extension of the Blue Line confirms the ability to build big infrastructure, if needed.

There is significant new funding for transit in the Federal Infrastructure Bill and San Diego should put good solid transit ideas forward to acquire our fair share of this money.

I strongly encourage you insist that the Trolley gets an extensive study to expand westward to the airport and along the coast before considering other alternatives. In SANDAG's airport study they investigated 5 versions of the APM, with 3 variations each, plus 2 more versions in Appendix S. They considered one version of the Trolley that was quickly dismissed and they did not expand to other Trolley options.



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Sincerely,
Elizabeth Fulton
eopearson@gmail.com

From: Bill Hayes <wchayes49@yahoo.com>
Sent: Monday, November 6, 2023 4:16 PM
To: ClerkoftheBoard
Subject: APM

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

November 3, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

Dear Chair Whitburn and MTS Board Members,

Please forward this EMAIL to all SANDAG and MTS voting members in advance of your November 9th board meeting.

I understand that SANDAG is presenting its proposed elevated Automated People

Mover (APM) to downtown San Diego from the airport at the November 9th board meeting. There are better and more appropriate solutions to get to the airport on public transit than the currently proposed APM.

In SANDAG's initial airport study they investigated 5 versions of the APM, with 3 variations each, plus 2 more versions in Appendix S. Unfortunately, they considered only one version of the Trolley that was quickly dismissed and they did not investigate other Trolley options.

I strongly encourage you to ensure that a Trolley option initiated at Middleton station gets an extensive study. If an APM is built, it should serve ONLY as a connection to the ALREADY EXISTING Trolly Line's Middletown Station. This solution would be significantly less expensive and with further trolley expansion, it would also serve as a connection to the airport for people who live in coastal communities like Liberty Station, the Midway District and Beyond.

The current proposal, which violates the existing Downtown Community Plan, is a concrete eyesore, creating totally unnecessary visual blight downtown. Pacific Highway and Broadway streets are the gateway to our Embarcadero as evidenced by the number of hotels and tourists who use these avenues to access the waterfront. Building a three story APM ruins the ambience of downtown.

The current proposal is extremely expensive and wastes money, because it will be built parallel to and almost directly adjacent to the rail and the trolly stations that already exist serving our MTS TrolleyGreen Line.

The current proposal is also unsafe and does not effectively serve the disabled, because it requires people to travel long distances from the airport with their luggage, while STANDING in an unmanned vehicle.

Please reject the currently proposed outlandish elevated APM and instead insist on a new study which would utilize our existing trolley lines, keeping San Diego as beautiful in the future as it is today.

Sincerely,

William C Hayes & Shirley Liu

Wchayes49@yahoo.com

From: emilyArcia@yahoo.com
Sent: Monday, November 6, 2023 2:20 PM
To: ClerkoftheBoard
Subject: People Mover to Airport

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

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Please reject the currently proposed elevated APM and instead insist on a new study which would utilize our existing trolley lines, keeping San Diego as beautiful in the future as it is today.

Sincerely,

Emily Arcia

November 6, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

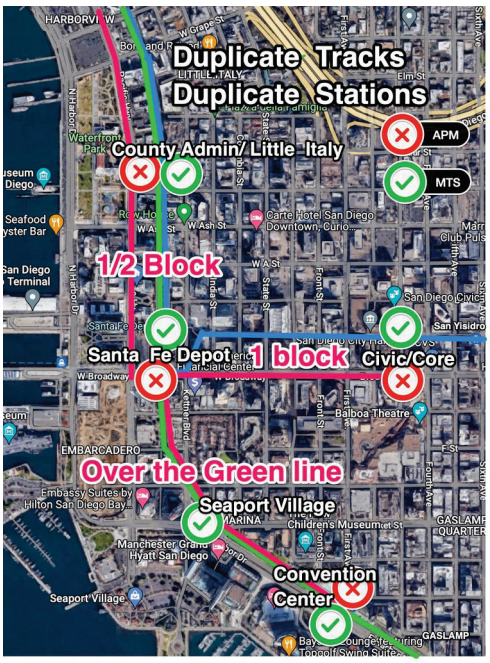
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Although the Trolley has successfully operated in San Diego for over 40 years, it never expanded west of the heavy rail lines of the Coaster, Amtrak and BNSF Railway. Going west to the airport and along the Coast only takes money. The engineering required for the extension of the Blue Line confirms the ability to build big infrastructure, if needed.



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This file has been converted from its original format for security purposes. Please use C3071DAC7CD9B as a reference.

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Sincerely,
Name: J.B.Menaka& Vonetta Menaka
Email vm89803@gmail.com
Zip Code: 92101

This file has been converted from its original format for security purposes. Please use C3071DAC7CD9B as a reference.

Michael "Micah" J. Leslie, Esq.
1205 Pacific Highway, Unit 1302
San Diego, CA 92101
lesliemicah@yahoo.com / 714/349-7900

November 6, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

Dear Chair Whitburn and MTS Board Members,

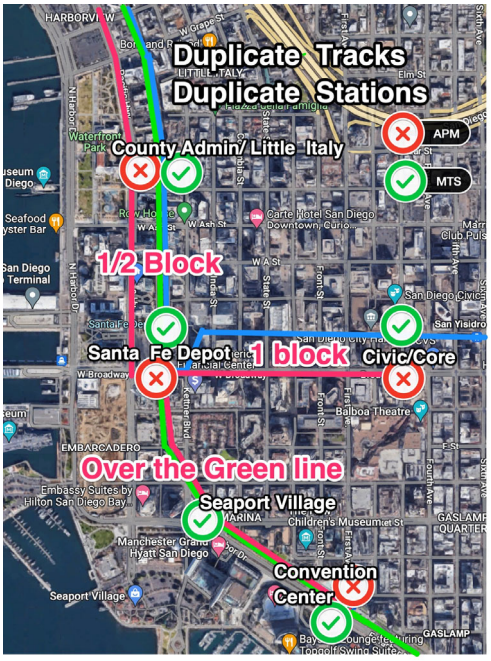
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I strongly encourage you insist that the Trolley gets an extensive study to expand westward to the airport and along the coast before considering other alternatives. In SANDAG's airport study they investigated 5 versions of the APM, with 3 variations each, plus 2 more versions in Appendix S. They considered one version of the Trolley that was quickly dismissed and they did not expand to other Trolley options.

I believe the Airport study was inherently biased to push one outlandish vision that doesn't provide a good transit solution for the airport and coastal expansion. The APM creates totally unnecessary visual blight downtown, while duplicating the rail we already have.

In addition, no one wants to stand all the way to Midway or Pacific Beach. From the airport there is a significant need for better transit to the beaches. As a safety measure, don't expect people to use an unmanned vehicle for extended rides.

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Sincerely,

Michael "Micah" J. Leslie

Michael "Micah" J. Leslie
lesliemicah@yahoo.com

From: Rudy Moravick <rudymoravick@gmail.com>
Sent: Friday, November 3, 2023 4:38 AM
To: ClerkoftheBoard

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

To the Hotel Management,

I am writing to address a significant issue related to my recent stay at your hotel. I would like to discuss an unfortunate experience I encountered during my visit.

After a staff member at your hotel became aware of my unconventional sexual orientation, her behavior and comments became inappropriate and offensive. Her actions crossed the boundaries of respect, making me feel like an outsider rather than a valued guest. This greatly affected my overall experience at your hotel.

I have always believed that your establishment maintains a culture of outstanding service and respect for all guests, regardless of their personal characteristics. However, based on my personal experience, I believe it is important to bring this matter to your attention and kindly request that appropriate measures be taken.

I kindly request that the hotel management conduct a thorough investigation into this incident and implement measures to prevent such incidents in the future. I suggest engaging in a constructive dialogue with the involved employee to ensure a more respectful and professional approach to serving all guests.

I appreciate your consideration of this matter and look forward to a prompt response and resolution.

From: Susan Crenshaw <crenshawsusan99@gmail.com>
Sent: Tuesday, November 7, 2023 9:45 AM
To: ClerkoftheBoard
Subject: Expand the Trolley to the Airport, Reject the People Mover

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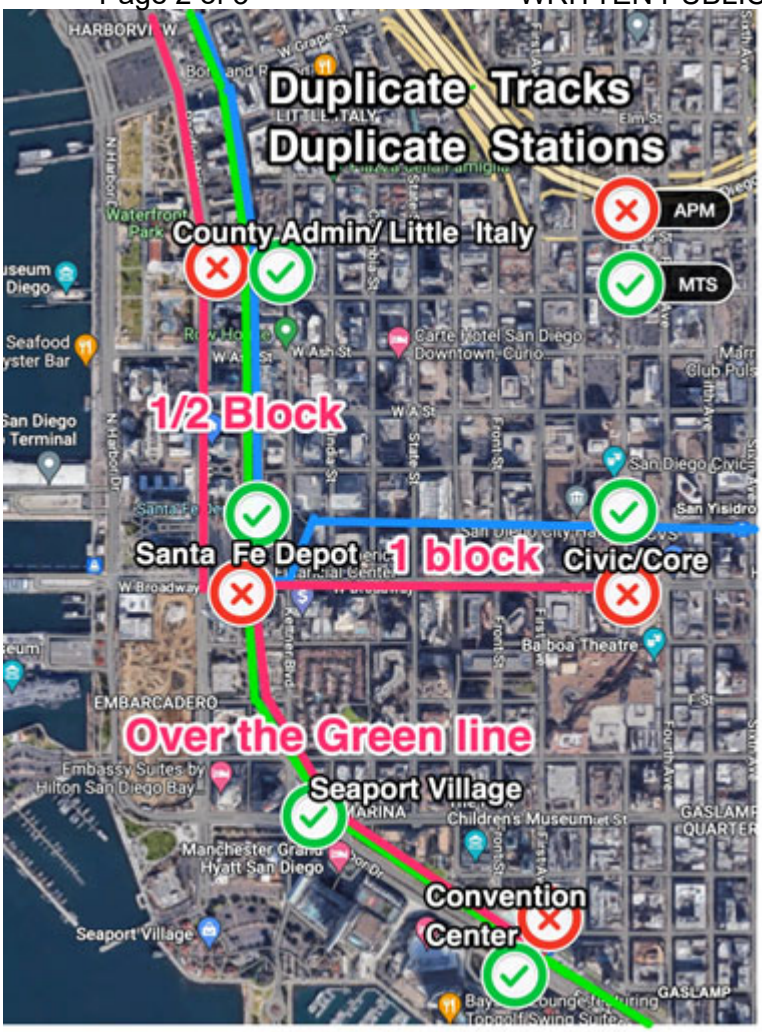
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Crenshawsusan99@gmail.com

November 6, 2023

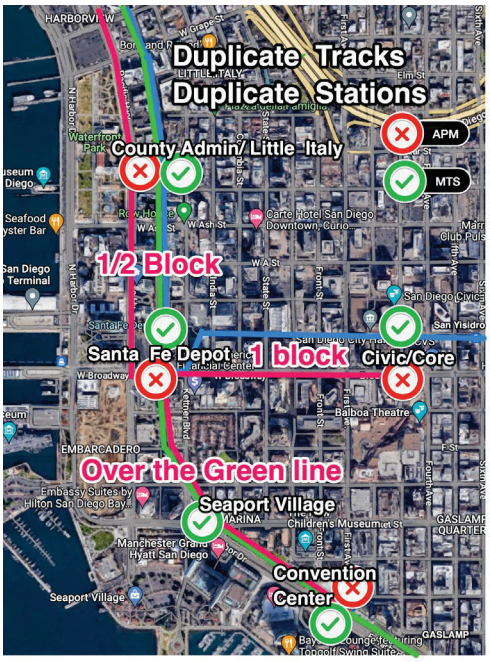
Subject: Expand the Trolley to the Airport, Reject the People Mover

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Miami built an elevated Automated People Mover but they have 6 million people and the streets flood quite often. Most cities, like New York, removed their elevated trains because they are an eyesore (and San Francisco removed their elevated freeway). I don’t want downtown San Diego to look like Miami.

Sincerely,

Tim Krubsack
tkrubsack@gmail.com

Train Coalition at Santa Fe Depot

Moving forward together

November 6, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

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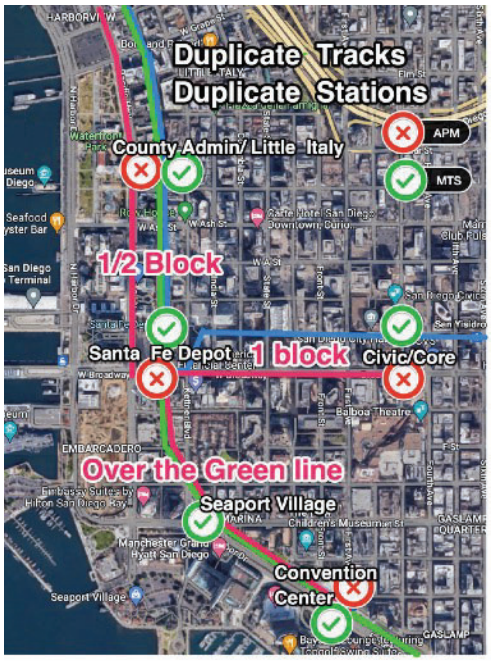
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Sincerely,
Janet Rogers
thetraincoalition@gmail.com
816-550-3579

November 6, 2023

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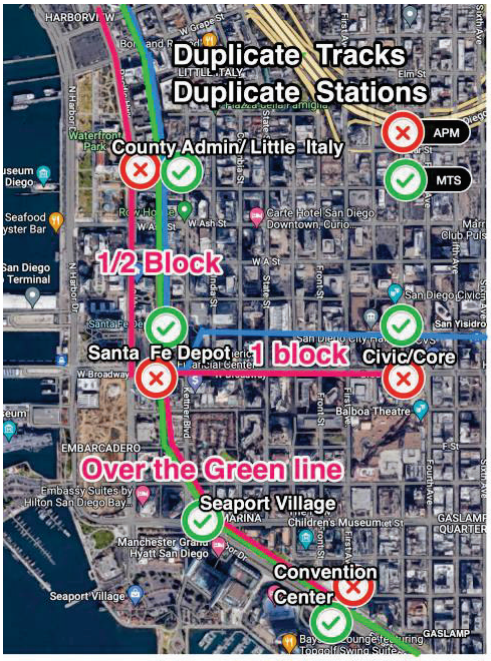
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Sincerely,

Woon-Wah Siu
Email: wwsiu@mac.com
Zip Code: 92101

From: Barb Lowenthal <barblowenthal@aol.com>
Sent: Tuesday, November 7, 2023 4:57 PM
To: ClerkoftheBoard
Subject: Expand the Trolley to the Airport, Reject the PeopleMover

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

November 7, 2023

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barblowenthal@aol.com
Zip code 92101

Sent from my iPhone

November 3, 2023

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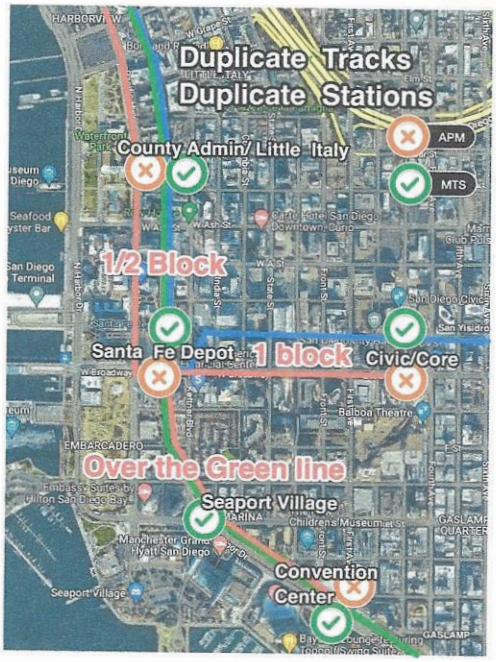
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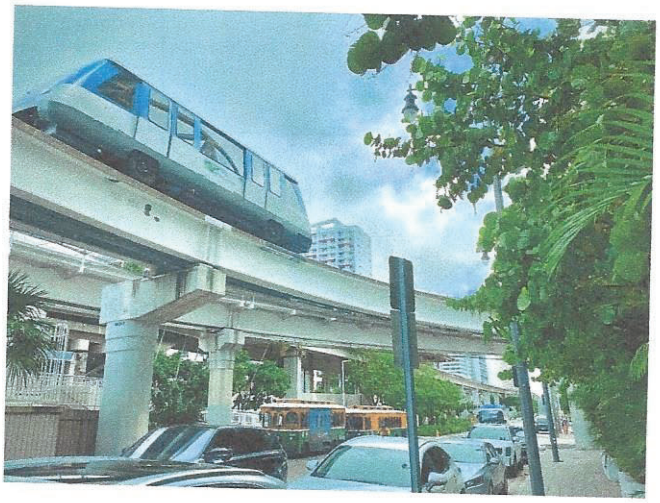
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Elaine M Regan

Elaine M. Regan
13eregan@gmail.com

From: Jim Nathenson <natesr905@gmail.com>
Sent: Tuesday, November 7, 2023 4:29 PM
To: ClerkoftheBoard
Subject: TROLLEY EXPANSION - POOR PLANNING

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

November 3, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

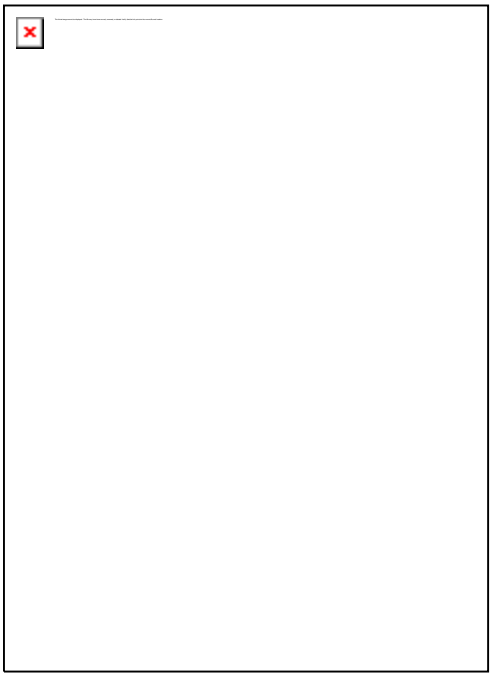
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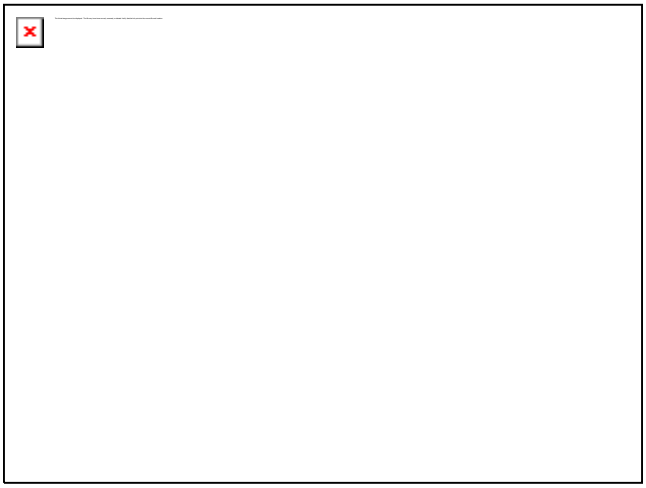
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Natesr905@gmail.com

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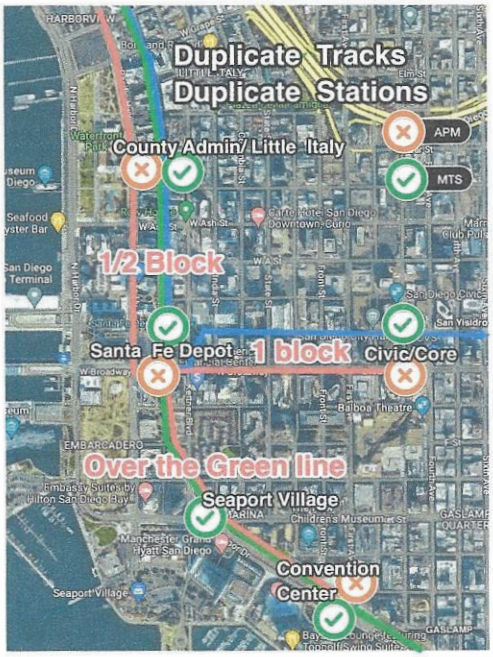
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Miami built an elevated Automated People Mover but they have 6 million people and the streets flood quite often. Most cities, like New York, removed their elevated trains because they are an eyesore. I don't want downtown San Diego to look like Miami.

Sincerely,

Mark S. Regan
13mregan@gmail.com

From: Sandy Kremer <sandykremer1@gmail.com>
Sent: Wednesday, November 8, 2023 7:24 AM
To: ClerkoftheBoard
Subject: Oppose the APM

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

Dear Chair Whitburn and MTS Board Members,

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Please insist on an exhaustive study to expand the Trolley to the airport and along the coastal communities. Reject the outlandish elevated APM that duplicates rail downtown and is the wrong vehicle to expand services to Liberty Station, the Midway District and beyond.

The Trolley began service on July 26, 1981, making it the oldest of the second-generation light rail systems in the United States. In 2022, the Trolley had the highest ridership of any light rail system in the United States. Large ridership and excellent fare box recovery should make MTS proud of its success.

Although the Trolley has successfully operated in San Diego for over 40 years, it never expanded west of the heavy rail lines of the Coaster, Amtrak and BNSF Railway. Going west to the airport and along the Coast only takes money. The engineering required for the extension of the Blue Line confirms the ability to build big infrastructure, if needed.

There is significant new funding for transit in the Federal Infrastructure Bill and San Diego should put good solid transit ideas forward to acquire our fair share of this money.

I strongly encourage you insist that the Trolley gets an extensive study to expand westward to the airport and along the coast before considering other alternatives. In SANDAG's airport study they investigated 5 versions of the APM, with 3 variations each, plus 2 more versions in Appendix S. They considered one version of the Trolley that was quickly dismissed and they did not expand to other Trolley options.

I believe the Airport study was inherently biased to push one outlandish vision that doesn't provide a good transit solution for the airport and coastal expansion. The APM creates totally unnecessary visual blight downtown, while duplicating the rail we already have.

In addition, no one wants to stand all the way to Midway or Pacific Beach. From the airport there is a significant need for better transit to the beaches. As a safety measure, don't expect people to use an unmanned vehicle for extended rides.

I understand the desire to get people out of cars and onto public transit to reach the airport. However, SANDAG is saying that the Trolley is not a good way to get to the airport because there isn't much room for luggage. So without a car, travelers who just spent 30-45 minutes on a bus or Trolley to transfer to the APM downtown are being told to spend $2-3 BILLION so the last 2 miles they can stand and their luggage can stretch out. I hope you see the irony.

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Sincerely,

Sany Kremer
sandykremer1@gmail.com

From: Scubamajac <scubamajac@aol.com>
Sent: Tuesday, November 7, 2023 2:51 PM
To: ClerkoftheBoard
Subject: Expand the Trolley to the Airport, Reject the People Mover

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Sincerely,
E Jack Phelps scubamajac@aol.com

From: Shauna MacKay <shauna_mackay@hotmail.com>
Sent: Tuesday, November 7, 2023 6:37 PM
To: ClerkoftheBoard
Subject: : Expand the Trolley to the Airport, Reject the People Mover

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November 7, 2023

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Sincerely,

Name: Shauna MacKay
Email: shauna_mackay@hotmail.com

Zip Code: 92101

Dalia Gonzalez

From: Shauna MacKay <shauna_mackay@hotmail.com>
Sent: Tuesday, November 7, 2023 6:44 PM
To: ClerkoftheBoard
Subject: Fwd: : Expand the Trolley to the Airport, Reject the People Mover

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PLEASE send to all the board members!

Subject: : Expand the Trolley to the Airport, Reject the People Mover

November 7, 2023

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Sincerely,

Name: Shauna MacKay
Email: shauna_mackay@hotmail.com

Zip Code: 92101

From: steve kohn <stevekohn7595@gmail.com>
Sent: Tuesday, November 7, 2023 3:33 PM
To: ClerkoftheBoard
Cc: Steve Kohn
Subject: Resident Objection to Building APM in Downtown San Diego

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

Please distribute to all board members. I'll be at the meeting on Thursday. Thanks.

November 7, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

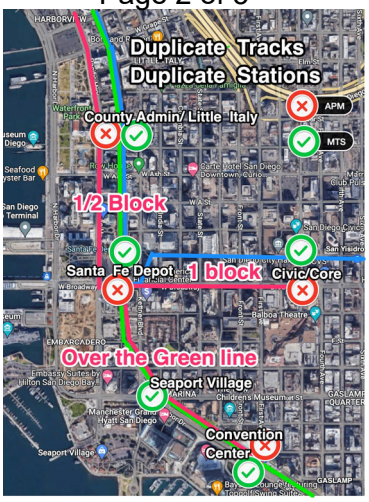
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Steve Kohn

Stevekohn7595@gmail.com

92101

From: Ron Wong <ronwong1@gmail.com>
Sent: Wednesday, November 8, 2023 9:34 AM
To: ClerkoftheBoard
Subject: (Please forward to all the board members) Reject the SANDAG APM Project

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November 7, 2023

Subject: Expand the Trolley to the Airport, Reject the People Mover

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Ronwong1@gmail.com

92101

From: Becky Vesterfelt <beckyvesterfelt@gmail.com>
Sent: Wednesday, November 8, 2023 2:24 PM
To: ClerkoftheBoard
Subject: MTS Board

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Dear MTS Board Clerk:
Please forward this email to all the board members.
Thank you for your public service.

November 8, 2023

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I strongly encourage you insist that the Trolley gets an extensive study to expand westward to the airport and along the coast before considering other alternatives. In SANDAG's airport study they investigated 5 versions of the APM, with 3 variations each, plus 2 more versions in Appendix S. They considered one version of the Trolley that was quickly dismissed and they did not expand to other Trolley options.

I believe the Airport study was inherently biased to push one outlandish vision that doesn't provide a good transit solution for the airport and coastal expansion. The APM creates totally unnecessary visual blight downtown, while duplicating the rail we already have.

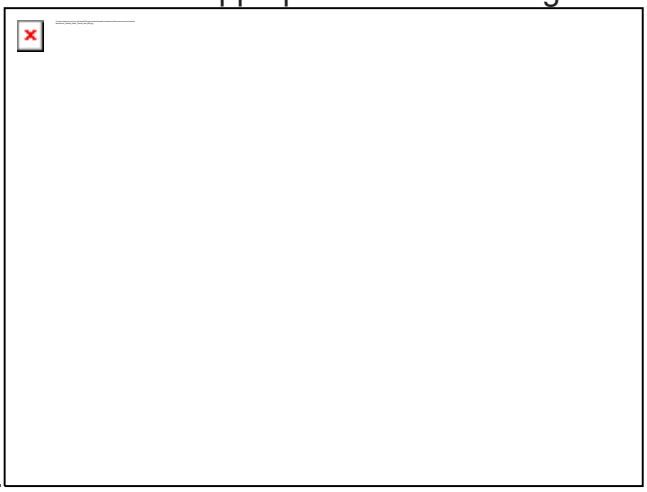
In addition, no one wants to stand all the way to Midway or Pacific Beach. From the airport there is a significant need for better transit to the beaches. As a safety measure, don't expect people to use an unmanned vehicle for extended rides.

I understand the desire to get people out of cars and onto public transit to reach the airport. However, SANDAG is saying that the Trolley is not a good way to get to the airport because there isn't much room for luggage. So without a car, travelers who just spent 30-45 minutes on a bus or Trolley to transfer to the APM downtown are being told to spend $2-3 BILLION so the last 2 miles they can stand and their luggage can stretch out. I hope you see the irony.

Although an APM fills a real need around airports, it is a bad idea for regular transit in San Diego.

- Please **Insist** on a new Trolley study to the airport and **Reject** SANDAG's elevated Automated People Mover (APM) from the airport to downtown. Study all trolley options, including a new line from Middletown Station, before considering an alternative.
- The People Mover **duplicates** the rail we already have downtown, which is a waste of money and the FTA probably won't fund the project.
- Expanding the Trolley allows for transit to Liberty Station, Sports Area and Midway district, and even up the Coast to the beach. The APM is the wrong vehicle for expansion.

- The APM violates the Downtown Community Plan. Pacific Hwy and Broadway are ceremonial streets and Broadway is a main View Corridor to the Bay.
- The 3 story APM is a giant concrete eyesore, creates visual blight, and ruins the ambience of downtown.
- Just because people like the concept of rail to the airport, does not make the APM an acceptable plan. It isn't. There are good reasons SANDAG is not showing pictures.
- I want excellent, appropriate transit for San Diego, as does the FTA, which eliminates this People Mover. San Diego deserves a fair share of the money from the federal Infrastructure Bill, but the FTA is not looking for the most outlandish projects to fund.
- Stop this APM proposal before we waste time and money in CEQA
- If there truly isn't a Trolley expansion that works, consider a streetcar like Portland, Phoenix and Kansas City. The Port of San Diego proposes a streetcar from Santa Fe Depot to the Airport on dedicated transit lanes on Harbor Drive in the Port Master Plan Update Draft EIR, appendix D. There are better and more appropriate solutions to get to the airport on public transit than the APM.



Miami built an elevated Automated People Mover but they have 6 million people and the streets flood quite often. Most cities, like New York, removed their elevated trains because they are an eyesore. I don’t want downtown San Diego to look like Miami.

Sincerely,
Rebecca Vesterfelt
beckyvesterfelt@gmail.com

Agenda Item No. 20

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Fiscal Year 2023 Annual Comprehensive Financial Report (ACFR) (Erin Dunn With Ken Pun and Coley Delaney of the Pun Group)

INFORMATIONAL

Budget Impact

None.

DISCUSSION:

The San Diego Metropolitan Transit System (MTS) staff and external auditors, The Pun Group, will present the FY 2023 ACFR and discuss the FY 2023 Audit.

A draft of the FY 2023 ACFR was presented to the Audit Oversight Committee on November 2, 2023 as well as a review of the FY 2023 Independent Audit by Ken Pun and Coley Delaney from The Pun Group. During the presentation, it was noted that they are issuing an "Unmodified Opinion" and that our financial statements are presented fairly in all material respects.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. FY23 Annual Comprehensive Financial Report (Board Only Due to Volume)
B. Auditor's Communication to Those Charged with Governance

Metropolitan Transit System

Annual Comprehensive Financial Report

for the Fiscal Years Ended June 30, 2023 and 2022

San Diego, California





San Diego
Metropolitan Transit System

San Diego, California

Annual Comprehensive Financial Report
and Independent Auditors' Report

For the Years Ended June 30, 2023 and 2022

PREPARED BY SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FINANCE DEPARTMENT

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San Diego Metropolitan Transit System

Table of Contents

Page

Introductory Section (Unaudited):
- Letter of Transmittal i
- Listing of Board of Directors and Management vi
- Executive Level Organization Chart viii
- Certificate of Achievement for Excellence in Financial Reporting – GFOA ix

Financial Section:
- **Independent Auditors' Report** 1
- **Management's Discussion and Analysis – Required Supplementary Information (Unaudited)** 5
- **Basic Financial Statements:**
  - **Business–Type Activities (Primary Government)**
    - Statements of Net Position 12
    - Statements of Revenues, Expenses and Changes in Net Position 13
    - Statements of Cash Flows 14
  - **Fiduciary Fund Financial Statements**
    - Statements of Fiduciary Net Position 18
    - Statements of Changes in Fiduciary Net Position 19
  - **Notes to the Basic Financial Statements** 25
- **Required Supplementary Information (Unaudited):**
  - Schedule of Proportionate Share of the Net Pension Liability 94
  - Schedule of Changes in Net Pension Liability and Related Ratios 96
  - Schedule of Contributions 102
  - Schedule of Changes in the Total OPEB Liability and Related Ratios 110
- **Supplementary Information:**
  - Combining Schedule of Net Position 115
  - Combining Schedule of Revenues, Expenses, and Changes in Net Position 116
  - Combining Schedule of Cash Flows 118
  - Schedules of Revenues, Expenses, and Changes in Net Position – Budget and Actual:
    - Combined Operations 120
    - General Operations 121
    - For Hire Vehicle Administration 122
    - San Diego and Arizona Eastern Railway 123
    - MTS – Contracted Services 124
    - San Diego Transit Corporation (SDTC) 125
    - San Diego Trolley, Inc. (SDTI) 126

San Diego Metropolitan Transit System

Table of Contents (Continued)

Page

Statistical Section (Unaudited):

Financial Trends:
- Net Position by Component 130
- Changes in Net Position 132

Revenue Capacity:
- Operating Revenues by Source 137
- Fare Structure 138
- Farebox Recovery Percentage 140

Debt Capacity:
- Ratio of Outstanding Debt by Type 143

Demographic and Economic Statistics:
- Regional Population and Personal Income Statistics 146
- Full–Time and Part–Time Employees by Function 147
- Ten Largest Employers in San Diego County 148

Operating Information:
- Operating Indicators by Function 150
- Service Performance Data 152
- Capital Asset Statistics by Function 154
- Ridership 156
- Operating Subsidy 158

Independent Auditors' Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* 161

INTRODUCTORY SECTION

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Board of Directors and Transit Riders
San Diego Metropolitan Transit System

The annual comprehensive financial report of the San Diego Metropolitan Transit System (MTS) for the fiscal years ended June 30, 2023 and 2022 is hereby submitted. Responsibility for both the accuracy of the data, and the completeness and fairness of the presentation, including all disclosures, rests with management. The MTS Board of Directors has established an Audit Oversight Committee to provide an additional level of scrutiny to the preparation of the annual comprehensive financial report. Management of MTS is responsible for establishing and maintaining an internal control structure designed to ensure that the assets of MTS are protected from loss, theft, or misuse and to ensure that adequate accounting data are compiled to allow for preparation of financial statements in conformity with generally accepted accounting principles in the United States of America (U.S. GAAP). The internal control structure is designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived and (2) the valuation of costs and benefits requires estimates and judgments by management. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

State statutes require an annual audit by independent certified public accountants. The Pun Group, LLP, Accountants and Advisors, has been retained to meet this requirement. The goal of the independent audit was to provide reasonable assurance that the financial statements of MTS for the fiscal years ended June 30, 2023 and 2022 are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditors concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that MTS's financial statements for the fiscal years ended June 30, 2023 and 2022 are fairly presented, in all material respects, in conformity with U.S. GAAP. The independent auditors' report is presented as the first component of the financial section of this report.

The independent audit was also designed to meet the requirements of a broader, federally mandated "Single Audit" and to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements required the independent auditor to report not only on the fair presentation of the financial statements, but also on the audited government's internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal awards. The reports related specifically to the Single Audit are issued under separate cover.

U.S. GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the financial statements in the form of Management’s Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The MD&A can be found immediately following the report of the independent auditors.

REPORTING ENTITY

The San Diego Metropolitan Transit System was created effective January 26, 1976 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, and San Diego and the unincorporated area of the County of San Diego.

MTS's mission statement, adopted by the Board of Directors, is to enhance the personal mobility of San Diego metropolitan area residents and visitors by:

- Obtaining maximum benefit for every dollar spent.
- Being the community's major public transportation advocate.
- Increasing public transportation usage per capita.
- Taking a customer-oriented approach.
- Implementing capital projects on schedule and within budget.
- Offering high-quality public transportation services.
- Responding to the community's socioeconomic interests.

California law establishes the San Diego Association of Governments (SANDAG) as the planning agency for San Diego County. The responsibility and decision-making for all transportation-related planning, programming and development activities occurs within SANDAG's ten member Transportation Committee. Approved transportation plans and programs are subsequently executed by SANDAG staff. Within this structure, MTS and the North County Transit District (NCTD) focus primarily on operating activities.

MTS is effectively an umbrella agency. MTS owns the assets of San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC), the area's two largest transit operators. These two transit units were formed under California law as not-for-profit public corporations and function as operating subsidiaries of MTS. SDTI and SDTC are considered component units and are blended component units for financial reporting purposes. SDTI operates four Light Rail Transit (LRT) routes: the UC San Diego Blue Line from the UTC Station to San Ysidro at the International Border, the Orange Line from the Courthouse station through Centre City and then east to El Cajon, the Sycuan Green Line from the 12th and Imperial Transit Center Bayside platform to Santee and the SDG&E Silver Line that makes stops along the downtown loop using three restored vintage cars from the 1940's and 1981**.** SDTI operates on a total of 65 miles of track. SDTC operates 27 routes with an active fleet of 258 buses.

The relationship between MTS and the transit operating subsidiaries, SDTI and SDTC, is formally established through operating agreements and MTS-adopted corporate policies. These agreements and corporate policies specify the roles and responsibilities of each of the organizations and outline the procedures in numerous functional areas including accounting and budgeting, fare setting, marketing and public information, revenue-producing advertising, service contracts, and programming of federal, state and local subsidies. The MTS Board of Directors has the policy-setting responsibility for the operation and development of MTS's transit operating subsidiaries as well as for the planning and approval of capital expenditures by or on behalf of these entities. The day-to-day operating functions, labor matters and maintenance of facilities are managed by the individual transit operators. MTS has centralized and consolidated Security, Planning, Human Resources, Finance, Information Technology, Stores, and Purchasing for MTS and all subsidiaries.

In addition to the bus routes operated by SDTC, MTS is financially accountable for the operation of certain additional bus routes. MTS contracts with outside parties for the operation of 72 fixed-route bus lines and paratransit services with an active fleet of 462 buses. The contracts require full operation and maintenance of the bus services. Contract services are accounted for in the MTS - Contracted Services Fund for financial reporting purposes.

MTS owns the San Diego and Arizona Eastern Railway Company (SD&AE), a not-for-profit railroad holding company entrusted with assets which include 108 miles of rail line and over 2,000 acres of property. MTS has a contract with the San Diego and Imperial Valley Railway Co. (SDIV) for the operation of freight rail services over the UC San Diego Blue Line (downtown San Diego south to San Ysidro) and Orange Line (downtown San Diego east to El Cajon) trolley segments. MTS provides no subsidy to SDIV, but does receive a portion of its gross revenue. SD&AE is considered a blended component unit for financial reporting purposes.

The For-Hire Vehicle Administration (FHV) licenses and regulates taxicabs, jitneys, nonemergency medical, charter, low speed vehicle, and sightseeing for-hire vehicles for the following cities San Diego, National City, El Cajon, Imperial Beach, La Mesa, Lemon Grove, Poway, Santee, Chula Vista and Oceanside. Although MTS is financially accountable for the operation of FHV, it is full cost recovery through FHV permit fees.

The MTS Board of Directors is comprised of 15 members with four appointed from the City of San Diego (the Mayor of San Diego and three San Diego City Council Members), two appointed from the City of Chula Vista (the Mayor of Chula Vista and a Chula Vista City Council Member), one appointed from each City Council of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee, and one appointed from the San Diego County Board of Supervisors.

ECONOMIC CONDITION AND OUTLOOK

San Diego's economy continues to show signs of recovery and an optimistic outlook for the future. San Diego's Gross Domestic Product (GDP) was $224.9 billion in 2021, which accounts for 7.8% of California's GDP. California's GDP growth is projected to be .5% or less in 2022 and 2023, and up slightly to 1.5% growth in 2024. (UCLA Anderson Forecast, December 2022). Since the reopening of the economy in 2021, the supply chain disruption and greater consumer demand for goods has caused higher inflation. Over the past 12 months, food is up 3.6%, energy 12.6% and all other items 6.5%. According to the San Diego Tourism Authority (SDTA), San Diego concluded 2022 with 28.5 million visitors, about 81% of pre-pandemic visitors in 2019. In 2023, total visitation to San Diego is expected to reach 91% of 2019 visitation with 31.8 million visitors. The region includes the largest concentration of U.S. military in the world, making the military presence an important driver of the region's economy. In addition, San Diego is a thriving hub for the life sciences/biomedical and technology-oriented industries. The region's quality of life attracts a well-educated, talented workforce and well-off retirees which have contributed to local consumer spending. The unemployment rate was 4.0% in June 2023, up from 3.2% in 2022, and down from 7.0% in 2021. San Diego compares favorably to both the unemployment rate in California and the nation during the same period.

Long-term financial planning

The long-term goal of MTS is to fund operations solely with recurring revenues, but for the next few years that will not be the case. The global COVID-19 pandemic continues to have a dramatic effect on MTS operations. The primary impact has been on ridership and the associated fare revenue. The approved FY2023 budget assumed a 29% reduction in fare revenues compared to the pre-pandemic run rate, a drop from $99.3 million to $70.8 million. Ridership was impacted by work stoppages at three of its bus divisions in May and June, resulting in lost revenues over that period. Overall, ridership increased by 19% in FY2023 compared to FY2022, and passenger fare revenue finished at $67.5 million, however both ridership and passenger fare revenue are still well below the pre-pandemic baselines. At this point, the pandemic's effects on passenger fare revenues are expected to continue into FY2025. Sales tax receipts for the region continued to be strong in FY2023, with State Transit Assistance (STA), Transportation Development Act (TDA) and TransNet funding all exceeding the original FY2023 targets. 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 be utilized over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. MTS has so far drawn $90.2 million of CARES funding to supplement lost revenues, $17.9 million in FY2020, $72.1 million in FY2021, $0.1 million in FY2022 and $0.1 million in FY2023. 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 of ARP funding, of which MTS has drawn $47.6 million in FY2022 and $90.2 million in FY2023. The FY2024 approved budget assumes $85.0 million of ARP/CARES funding will be drawn, leaving a balance of approximately $47.4 million for future fiscal years. Additionally, MTS has a contingency reserve balance of 12.5% of the operating budget at its disposal.

Major Initiatives

The opinions of our riders are very important to MTS, and MTS has conducted onboard customer satisfaction surveys for more than a decade, approximately every other year since 2011. Following the COVID-19 pandemic, MTS was eager to re-engage riders to assess the current state of rider satisfaction on the system, and conducted the first customer satisfaction survey since 2019. MTS Consultant Redhill Group conducted onboard surveys of more than 1,800 MTS passengers. Surveys were administered in English and Spanish, and were also available in Chinese and Tagalog. The survey gauged customer satisfaction on a range of topics, including: Service levels, safety, fares, and more. The survey revealed an overall satisfaction rate of 91%.

In May 2022, MTS began construction on an overhead gantry charging system at the South Bay Bus Operations & Maintenance Facility in Chula Vista. This system is capable of charging 24 battery-electric buses at a time, and it is expandable to add more charging capacity as MTS transitions its fleet to all electric over the coming years.

MTS has installed the Schunk SLS 301 series Depot Charging Pantograph, which offers a quicker and safer hands-free electric vehicle charge. Buses can be docked in the depot in seconds and fully charged in just a few hours. This offers advantages for efficient operations for a clean energy fleet. Construction is nearing completion and 13 60-foot electric buses have begun to arrive on site. MTS launched the new Rapid 227 route (Iris Rapid) in October 2023, which serves one of the busiest South Bay corridors between the shores of Imperial Beach and Otay Mesa.

MTS has also started building similar overhead charging systems at its other bus facilities; the Imperial Avenue Division (IAD) design is complete and should be completed in 2024, followed by the Kearny Mesa Division (KMD) in 2026. MTS recently received $12 million in competitive grant funding from the Transit and Intercity Capital Rail Program (TIRCP) for the KMD project, part of an overall TIRCP award of $60 million.

MTS currently has five bus divisions distributed throughout the service area, but is at-capacity at those divisions. Any service increases and the transition to zero-emission buses (ZEB) will require additional capacity, leading MTS to begin its search for a sixth division. Analysis recommends central site along I-805 corridor to optimize operations, closest to future service expansion. MTS requires 10-12 acres for up to 250 buses and 600 employees for the next generation Clean Transit Advancement Campus (CTAC), which would be dedicated to just electric bus charging for a 100% ZEB operation. After months of analysis and outreach, a preferred site off Federal Blvd. was selected and the MTS Board approved moving forward with the project in October 2022. If all goes as planned, MTS expects to have a fully operational CTAC in 2028.

In May 2023, the MTS Board approved the Social Equity Listening Tour project priorities after a year-long community engagement effort with hundreds of participants, in-person workshops and pop-up events to collect priorities from vulnerable populations. MTS partnered with Pueblo Planning, an equity-oriented community engagement and planning firm, who, in turn, collaborated with five community-based organizations to collect feedback from traditionally underserved communities about ways MTS can provide more equitable service and identify areas of improvements to make the transit experience an inclusive one for all riders. In order to address the priorities identified in the report, including cleanliness, shelter, lighting and more, $3 million of Capital Improvement Projects (CIP) funds were allocated to five new projects. MTS staff will also draft a new Board Policy on Equity as an outcome of the Social Equity Listening Tour findings.

MTS continues to seek joint development projects across its system. The Grantville Transit Center project is now complete which opened its doors to hundreds of residents in August – providing critical housing needs for the region. In April, the MTS Board approved staff to enter into negotiations with the San Diego Foundation to find a firm to develop our parking lot next to the 12th & Imperial Transit Center into a 47-floor high rise for affordable and market-rate housing. Other properties MTS is in the process of redeveloping or actively looking to redevelop include:

- Palm Avenue Trolley Station – 390 units
- Rancho Bernardo Transit Center – 100 estimated units
- Beyer Blvd Transit Center – 100 estimated units
- El Cajon Transit Center – 400 estimated units
- E Street Transit Center – 170-390 estimated units

AWARDS AND ACKNOWLEDGMENTS

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to MTS for its Annual Comprehensive Financial Report for the fiscal year ended June 30, 2022. This was the seventeenth consecutive year and the twenty–seventh year overall that MTS has achieved this prestigious award. To be awarded a Certificate of Achievement, MTS must publish an easily readable and efficiently organized Annual Comprehensive Financial Report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

The Certificate of Achievement is valid for a period of one year only. We believe that our current Annual Comprehensive Financial Report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

Acknowledgments

The staff of the finance department is to be commended for their efficient and dedicated service to the production of this report. In addition, we express our appreciation for the assistance and cooperation provided by management and staff in all departments throughout the organization.

Sharon Cooney
Chief Executive Officer

Larry Marinesi
Chief Financial Officer

November 2, 2023

San Diego Metropolitan Transit System

Listing of Board of Directors and Management

BOARD OF DIRECTORS

Members	Board position (elected position)
Stephen Whitburn	Chair, since 5/23; Board Member, since 12/20 (Councilmember, City of San Diego)
Steve Goble	Vice Chair, since 5/23; Board Member, since 1/17 (Councilmember, City of El Cajon)
Monica Montgomery Steppe	Chair Pro Tem, since 1/23, Board Member, since 12/18 (Councilmember, City of San Diego)
Marcus Bush	Board Member, since 12/20 (Councilmember, City of National City)
Carolina Chavez	Board Member, since 1/23 (Councilmember, City of Chula Vista)
Patricia Dillard	Board Member, since 1/23 (Councilmember, City of La Mesa)
Mike Donovan	Board Member, since 1/23 (Councilmember, City of Coronado)
Sean Elo-Rivera	Board Member, since 12/20 (Councilmember, City of San Diego)
Caylin Frank	Board Member, since 12/18 (Councilmember, City of Poway)
George Gastil	Board Member, since 1/21 (Councilmember, City of Lemon Grove)
Todd Gloria	Board Member, since 12/20 (Mayor, City of San Diego)
Ronn Hall	Board Member, since 5/17 (Councilmember, City of Santee)
John McCann	Board Member, since 1/23 (Mayor, City of Chula Vista)
Matthew Leyba-Gonzalez	Board Member, since 12/20 (Councilmember, City of Imperial Beach)
VACANT	Board Member (Supervisor, County Board of Supervisors)

BOARD COMMITTEE MEMBERSHIP

Executive Committee	Accessible Services Advisory Committee	Airport Authority Advisory Committee	Public Security Committee
Stephen Whitburn, Chair	George Gastil, Chair	Sean Elo-Rivera	Monica Montgomery Steppe, Chair
Steve Goble, Vice Chair			Carolina Chavez
Marcus Bush			Patricia Dillard
Sean Elo-Rivera			Mike Donovan
Ronn Hall			
Vivian Moreno			
VACANT			

Audit Oversight Committeee	Budget Development Committee	Los Angeles-San Diego Rail Corridor Agency	Taxicab Advisory Committee
Stephen Whitburn, Chair	Vivian Moreno, Chair	Caylin Frank	Sean Elo-Rivera, Chair
Steve Goble, Vice Chair	Sean Elo-Rivera		
Marcus Bush	Steve Goble		
Sean Elo-Rivera	John McCann		
Ronn Hall	Stephen Whitburn		
Vivian Moreno			
VACANT			

SANDAG Board	SANDAG Regional Planning Committee	SANDAG Transportation Committee	San Diego Regional Building Authority
Matthew Leyba-Gonzalez	George Gastil	Vivian Moreno	John McCann

San Diego Metropolitan Transit System

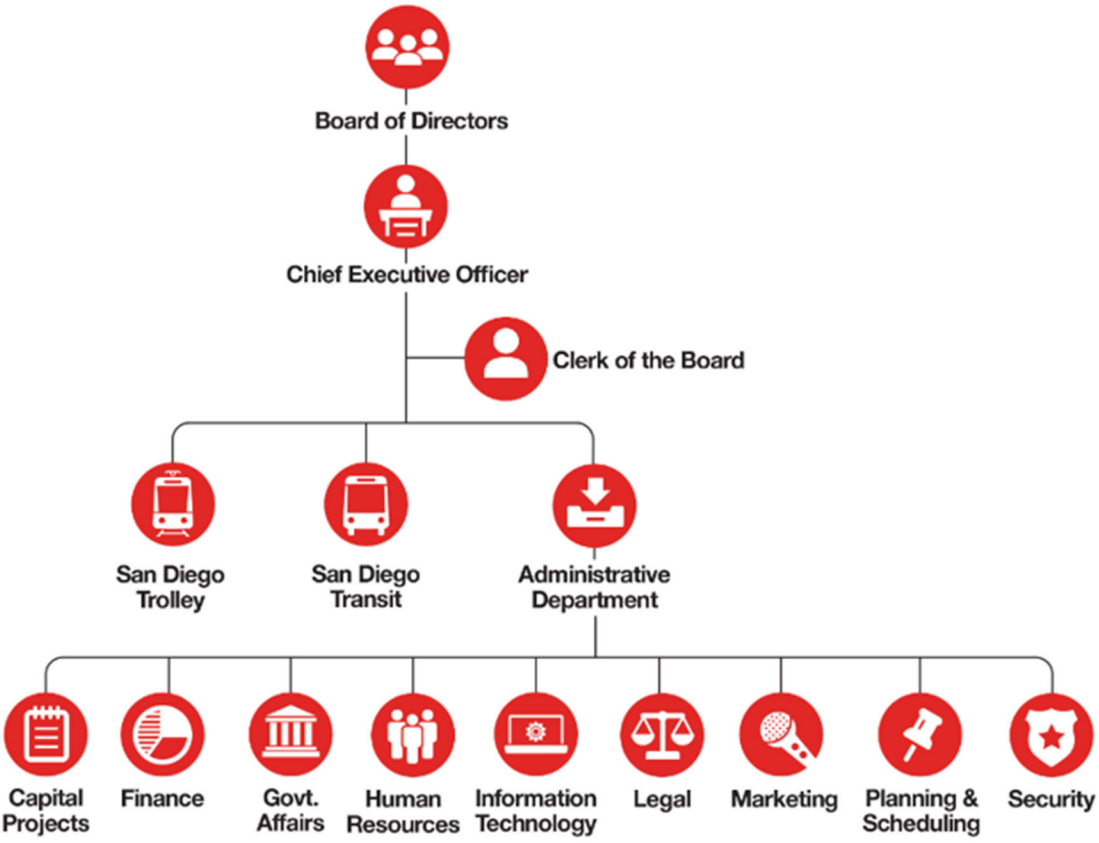
Listing of Board of Directors and Management (Continued)

MTS MANAGEMENT

Staff	Position
Sharon Cooney	Chief Executive Officer
Karen Landers	General Counsel
Larry Marinesi	Chief Financial Officer
Mike Wygant	Chief Operating Officer, Transit Systems
Brian Riley	Chief Operating Officer, Rail
Jeff Stumbo	Chief Human Resources Officer
Emily Outlaw	Chief Information Officer
Denis Desmond	Director, Planning
Heather Furey	Director, Capital Projects
Mark Olson	Director, Marketing and Communications
Tim Curran	Director, Transit Enforcement & Passenger Safety
Julia Tuer	Manager of Government Affairs

San Diego Metropolitan Transit System

Executive Level Organization Chart



San Diego Metropolitan Transit System

Certificate of Achievement for Excellence in Financial Reporting - GFOA

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

San Diego Metropolitan Transit System
California

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2022

Christopher P. Morrill

Executive Director/CEO

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FINANCIAL SECTION

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THE PUN GROUP
ACCOUNTANTS & ADVISORS

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INDEPENDENT AUDITORS' REPORT

To the Board of Directors
of the San Diego Metropolitan Transit System
San Diego, California

Report on the Financial Statements

Opinions

We have audited the accompanying financial statements of the business–type activities and the aggregate remaining fund information of the San Diego Metropolitan Transit System ("MTS"), as of and for the years ended June 30, 2023 and 2022, and the related notes to the basic financial statements, which collectively comprise MTS's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business–type activities and the aggregate remaining fund information of the MTS, as of June 30, 2023 and 2022, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America ("GAAS") and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States ("*Government Auditing Standards*"). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of MTS, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of a Matter

Implementation of GASB Statement No. 96

As described in Note 1I and 1Q to the basic financial statements, MTS implemented GASB Statement No. 96, *Subscription-Based Information Technology Arrangements (SBITAs)*. The implementation of GASB Statement No. 96 requires MTS to record subscription assets and corresponding subscription liabilities for all SBITAs with a non-cancellable term over one year. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about MTS's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of MTS's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about MTS's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, the Schedule of Proportionate Share of the Net Pension Liability and Related Ratios, the Schedules of Changes in Net Pension Liability and Related Ratios, the Schedules of Contributions – Pension Plans, and the Schedules of Changes in Total OPEB Liability and Related Ratios be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise MTS's basic financial statements. The combining and individual fund financial statements are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS and *Government Auditing Standards*. In our opinion, the combining and individual nonmajor fund financial statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audits of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 2, 2023, on our consideration of MTS's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering MTS's internal control over financial reporting and compliance.

The Pun Group, LLP

San Diego, California
November 2, 2023

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San Diego Metropolitan Transit System
Management's Discussion and Analysis (Unaudited)
June 30, 2023 and 2022

The following discussion and analysis of the financial performance of the San Diego Metropolitan Transit System (MTS) is intended to provide an overview of MTS's financial activities for the fiscal years ended June 30, 2023 and 2022. This information should be used in conjunction with the Letter of Transmittal, which can be found on pages i through v of this report.

Financial Highlights

- Net position, as reported in the statement of net position, totaled $3,459 million as of June 30, 2023, $3,483 million as of June 30, 2022 and $1,919 million as of June 30, 2021. Of this amount, $108 million was unrestricted as of June 30, 2023, $9 million was unrestricted as of June 30, 2022 and $(45) million was the unrestricted deficit as of June 30, 2021. Total net position decreased by $(24.3) million in the current year and increased by $1.6 billion in the prior year. The current year decrease is primarily due to a $121 million decrease in capital, lease and subscription assets, partially offset by a $107 million increase in cash and receivables. The prior year increase was primarily associated with $1.1 billion in contributed capital from SANDAG for the new UCSD Trolley Line, a $46 million increase in cash and a $53 million decrease in the aggregate net pension liability.
- For the year ended June 30, 2023, the combined farebox recovery ratio (the measure of the ability to recover operating costs through fare revenue) for San Diego Trolley, Inc., San Diego Transit Corporation, and MTS - Contracted Services was 19.59%, compared to 17.95% for the year ended June 30, 2022 and 16.10% for the year ended June 30, 2021. Both the current year and prior year increases are primarily due to $11 million and $8 million increases in passenger revenue due to ridership continuing to rebound after the COVID-19 pandemic.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to MTS's financial statements. The financial statements are comprised of two components: 1) financial statements and, 2) notes to financial statements. This report also contains other supplementary information in addition to the financial statements themselves.

Financial statements. The financial statements are designed to provide readers with a broad overview of MTS's finances, in a manner similar to a private–sector business.

The *statement of net position* presents information on all of MTS's assets, deferred outflow of resources, liabilities, and deferred inflow of resources with the difference between the four reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of MTS is improving or deteriorating.

The *statement of revenues, expenses and changes in net position* presents information showing how net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., earned but unused vacation leave).

The *statement of cash flows* presents information showing the sources and uses of cash related to operating activities, noncapital financing activities, capital and related financing activities and investing activities. In addition, the statement provides information about significant non–cash investing, capital and financing activities.

Since MTS's primary function is to provide transportation services to the region's citizens and recover costs through user fees and charges, the financial statements include business–type activities. In addition, the financial statements include not only MTS itself (*known as the primary government*), but also two legally separate transit operators and one legally separate freight railway, for which MTS is financially accountable: San Diego and Arizona Eastern Railway Company (SD&AE).

MTS has fiduciary responsibility over one private purpose trust fund, San Diego Transit Corporation Employee Retirement Plan, which we have also included financial statements for.

Notes to basic financial statements. The notes provide additional information that is essential to a full understanding of the data provided in the financial statements.

Other information. In addition to the financial statements and accompanying notes, this report also presents certain required supplementary information concerning MTS's net pension liability and net other post–employment benefits liability for its employees.

Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of an entity's financial stability. In the case of MTS, net position was $3,459 million at the close of the most recent fiscal year and $3,483 million at the end of FY2022.

The largest portion of MTS's net position reflects the investment in capital, leased, and subscription-based assets, net of accumulated depreciation and amortization and reduced by any outstanding bonds or other borrowings and deferred inflows and outflows of resources, referred to throughout this report as "Net Investment in Capital Assets". Most of the investment in capital assets is comprised of trolley system assets, buses, and construction-in-progress totaling $88.7 million**,** of which the largest projects are the replacement of our SD100 Light Revenue Vehicles and the Iris Rapid electric bus charging infrastructure project, at $48.9 and $7.5 million respectively. Prior year construction-in-progress totaled $112 million, of which the largest projects were the replacement of our SD100 Light Revenue Vehicles and the RTMS Hardware Upgrade project, at $61.0 and $9.4 million respectively. The capital assets that are represented by construction-in-progress will be used to provide services to citizens; consequently, these assets are not available for future spending. In FY2023, MTS transferred completed projects worth $106.6 million to SDTC, SDTI and MTS - Contracted Services compared to $122.2 million in FY2022.

The balance in the unrestricted component of net position increased by $98 million during the current year and $56 million in the prior year**.** Total assets decreased by $13 million, primarily due to a decrease in capital assets of $121 million, offset by an increase in cash and receivables of $107 million. In FY2022, total assets increased by $1.6 billion primarily due to capital, leased, and subscription assets increasing by $1.5 billion, as well as cash increasing by $46 million. In the current fiscal year, total liabilities increased by $68 million primarily due to a $77 million increase in net pension liability partially offset by a $11 million decrease in net OPEB liability. The previous year decrease of $45 million was primarily due to decreases in net pension liability of $53 million and accounts payable of $7 million, partially offset by a $16 million increase in unearned revenue.

	2023	2022 (as restated)	Change	2021 (as restated)	Change
Current and other assets	$ 434,835,372	$ 325,924,622	$ 108,910,750	$ 265,339,510	$ 60,585,112
Noncurrent and capital assets	3,407,815,415	3,530,162,846	(122,347,431)	2,024,407,717	1,505,755,129
Total assets	3,842,650,787	3,856,087,468	(13,436,681)	2,289,747,227	1,566,340,241
Deferred outflows of resources	74,965,242	40,858,756	34,106,486	56,237,682	(15,378,926)
Current and other liabilities	93,553,086	89,154,122	4,398,964	79,432,307	9,721,815
Long-term liabilities outstanding	300,668,942	236,690,977	63,977,965	291,439,410	(54,748,433)
Total liabilities	394,222,028	325,845,099	68,376,929	370,871,717	(45,026,618)
Deferred inflows of resources	64,537,896	87,910,919	(23,373,023)	56,184,717	31,726,202
Net position:					
Net investment in capital assets	3,351,318,258	3,473,997,788	(122,679,530)	1,966,228,675	1,507,769,113
Unrestricted (deficit)	107,537,847	9,192,418	98,345,429	(47,300,200)	56,492,618
Total net position	$ 3,458,856,105	$ 3,483,190,206	$ (24,334,101)	$ 1,918,928,475	$1,564,261,731

San Diego Metropolitan Transit System
Management's Discussion and Analysis (Unaudited) (Continued)
June 30, 2023 and 2022

The increase in operating revenue is attributable to $11 million in additional passenger revenue this year due to ridership continuing to recover from the COVID-19 pandemic. In the prior year, operating revenue was also up $8 million in passenger revenue as ridership was starting to rebound from the pandemic. Nonoperating revenues increased by $101 million in the current year, of which $52 million relates to Federal American Rescue Plan revenue, $15 million in STA funding and $10 million in State LCTOP and TIRCP revenue. While nonoperating revenues were consistent between FY2022 and FY2021, Federal revenue dropped by $62 million, while TDA and TransNet increased by $27 million and $18 million, respectively. The current year increase in operating expenses totaling $81 million, includes a $30 million increase in personnel expenses, $12 million in energy costs and $33 million in depreciation expenses, $27 million of which relates to a full year of depreciation on the Midcoast Trolley Line, compared to just seven months in FY2022. The increase in personnel includes a $15 million of pension costs under GASB 68 as well as a $4 million decrease in personnel cost recovery. Energy costs spiked due to record high commodity prices. In FY2022, the operating expense increase of $61 million was due to $45 million in depreciation expense for the new trolley line, $8 million in energy costs and $7 million in outside services.

	2023	2022 (as restated)	Change	2021 (as restated)	Change
Revenues:					
Operating revenues:					
Passenger revenue	$ 67,481,023	$ 56,076,882	$ 11,404,141	$ 47,913,391	$ 8,163,491
Other operating revenue	19,562,074	21,357,795	(1,795,721)	18,424,202	2,933,593
Nonoperating revenues:					
Federal revenue	191,051,771	141,982,464	49,069,307	203,821,648	(61,839,184)
Transportation Development Act	131,274,182	124,385,030	6,889,152	97,873,145	26,511,885
State Transit Assistance	50,133,029	34,878,787	15,254,242	30,355,674	4,523,113
State revenue - other	20,076,778	9,558,324	10,518,454	5,995,304	3,563,020
TransNet funds	68,040,812	61,651,134	6,389,678	44,062,481	17,588,653
Other nonoperating revenue	17,164,380	13,852,495	3,311,885	15,308,638	(1,456,143)
Total revenues	564,784,049	463,742,911	101,041,138	463,754,483	(11,572)
Expenses:					
Operating expenses	587,320,838	505,979,472	81,341,366	445,664,494	60,314,978
Nonoperating expenses	442,068	551,231	(109,163)	685,518	(134,287)
Total expenses	587,762,906	506,530,703	81,232,203	446,350,012	60,180,691
Income (loss) before capital contributions	(22,978,857)	(42,787,792)	19,808,935	17,404,471	(60,192,263)
Capital contributions	(1,355,244)	1,607,049,523	(1,608,404,767)	39,009,719	1,568,039,804
Increase (decrease) in net position	(24,334,101)	1,564,261,731	(1,588,595,832)	56,414,190	1,507,847,541
Net position:					
Beginning of year	3,483,190,206	1,918,928,475	1,564,261,731	1,862,514,285	56,414,190
End of year	$3,458,856,105	$3,483,190,206	$ (24,334,101)	$1,918,928,475	$1,564,261,731

Capital Assets and Debt Administration

Capital assets. MTS's investment in capital assets net of accumulated depreciation and amortization as of June 30, 2023 and 2022 amounted to $3,365 million and $3,486 million, respectively. This investment in capital assets includes land, buildings, vehicles, equipment, and construction-in-progress as well as leased and subscription based assets. Major capital asset events during the current fiscal year included the following:

- MTS continues to modernize the bus and rail fleet. In FY2023, MTS placed 38 new buses into service totaling $24.1 million, and 8 new trolleys totaling $34.5 million.
- MTS capitalized the Regional Transit Management System (RTMS), a full Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) solution that tracks on-time performance, communicates with buses via radio, and provides passengers with real-time information. This project upgraded the radio systems to support voice and data transmissions on MTS-owned frequencies in the region, and RTMS vehicle hardware on the majority of MTS's bus fleet.
- SANDAG contributed an additional $22.2 million in assets in FY2023 related to the UCSD Midcoast Trolley Line Extension to MTS totaling $1.6 billion. The 11-mile extension features nine new stations from Old Town north to the UTC Transit Center.

CAPITAL ASSETS
(Net of Accumulated Depreciation and Amortization)

	2023	2022 (as restated)	2021 (as restated)
Land	$ 252,472,813	$ 252,301,976	$ 256,909,683
Buildings	2,316,479,580	2,433,107,094	948,397,397
Vehicles	596,660,980	591,175,323	562,666,289
Equipment & other	97,351,383	84,987,183	37,821,183
Lease assets	10,640,938	11,034,527	11,428,116
Subscription assets	3,141,582	1,756,621	1,869,965
Construction-in-progress	88,711,277	111,978,852	159,868,381
Total	$ 3,365,458,553	$ 3,486,341,576	$ 1,978,961,014

Additional information on MTS's capital assets can be found in Note 5 to the financial statements.

Long-term debt. MTS has one finance obligation outstanding relating to Pension Obligation Bonds issued in fiscal year 2005 for a total obligation of $1.845 million.

Additional information about MTS's long-term debt can be found in Note 8 to the financial statements.

Bond Ratings

Standard & Poor's Ratings Services constantly monitors and maintains an underlying rating for the Pension Obligation Bonds, the current rating remains at "AA/Stable." Additional information on MTS's long-term debt can be found in Note 8 to the financial statements.

Requests for Information

This financial report is designed to provide a general overview of MTS's finances for all those with an interest in the government's finances. If you have questions concerning any of the information provided in this report or need additional financial information, visit our website at www.sdmts.com or direct inquiries to the Controller, MTS, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

BASIC FINANCIAL STATEMENTS

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PRIMARY GOVERNMENT

San Diego Metropolitan Transit System
Statements of Net Position
June 30, 2023 and 2022

	2023	2022 (as restated)
ASSETS		
Current assets:		
Cash, cash equivalents, and investments	$ 232,978,456	$ 110,932,746
Cash, cash equivalents, and investments restricted for capital support	27,346,537	26,020,685
Accounts and other receivables	13,898,759	8,416,285
Due from other governments	122,125,937	143,588,651
Lease receivable	1,553,167	1,625,433
Inventory	34,321,429	31,706,205
Prepaid items and other current assets	2,611,087	3,634,617
Total current assets	434,835,372	325,924,622
Noncurrent assets:		
Lease receivable, due in more than one year	42,356,862	43,821,270
Capital assets, net	3,365,458,553	3,486,341,576
Total noncurrent assets	3,407,815,415	3,530,162,846
Total assets	3,842,650,787	3,856,087,468
DEFERRED OUTFLOWS OF RESOURCES		
Pension-related deferred outflows of resources	69,069,675	34,476,563
OPEB-related deferred outflows of resources	5,895,567	6,382,193
Total deferred outflows of resources	74,965,242	40,858,756
LIABILITIES		
Current liabilities:		
Accounts payable	29,814,462	21,946,675
Due to other governments	2,163,046	2,770,615
Unearned revenue	31,419,216	35,412,684
Accrued expenses	3,205,753	2,948,021
Retentions payable	897,501	9,043
Retentions payable from restricted assets	8,531,874	8,531,874
Due within one year:		
Lease liability	281,291	270,898
Subscription liability	555,733	556,465
Compensated absences	7,834,798	7,176,923
Accrued damage, injury, and employee claims	7,004,412	6,545,924
Long-term debt	1,845,000	2,985,000
Total current liabilities	93,553,086	89,154,122
Noncurrent liabilities:		
Due in more than one year:		
Lease liability	10,603,510	10,884,802
Subscription liability	1,802,260	622,580
Compensated absences	4,367,917	4,474,478
Accrued damage, injury, and employee claims	14,539,138	14,987,385
Long-term debt	-	1,845,000
Aggregate net pension liabilities	226,747,327	150,120,700
Aggregate total OPEB liabilities	42,608,790	53,756,032
Total noncurrent liabilities	300,668,942	236,690,977
Total liabilities	394,222,028	325,845,099
DEFERRED INFLOWS OF RESOURCES		
Pension-related deferred inflows of resources	1,147,698	34,375,291
OPEB-related deferred inflows of resources	19,054,780	7,316,739
Lease-related deferred inflows of resources	44,335,418	46,218,889
Total deferred inflows of resources	64,537,896	87,910,919
NET POSITION		
Net investment in capital assets	3,351,318,258	3,473,997,788
Unrestricted	107,537,847	9,192,418
Total net position	$ 3,458,856,105	$ 3,483,190,206

See accompanying notes to basic financial statements.

San Diego Metropolitan Transit System
Statements of Revenues, Expenses, and Changes in Net Position
For the Years Ended June 30, 2023 and 2022

	2023	2022 (as restated)
Operating Revenues:		
Passenger revenue	$ 67,481,023	$ 56,076,882
Advertising	3,500,713	1,945,816
Miscellaneous	16,061,361	19,411,979
Total operating revenues	87,043,097	77,434,677
Operating Expenses:		
Personnel costs	173,772,575	143,949,609
Outside services	124,333,369	117,535,205
Transit operations funding	658,504	616,396
Materials and supplies	17,294,793	14,778,642
Energy costs	51,203,442	38,975,438
Risk management	6,399,111	11,538,889
Miscellaneous	8,167,128	6,333,928
Depreciation and amortization	205,491,916	172,251,365
Total operating expenses	587,320,838	505,979,472
Operating income (loss)	(500,277,741)	(428,544,795)
Public Support and Nonoperating Revenues (Expenses):		
Federal revenue	191,051,771	141,982,464
Transportation Development Act (TDA) funds	131,274,182	124,385,030
State Transit Assistance (STA) funds	43,066,262	30,074,949
STA State of Good Repair	7,066,767	4,803,838
State revenue - other	20,076,778	9,558,324
TransNet funds	68,040,812	61,651,134
Other local subsidies	12,212,978	13,814,150
Investment earnings	5,055,860	800,004
Interest expense	(442,068)	(551,231)
Gain (Loss) on disposal of assets	(104,458)	(761,659)
Total public support and nonoperating revenues (expenses)	477,298,884	385,757,003
Income (loss) before capital contributions	(22,978,857)	(42,787,792)
Capital contributions, net	(1,355,244)	1,607,049,523
Changes in net position	(24,334,101)	1,564,261,731
Net Position:		
Beginning of year	3,483,190,206	1,918,928,475
End of year	$ 3,458,856,105	$ 3,483,190,206

See accompanying notes to basic financial statements.

San Diego Metropolitan Transit System
Statements of Cash Flows
For the Years Ended June 30, 2023 and 2022

	2023	2022 (as restated)
Cash Flows From Operating Activities:		
Receipts from customers and users	$ 97,388,609	$ 82,741,936
Payments to suppliers	(208,065,124)	(184,444,266)
Payments to employees	(157,020,386)	(144,916,726)
Payments for damage and injury	(5,275,257)	(4,384,811)
Net cash (used in) operating activities	(272,972,158)	(251,003,867)
Cash Flows From Noncapital Financing Activities:		
Public support funds received	466,095,261	379,267,505
Net cash provided by noncapital financing activities	466,095,261	379,267,505
Cash Flows From Capital and Related Financing Activities:		
Debt service costs	(3,144,512)	(3,145,003)
Property acquisition	(69,969,339)	(80,215,550)
Proceeds from disposal of assets	217,143	656,201
Net cash (used in) capital and related financing activities	(72,896,708)	(82,704,352)
Cash Flows From Investing Activities:		
Interest received on investments	3,145,167	224,439
Net cash provided by investing activities	3,145,167	224,439
Net increase (decrease) in cash, cash equivalents, and investments	123,371,562	45,783,725
Cash, Cash Equivalents, and Investments:		
Beginning of year	136,953,431	91,169,706
End of year	$ 260,324,993	$ 136,953,431
Reconciliation of Cash, Cash Equivalents, and Investments to Statements of Net Position:		
Cash, cash equivalents, and investments	$ 232,978,456	$ 110,932,746
Cash, cash equivalents, and investments restricted for capital support	27,346,537	26,020,685
Total cash, cash equivalents, and investments	$ 260,324,993	$ 136,953,431

See accompanying notes to basic financial statements.

San Diego Metropolitan Transit System
Statements of Cash Flows (Continued)
For the Years Ended June 30, 2023 and 2022

	2023	2022 (as restated)
Reconciliation of Operating (Loss) to Net Cash (Used In) Operating Activities:		
Operating (loss)	$ (500,277,741)	$ (428,544,795)
Adjustments to reconcile operating (loss) to net cash (used in) operating activities:		
Depreciation and amortization	205,491,916	172,251,365
(Increase) decrease in:		
Accounts and other receivables	(5,482,474)	3,271,783
Due from other governments	15,126,257	(837,238)
Inventory	(177,606)	(1,124,853)
Prepaid items and other current assets	1,023,530	(1,299,181)
Increase (decrease) in:		
Accounts payable	423,319	531,512
Due to other governments	(647,239)	265,686
Accrued expenses	257,731	(1,174,808)
Unearned revenue	1,895,673	4,353,502
Aggregate net pension liability	8,805,922	(5,828,337)
Aggregate total OPEB liability	1,077,425	1,904,150
Compensated absences	551,314	(236,531)
Accrued damage, injury and employee claims	(1,040,185)	5,463,878
Total adjustments	227,305,583	177,540,928
Net cash (used in) operating activities	$ (272,972,158)	$ (251,003,867)
Noncash investing, capital, and financing activities:		
Contributions of capital assets and inventory parts from SANDAG	$ 23,620,737	$ 1,619,421,359
Contributions of capital assets to outside parties	(24,975,981)	(718,640)
	$ (1,355,244)	$ 1,618,702,719
Increase (decrease) in fair value of investments	$ (667,909)	$ (398,264)

See accompanying notes to basic financial statements.

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FIDUCIARY FUND

San Diego Metropolitan Transit System
Statements of Fiduciary Net Position
June 30, 2023 and 2022

	San Diego Transit Corporation Employee Retirement Plan Pension Trust Fund	
ASSETS	**2023**	**2022**
Investments, at fair value:		
Common stocks	$ 61,854,033	$ 58,668,033
Mutual funds	59,799,632	56,340,502
Corporate debt / Bond funds	52,385,530	52,671,200
Closely held instruments	484	7,694
U.S. treasury inflation protected security funds	9,355,832	9,006,975
Short-term investment funds	601,832	813,377
Total investments	183,997,343	177,507,781
Receivables:		
Dividends and interest	3,495	909
Other receivables	31,825	-
Total receivables	35,320	909
Total assets	184,032,663	177,508,690
LIABILITIES		
Due to plan sponsor	634,237	541,246
Other payables	225,734	90,018
Total liabilities	859,971	631,264
NET POSITION		
Net position restricted for plan benefits	$ 183,172,692	$ 176,877,426

See accompanying Notes to the Financial Statements.

San Diego Metropolitan Transit System
Statements of Changes in Fiduciary Net Position
For the Years Ended June 30, 2023 and June 30, 2022

	San Diego Transit Corporation Employee Retirement Plan Pension Trust Fund	
ADDITIONS:	**2023**	**2022**
Contributions:		
Employer	$ 16,157,770	$ 15,838,082
Employee	1,719,444	1,621,654
Total contributions	17,877,214	17,459,736
Investment income (loss):		
Interest	38,083	1,949
Dividends	4,490,000	6,977,161
Net realized and unrealized gains (losses) on investments	7,074,461	(29,442,846)
Total investment income (loss)	11,602,544	(22,463,736)
Investment expense	(199,423)	(296,142)
Net investment income	11,403,121	(22,759,878)
Total additions to fiduciary net position	29,280,335	(5,300,142)
DEDUCTIONS:		
Distributions to participants	22,630,610	22,029,157
Administrative expenses	354,459	265,106
Total deductions from fiduciary net position	22,985,069	22,294,263
NET INCREASE (DECREASE) IN FIDUCIARY NET POSITION	6,295,266	(27,594,405)
NET POSITION RESTRICTED FOR PLAN BENEFITS:		
Beginning of year	176,877,426	204,471,831
End of year	$ 183,172,692	$ 176,877,426

See accompanying Notes to the Financial Statements.

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NOTES TO THE BASIC FINANCIAL STATEMENTS

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San Diego Metropolitan Transit System
Index to the Notes to the Basic Financial Statements
For the Years Ended June 30, 2023 and 2022

Page

Note 1 – Summary of Significant Accounting Policies
- A. Reporting Entity ... 25
- B. Financial Statements ... 27
- C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation ... 27
- D. Use of Restricted/Unrestricted Assets ... 30
- E. Cash, Cash Equivalents, and Investments ... 30
- F. Inventory ... 31
- G. Prepaid Items and Other Assets ... 31
- H. Leases ... 31
- I. Subscription-Based Information Technology Arrangements ... 33
- J. Capital Assets ... 33
- K. Construction–in–Progress ... 34
- L. Compensated Absences ... 34
- M. Pension ... 34
- N. Other Postemployment Benefits ... 34
- O. Net Position ... 35
- P. Use of Estimates ... 35
- Q. Implementation of New GASB Pronouncements for the Year Ended June 30, 2023 ... 35
- R. Upcoming Government Accounting Standards Implementation ... 36

Note 2 – Cash, Cash Equivalents, and Investments
- A. Primary Government ... 36
- B. Fiduciary Fund ... 41

Note 3 – Accounts Receivable
- A. Accounts and Other Receivables ... 46
- B. Due from Other Governments ... 46
- C. Leases Receivable and Related Deferred Inflows of Resources ... 47

Note 4 – Inventory ... 48

Note 5 – Capital Assets ... 49

Note 6 – Due to Other Governments ... 51

Note 7 – Unearned Revenue ... 52

Note 8 – Long–Term Liabilities
- A. Summary ... 52
- B. Pension Obligation Bonds ... 54
- C. Lease Liability ... 54
- D. Subscription Liability ... 55

Note 9 – Risk Management ... 55

Note 10 – Commitments and Contingencies ... 56

Note 11 – Other Postemployment Benefits ... 57

San Diego Metropolitan Transit System
Index to the Notes to the Basic Financial Statements (Continued)
For the Years Ended June 30, 2023 and 2022

Page

Note 12 – Employee Retirement Systems
A. Summary 63
B. MTS 65
C. SDTI 72
D. SDTC 84

Note 13 – Other Required Individual Disclosures
A. Deficit Net Position 90

Note 14 – Net Investment in Capital Assets 90

Note 15 – Restatement of Net Position 91

San Diego Metropolitan Transit System
Notes to the Basic Financial Statements
For the Years Ended June 30, 2023 and 2022

Note 1 – Summary of Significant Accounting Policies

The accompanying basic financial statements of the San Diego Metropolitan Transit System (MTS) have been prepared in conformity with generally accepted accounting principles in the United States (U.S. GAAP) as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard–setting body for establishing governmental accounting and financial reporting standards. The more significant of MTS's accounting policies are described below.

A. Reporting Entity

Primary Government

MTS (also known as San Diego Metropolitan Transit Development Board) was formed on January 26, 1976 by passage of California Senate Bill 101 to plan, construct, and operate (or let contracts to operate) exclusive public mass transit guideways in the urbanized south coastal area of San Diego County. MTS has certain responsibilities for near–term transportation planning and administration of federal and state transportation funds within the area under its jurisdiction. The Board of Directors of MTS consists of 15 members composed of four appointees from the City of San Diego (the Mayor and three Council Members), two appointees from the City of Chula Vista (the Mayor and one Council Member), one appointee from the cities of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee, and one appointee from the San Diego County Board of Supervisors.

On January 1, 2003, California Senate Bill 1703 (SB 1703) became effective. SB 1703 required the consolidation of the planning and programming functions of MTS and the North County Transit District (NCTD) into the San Diego Association of Governments (SANDAG) in an initial transfer to take place prior to July 1, 2003. SB 1703 also required the consolidation of certain project development and construction functions of MTS and NCTD into SANDAG in a subsequent transfer to take place prior to January 30, 2004. The initial transfer occurred on July 1, 2003, and the subsequent transfer occurred on October 13, 2003. With these actions, employees were transferred from MTS and NCTD to SANDAG, and certain planning, development, and construction functions were also transferred. As a result, MTS's activities since the consolidation have been focused on operating public transit systems in the urbanized area identified above. In addition to the consolidation required by SB 1703, MTS dissolved the independent Board of Directors of San Diego Transit Corporation (SDTC) and Board of Directors of San Diego Trolley, Inc. (SDTI). MTS now acts as the Board of Directors for all three agencies: MTS, SDTC, and SDTI. Beginning in FY2004, SDTC and SDTI are presented as blended component units.

These basic financial statements present MTS and its legally separate component units, entities for which MTS is considered to be financially accountable. Because MTS appoints a majority of the component units' boards of directors, the boards are substantively the same, and MTS is able to impose its will on the component units, MTS presents blended component units. Blended component units, although legally separate entities, are, in substance, part of MTS's operations.

Included within the reporting entity as blended component units:

San Diego Transit Corporation: On July 1, 1985, MTS purchased the assets used by and acquired sole ownership of San Diego Transit Corporation (SDTC) from the City of San Diego for $1. SDTC has entered into an operating agreement with MTS to operate a public transportation bus system in the City of San Diego and certain regional routes within MTS's jurisdictions. The current agreement, which was approved in December 2006, was renewed on June 23, 2011, as an open–ended agreement terminable upon six months' notice by either party. SDTC continues to provide local service to a number of adjoining cities under pre–existing contracts. Purchases or construction of bus capital items are made by MTS, with whom title remains, and are contributed to SDTC upon completion of a project or when individually purchased by MTS. SDTC's assets, deferred outflows, liabilities, deferred inflows, net position, revenues, and expenses are included in MTS's financial statements as a blended component unit. This agency has the same governing board as MTS and provides services directly to the public.

Note 1 – Summary of Significant Accounting Policies (Continued)

A. Reporting Entity (Continued)

Primary Government (Continued)

San Diego Trolley, Inc.: San Diego Trolley, Inc. (SDTI) was organized by MTS in August 1980. SDTI was created to operate and maintain the Light Rail Transit (LRT) system pursuant to an operating agreement with MTS. The current agreement, which was approved in December 2006, was renewed on June 23, 2011, as an open–ended agreement terminable upon six months' notice by either party. Purchases or construction of LRT capital items are made by MTS, with whom title remains, and are contributed to SDTI upon completion of a project or when individually purchased by MTS. SDTI's assets, deferred outflows, liabilities, deferred inflows, net position, revenues, and expenses are included in MTS's financial statements as a blended component unit. This agency has the same governing board as MTS and provides services directly to the public.

San Diego and Arizona Eastern Railway Company: MTS purchased the San Diego and Arizona Eastern Railway Company (SD&AE) in 1979. SDTI operates on a portion of the line and private operators provide freight service on a portion of the line. Purchases of capital items are made by MTS, with whom title remains, and are contributed to SD&AE. Since SD&AE provides almost exclusive benefit to MTS, its assets, deferred outflows, liabilities, deferred inflows, net position, revenues, and expenses are included in MTS's financial statements as a blended component unit. Separate financial reports are not available.

Fiduciary Activities

MTS presents its fiduciary activity information for assessing its accountability and financial reporting in their role as fiduciaries. The definition of a "fiduciary" is:

- The organization acts on behalf of another person or persons to manage assets;
- Fiduciary responsibility refers to the obligation that one party has in relationship with another one to act entirely on the other party's behalf and best interest. It is considered to be the standard of the highest care.

Included within the reporting entity as fiduciary activities is the following:

San Diego Transit Corporation Employee Retirement Plan: The San Diego Transit Corporation Employees' Retirement Plan (the "Plan") is a defined benefit plan which provides retirement and disability benefits and annual cost–of–living adjustments for Plan members, as well as joint-survivor benefits to beneficiaries. Prior to May 1, 2011, all of San Diego Transit Corporation's ("SDTC") full–time employees and certain part–time noncontract employees who had completed one year of service in which they had worked at least 1,000 hours of service, and certain part–time contract employees participated in the Plan. Effective May 1, 2011, employees in the International Brotherhood of Electrical Workers, Local 465 (the "IBEW") bargaining unit hired after May 1, 2011 participate in a separate defined contribution 401(a) plan. Effective November 1, 2012, employees in the Amalgamated Transit Union, Local 1309 (the "ATU") bargaining unit hired after November 1, 2012 participate in a separate defined contribution 401(a) plan. Therefore, as of November 1, 2012 the Plan was closed to new ATU and IBEW entrants. Upon agreement between the employer and the Union, certain modifications can be made to the Plan.

The Plan is managed by Retirement Boards which have plenary authority and fiduciary responsibility for the investment of Plan assets and administration of the Plan. The IBEW Retirement Board consists of three members from the San Diego Metropolitan Transit System ("MTS") and three members from the IBEW. The ATU Retirement Board consists of three members from MTS and three members from the ATU. The Noncontract Retirement Board consists of three members from MTS.

Note 1 – Summary of Significant Accounting Policies (Continued)

A. Reporting Entity (Continued)

Fiduciary Activities (Continued)

SDTC is a component unit of MTS. The Plan is administered and sponsored by MTS. MTS also issued taxable Pension Obligation Bonds for the benefit of SDTC. See Note 8 for further details.

SDTC is required to contribute the difference between the actuarially determined rate and the contribution rate of plan members.

The Plan is funded entirely by SDTC for employees under the IBEW bargaining units who were hired prior to May 1, 2011 and the ATU bargaining units who were hired prior to November 1, 2012. IBEW employees are required to contribute, 3% of their covered payroll from March 31, 2013 through April 6, 2014, 4% of their covered payroll from April 6, 2014 through April 4, 2015, increasing to 6% from April 5, 2015 through April 2, 2016, and to 8% thereafter. ATU employees are required to contribute 3% after July 1, 2013 and 5% after July 1, 2014, 6% after May 17, 2015, 7% after July 1, 2016 and 8% after December 1, 2017.

B. Financial Statements

Primary Government – The Financial Statements (i.e., the statement of net position, the statement of revenues, expenses and changes in net position, and statement of cash flows) report information on all of the activities of the primary government and its component units. The statement of revenues, expenses, and changes in net position demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment.

Fiduciary Activities – The Fiduciary Fund Financial Statements (i.e., the statement of fiduciary net position and the statement and changes in fiduciary net position) report information on the activities of the San Diego Transit Corporation Employees Retirement Plan pension trust fund. The statement of changes in fiduciary net position demonstrates the degree to which the additions to net position restricted for plan benefits were sufficient to cover deductions for distributions to plan participants and administrative expenses.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

Primary Government – The Financial Statements are reported using the *"economic resources"* measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as all eligibility requirements have been met. Interest associated with the current fiscal period is considered to be susceptible to accrual and so has been recognized as revenue of the current fiscal period.

Fiduciary Activities – This fiduciary pension trust fund is a defined benefit plan which provides retirement and disability benefits and annual cost–of–living adjustments for Plan members and joint-survivor benefits to beneficiaries. The Plan's financial statements are prepared using the accrual basis of accounting. Employer contributions are recognized in the period in which the contributions are due and when the employer has made a formal commitment to provide the contributions. Investment income is recognized as earned. Benefits are recognized when due and payable in accordance with the terms of the Plan.

Note 1 – Summary of Significant Accounting Policies (Continued)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

In accordance with GASB Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*, the Statement of Net Position reports separate sections for Deferred Outflows of Resources, and Deferred Inflows of Resources, when applicable.

Deferred Outflows of Resources represent a consumption of net assets that applies to future periods and that, therefore, will not be recognized as an expense until that time.

Deferred Inflows of Resources represent an acquisition of net assets that applies to future periods and that, therefore, will not be recognized as revenue until that time.

MTS receives funding primarily from the following revenue sources:

Passenger Revenue
Passenger fares comprised approximately 18 percent and 16 percent of MTS's $380.2 million and $342.2 million operating budget for FY2023 and FY2022 respectively.

Other Operating Revenues
MTS receives a variety of operating revenues that are not received directly from passenger fares. The sources of these revenues are advertising, naming rights, interest income, energy credits, rental and land management income, income related to For Hire Vehicle administration, income from the SD&AE Railway Company, and other miscellaneous income.

Non–Operating Revenues
MTS receives subsidies that are derived from federal, state and local tax revenues. MTS does not levy or collect any tax funds, but receives allocated portions of tax funds through federal, state and local granting agencies.

Federal Transit Administration (FTA)
FTA revenues are funded by a federal gas tax and revenues of the federal general fund. On November 15, 2021, the Bipartisan Infrastructure Law was signed, 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. 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

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 continues to supplement lost revenues and increased expenses related to the pandemic. MTS received $0.1 million in FY2023, and has received $90.2 million in total.

Note 1 – Summary of Significant Accounting Policies (Continued)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Federal Transit Administration (FTA) (Continued)
On March 11, 2021, the President signed The American Rescue Plan Act of 2021 (ARP), which provided $30.5 billion to support the nation's public transportation systems. MTS was apportioned $140 million in ARP Act funding which MTS continues to utilized in addressing the structural deficit in the operating budget. MTS received $90.2 million in FY2023 and $48 million in FY2022.

On March 16, 2023, the MTS Board of Directors directed staff to draw federal stimulus funds as fast as possible based on eligible expenses (versus budgetary need) and to keep excess funds in the operating deficit reserve until needed to address the structural deficit in current and future fiscal years. As of June 30, 2023, MTS has drawn $228 million of the $360 million in total apportioned stimulus funds, leaving $132 million in remaining funds to be drawn in future fiscal years.

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

State Transit Assistance (STA)
STA funding comes from the Public Transportation Act (PTA) which derives its revenue from the state sales tax on diesel fuels. These funds are appropriated by the legislature with a formula based upon population and local revenue generated.

STA State of Good Repair Program (SGR)
The SGR Program is a supplemental funding source as a result of Senate Bill (SB) 1 and is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. The funds are allocated with the same STA Program formula.

TransNet
TransNet funds are derived from the Proposition A one–half cent local transportation sales tax that was approved by area voters in November 1987. The original ordinance expired in 2008, but has since been extended to 2048 by subsequent voter approval. The ordinance allocated one–third of the sales tax proceeds for transit purposes, which are further divided between MTS and NCTD based on the proportion of the population within the area of each jurisdiction. The *TransNet* Program also reimburses MTS for the net operating cost of the MidCoast Trolley Extension, Bus Rapid Transit and Superloop projects that were approved as part of the extension. These costs are billed to SANDAG on a monthly basis. *TransNet* funds are also apportioned by SANDAG.

Transit and Intercity Rail Capital Program (TIRCP)
The TIRCP is a discretionary program that was created by Senate Bill (SB) 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. Since inception, MTS has been awarded $112.8 million, and has received $56.8 million, of which $15.2 million was earned in FY23 and $9.5 million was earned in FY22. MTS expects to receive the remaining $56.0 million in Fiscal Years 2024-2026.

Note 1 – Summary of Significant Accounting Policies (Continued)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Low Carbon Transit Operations Program (LCTOP)
The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. Senate Bill 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund for LCTOP.

Other State Revenue
MediCal provides further funding support specifically tied to several ADA Paratransit routes to aid patients in their transportation to medical appointments.

Compressed Natural Gas Rebate
Alternative fuel credits are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. This rebate program has expired then reauthorized multiple times over the years, but is currently authorized through December 31, 2024.

Other Local Subsidies
The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. SANDAG provides funding, funded through FasTrak tolls, to operate services along the Interstate 15 corridor. NCTD provides partial subsidy for the Sorrento Valley Coaster Connection. The University of California, San Diego (UCSD) provides funding for shuttle services that expand frequency and span on MTS routes 201 and 202 between the La Jolla Colony area and the Gilman Transit Center on the UCSD campus.

D. Use of Restricted/Unrestricted Assets

When both restricted and unrestricted resources are available for use, it is MTS's policy to use restricted resources first, then unrestricted resources as they are needed.

E. Cash, Cash Equivalents, and Investments

Investments of pooled cash consist primarily of pooled investment funds, liquidity funds and governmental bonds. Investments are stated at fair value, which is based on quoted market price. Money market investments and participating interest earning investment contracts that have a remaining maturity at the time of purchase of one year or less are reported at amortized cost, which approximates fair value.

For purposes of the statement of cash flows, all highly liquid temporary investments purchased with a maturity of three months or less are considered cash equivalents.

MTS participates in an investment pool managed by the State of California titled Local Agency Investment Fund (LAIF), which has invested a portion of the pool funds in structured notes and asset–backed securities. LAIF's investments are subject to credit risk with the full faith and credit of the State of California collateralizing these investments. In addition, these structured notes and asset–backed securities are subject to market risk and to change in interest rates. The reported value of the pool is the same as the fair value of the pool shares. MTS also participates in the San Diego County Treasurer's Pooled Money Fund, which is a local government investment pool managed by the County Treasurer's Office on behalf of the Investment Pool participants.

Note 1 – Summary of Significant Accounting Policies (Continued)

E. Cash, Cash Equivalents, and Investments (Continued)

Certain disclosure requirements, if applicable for deposit and investment risk, are specified for the following areas:

- Interest Rate Risk
- Credit Risk
  - Overall
  - Custodial Credit Risk
  - Concentration of Credit Risk
- Foreign Currency Risk

GASB Statement No. 72, *Fair Value Measurement and Application*, defined fair value, established a framework for measuring fair value and established disclosures about fair value measurement. Investments, unless otherwise specified, recorded at fair value in the Statements of Net Position, are categorized based upon the level of judgement associated with the inputs used to measure their fair value. Levels of inputs are as follows:

Level 1 – Inputs are unadjusted, quoted prices for identical assets and liabilities in active markets at the measurement date.

Level 2 – Inputs, other than quoted prices included in Level 1, that are observable for the asset or liability through corroboration with market data at the measurement date.

Level 3 – Unobservable inputs that reflect management's best estimate of what market participants would use in pricing the asset or liability at the measurement date.

F. Inventory

Inventories are valued at the weighted average unit cost.

G. Prepaid Items and Other Assets

Payments made to vendors for services that will benefit periods beyond the fiscal year ended are recorded as prepaid items.

H. Leases

Lessee

MTS has a policy to recognize a lease liability and a right-to-use lease asset (lease asset) in our financial statements with an initial, individual value of $10,000 or more with a lease term greater than one year. Variable payments based on future performance or usage of the underlying assets are not included in the measurement of the lease liability.

At the commencement of a lease, the lease liability is measured at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made.

Lease assets are recorded at the amount of the initial measurement of the lease liabilities and modified by any lease payments made to the lessor at or before the commencement of the lease term, less any lease incentives received from the lessor at or before the commencement of the lease term along with any initial direct costs that are ancillary charges necessary to place the lease assets into service. Lease assets are amortized using the straight–line method over the shorter of the lease term or the useful life of the underlying asset, unless the lease contains a purchase option that MTS has determined is reasonably certain of being exercised. In this case, the lease asset is amortized over the useful life of the underlying asset.

Note 1 – Summary of Significant Accounting Policies (Continued)

H. Leases (Continued)

Lessee (Continued)

Key estimates and judgments related to leases include how MTS determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

- MTS uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, MTS generally uses its estimated incremental borrowing rate as the discount rate for leases.

- The lease term includes the noncancelable period of the lease, plus any option periods that are reasonably certain to be exercised.

- Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that MTS is reasonably certain to exercise. MTS monitors changes in circumstances that would require a remeasurement of a lease and will remeasure any lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

Lease assets are reported as right-to-use along with other capital assets and lease liabilities are reported on the statement of net position.

Lessor

MTS is a lessor for leases of buildings and land and recognizes leases receivable and deferred inflows of resources in the financial statements. Variable payments based on future performance or usage of the underlying asset are not included in the measurement of the lease receivable.

At the commencement of a lease, the lease receivable is measured at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflows of resources are initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflows of resources are recognized as revenue over the life of the lease term in a systematic and rational method.

Key estimates and judgments include how MTS determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term, and (3) lease receipts.

- MTS uses the average of the LAIF rate and the incremental borrowing rate (IBR) provided by our financial institution at July 1, 2021 for existing leases or the current rate at the time a new lease is executed.

- The lease term includes the noncancelable period of the lease plus any option periods that are likely to be exercised.

- Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

MTS monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Note 1 – Summary of Significant Accounting Policies (Continued)

I. Subscription-Based Information Technology Arrangements (SBITAs)

MTS has a policy to recognize a SBITA liability and a right-to-use subscription asset (SBITA asset) in our financial statements with an initial, individual value of $50,000 or more with a subscription term greater than one year.

At the commencement of a subscription, when the subscription asset is placed into service, the SBITA liability is measured at the present value of payments expected to be made during the subscription term. Future subscription payments are discounted using MTS's incremental borrowing rate and MTS recognizes amortization of the discount on the subscription liability as interest expense in subsequent financial reporting periods.

SBITA assets are measured as the sum of the initial subscription liability, payments made to the SBITA vendor before the commencement of the lease term, and capitalizable implementation costs less any incentives received from the SBITA vendor at or before the commencement of the subscription term. Subscription assets are amortized using the straight-line method over the subscription term.

Key estimates and judgments related to SBITAs include how MTS determines (1) the discount rate it uses to discount the expected subscription payments to present value, (2) subscription term, and (3) subscription payments.

- MTS uses the interest rate charged by the SBITA vendor as the discount rate. When the interest rate charged by the SBITA vendor is not provided, MTS generally uses its estimated incremental borrowing rate as the discount rate for SBITAs.

- The subscription term includes the period during which MTS has a noncancelable right to use the underlying IT asset. The subscription term also includes periods covered by an option to extend if it is reasonably certain to be exercised.

- Subscription payments included in the measurement of the subscription liability are composed of fixed payments and purchase option years that MTS is reasonably certain to exercise. MTS monitors changes in circumstances that would require a remeasurement of a subscription and will remeasure any subscription asset and liability if certain changes occur that are expected to significantly affect the amount of the subscription liability.

Right-to-use subscription assets are reported along with other capital assets and subscription liabilities are reported on the statement of net position.

J. Capital Assets

Capital, lease, and subscription assets include land and right–of–way, buildings and infrastructure assets, vehicles, equipment, and “right-to-use” assets. These capital and right-to-use assets are included on the financial statements and throughout this report as “Capital Assets.” Capital and right-to-use assets are defined by the government as assets with an initial, individual cost of more than $5,000. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets, donated works of art and similar items, and capital assets received in a service concession arrangement are recorded at acquisition value. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the asset’s life are not capitalized. Major outlays for capital asset improvements are recorded as assets.

Note 1 – Summary of Significant Accounting Policies (Continued)

J. Capital Assets (Continued)

Under the operating agreements between MTS and SDTC and SDTI, SDTC and SDTI are required to pay a license fee to MTS for the use of certain capital assets. Due to SDTC's and SDTI's continued shortage of operating funds sufficient to cover recurring expenditures, the payment of these fees is considered remote, and therefore, these amounts were not recorded in the accompanying basic financial statements. Buildings, vehicles, and equipment of the primary government, as well as the component units, are depreciated using the straight–line method over the following estimated useful lives:

Assets	Years
Building and structures	20 to 30
Vehicles and buses	5 to 25
Equipment and other capital assets	3 to 10
Right-to-use assets	3 to 40

K. Construction–in–Progress

Costs incurred for construction associated with the bus and trolley systems are capitalized as construction–in-progress until such time as they are complete and operational. Upon completion, they are contributed to SDTC, SDTI and MTS – Contracted Services to reflect their custodial accountability for the assets. Depreciation commences at the time of contribution.

L. Compensated Absences

It is MTS's policy to permit employees to accumulate earned but unused personal leave time up to a maximum of 500 hours, which includes both vacation and sick pay benefits. All personal leave time is accrued when incurred.

M. Pension

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions and pension expense, information about the fiduciary net position of MTS, SDTC and SDTI's pension plans and additions to/deductions from the Plans' fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. The valuation dates, measurement dates, and measurement periods vary by pension plan. See Note 12 for details.

N. Other Postemployment Benefits

For purposes of measuring the total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, of the MTS, SDTC, and SDTI's OPEB Plan ("OPEB Plan") have been determined on the same basis as they are reported by the Plan (Note 11). For this purpose, the OPEB Plan recognizes benefit payments when due and payable in accordance with the benefits terms.

Note 1 – Summary of Significant Accounting Policies (Continued)

O. Net Position

Net Position is classified as follows:

Net Investment in Capital Assets – This component of net position consists of capital assets, lease and subscription assets, net of accumulated depreciation and amortization, reduced by the outstanding balances of debt and deferred inflows and outflows of resources that are attributable to the acquisition, construction, or improvement of those assets.

Restricted – This component of net position consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets.

Unrestricted – This component of net position is the amount of the assets, deferred outflows of resources, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

P. Use of Estimates

The preparation of the basic financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect certain reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenditures during the reported period. Actual results could differ from these estimates.

Q. Implementation of New GASB Pronouncements for the Year Ended June 30, 2023

During fiscal year ended June 30, 2023, MTS has implemented the following new GASB Pronouncements:

GASB Statement No. 91 - In May 2019, GASB issued Statement No. 91, *Conduit Debt Obligations.* The primary objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. Implementation of this Statement did not have a significant effect on MTS's financial statements for the fiscal year ended June 30, 2023.

GASB Statement No. 94 - In March 2020, GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements.* The primary objective of this Statement is to improve financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs). As used in this Statement, a PPP is an arrangement in which a government (the transferor) contracts with an operator (a governmental or nongovernmental entity) to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset (the underlying PPP asset), for a period of time in an exchange or exchange-like transaction. Implementation of this statement did not have a significant effect on MTS's financial statements for the fiscal year ended June 30, 2023.

Note 1 – Summary of Significant Accounting Policies (Continued)

Q. Implementation of New GASB Pronouncements for the Year Ended June 30, 2023 (Continued)

GASB Statement No. 96 - In May 2020, GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements.* This Statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. Implementation of this Statement had a significant effect on MTS's financial statements for the fiscal year ended June 30, 2023.

GASB Statement No. 99 - In April 2022, GASB issued Statement No. 99, *Omnibus 2022*. The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing (1) practice issues that have been identified during implementation and application of certain GASB Statements and (2) accounting and financial reporting for financial guarantees. Implementation of this Statement did not have a significant effect on MTS's financial statements for the fiscal year ended June 30, 2023.

R. Upcoming Government Accounting Standards Implementation

In the next two years, MTS will implement the following GASB Pronouncements:

GASB Statement No. 100 – In June 2022, GASB issued Statement No. 100, *Accounting Changes and Error Corrections – an Amendment of GASB Statement No. 62*. The primary objective of this Statement is to enhance accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. Application of this statement is effective for MTS's fiscal year ending June 30, 2024.

GASB Statement No. 101 – In June 2022, GASB issued Statement No. 101, *Compensated Absences*. The objective of this Statement is to better meet the information needs of financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. Application of this statement is effective for MTS's fiscal year ending June 30, 2025.

Note 2 – Cash, Cash Equivalents, and Investments

A. Primary Government

Cash, cash equivalents, and investments are reported in the accompanying statements of net position as follows on June 30, 2023 and 2022:

	2023	2022
Cash, cash equivalents, and investments	$ 232,978,456	$ 110,932,746
Cash, cash equivalents, and investments restricted for capital support	27,346,537	26,020,685
Total cash, cash equivalents, and investments	$ 260,324,993	$ 136,953,431

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

A. Primary Government (Continued)

Cash, cash equivalents, and investments consisted as follows on June 30, 2023 and 2022:

Investment Type	Measurement Input	Fair Value 2023	Fair Value 2022
Cash, cash equivalents, and investments:			
Demand deposits	N/A	$ 29,468,237	$ 61,526,730
Retention trust account	N/A	8,531,874	8,531,874
San Diego County Treasurer's Pooled Money Fund	Uncategorized	178,968,838	36,358,946
State of California - Local Agency Investment Fund	Uncategorized	43,356,044	30,535,881
Total cash, cash equivalents, and investments		$ 260,324,993	$ 136,953,431

Demand Deposits

As of June 30, 2023, the carrying amount of demand deposits was $29,468,237 and the bank balance was $32,646,644 compared to $61,526,730 and $62,807,163 at June 30, 2022, of which the total amount was collateralized or insured with securities held by the pledging financial institutions in MTS's name as discussed below.

All cash accounts are pooled and swept nightly to a concentration account. Funds required to be held by fiscal agents under the provisions of bond indentures are not included in the pooled cash account.

Investments

Under the provisions of MTS's investment policy and in accordance with California Government Code, MTS is authorized to invest or deposit in the following:

- United States Treasury bills, notes, bonds, or strips.
- Federal Agency or U.S. government–sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by Federal agencies or U.S. government–sponsored enterprises.
- Eligible Banker's Acceptances.
- Prime Commercial Paper issued by a U.S. organization with a rating category of "A" or "A–1", its equivalent or higher.
- Non–negotiable certificates of deposit that meet the requirements for deposit under California Government Code Section 53630.
- Negotiable Certificates of Deposit with issuers rated in a rating category of "A", its equivalent or higher.
- Repurchase Agreements collateralized by U.S. Treasury obligations, Federal Agency securities, or Federal Instrumentality securities.
- Reverse Repurchase Agreements.
- State of California's Local Agency Investment Fund (LAIF)
- The San Diego County Treasurer's Pooled Money Fund
- A Joint Powers Authority Pool rated among the top two rating categories by a nationally recognized statistical rating organization (NRSRO)
- Medium Term Notes issued by corporations organized and operating within the U.S. with issuers rated in a rating category of "A", its equivalent, or higher by a NRSRO
- Money Market Funds registered under the Investment Company Act of 1940

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

A. Primary Government (Continued)

Investments (Continued)

- Municipal bonds as listed below with a rating "A", its equivalent, or higher and a final maturity not exceeding five years from the date of trade settlement:
  - Municipal bonds issued by MTS
  - Registered State warrants or treasury notes or bonds of the State of California
  - Bonds, notes, warrants, or other evidences of indebtedness of a local agency within California
  - Registered treasury notes or bonds of any of the other 49 states in addition to California
- Supranational obligations
- Mortgage pass–through securities, collateralized mortgage obligations, mortgage–backed or other pay–through bonds, equipment lease–backed certificates, consumer receivable pass–through certificates, or consumer receivable–backed bonds
- Commercial paper, debt securities, or other obligations of a public bank, as defined in Section 57600 of the California Government Code

For full details on the authorized investments and associated limitations, please refer to MTS Board Policy 30 on our website. **https://www.sdmts.com/about–mts–reports–records–and–policies/policies–and–procedures**

Local Agency Investment Funds

MTS's investments with Local Agency Investment Fund (LAIF) include a portion of the pool funds invested in structured notes and asset–backed securities. These investments include the following:

- Structured Notes – debt securities (other than asset–backed securities) whose cash flow characteristics (coupon rate, redemption amount, or stated maturity) depend upon one or more indices and/or that have embedded forwards or options. They are issued by corporations and by government–sponsored enterprises.

- Asset–Backed Securities – entitle their purchaser to receive a share of the cash flows from a pool of assets such as principal and interest repayments from a pool of mortgages (such as CMO's), small business loans or credit card receivables.

LAIF is overseen by the Local Investment Advisory Board, which consists of five members, in accordance with State statute. The fair value of our position in the pool is the same as the value of the pool shares.

As of June 30, 2023, MTS had $43,356,044 invested in LAIF, which had invested 2.78% of the pool investment funds in structured notes and asset–backed securities compared to $30,535,881 and 1.88% at June 30, 2022.

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

A. Primary Government (Continued)

San Diego County Treasurer's Pooled Money Fund

The San Diego County Treasurer's Pooled Money Fund is a local government investment pool managed by the County Treasurer's Office on behalf of Investment Pool participants. Depositors in the Investment Pool include both mandatory participants, those agencies required by law to deposit their funds with the County Treasurer's Office, and voluntary participants, agencies that place their funds in the Investment Pool as an investment option. Voluntary participants, including cities, fire districts, and various special districts accounted for approximately 6.90% and 8.26% of the Investment Pool as of June 30, 2023 and 2022, respectively. At June 30, 2023 and 2022, the fair value of our position in the pool is 99.53% and 97.38%, respectively, of the value of the pool shares.

Pursuant to Section 27130–27137 of the California Government Code, the County Board of Supervisors has established the Treasury Oversight Committee (TOC) that monitors and reviews the Investment Policy. The TOC consists of members appointed from the districts or offices that they represent, and up to five members of the public, having expertise or an academic background in public finance. The TOC requires a financial audit to be conducted annually on a fiscal year basis, which includes limited tests of compliance with laws and regulations. The Pool is not registered with the Securities and Exchange Commission (SEC) as an investment company. The Pool does not have any legally binding guarantees of share values.

To mitigate credit risk, the Investment Pool's Investment Policy, which is more restrictive than the Government Code, places a minimum standard on the ratings of investments held in the Investment Pool. Investments in securities other than those guaranteed by the U.S. Treasury or Government Sponsored Enterprises must have a credit rating of no less than "A" for long–term or "F1" for short–term. Non–rated securities include sweep accounts and repurchase agreements. Sweep accounts and collateralized certificates of deposit must be FDIC insured and collateralized with securities held by a named agent of the depository. Repurchase agreements are collateralized by securities, authorized by the California Government Code Section 53601, having fair value of at least 102% of the amount of the repurchase agreement. The Pool did not have any repurchase agreements in its portfolio as of June 30, 2023 and 2022.

MTS's investments with the County Treasurer's Office include a portion of the pool funds invested in asset–backed securities as defined in the preceding section for LAIF investments. As of June 30, 2023, MTS had $178,968,838 invested with the San Diego County Treasurer's Pooled Money Fund, which had invested 5.37% of the pool investment funds in asset–backed securities compared to $36,358,946 and 4.09% at June 30, 2022.

Disclosures Relating to Interest Rate Risk

As a means of limiting its exposure to market value losses arising from rising interest rates, MTS's investment policy limits investments to maturities dependent on the investment vehicle.

Disclosures Relating to Credit Risk

MTS's investment policy limits investments in commercial paper to instruments rated "A", its equivalent, or better by a NRSRO, and negotiable certificates of deposit to instruments rated "A", its equivalent, or better by two NRSROs. In the current year, MTS does not hold investments in commercial paper or certificates of deposit. MTS investment instruments include deposits in LAIF and the San Diego County Treasurer's Pooled Money Fund which are not rated and do not require ratings.

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

A. Primary Government (Continued)

Disclosures Relating to Concentration of Credit Risk

The investment policy limits the amount of the percentage of the portfolio that can be invested by the type of investment for certain types of investments. MTS is in compliance with investment type percentages of the total portfolio of the investment policy.

Disclosures Relating to Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the broker or dealer to a transaction, a government will not be able to recover the value of its investments or collateral securities that are in the possession of another party. The California Government Code requires California banks and savings and loan associations to secure MTS's cash deposits by pledging securities as collateral. This Code states that collateral pledged in this manner shall have the effect of perfecting a security interest in such collateral superior to those of a general creditor. Thus, collateral for cash deposits is considered to be held in MTS's name.

The fair value of pledged securities must equal at least 110% of MTS's cash deposits. California law also allows institutions to secure MTS deposits by pledging first trust deed mortgage notes having a value of 150% of MTS's total cash deposits. MTS may waive collateral requirements for cash deposits which are fully insured up to $250,000 by the Federal Deposit Insurance Corporation. MTS has waived the collateralization requirements.

Summary of Cash, Cash Equivalents, and Investments to Maturity

Cash, cash equivalents, and investments held by MTS grouped by maturity date at June 30, 2023 and 2022, are shown below:

Maturity	2023	2022
Current to one year	$ 260,324,993	$ 136,953,431
Total	$ 260,324,993	$ 136,953,431

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

B. Fiduciary Fund

Investments

The fair value, net asset value and the percentage of the investments at June 30, 2023 and 2022 were as follows:

	Fair Value June 30, 2023	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Unobservable Inputs (Level 3)
Investments by Fair Value Level:			
Common Stocks:			
PIMCO Research Affiliates Equity (RAE) Fund	$ 19,055,735	$ 19,055,735	$ -
Total Common Stocks	19,055,735	19,055,735	-
Mutual Funds:			
GMO Benchmark Free Allocation Fund	17,070,830	17,070,830	-
Fidelity U.S. Sustainability Index Fund	3,582,321	3,582,321	-
PIMCO All Asset All Authority Fund	19,311,293	19,311,293	-
Total Mutual Funds	39,964,444	39,964,444	-
Corporate Bond Funds:			
Vanguard Total Bond Fund	52,385,530	52,385,530	-
Total Corporate Bond Funds	52,385,530	52,385,530	-
U.S. Treasury Inflation Protected Security Funds:			
Vanguard Fund	9,355,832	9,355,832	-
Total U.S. Treasury Inflation Protected Security Funds	9,355,832	9,355,832	-
Short-Term Investment Funds:			
First American Prime Obligations Fund	601,832	601,832	-
Subtotal Short-Term Investment Funds	601,832	601,832	-
Closely Held Instruments:			
Pacific Hedge Strategies, LLC	484	-	484
Total Closely Held Instruments	484	-	484
Total Investments by Fair Value Level	121,363,857	$ 121,363,373	$ 484
Investments Measured at NAV:			
Common Stocks:			
Systematic Edge U.S. Low Vol	18,505,388		
BNYM Newton Small-Mid Cap Growth	5,575,879		
MFS Investment Management	18,717,031		
Subtotal Common Stocks	42,798,298		
Mutual Funds:			
Westwood Trust Large Cap Equity EB Fund	19,835,188		
Subtotal Mutual Funds	19,835,188		
Total Investments Measured at NAV	62,633,486		
Total Investments	$ 183,997,343		

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

B. Fiduciary Fund (Continued)

Investments (Continued)

	Fair Value June 30, 2022	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Unobservable Inputs (Level 3)
Investments by Fair Value Level:			
Common Stocks:			
PIMCO Research Affiliates Equity (RAE) Fund	$ 16,637,959	$ 16,637,959	$ -
Total Common Stocks	16,637,959	16,637,959	-
Mutual Funds:			
GMO Benchmark Free Allocation Fund	15,693,113	15,693,113	-
Fidelity U.S. Sustainability Index Fund	3,020,878	3,020,878	-
PIMCO All Asset All Authority Fund	19,761,510	19,761,510	-
Total Mutual Funds	38,475,501	38,475,501	-
Corporate Bond Funds:			
Vanguard Total Bond Fund	52,671,200	52,671,200	-
Total Corporate Bond Funds	52,671,200	52,671,200	-
U.S. Treasury Inflation Protected Security Funds:			
Vanguard Fund	9,006,975	9,006,975	-
Total U.S. Treasury Inflation Protected Security Funds	9,006,975	9,006,975	-
Short-Term Investment Funds:			
First American Prime Obligations Fund	812,889	812,889	-
Subtotal Short-Term Investment Funds	812,889	812,889	-
Closely Held Instruments:			
Pacific Hedge Strategies, LLC	7,694	-	7,694
Total Closely Held Instruments	7,694	-	7,694
Total Investments by Fair Value Level	117,612,218	$ 117,604,524	$ 7,694
Investments Measured at NAV:			
Short-Term Investment Funds:			
Westwood Cash Equivalent Fund	488		
Subtotal Short-Term Investment Funds	488		
Common Stocks:			
Systematic Edge U.S. Low Vol	19,758,126		
BNYM Newton Small-Mid Cap Growth	5,373,629		
MFS Investment Management	16,898,319		
Subtotal Common Stocks	42,030,074		
Mutual Funds:			
Westwood Trust Large Cap Equity EB Fund	17,865,001		
Subtotal Mutual Funds	17,865,001		
Total Investments Measured at NAV	59,895,563		
Total Investments	$ 177,507,781		

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

B. Fiduciary Fund (Continued)

Investments (Continued)

Fair Value Measurement – Investment Valuation

Investments are reported at fair value. Quoted market value (Level 1) and fair value per share (Level 2) in an active market are used to value investments, except for shares in the short–term investment funds, which trade and are reported at par value as reported by the investment custodian. Investment securities classified in Level 2 of the fair value hierarchy are valued using prices determined by the use of matrix pricing techniques maintained by the pricing vendors for these securities. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices. The calculation of realized gains and losses is independent of the calculation of the change in the fair value of investments, and realized gains and losses of the current period include unrealized amounts from prior periods.

Investments in closely held instruments (hedge funds) are reported under Level 3 under fair value measurement input hierarchy. The underlying hedge fund values are estimated by the hedge fund managers in the absence of readily ascertainable market values. In accordance with the investment manager's Valuation Policy and *Fair Value Measurements and Disclosure*, the investment manager has the right, in its discretion and in good faith, to deviate from valuation information provided by the managers of the investment vehicles when the investment manager deems it appropriate. Because of the inherent uncertainty of valuations in the investment vehicles, values may differ significantly from the values that would have been used had a ready market for these investments existed, and the differences could be material.

The following tables summarize investments, excluding cash and cash equivalents, measured at fair value based on NAV per share as of June 30, 2023 and 2022, respectively:

June 30, 2023	Fair Value	Unfunded Commitments	Redemption Frequency (if currently available)	Redemption Notice Period
Systematic Edge U.S. Low Vol	$ 18,505,388	N/A	Monthly	5 days
BNYM Newton Small-Mid Cap Growth	5,575,879	N/A	Daily	Daily
MFS Investment Management	18,717,031	N/A	Daily	Daily
Westwood Trust Large Cap Equity EB Fund	19,835,188	N/A	Daily	Daily
Total	$ 62,633,486			

June 30, 2022	Fair Value	Unfunded Commitments	Redemption Frequency (if currently available)	Redemption Notice Period
Systematic Edge U.S. Low Vol	$ 19,758,126	N/A	Monthly	5 days
BNYM Newton Small-Mid Cap Growth	5,373,629	N/A	Daily	Daily
MFS Investment Management	16,898,319	N/A	Daily	Daily
Westwood Trust Large Cap Equity EB Fund	17,865,001	N/A	Daily	Daily
Westwood Cash Equivalent Fund	488	N/A	Daily	Daily
Total	$ 59,895,563			

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

B. Fiduciary Fund (Continued)

Investments (Continued)

Fair Value Measurement – Investment Valuation (Continued)

During the Plan years, investments, including realized gains and losses on investments and unrealized appreciation (depreciation) on investments held, appreciated (depreciated) in value as follows:

	2023	2022
Unrealized appreciation (depreciation) on investments held	$ 4,007,454	$ (40,345,380)
Realized gain on investments	3,067,007	10,902,534
Net realized and unrealized investment gains (losses)	$ 7,074,461	$ (29,442,846)

The Plan's investment policy was approved by the SDTC Pension Trustee Investment Committee. The Plan's investment policy allows investments in the following asset classes and sets forth the target allocations and allocation ranges.

Asset Class	Target Allocation	Allocation Range
Equity		
United States	25.0%	
International	20.0%	
Subtotal	45.0%	30% - 60%
Fixed Income	35.0%	25% - 55%
Alternatives	20.0%	10% - 30%
Total	100.0%	

Concentrations of Investments

The Plan has invested in certain organizations in excess of 5% of the Fiduciary Net Position. The concentrated investments are as follows:

	2023		2022	
	Fair Value	%	Fair Value	%
Common Stocks:				
PIMCO Research Affiliates Equity (RAE) Fund	$ 19,055,735	10.4%	$ 16,637,959	9.4%
MFS Investment Management	18,717,031	10.2%	16,898,319	9.5%
Systematic Edge U.S. Low Vol	18,505,388	10.1%	19,758,126	11.1%
Mutual Funds:				
Westwood Trust Large Cap Equity EB Fund	19,835,188	10.8%	17,865,001	10.1%
PIMCO All Asset All Authority Fund	19,311,293	10.5%	19,761,510	11.1%
GMO Benchmark Free Allocation Fund	17,070,830	9.3%	15,693,113	8.8%
Corporate Bond Funds:				
Vanguard Total Bond Fund	52,385,530	28.5%	52,671,200	29.7%
U.S. Treasury Inflation Protected Security Funds:				
Vanguard Fund	9,355,832	5.1%	9,006,975	5.1%

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

B. Fiduciary Fund (Continued)

Investments (Continued)

Rate of return

For the years ended June 30, 2023 and 2022, the annual money–weighted rate of return on pension plan investments, net of pension plan investment expense, was 3.98 percent and -14.25 percent, respectively. The money–weighted rate of return express investment performance, net of investment expense, adjusted for the changing amount actually invested.

Concentration of Credit Risk

The Plan's investment policy limits the amount of the percentage of the portfolio that can be invested by type of investment. The Plan mitigates credit risk in its portfolio by allocating funds among various investment managers and limiting the concentration of investments within these managers. The individual investments in excess of 5% identified in the fair value of the investments table are, in turn, funds with diversified portfolios.

	June 30, 2023						
	Not Rated	AAA	AA	A	BBB	Below Investment Grade	Total
Corporate Bond Funds:							
Vanguard Total Bond Fund (VBTIX)	$ -	$ 37,036,570	$ 1,519,180	$ 6,600,577	$ 7,229,203	$ -	$ 52,385,530
U.S. Treasury Inflation Protected Security Fund:							
Vanguard Infl-Prot;Inst (VIPIX)	-	9,355,832	-	-	-	-	9,355,832
All Other Investments	122,255,981	-	-	-	-	-	122,255,981
Total	$ 122,255,981	$ 46,392,402	$ 1,519,180	$ 6,600,577	$ 7,229,203	$ -	$ 183,997,343

	June 30, 2022						
	Not Rated	AAA	AA	A	BBB	Below Investment Grade	Total
Corporate Bond Funds:							
Vanguard Total Bond Fund (VBTIX)	$ -	$ 37,396,552	$ 1,580,136	$ 6,162,530	$ 7,479,310	$ 52,672	$ 52,671,200
U.S. Treasury Inflation Protected Security Fund:							
Vanguard Infl-Prot;Inst (VIPIX)	-	9,006,975	-	-	-	-	9,006,975
All Other Investments	115,829,606	-	-	-	-	-	115,829,606
Total	$ 115,829,606	$ 46,403,527	$ 1,580,136	$ 6,162,530	$ 7,479,310	$ 52,672	$ 177,507,781

Interest Rate Risk

Interest rate risk is the risk that inversely affects the value of fixed income bond portfolio holdings. The Plan's investment policy endorses a long–term approach to manage the portfolio but not to expose the portfolio to levels of volatility that might significantly affect the principal value of the Plan.

The purpose of equity (both U.S. and International) investments is primarily to provide capital appreciation. It is recognized that this requires the assumption of greater market variability and risk than is the case with fixed income investment. The purpose of international, non-U.S. dollar-denominated investments is primarily to provide capital appreciation through participation in major non-U.S. financial markets and, secondarily, to enhance portfolio diversification. It is recognized that this required the assumption of greater market variability and risk than was the case with U.S. investments, and the assumption of foreign currency risk. The purpose of fixed income investments is to provide stability and generate income. The purpose of cash equivalents is to provide liquidity, stability and a vehicle for defensive positioning of the portfolio.

The use of short to intermediate maturity bonds (ten years, or less, to maturity) as temporary instruments is permitted by the Plan's investment policy but not to be employed to the extent that such holding might limit the ability to achieve the basic long-term-capital appreciation objective for the portfolio.

Note 2 – Cash, Cash Equivalents, and Investments (Continued)

B. Fiduciary Fund (Continued)

Investments (Continued)

Custodial Risk

For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the Plan will not be able to recover the value of its investments. All securities are held by a third–party custodian, U.S. Bank, National Association (U.S. Bank). U.S. Bank is a registered member of the Federal Reserve Bank. The securities held by U.S. Bank are in their street name, and an account number assigned to the Plan identifies ownership.

Note 3 – Accounts Receivable

A. Accounts and Other Receivables

At June 30, 2023 and 2022, the net accounts and other receivables consisted of the following:

	2023	2022
Passenger revenue - general public	$ 3,020,093	$ 907,636
Other trade receivables	8,946,609	5,634,379
Pension plan receivable	1,932,057	1,874,270
Total accounts and other receivables	$ 13,898,759	$ 8,416,285

B. Due from Other Governments

At June 30, 2023 and 2022, amounts due from other governments consisted of the following:

	2023	2022
FTA Grant Funds	$ 81,982,076	$ 79,043,527
STA Funds	11,824,248	9,354,685
State of California	9,800,512	15,423,378
SANDAG - TransNet	9,163,306	22,070,042
US Treasury	5,606,285	7,979,662
Passenger Revenue - Other Governments	1,328,140	2,358,096
North County Transit District - passenger revenue and shared costs	863,891	1,964,648
UCSD Route Reimbursement	690,453	229,279
SANDAG - Project/Route reimbursement	681,361	4,832,404
County of San Diego	140,010	261,977
Department of Homeland Security	45,655	70,953
Total due from other governments	$ 122,125,937	$ 143,588,651

Note 3 – Accounts Receivable (Continued)

C. Lease Receivable and Related Deferred Inflows of Resources

MTS leases various types of property including land, buildings and easements. Lease receivable consists of agreements with others for the right–to–use of the underlying assets at various locations owned by MTS. The remaining terms of the agreements range from 7 to 43 years. The calculated interest rates used vary depending on the length of the lease.

For the fiscal year ended June 30, 2023, MTS recognized $1,883,472 in lease revenue and $488,660 in interest revenue, and the outstanding receivable amount is $43,910,029. For the fiscal year ended June 30, 2022, MTS recognized $1,883,472 in lease revenue and $504,952 in interest revenue and the receivable amount was $45,446,703.

A summary of changes in lease receivable for the fiscal year ended June 30, 2023 is as follows:

Balance July 1, 2022	Additions	Reductions	Balance June 30, 2023	Amounts due within one year	Amounts due in more than one year
$ 45,446,703	$ 88,759	$ (1,625,433)	$ 43,910,029	$ 1,553,167	$ 42,356,862

A summary of changes in lease receivable for the fiscal year ended June 30, 2022 is as follows:

Balance July 1, 2021	Additions	Reductions	Balance June 30, 2022	Amounts due within one year	Amounts due in more than one year
$ 46,959,309	$ -	$ (1,512,606)	$ 45,446,703	$ 1,625,433	$ 43,821,270

As of June 30, 2023, the required payments for these leases, including interest, are:

Year Ending June 30	Lease Receivable	Interest	Total
2024	$ 1,553,167	$ 472,166	$ 2,025,333
2025	1,596,659	455,371	2,052,030
2026	1,613,809	438,222	2,052,031
2027	1,631,143	420,887	2,052,030
2028	1,648,665	403,365	2,052,030
2029-2033	8,162,718	1,749,889	9,912,607
2034-2038	8,516,597	1,298,419	9,815,016
2039-2043	7,895,050	826,360	8,721,410
2044-2048	2,604,354	557,223	3,161,577
2049-2053	2,992,973	403,799	3,396,772
2054-2058	3,433,735	227,633	3,661,368
2059-2063	1,694,566	72,532	1,767,098
2064-2066	566,593	9,407	576,000
Total	$ 43,910,029	$ 7,335,273	$ 51,245,302

Note 3 – Accounts Receivable (Continued)

C. Lease Receivable and Related Deferred Inflows of Resources (Continued)

As of June 30, 2023, the amounts reported as deferred inflows of resources will be recognized as lease revenue as follows:

Year Ending June 30	Total
2024	$ 1,883,472
2025	1,883,472
2026	1,883,472
2027	1,883,472
2028	1,883,472
2029-2033	9,065,244
2034-2038	8,715,816
2039-2043	7,570,713
2044-2048	2,424,277
2049-2053	2,424,277
2054-2058	2,424,277
2059-2063	1,497,278
2064-2068	696,310
2069-2073	90,790
2074	9,076
Total	$ 44,335,418

Note 4 – Inventory

At June 30, 2023 and 2022, inventory consisted of the following repair and maintenance parts and administrative supplies:

	2023	2022
San Diego Transit Corporation	$ 4,362,288	$ 4,198,174
San Diego Trolley, Inc.	29,959,141	27,508,031
Total inventory	$ 34,321,429	$ 31,706,205

Note 5 – Capital Assets

A summary of changes in capital assets for the year ended June 30, 2023 is as follows:

	Balance July 1, 2022 (as restated)	Additions	Deletions	Balance June 30, 2023
Capital assets, not depreciated:				
Land and right-of-way	$ 252,301,976	$ 170,837	$ -	$ 252,472,813
Construction-in-progress	111,978,852	85,021,312	(108,288,887)	88,711,277
Total capital assets, not depreciated	364,280,828	85,192,149	(108,288,887)	341,184,090
Capital assets, depreciated:				
Buildings and structures	3,727,938,690	44,055,150	(26,808,180)	3,745,185,660
Buses and vehicles	992,282,997	59,536,329	(26,334,455)	1,025,484,871
Equipment and other capital assets	141,047,046	27,518,583	(3,295,262)	165,270,367
Total capital assets, depreciated	4,861,268,733	131,110,062	(56,437,897)	4,935,940,898
Less accumulated depreciation for:				
Buildings and structures	(1,294,831,596)	(135,217,192)	1,342,708	(1,428,706,080)
Buses and vehicles	(401,107,674)	(54,034,240)	26,318,023	(428,823,891)
Equipment and other capital assets	(56,059,863)	(14,758,279)	2,899,158	(67,918,984)
Total accumulated depreciation	(1,751,999,133)	(204,009,711)	30,559,889	(1,925,448,955)
Lease assets:				
Land and land improvements	9,656,946	-	-	9,656,946
Buildings and structures	14,256,740	-	-	14,256,740
Total lease assets	23,913,686	-	-	23,913,686
Less accumulated amortization for:				
Land and land improvements	(476,886)	(238,443)	-	(715,329)
Buildings and structures	(12,402,273)	(155,146)	-	(12,557,419)
Total accumulated amortization	(12,879,159)	(393,589)	-	(13,272,748)
Subscription assets:	2,462,798	2,473,577	(706,310)	4,230,065
Less: accumulated amortization	(706,177)	(1,088,616)	706,310	(1,088,483)
Total capital assets, depreciated/amortized, net	3,122,060,748	(71,908,277)	(25,878,008)	3,024,274,463
Total capital assets, net	$ 3,486,341,576	$ 13,283,872	$ (134,166,895)	$ 3,365,458,553

San Diego Metropolitan Transit System
Notes to the Basic Financial Statements (Continued)
For the Years Ended June 30, 2023 and 2022

Note 5 – Capital Assets (Continued)

A summary of changes in capital assets for the year ended June 30, 2022 is as follows:

	Balance July 1, 2021 (as restated)	Additions	Deletions	Balance June 30, 2022
Capital assets, not depreciated:				
Land and right-of-way	$ 256,909,683	$ -	$ (4,607,707)	$ 252,301,976
Construction-in-progress	159,868,381	75,390,586	(123,280,115)	111,978,852
Total capital assets, not depreciated	416,778,064	75,390,586	(127,887,822)	364,280,828
Capital assets, depreciated:				
Buildings and structures	2,141,341,939	1,593,504,892	(6,908,141)	3,727,938,690
Buses and vehicles	968,255,812	79,720,036	(55,692,851)	992,282,997
Equipment and other capital assets	138,193,357	59,330,016	(56,476,327)	141,047,046
Total capital assets, depreciated	3,247,791,108	1,732,554,944	(119,077,319)	4,861,268,733
Less accumulated depreciation:				
Buildings and structures	(1,192,944,542)	(108,701,825)	6,814,771	(1,294,831,596)
Buses and vehicles	(405,589,523)	(51,207,411)	55,689,260	(401,107,674)
Equipment and other capital assets	(100,372,174)	(11,242,364)	55,554,675	(56,059,863)
Total accumulated depreciation	(1,698,906,239)	(171,151,600)	118,058,706	(1,751,999,133)
Total capital assets, depreciated, net	1,548,884,869	1,561,403,344	(1,018,613)	3,109,269,600
Lease assets:				
Land and land improvements	9,656,946	-	-	9,656,946
Buildings and structures	2,164,759	-	-	2,164,759
Total lease assets	11,821,705	-	-	11,821,705
Less accumulated amortization:				
Land and land improvements	(238,443)	(238,443)	-	(476,886)
Buildings and structures	(155,146)	(155,146)	-	(310,292)
Total accumulated amortization	(393,589)	(393,589)	-	(787,178)
Subscription assets:	1,869,965	592,832	-	2,462,797
Less: accumulated amortization	-	(706,176)	-	(706,176)
Total capital assets, depreciated/amortized, net	1,562,182,950	1,560,896,411	(1,018,613)	3,122,060,748
Total capital assets, net	$ 1,978,961,014	$ 1,636,286,997	$ (128,906,435)	$ 3,486,341,576

Construction in Progress

MTS converted $108 million in capital assets from construction-in-progress (CIP) to assets in service in FY2023 compared to $123 million in FY2022. A summary of capital asset additions transferred from CIP to depreciable assets by MTS is as follows:

	2023	2022
MTS - General Operations	$ 1,684,907	$ 409,048
MTS - Contracted Services	29,562,856	25,933,205
San Diego Transit Corporation	16,206,714	10,784,756
San Diego Trolley, Inc.	60,834,410	85,434,466
City of La Mesa	-	718,640
Total	$ 108,288,887	$ 123,280,115

Note 5 – Capital Assets (Continued)

Capital Contributions

Capital asset additions totaling $22.2 million were contributed by SANDAG in FY2023 compared to $1.607 billion in FY2022, due to the new UCSD Midcoast Trolley Line extension in the previous year. SANDAG also contributed spare parts for the new LRVs to SDTI. MTS Contributed $21,741,949 in capital assets to the City of Chula Vista and $3,234,032 to the California Department of Transportation in FY2023, and MTS contributed $718,640 to the City of La Mesa in FY2022. A summary of capital contributions is as follows:

	2023	2022 (as restated)
San Diego Trolley, Inc.	$ 22,178,220	$ 1,606,503,252
Total	22,178,220	1,606,503,252
San Diego Trolley, Inc - LRV Spare Parts Inventory	1,442,517	1,264,911
City of Chula Vista	(21,741,949)	-
California Department of Transportation	(3,234,032)	-
City of La Mesa	-	(718,640)
Total capital contributions	$ (1,355,244)	$ 1,607,049,523

Depreciation and Amortization

Depreciation and amortization expense for capital assets for the years ended June 30, 2023 and 2022 were comprised of the following:

	2023	2022 (as restated)
MTS - General Operations	$ 4,564,044	$ 5,669,241
MTS - Contracted Services	27,651,292	25,894,939
San Diego Transit Corporation	29,086,910	27,339,470
San Diego Trolley, Inc.	144,189,670	113,347,715
Total	$ 205,491,916	$ 172,251,365

Note 6 – Due to Other Governments

At June 30, 2023 and 2022, amounts due to other governments consisted of the following:

	2023	2022
State of California - miscellaneous	$ 522,498	$ 1,216,039
North County Transit District - passenger revenue	398,647	297,545
City of San Diego - miscellaneous	374,392	15,084
City of Lemon Grove - TDA funds	178,951	138,506
City of El Cajon - TDA funds	134,223	103,887
SANDAG - project reimbursements	128,906	376,814
City of Poway - TDA funds	88,654	68,617
City of La Mesa - TDA funds	76,054	58,865
Other Governments - miscellaneous	75,839	143,144
County of San Diego - miscellaneous	64,449	54,332
Federal Transit Administration - miscellaneous	49,667	228,129
City of Chula Vista - miscellaneous	40,343	46,106
City of Coronado - TDA funds	30,423	23,547
Total due to other governments	$ 2,163,046	$ 2,770,615

Note 7 – Unearned Revenue

At June 30, 2023 and 2022, unearned revenue consisted of the following:

	2023	2022
Caltrans LCTOP funds received in advance	$ 14,655,273	$ 18,654,669
Fare media payments received in advance	10,039,345	7,958,963
STA State of Good Repair funds received in advance	5,177,022	7,066,767
Naming rights payment received in advance	1,088,935	1,581,435
Other reimbursements received in advance	458,641	150,850
Total unearned revenue	$ 31,419,216	$ 35,412,684

Note 8 – Long–Term Liabilities

A. Summary

A summary of changes in long–term obligations for the year ended June 30, 2023 is as follows:

	Balance July 1, 2022 (as restated)	Additions	Reductions	Balance June 30, 2023	Amounts due within one year	Amounts due in more than one year
MTS:						
Compensated absences	$ 1,546,793	$ 1,238,149	$ (1,186,912)	$ 1,598,030	$ 1,186,912	$ 411,118
Accrued damage, injury, and employee claims	942,163	1,123,749	(598,536)	1,467,376	517,040	950,336
Subscription liability	1,179,045	2,524,531	(1,345,583)	2,357,993	555,733	1,802,260
Aggregate net pension liability	8,178,565	13,132,471	(3,556,973)	17,754,063	-	17,754,063
Aggregate total OPEB liability	8,548,040	914,802	(2,719,491)	6,743,351	-	6,743,351
Total MTS	20,394,606	18,933,702	(9,407,495)	29,920,813	2,259,685	27,661,128
MTS Contracted Services:						
Lease liability	9,195,788	-	(165,308)	9,030,480	168,544	8,861,936
Total MTS Contracted Services	9,195,788	-	(165,308)	9,030,480	168,544	8,861,936
San Diego Transit Corporation:						
Pension Obligation Bonds - public offering	4,830,000	-	(2,985,000)	1,845,000	1,845,000	-
Compensated absences	6,416,469	3,888,049	(3,558,255)	6,746,263	3,558,255	3,188,008
Accrued damage, injury, and employee claims	13,880,206	10,200,000	(11,128,029)	12,952,177	4,115,645	8,836,532
Lease liability	567,299	-	(87,884)	479,415	92,447	386,968
Aggregate net pension liability	126,795,212	50,935,669	(17,459,736)	160,271,145	-	160,271,145
Aggregate total OPEB liability	31,328,053	2,967,352	(9,326,450)	24,968,955	-	24,968,955
Total San Diego Transit Corporation	183,817,239	67,991,070	(44,545,354)	207,262,955	9,611,347	197,651,608
San Diego Trolley, Inc.:						
Compensated absences	3,688,139	3,259,914	(3,089,631)	3,858,422	3,089,631	768,791
Accrued damage, injury, and employee claims	6,710,940	4,015,244	(3,602,187)	7,123,997	2,371,727	4,752,270
Lease liability	1,392,613	-	(17,707)	1,374,906	20,300	1,354,606
Aggregate net pension liability	15,146,923	42,453,131	(8,877,935)	48,722,119	-	48,722,119
Aggregate total OPEB liability	13,879,939	1,066,992	(4,050,447)	10,896,484	-	10,896,484
Total San Diego Trolley, Inc.	40,818,554	50,795,281	(19,637,907)	71,975,928	5,481,658	66,494,270
Total	$ 254,226,187	$ 137,720,053	$ (73,756,064)	$ 318,190,176	$ 17,521,234	$ 300,668,942

Note 8 – Long–Term Liabilities (Continued)

A. Summary (Continued)

A summary of changes in long–term obligations for the year ended June 30, 2022 is as follows:

	Balance July 1, 2021 (as restated)	Additions	Reductions	Balance June 30, 2022	Amounts due within one year	Amounts due in more than one year
MTS:						
Compensated absences	$ 1,735,974	$ 1,013,830	$ (1,203,011)	$ 1,546,793	$ 903,011	$ 643,782
Accrued damage, injury, and employee claims	1,167,094	300,000	(524,931)	942,163	380,580	561,583
Subscription liability	1,459,402	272,080	(552,437)	1,179,045	556,465	622,580
Aggregate net pension liability	15,174,709	3,586,575	(10,582,719)	8,178,565	-	8,178,565
Aggregate total OPEB liability	7,455,121	1,237,171	(144,252)	8,548,040	-	8,548,040
Total MTS	26,992,300	6,409,656	(13,007,350)	20,394,606	1,840,056	18,554,550
MTS Contracted Services:						
Lease liability	9,357,924	-	(162,136)	9,195,788	165,308	9,030,480
Total MTS Contracted Services	9,357,924	-	(162,136)	9,195,788	165,308	9,030,480
San Diego Transit Corporation:						
Pension Obligation Bonds - public offering	7,665,000	-	(2,835,000)	4,830,000	2,985,000	1,845,000
Compensated absences	6,651,856	3,176,290	(3,411,677)	6,416,469	3,411,677	3,004,792
Accrued damage, injury, and employee claims	10,787,296	7,192,910	(4,100,000)	13,880,206	4,046,243	9,833,963
Lease liability	650,807	-	(83,508)	567,299	87,884	479,415
Aggregate net pension liability	149,245,705	37,883,757	(60,334,250)	126,795,212	-	126,795,212
Aggregate total OPEB liability	32,247,006	2,234,076	(3,153,029)	31,328,053	-	31,328,053
Total San Diego Transit Corporation	207,247,670	50,487,033	(73,917,464)	183,817,239	10,530,804	173,286,435
San Diego Trolley, Inc.:						
Compensated absences	3,500,102	3,050,272	(2,862,235)	3,688,139	2,862,235	825,904
Accrued damage, injury, and employee claims	4,564,903	4,206,772	(2,060,735)	6,710,940	2,119,101	4,591,839
Lease liability	1,407,878	-	(15,265)	1,392,613	17,706	1,374,907
Aggregate net pension liability	38,637,444	17,986,889	(41,477,410)	15,146,923	-	15,146,923
Aggregate total OPEB liability	14,029,534	1,796,047	(1,945,642)	13,879,939	-	13,879,939
Total San Diego Trolley, Inc.	62,139,861	27,039,980	(48,361,287)	40,818,554	4,999,042	35,819,512
Total	$ 305,737,755	$ 83,936,669	$ (135,448,237)	$ 254,226,187	$ 17,535,210	$ 236,690,977

Long–term debt is reported in the accompanying statement of net position as follows:

	2023		2022	
	Due Within One Year	Noncurrent Liabilities	Due Within One Year	Noncurrent Liabilities
Long-Term Liabilities:				
Compensated absences	$ 7,834,798	$ 4,367,917	$ 7,176,923	$ 4,474,478
Accrued damage, injury, and employee claims	7,004,412	14,539,138	6,545,924	14,987,385
Lease liability	281,291	10,603,510	270,898	10,884,802
Subscription liability	555,733	1,802,260	556,465	622,580
Long-term debt	1,845,000	-	2,985,000	1,845,000
Aggregate net pension liability	-	226,747,327	-	150,120,700
Aggregate total OPEB liability	-	42,608,790	-	53,756,032
Total long-term liabilities	$ 17,521,234	$ 300,668,942	$ 17,535,210	$ 236,690,977

Note 8 – Long–Term Liabilities (Continued)

B. Pension Obligation Bonds

In October 2004, MTS issued $77,490,000 of Taxable Pension Obligation Bonds (POBs) for the benefit of SDTC. The purpose of the bonds was to make contributions to the San Diego Transit Corporation Retirement Plan and reduce its unfunded liability. This is in essence a hedge versus the assumed investment rate of 6.00% used by the actuary to determine the Actuarial Accrued Liability. The proceeds less fees were invested into the retirement plan. The bonds are secured by a pledge of farebox revenues and, in the event of default, MTS shall cause the transfer of farebox revenues to be maintained and controlled by the bond trustee until the amounts deposited are sufficient to pay all debt service payments owed plus default interest at a rate of the non–default interest rate plus 3% from the date the event of default occurred. The bonds consist of the following:

Series A Bonds of $38,690,000 are fixed rate bonds that mature in annual installments between 2006 and 2024 and bear an interest rate from 2.58% to 5.15% increasing progressively over the maturities. Interest is due and payable semi–annually on June 1 and December 1. Principal is due and payable each year on December 1.

At June 30, 2023 and 2022, the outstanding balance of the Pension Obligation Bonds is $1,845,000 and $4,830,000, respectively. The required payments for the Pension Obligation Bonds, including interest, are:

Year ending June 30	Principal	Interest	Total
2024	$ 1,845,000	$ 47,509	$ 1,892,509
Total	$ 1,845,000	$ 47,509	$ 1,892,509

C. Lease Liability

MTS has entered into leases for land and building use. The remaining terms on the leases range from 1 to 38 years. The calculated interest rates used range between 0.86% and 1.94% depending on the length of the lease.

At June 30, 2023 and 2022, the outstanding balance of the leases is $10,884,801 and $11,155,700, respectively.

Principal and interest payments to maturity as of June 30, 2023 are as follows:

Year ending June 30	Principal	Interest	Total
2024	$ 281,291	$ 205,987	$ 487,278
2025	291,195	201,163	492,358
2026	266,501	196,376	462,877
2027	274,893	191,535	466,428
2028	283,598	186,540	470,138
2029-2033	1,273,679	858,934	2,132,613
2034-2038	1,400,565	733,278	2,133,843
2039-2043	1,664,966	585,254	2,250,220
2044-2048	1,486,846	424,449	1,911,295
2049-2053	1,422,810	289,810	1,712,620
2054-2058	1,567,615	145,005	1,712,620
2059-2061	670,842	14,205	685,047
Total	$ 10,884,801	$ 4,032,536	$ 14,917,337

Note 8 – Long–Term Liabilities (Continued)

C. Lease Liability (Continued)

In addition to the lease obligations reported above, MTS has one additional sublease with the County of San Diego. The amount due each year is based on actual operating and capital costs. Since these amounts can vary significantly year over year, they are not included in the lease liability calculations. For fiscal years 2023 and 2022, total lease payments for the sublease were $1,651,509 and $1,558,450, respectively.

D. Subscription Liability

MTS has entered into subscription-based information technology arrangements (SBITAs) for services related to cloud-based software applications, data storage and management services. Under the terms of these arrangements, MTS does not take possession of the software at any time and the vendor provides ongoing services for the software's operation. The subscription periods vary, with initial non-cancellable terms ranging from 2 to 10 years. The calculated interest rate used ranges between 0.86% and 4.04%, depending on the length of the SBITA and date of the agreement.

As of June 30, 2023, the capitalized right-to-use assets related to SBITAs were $4,230,065 and the total subscription liability was $2,357,993 , of which $555,733 is reported as a current liability representing the amount due within the next fiscal year. As of June 30, 2022, the right to use asset was $2,462,798, the total subscription liability was $1,179,045 with the short term subscription payable being $556,465.

Principal and interest payments to maturity as of June 30, 2023 are as follows:

Year ending June 30	Principal	Interest	Total
2024	$ 555,733	$ 60,558	$ 616,291
2025	390,961	48,870	439,831
2026	308,756	38,766	347,522
2027	326,786	28,887	355,673
2028	201,095	21,881	222,976
2029-2033	574,662	33,507	608,169
Total	$ 2,357,993	$ 232,469	$ 2,590,462

Note 9 – Risk Management

MTS (including SDTC, SDTI, and MTS – Contracted Services) is self–insured for third party liability claims to a maximum of $5,000,000 per occurrence. Amounts in excess of the self–insured retention limits for public liability are covered through commercial insurance carriers up to $75,000,000. No stop loss or cap coverage is purchased above the $75,000,000 limits. MTS, SDTC, and SDTI purchase all–risk (excluding earthquake) insurance coverage for property damage up to $600,000,000 per occurrence with deductibles ranging from $50,000 to $500,000, depending on the type of property and peril involved. In addition, MTS, SDTC, and SDTI are self–insured for costs arising from employee workers' compensation act benefit claims including employer's liability to a retained limit of $1,000,000 per occurrence. Amounts in excess of $1,000,000 are insured up to statutory limits. MTS, SDTC, and SDTI all finance their respective unemployment insurance liabilities. MTS, SDTC and SDTI have policies for crime coverage through commercial insurance as well as cyber liability insurance to protect the agencies from third party claims alleging computer security breaches. The crime coverage policy has a limit of $2,000,000 subject to a $10,000 deductible and the cyber liability policy has a limit of $12,000,000 subject to a $250,000 deductible.

Note 9 – Risk Management (Continued)

These policies protect against theft, loss or unauthorized disclosure of personally identifiable information. SDTC purchases fiduciary liability coverage through commercial insurance to protect the agency from claims alleging mismanagement of the SDTC Employees' Retirement Plan. The fiduciary liability coverage policy has a limit of $2,000,000 subject to a $25,000 deductible.

Claim expenditures and liabilities in connection with these self–insurance programs are reported when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. These losses include an estimate of claims that have been incurred but not reported based upon past experience, modified for current trends and information. Claim payments up to $5,000,000 per incident are recorded as risk management expenses in the statements of revenues, expenses, and changes in net position. Claim payments did not exceed insurance coverage in any of the past three years.

	Beginning of fiscal year	Current year claims and changes in estimates	Claims payments	End of fiscal year
2021	$ 16,451,282	$ 5,168,011	$ (5,100,000)	$ 16,519,293
2022	16,519,293	10,914,016	(5,900,000)	21,533,309
2023	21,533,309	7,410,241	(7,400,000)	21,543,550

Following is a summary of accrued damage, injury, and employee claims for fiscal years 2023 and 2022:

	2023	2022
Current portion	$ 7,004,412	$ 6,545,924
Non-current portion	14,539,138	14,987,385
Total	$ 21,543,550	$ 21,533,309

MTS has established a policy to consolidate the minimum balances required in the liability claims reserve accounts of SDTC and SDTI to be held by MTS. The policy also established eligible uses for the MTS reserve account, which included the reimbursement to SDTC and SDTI of awards/settlements of individual liability claims for personal injury and/or property damage in excess of $300,000, but within the self–insurance retention at SDTC and SDTI. In connection with these self–insurance programs, liabilities for MTS, SDTC and SDTI were $21,543,550 at June 30, 2023 and $21,533,309 at June 30, 2022.

The Board has designated $5,000,000 for the purposes of funding the future claims liabilities of MTS, SDTC, and SDTI.

Note 10 – Commitments and Contingencies

Pending legal actions. MTS, SDTC and SDTI have been named in certain legal actions pending at June 30, 2023. While the outcome of these lawsuits is not presently determinable, in the opinion of management of MTS, SDTC and SDTI, based in part on the advice of counsel, the resolution of these matters is not expected to have a material adverse effect on the financial position or results of operations of MTS, SDTC, or SDTI, or is adequately covered by insurance.

Pledged Revenue. SDTC has pledged future revenues pursuant to the provision of the Pension Obligation Bonds issued by SDTC in FY 2004.

Note 11 – Other Postemployment Benefits

Generally accepted accounting policies require that the reported results for total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense must pertain to certain defined timeframes. For this report, the following timeframes are used:

Valuation Date	June 30, 2021
Measurement Date	June 30, 2022
Measurement Period	July 1, 2021 - June 30, 2022

***Plan Description*:** MTS contracts with a third party to provide MTS retirees, SDTI retirees, and SDTC Management retirees a nationwide private health care exchange in a single employer post–employment benefit plan. The third party also provides non–commissioned benefit advisors to assist retirees in determining the health plan that best suits their needs. MTS funds a Health Reimbursement Arrangement (HRA) account for each eligible retiree to offset the cost of the healthcare they purchase through the exchange. The amount of the HRA contribution is based on the retiree's years of service/former position/Medicare eligibility and ranges between $100 and $1,300 per month. SDTC offers non-management retirees the opportunity to participate in a Kaiser HMO plan and an out–of–area reimbursement stipend which is available only to those grandfathered in to receive such benefit. Administration of the Kaiser HMO plans transitioned to SDTC in the current fiscal year after the ATU Local 1309 and IBEW Local 465 health and welfare trust funds were dissolved effective August 31, 2022, and December 31, 2022, respectively.

Eligibility. Employees are eligible after attaining age/service years of 55/10 for MTS and SDTI management, 55/15 for SDTI union, 55/10 for SDTC management, and 55/5 for SDTC unions.

Employees Covered

As of the June 30, 2023 (measurement date 2022), the following current and former employees were covered by the benefit terms:

	MTS	SDTI	SDTC
Active employees	160	542	753
Inactive employees or beneficiaries currently receiving benefits	30	58	231
Inactive employees entitled to but not yet receiving benefits	-	-	-
Total	190	600	984

As of the June 30, 2022 (measurement date 2021), the following current and former employees were covered by the benefit terms:

	MTS	SDTI	SDTC
Active employees	170	507	793
Inactive employees or beneficiaries currently receiving benefits	26	51	249
Inactive employees entitled to but not yet receiving benefits	-	-	-
Total	196	558	1,042

Note 11 – Other Postemployment Benefits (Continued)

Actuarial Assumptions

The total OPEB liability, as of June 30, 2023 (measurement date 2022), was determined using the following actuarial assumptions:

	MTS	SDTI	SDTC
Actuarial Cost Method	Entry Age Cost Method (level percentage of pay)		
Valuation Date	June 30, 2021		
Measurement Date	June 30, 2022		
Actuarial Assumptions:			
Discount Rate	4.09% per annum		
Inflation	2.75% per annum		
Salary Increases	2.75% per annum, plus CalPERS Merit Scale		
Investment Rate of Return	N/A		
Medical Trend Rates	7.50%, decreasing 0.25% per year		
Dental Trend Rates	4% per annum		
Mortality Rate	SOA PUB-2010 General Headcount Weighted Mortality Table - Scale MP-2021		
Pre-Retirement Turnover	2021 CalPERS Experience Study		Management 3-10% Union 2-25%

Discount Rate

The discount rate used to measure the total OPEB liability was 4.09% percent as of the measurement date June 30, 2022 and 2.18% as of the measurement date June 30, 2021. The high–quality municipal bond rate was based on the S&P Municipal Bond 20 Year High Grade Rate Index as published by S&P Dow Jones Indices as of June 30, 2022. The S&P Municipal 20 Year High Grade Rate Index consists of bonds in the S&P Municipal Bond Index with a maturity of 20 years. Eligible bonds must be rated at least AA by Standard and Poor's Ratings Services, Aa2 by Moody's or AA by Fitch. If there are multiple ratings, the lowest rating is used.

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate

The following presents the total OPEB liability of MTS, SDTI and SDTC, as well as what the total OPEB liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate, for year ended June 30, 2023 (measurement date 2022):

	MTS	SDTI	SDTC	Aggregate
1% Decrease	3.09%	3.09%	3.09%	3.09%
Total OPEB Liability	$ 7,954,909	$ 12,700,698	$ 29,053,087	$ 49,708,694
Current Discount Rate	4.09%	4.09%	4.09%	4.09%
Total OPEB Liability	$ 6,743,351	$ 10,896,484	$ 24,968,955	$ 42,608,790
1% Increase	5.09%	5.09%	5.09%	5.09%
Total OPEB Liability	$ 5,766,833	$ 9,427,183	$ 21,668,039	$ 36,862,055

Note 11 – Other Postemployment Benefits (Continued)

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate (Continued)

The following presents the total OPEB liability of MTS, SDTI and SDTC, as well as what the total OPEB liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate, for the year ended June 30, 2022 (measurement date 2021):

	MTS	SDTI	SDTC	Aggregate
1% Decrease	1.18%	1.18%	1.18%	1.18%
Total OPEB Liability	$ 10,267,089	$ 16,473,117	$ 37,061,542	$ 63,801,748
Current Discount Rate	2.18%	2.18%	2.18%	2.18%
Total OPEB Liability	$ 8,548,040	$ 13,879,939	$ 31,328,053	$ 53,756,032
1% Increase	3.18%	3.18%	3.18%	3.18%
Total OPEB Liability	$ 7,183,547	$ 11,798,764	$ 26,707,418	$ 45,689,729

Sensitivity of the Total OPEB Liability to Changes in Healthcare Cost Trend Rates

The following presents the total OPEB liability of MTS, SDTI and SDTC, as well as what the total OPEB liability would be if it were calculated using a health care cost trend rates that are one percentage point lower or one percentage point higher than the current rates, for the year ended June 30, 2023 (measurement date 2022):

	MTS	SDTI	SDTC	Aggregate
1% Decrease in Healthcare Cost Trend Rate	2.0% HRA Contribution Increase		6.50% HMO/PPO decreasing to 3.00% HMO/PPO	
Total OPEB Liability	$ 5,484,266	$ 9,056,498	$ 21,002,716	$ 35,543,480
Current Healthcare Cost Trend Rate	3.0% HRA Contribution Increase		7.50% HMO/PPO decreasing to 4.00% HMO/PPO	
Total OPEB Liability	$ 6,743,351	$ 10,896,484	$ 24,968,955	$ 42,608,790
1% Increase in Healthcare Cost Trend Rate	4.0% HRA Contribution Increase		8.50% HMO/PPO decreasing to 5.00% HMO/PPO	
Total OPEB Liability	$ 8,416,294	$ 13,284,149	$ 30,096,024	$ 51,796,467

Note 11 – Other Postemployment Benefits (Continued)

Sensitivity of the Total OPEB Liability to Changes in Healthcare Cost Trend Rates (Continued)

The following presents the total OPEB liability of MTS, SDTI and SDTC, as well as what the total OPEB liability would be if it were calculated using a health care cost trend rates that are one percentage point lower or one percentage point higher than the current rates, for the year ended June 30, 2022 (measurement date 2021):

	MTS	SDTI	SDTC	Aggregate
1% Decrease in Healthcare Cost Trend Rate	2.0% HRA Contribution Increase		6.50% HMO/PPO decreasing to 3.00% HMO/PPO	
Total OPEB Liability	$ 6,838,555	$ 11,336,781	$ 25,946,435	$ 44,121,771
Current Healthcare Cost Trend Rate	3.0% HRA Contribution Increase		7.50% HMO/PPO decreasing to 4.00% HMO/PPO	
Total OPEB Liability	$ 8,548,040	$ 13,879,939	$ 31,328,053	$ 53,756,032
1% Increase in Healthcare Cost Trend Rate	4.0% HRA Contribution Increase		8.50% HMO/PPO decreasing to 5.00% HMO/PPO	
Total OPEB Liability	$ 10,867,666	$ 17,250,693	$ 38,415,839	$ 66,534,198

Change in Total OPEB Liability

At June 30, 2023, the change in the Total OPEB liability is as follows:

	MTS	SDTI	SDTC	Aggregate
Balance at June 30, 2022	$ 8,548,040	$ 13,879,939	$ 31,328,053	$ 53,756,032
Changes Recognized for the Measurement Period:				
Service Cost	714,088	749,568	2,246,032	3,709,688
Interest on the total OPEB liability	200,714	317,424	721,320	1,239,458
Changes in assumptions	(2,608,790)	(3,912,097)	(8,349,207)	(14,870,094)
Benefit payments	(110,701)	(138,350)	(977,243)	(1,226,294)
Net Changes	(1,804,689)	(2,983,455)	(6,359,098)	(11,147,242)
Balance at June 30, 2023	$ 6,743,351	$ 10,896,484	$ 24,968,955	$ 42,608,790

At June 30, 2022, the change in the Total OPEB liability is as follows:

	MTS	SDTI	SDTC	Aggregate
Balance at June 30, 2021	$ 7,455,121	$ 14,029,534	$ 32,247,006	$ 53,731,661
Changes Recognized for the Measurement Period:				
Service Cost	559,935	577,191	1,354,186	2,491,312
Interest on the total OPEB liability	211,713	386,140	879,890	1,477,743
Difference between expected and actual experience	(31,742)	(1,764,102)	(1,192,985)	(2,988,829)
Changes in assumptions	465,523	832,716	(907,986)	390,253
Benefit payments	(112,510)	(181,540)	(1,052,058)	(1,346,108)
Net Changes	1,092,919	(149,595)	(918,953)	24,371
Balance at June 30, 2022	$ 8,548,040	$ 13,879,939	$ 31,328,053	$ 53,756,032

Note 11 – Other Postemployment Benefits (Continued)

Contributions

The contribution requirements of plan members and MTS, SDTI and SDTC are established and may be amended by MTS Management or the Board of Directors. The contribution required to be made is based on a pay–as–you–go basis (i.e., as medical insurance premiums become due).

For fiscal years 2023 and 2022, the following contributions were made:

	MTS	SDTI	SDTC	Aggregate
2023 Contributions	$ 147,799	$ 187,732	$ 1,127,242	$ 1,462,773
2022 Contributions	$ 110,701	$ 138,350	$ 977,243	$ 1,226,294

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB

For the year ended June 30, 2023 and 2022, OPEB expense is included in the accompanying statement of revenues, expenses, and changes in net position as follows:

	MTS	SDTI	SDTC	Aggregate
2023 OPEB Expense	$ 700,304	$ 639,806	$ 1,200,089	$ 2,540,199
2022 OPEB Expense	$ 757,826	$ 862,153	$ 1,510,463	$ 3,130,442

At June 30, 2023, (measurement date 2022) MTS, SDTI and SDTC reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	MTS		SDTI	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	$ 147,799	$ -	$ 187,732	$ -
Difference between expected and actual experience	-	(383,480)	146,650	(1,725,583)
Changes in assumptions	926,537	(2,686,877)	1,571,172	(3,979,597)
Total	$ 1,074,336	$ (3,070,357)	$ 1,905,554	$ (5,705,180)

	SDTC		Aggregate	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	$ 1,127,242	$ -	$ 1,462,773	$ -
Difference between expected and actual experience	-	(2,222,375)	146,650	(4,331,438)
Changes in assumptions	1,788,435	(8,056,868)	4,286,144	(14,723,342)
Total	$ 2,915,677	$ (10,279,243)	$ 5,895,567	$ (19,054,780)

Note 11 – Other Postemployment Benefits (Continued)

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB (Continued)

At June 30, 2022, (measurement date 2021) MTS, SDTI and SDTC reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	MTS		SDTI	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	$ 110,701	$ -	$ 138,350	$ -
Difference between expected and actual experience	-	(434,191)	167,600	(1,904,531)
Changes in assumptions	1,030,506	(345,843)	1,752,930	(518,447)
Total	$ 1,141,207	$ (780,034)	$ 2,058,880	$ (2,422,978)

	SDTC		Aggregate	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	$ 977,243	$ -	$ 1,226,294	$ -
Difference between expected and actual experience	-	(2,778,679)	167,600	(5,117,401)
Changes in assumptions	2,204,863	(1,335,048)	4,988,299	(2,199,338)
Total	$ 3,182,106	$ (4,113,727)	$ 6,382,193	$ (7,316,739)

The combined $1,462,773 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the total OPEB liability in the year ended June 30, 2024 compared to the combined $1,226,294 reported in previous year.

As of June 30, 2023 (measurement date 2022), other amounts reported as deferred inflows of resources related to OPEB will be recognized as OPEB expense as follows:

Year Ended June 30,	MTS	SDTI	SDTC	Aggregate
2024	$ (214,498)	$ (427,186)	$ (1,367,347)	$ (2,009,031)
2025	(214,498)	(427,186)	(1,297,025)	(1,938,709)
2026	(214,498)	(427,190)	(1,297,020)	(1,938,708)
2027	(214,498)	(320,934)	(1,089,746)	(1,625,178)
2028	(157,861)	(302,247)	(1,089,745)	(1,549,853)
Thereafter	(1,127,967)	(2,082,615)	(2,349,925)	(5,560,507)
Total	$ (2,143,820)	$ (3,987,358)	$ (8,490,808)	$ (14,621,986)

As of June 30, 2022 (measurement date 2021), other amounts reported as deferred inflows of resources related to OPEB will be recognized as OPEB expense as follows:

Year Ended June 30,	MTS	SDTI	SDTC	Aggregate
2023	$ (13,822)	$ (101,178)	$ (723,612)	$ (838,612)
2024	(13,822)	(101,178)	(323,696)	(438,696)
2025	(13,822)	(101,178)	(253,374)	(368,374)
2026	(13,822)	(101,182)	(253,369)	(368,373)
2027	(13,822)	5,074	(46,095)	(54,843)
Thereafter	319,582	(102,806)	(308,718)	(91,942)
Total	$ 250,472	$ (502,448)	$ (1,908,864)	$ (2,160,840)

Note 12 – Employee Retirement Systems

A. Summary

Aggregate Net Pension Liability

Aggregate Net Pension Liability is reported in the accompanying statements of net position as follows:

	2023	2022
MTS CalPERS Plans	$ 17,754,063	$ 8,178,565
SDTI CalPERS Plans	46,298,914	15,254,085
SDTI PARS Plan	2,423,205	(107,162)
SDTC Retirement Plan	160,271,145	126,795,212
Total	$ 226,747,327	$ 150,120,700

Deferred Outflows of Resources

Deferred Outflows of Resources at June 30, 2023 are reported in the accompanying statement of net position as follows:

	Contributions Made After Measurement Date	Difference Between Expected and Actual Experience	Difference Between Projected and Actual Earnings on Pension Plan Investments	Changes in Assumptions	Changes in Employer's Proportion	Difference Between Employer's Contributions and Proportionate Share of Contributions	Total
MTS CalPERS Plans	$ 2,960,147	$ 356,536	$ 3,252,073	$ 1,819,275	$ 97,187	$ 206,793	$ 8,692,011
SDTI CalPERS Plans	6,229,147	667,417	8,051,866	6,302,174	-	-	21,250,604
SDTI PARS Plan	318,025	109,403	758,452	340,249	-	-	1,526,129
SDTC Retirement Plan	16,125,384	2,428,401	19,047,146	-	-	-	37,600,931
Total	$ 25,632,703	$ 3,561,757	$ 31,109,537	$ 8,461,698	$ 97,187	$ 206,793	$ 69,069,675

Deferred Outflows of Resources at June 30, 2022 are reported in the accompanying statement of net position as follows:

	Contributions Made After Measurement Date	Difference Between Expected and Actual Experience	Difference Between Projected and Actual Earnings on Pension Plan Investments	Changes in Assumptions	Changes in Employer's Proportion	Difference Between Employer's Contributions and Proportionate Share of Contributions	Total
MTS CalPERS Plans	$ 2,772,487	$ 917,138	$ -	$ -	$ 245,106	$ 427,964	$ 4,362,695
SDTI CalPERS Plans	5,769,619	1,269,483	-	-	-	-	7,039,102
SDTI PARS Plan	348,656	-	-	-	-	-	348,656
SDTC Retirement Plan	15,838,082	1,780,436	-	5,107,592	-	-	22,726,110
Total	$ 24,728,844	$ 3,967,057	$ -	$ 5,107,592	$ 245,106	$ 427,964	$ 34,476,563

Note 12 – Employee Retirement Systems (Continued)

A. Summary (Continued)

Deferred Inflows of Resources

Deferred Inflows of Resources at June 30, 2023 are reported in the accompanying statement of net position as follows:

	Difference Between Expected and Actual Experience	Difference Between Projected and Actual Earnings on Pension Plan Investments	Changes in Assumptions	Changes in Employer's Proportion	Difference Between Employer's Contributions and Proportionate Share of Contributions	Total
MTS CalPERS Plans	$ 238,793	$ -	$ -	$ 359,230	$ 69,381	$ 667,404
SDTI CalPERS Plans	480,294	-	-	-	-	480,294
SDTI PARS Plan	-	-	-	-	-	-
SDTC Retirement Plan	-	-	-	-	-	-
Total	$ 719,087	$ -	$ -	$ 359,230	$ 69,381	$ 1,147,698

Deferred Inflows of Resources at June 30, 2022 are reported in the accompanying statement of net position as follows:

	Difference Between Expected and Actual Experience	Difference Between Projected and Actual Earnings on Pension Plan Investments	Changes in Assumptions	Changes in Employer's Proportion	Difference Between Employer's Contributions and Proportionate Share of Contributions	Total
MTS CalPERS Plans	$ -	$ 7,139,455	$ -	$ -	$ -	$ 7,139,455
SDTI CalPERS Plans	317,006	15,437,677	195,434	-	-	15,950,117
SDTI PARS Plan	43,737	1,038,809	27,362	-	-	1,109,908
SDTC Retirement Plan	-	10,175,811	-	-	-	10,175,811
Total	$ 360,743	$ 33,791,752	$ 222,796	$ -	$ -	$ 34,375,291

Pension Expense

Pension expense is included in the accompanying statements of revenues, expenses, and changes in net position as follows:

	2023	2022
MTS CalPERS Plans	$ 1,734,279	$ 2,970,733
SDTI CalPERS Plans	7,592,651	1,593,579
SDTI PARS Plan	561,012	(158,702)
SDTC Retirement Plan	24,550,685	14,494,898
Total	$ 34,438,627	$ 18,900,508

Note 12 – Employee Retirement Systems (Continued)

B. MTS

General Information about the Pension Plans

Plan Description – All MTS management employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the MTS Miscellaneous, MTS Miscellaneous PEPRA, or MTS Miscellaneous Second Tier cost–sharing multiple–employer defined benefit pension plans administered by California Public Employees' Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit Provisions under the Plans are established by State statutes within the Public Employee's Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office – 400 P Street, Sacramento, CA 95814.

Benefits Provided – CalPERS provides service retirement and disability benefits, annual cost–of–living adjustments, and death benefits to plan members and beneficiaries. Benefits are based on years of credited service, equal to one year of full–time employment and can only be amended by the MTS Board of Directors.

The Plan's provisions and benefits in effect as of June 30, 2023 are summarized as follows:

MTS Miscellaneous Plan–1223
CLOSED TO NEW MEMBERS

Hire date	Prior to December 24, 2012
Benefit formula	2.7% @ 55
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	12 months
Retirement age	50–55
Monthly benefits, as a % of eligible compensation	2.0%–2.7%
Required employee contribution rates	8.00%
Required employer contribution rates	39.23%
Pre–Retirement Death Benefit	Optional Settlement 2W
Post–Retirement Death Benefit	$500 Lump Sum
Non–Industrial Standard Disability	1.8% of final compensation multiplied by service
Cost of Living Adjustments	2.00%

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

General Information about the Pension Plans (Continued)

MTS Miscellaneous Second Tier Plan – 30134

Hire date	On or Between December 24 and 31, 2012 or Grandfathered classic members
Benefit formula	2.0% @ 60
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	12 months
Retirement age	50–63
Monthly benefits, as a % of eligible compensation	1.092%–2.418%
Required employee contribution rates	7.00%
Required employer contribution rates	9.91%
Pre–Retirement Death Benefit	Optional Settlement 2W
Post–Retirement Death Benefit	$500 Lump Sum
Non–Industrial Standard Disability	1.8% of final compensation multiplied by service
Cost of living adjustments	2.00%

MTS PEPRA Miscellaneous Plan – 26789

Hire date	On or after January 1, 2013
Benefit formula	2.0% @ 62
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	36 months
Retirement age	52–67
Monthly benefits, as a % of eligible compensation	1.0–2.5%
Required employee contribution rates	6.75%
Required employer contribution rates	8.03%
Pre–Retirement Death Benefit	Optional Settlement 2W
Post–Retirement Death Benefit	$500 Lump Sum
Non–Industrial Standard Disability	1.8% of final compensation multiplied by service
Cost of living adjustments	2.00%

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Employees Covered – At June 30, 2023 (measurement date 2022) and June 30, 2022 (measurement date 2021), the following employees were covered by the benefit terms:

	2023	2022
Inactive employees or beneficiaries currently receiving benefits	160	149
Inactive employees entitled to but not yet receiving benefits	58	58
Active employees	165	156
Total	383	363

Contributions – Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through the CalPERS' annual actuarial valuation process. For public agency cost–sharing plans, the Plan's actuarially determined rate is based on the estimated amount necessary to pay the Plan's allocated share of the risk pool's costs of benefits earned by employees during the year, and any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the years ended June 30, 2023 and 2022 (measurement date 2022 and 2021), the active employee contribution rates and average employer contribution rates were as follows:

	2023		2022	
	Employee Contribution Rate	Employer Contribution Rate	Employee Contribution Rate	Employer Contribution Rate
MTS - Miscellaneous Plan-1223	8.00%	39.23%	8.00%	36.20%
MTS Miscellaneous Second Tier Plan - 30134	7.00%	9.91%	7.00%	9.85%
MTS PEPRA Miscellaneous Plan - 26789	6.75%	8.03%	6.75%	8.12%

For the years ended June 30, 2023 and 2022 (measurement date 2022 and 2021), the plan's proportionate share of aggregate contributions recognized as part of pension expense were:

	2023	2022
Contributions - employer	$ 2,867,564	$ 2,265,608
Contributions - employee	689,408	630,069

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

As of June 30, 2023 and 2022 (measurement dates 2022 and 2021), MTS reported $17,754,063 and $8,178,565 net pension liabilities for its proportionate share of the aggregate net pension liability.

MTS Plans' net pension liability is measured as the proportionate share of the net pension liability. The net pension liability of the Plan is measured as of June 30, 2022, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2021 rolled forward to June 30, 2022 using standard update procedures. MTS's proportion of the net pension liability was based on a projection of the MTS's long–term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined.

The following is the approach established by the plan actuary to allocate the net pension liability and pension expense to the individual employers within the risk pool:

(1) In determining a cost–sharing plan's proportionate share, total amounts of liabilities and assets are first calculated for the risk pool as a whole on the valuation date (June 30, 2021). The risk pool's fiduciary net position ("FNP") subtracted from its total pension liability ("TPL") determines the net pension liability ("NPL") at the valuation date.

(2) Using standard actuarial roll forward methods, the risk pool TPL is then computed at the measurement date (June 30, 2022). Risk pool FNP at the measurement date is then subtracted from this number to compute the NPL for the risk pool at the measurement date. For purposes of FNP in this step and any later reference thereto, the risk pool's FNP at the measurement date denotes the aggregate risk pool's FNP at June 30, 2022 less the sum of all additional side fund (or unfunded liability) contributions made by all employers during the measurement period (FY2022).

(3) The individual plan's TPL, FNP, and NPL are also calculated at the valuation date.

(4) Two ratios are created by dividing the plan's individual TPL and FNP as of the valuation date from step (3) by the amounts in step (1), the risk pool's total TPL and FNP, respectively.

(5) The plan's TPL as of the measurement date is equal to the risk pool TPL generated in step (2) multiplied by the TPL ratio generated in step (4). The plan's FNP as of the measurement date is equal to the FNP generated in step (2) multiplied by the FNP ratio generated in step (4) plus any additional side fund (or unfunded liability) contributions made by the employer on behalf of the plan during the measurement period.

(6) The plan's NPL at the measurement date is the difference between the TPL and FNP calculated in step (5).

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

MTS's proportionate share of the net pension liability as of June 30, 2022, 2021, and 2020 (measurement dates) were as follows:

Proportion June 30, 2020	0.359750%
Proportion June 30, 2021	0.430720%
Change - Increase (Decrease)	0.070970%
Proportion June 30, 2022	0.379420%
Change - Increase (Decrease)	-0.051300%

For the years ended June 30, 2023 and 2022, MTS recognized pension expense of $1,734,279 and $2,970,733, respectively. At June 30, 2023 and 2022, MTS reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2023		2022	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	$ 2,960,147	$ -	$ 2,772,487	$ -
Difference between expected and actual experience	356,536	(238,793)	917,138	-
Changes in assumptions	1,819,275	-	-	-
Change in employer's proportion	97,187	(359,230)	245,106	-
Difference between actual and proportionate share of employer contributions	206,793	(69,381)	427,964	-
Net difference between projected and actual earnings on pension plan investments	3,252,073	-	-	(7,139,455)
Total	$ 8,692,011	$ (667,404)	$ 4,362,695	$ (7,139,455)

The $2,960,147 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2024.

As of the measurement date June 30, 2022, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Amounts
2024	$ 1,426,535
2025	1,099,129
2026	549,718
2027	1,989,078
2028	-
Total	$ 5,064,460

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

In the previous year, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Amounts
2023	$ (917,696)
2024	(1,154,261)
2025	(1,504,312)
2026	(1,972,978)
2027	-
Total	$ (5,549,247)

Actuarial Assumptions – The total pension liability in the June 30, 2021 actuarial valuation was determined using the actuarial assumptions:

Valuation Date	June 30, 2021
Measurement Date	June 30, 2022
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Projected Salary Increase	varies by entry age and service
Payroll Growth	2.80%
Investment Rate of Return	6.90% (1)
Mortality	derived using CalPERS membership data for all funds (2)

(1) Net of pension plan investment expenses.
(2) The mortality table used was developed based on CalPERS specific data. The table includes 15 years of mortality improvements using Society of Actuaries Scales 80% of scale MP 2020.

Change in Assumptions – The discount rate lowered from 7.15% in 2022 to 6.90% in 2023. The inflation rate lowered from 2.50% in 2022 to 2.30% in 2023. The payroll growth increased from 2.75% in 2022 to 2.80% in 2023. The investment rate of return lowered from 7.15% in 2022 to 6.90% in 2023. In the prior year, the actuarial report did not have any changes in assumptions.

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Discount Rate – The discount rate used to measure the total pension liability was 6.90 percent. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 6.90 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 6.90 percent is applied to all plans in the Public Employees Retirement Fund. The cash flows used in the testing were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. The stress test results are presented in a detailed report called "GASB Crossover Testing Report" that can be obtained at CalPERS' website under the GASB 68 section.

Long–Term Expected Rate of Return – In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. Projected returns for all asset classes are estimated and, combined with risk estimates, are used to project compound (geometric) returns over the long term. The discount rate used to discount liabilities was informed by the long-term projected portfolio return.

The table below reflects long–term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation.

Asset Class	New Strategic Allocation	Real Return (a)
Global equity - cap-weighted	30.00%	4.45%
Global equity - non-cap-weighted	12.00%	3.84%
Private equity	13.00%	7.28%
Treasury	5.00%	0.27%
Mortgage-backed securities	5.00%	0.50%
Investment-grade corporates	10.00%	1.56%
High yield	5.00%	2.27%
Emerging market debt	5.00%	2.48%
Private debt	5.00%	3.57%
Real assets	15.00%	3.21%
Leverage	-5.00%	-0.59%

(a) an expected inflation of 2.30% was assumed for this period

Note 12 – Employee Retirement Systems (Continued)

B. MTS (Continued)

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents MTS's proportionate share of the net pension liability as of June 30, 2023 and 2022, calculated using the discount rate, as well as what MTS's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	2023	2022
1% Decrease	5.90%	6.15%
Net Pension Liability	$ 27,710,310	$ 16,863,735
Current Discount Rate	6.90%	7.15%
Net Pension Liability	$ 17,754,063	$ 8,178,565
1% Increase	7.90%	8.15%
Net Pension Liability	$ 9,562,543	$ 998,659

Pension Plan Fiduciary Net Position – Detailed information about MTS's pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

Payable to the Pension Plan – At June 30, 2023, MTS reported a payable of $42,955 for the outstanding amount of contributions to the pension plan required for the current year compared to $34,149 for the year ended June 30, 2022.

C. SDTI

1. CalPERS Plans

Plan Description – All SDTI employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the SDTI Miscellaneous or PEPRA Miscellaneous Plan, Agent Multiple–Employer defined benefit plans administered by California Public Employees' Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit Provisions under the Plans are established by State statutes within the Public Employee's Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office – 400 P Street, Sacramento, CA 95814.

Benefits Provided – CalPERS provides service retirement and disability benefits, annual cost–of–living adjustments, and death benefits to plan members and beneficiaries. Plan members include both contract and non–contract employees. Benefits are based on years of credited service, equal to one year of full–time employment and can only be amended by the MTS Board of Directors.

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

1. CalPERS Plans (Continued)

The Plans' provisions and benefits in effect as of June 30, 2023 are summarized as follows:

San Diego Trolley Miscellaneous Plan – 1406
Closed to New Members

	Management Employees	Union Employees
Hire date	Prior to January 1, 2013	Prior to January 1, 2013
Benefit formula	2.0% @ 55	2.0% @ 55
Benefit vesting schedule	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life
Final Average Compensation Period	12 months	12 months
Retirement age	50–63	50–63
Monthly benefits, as a % of eligible compensation	1.426–2.418%	1.426–2.418%
Required employee contribution rates	8.00%	10.34%
Required employer contribution rates	16.69%	14.35%
Pre–Retirement Death Benefit	1959 Survivor Benefit Level 2	1959 Survivor Benefit Level 2
Post–Retirement Death Benefit	$500 Lump Sum	$500 Lump Sum
Cost of living adjustment	2.00%	2.00%
Non–Industrial Standard Disability	1.8% of final compensation multiplied by service	1.8% of final compensation multiplied by service

San Diego Trolley PEPRA Miscellaneous Plan – 26965

Hire date	On or After January 1, 2013
Benefit formula	2.0% @ 62
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	36 months
Retirement age	52–67
Monthly benefits, as a % of eligible compensation	1.0–2.5%
Required employee contribution rates	6.25%
Required employer contribution rates	17.69%
Pre–Retirement Death Benefit	1959 Survivor Benefit Level 2
Post–Retirement Death Benefit	$500 Lump Sum
Cost of living adjustment	2.00%
Non–Industrial Standard Disability	1.8% of final compensation multiplied by service

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

2. PARS Plan

Plan Description – All full–time SDTI management employees employed between October 1, 2003 and December 24, 2012 are eligible to participate in the PARS Retirement Enhancement Plan, a defined benefit plan held by the Public Agency Retirement System Trust, an agent multiple employer retirement trust under Internal Revenue Service Code Section 401(a). The Plan is administered by Public Agency Retirement Services (PARS). Separate information for the Plan is included in another financial report issued by PARS. Copies of the financial report can be obtained in writing from Public Agency Retirement Services, 4350 Von Karman Avenue, Suite 100, Newport Beach, CA 92660.

Benefits Provided – PARS provides supplemental service retirement benefits, annual cost–of–living adjustments, and death benefits to plan members and beneficiaries. Members are eligible to receive benefits if they have retired under CalPERS, have terminated employment, or had their position eliminated due to internal reorganization or mandatory operating budget reductions after January 1, 2004. The Plan benefit supplements member's CalPERS benefit to provide members with an enhanced retirement benefit and MTS management has the authority to amend the Plan's benefit terms. The monthly lifetime benefit is calculated by taking the difference between (1) and (2) below and multiplying it by one–twelfth (1/12):

(1) PARS Age Factor x Benefit Service x Highest Average Annual Compensation (Subject to CalPERS Deductions) during the Last 12 Months of Employment

(2) CalPERS Age Factor x Benefit Service x Highest Average Annual Compensation (Subject to CalPERS Deductions) during the Last 12 Months of Employment

The Plan's provisions and benefits in effect as of June 30, 2023 are summarized as follows:

San Diego Trolley PARS Plan
CLOSED TO NEW MEMBERS

Hire date	Prior to January 1, 2013
Benefit formula	2.7% @ 55
Benefit vesting schedule	5 years service
Benefit payments	Monthly for life
Final Average Compensation Period	12 months
Retirement age	50–63
Monthly benefits, as a % of eligible compensation	0.282–0.574%
Required employee contribution rates	Not Required or Permitted
Required employer contribution rates	9.02%
Pre–Retirement Death Benefit	None
Post–Retirement Death Benefit	Joint–and–100% Survivor Option
Disability Retirement Benefit	None
Cost of Living Adjustment	2.00%

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Employees Covered

At June 30, 2023 and 2022 (measurement dates 2022 and 2021), the following employees were covered by the benefit terms for each Plan:

	CalPERS Plan		PARS Plan	
	2023	2022	2023	2022
Inactive employees or beneficiaries currently receiving benefits	318	299	55	54
Inactive employees entitled to but not yet receiving benefits	110	104	1	1
Active employees	631	616	38	41

*SDTI PEPRA Plan is included in the SDTI Miscellaneous Plan June 30, 2021 valuation report.

Contributions

1. CalPERS Plans

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for both Plans are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. SDTI is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the years ended June 30, 2023 and 2022 (measurement dates 2022 and 2021), the active employee contribution rates and average employer contribution rates were as follows:

	2023		2022	
	Employee	Employer	Employee	Employer
SDTI Miscellaneous Plan 1406 - Management EE	8.00%	16.69%	8.00%	16.16%
SDTI Miscellaneous Plan 1406 - Union EE	10.34%	14.35%	10.08%	14.08%
SDTI Miscellaneous PEPRA Plan 26965	6.25%	17.69%	6.25%	17.16%

For the years ended June 30, 2023 and 2022 (measurement dates 2022 and 2021), the contributions recognized as part of pension expense were:

	CalPERS Plans	
	2023	2022
Contributions - employer	$ 5,769,619	$ 5,237,955
Contributions - employees	2,366,931	2,398,196

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Contributions (Continued)

2. PARS Plan

Employer contribution rates for the PARS plan are contractually established by the Plan's administrator and agreed to by the employer, and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for the Plan are determined biannually on an actuarial basis as of June 30 by PARS. For the year ended June 30, 2022 (measurement date) the employer's contribution rate was 9.02% and for June 30, 2021 (measurement date), the employer's contribution rate was 8.76%.

For the years June 30, 2023 and 2022 (measurement date 2022 and 2021), the contributions recognized as part of pension expense were:

	PARS Plan	
	2023	2022
Contributions - employer	$ 348,656	$ 358,879
Contributions - employees	-	-

Net Pension Liability

1. CalPERS Plans

SDTI's net pension liability is measured as the total pension liability less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of June 30, 2022, using an annual actuarial valuation as of June 30, 2021 rolled forward to June 30, 2022 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown below.

Actuarial Assumptions – The total pension liabilities in the June 30, 2021 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	June 30, 2021
Measurement Date	June 30, 2022
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Projected Salary Increase	varies by entry age and service
Payroll Growth	2.80%
Investment Rate of Return	6.90% (1)
Mortality	Derived using CalPERS' Membership Data for all Funds (2)
Post Retirement Benefit Increase	Contract COLA up to 2.30% until Purchasing Power applies, 2.50% thereafter

(1) Net of pension plan investment and administrative expenses; includes inflation
(2) The mortality table used was developed based on CalPERS's specific data. The table includes 15 years of mortality improvements using the Society of Actuaries Scale 80% of scale MP 2020.

Changes in Assumptions – The discount rate lowered from 7.15% in 2022 to 6.90% in 2023. The inflation rate lowered from 2.50% in 2022 to 2.30% in 2023. The payroll growth increased from 2.75% in 2022 to 2.80% in 2023. The investment rate of return lowered from 7.15% in 2022 to 6.90% in 2023. In the prior year, the actuarial report did not have any changes in assumptions.

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Net Pension Liability (Continued)

1. CalPERS Plans (Continued)

Discount Rate – The discount rate used to measure the total pension liability was 6.90 percent. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 6.90 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 6.90 percent is applied to all plans in the Public Employees Retirement Fund (PERF). The cash flows used in the testing were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. The stress test results are presented in a detailed report called "GASB Crossover Testing Report" that can be obtained at CalPERS' website under the GASB 68 section.

The long–term expected rate of return on pension plan investments was determined using a building–block method in which best–estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. Projected returns for all asset classes are estimated and, combined with risk estimates, are used to project compound (geometric) returns over the long term. The discount rate used to discount liabilities was informed by the long-term projected portfolio return. The table below reflects long–term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation.

Asset Class	New Strategic Allocation	Real Return (a)
Global equity - cap-weighted	30.00%	4.45%
Global equity - non-cap-weighted	12.00%	3.84%
Private equity	13.00%	7.28%
Treasury	5.00%	0.27%
Mortgage-backed securities	5.00%	0.50%
Investment-grade corporates	10.00%	1.56%
High yield	5.00%	2.27%
Emerging market debt	5.00%	2.48%
Private debt	5.00%	3.57%
Real assets	15.00%	3.21%
Leverage	-5.00%	-0.59%

(a) an expected inflation of 2.30% was assumed for this period

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Net Pension Liability (Continued)

2. PARS Plan

The net pension liability for the PARS Plan is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of June 30, 2022, using an actuarial valuation as of June 30, 2021 rolled forward to June 30, 2022 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown below.

Actuarial Assumptions – The total pension liability in the June 30, 2021 actuarial valuation was determined using the following actuarial assumptions:

Valuation Date	June 30, 2021
Measurement Date	June 30, 2022
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	6.00%
Inflation	2.50%
Salary Increases Including Inflation	Graded rates based on years of services, 3.60% after 22 years of service
Payroll Growth	2.75%
Investment Rate of Return	6.00%
Pre-Retirement Mortality	Consistent with Non-Industrial rates used to value the Miscellaneous CalPERS Pension Plans
Post Retirement Benefit Increase	Consistent with Non-Industrial rates used to value the Miscellaneous CalPERS Pension Plans

Change in Assumptions – In the current year, the discount rate was lowered from 6.50% to 6.00%. In the current year, the investment rate of return was lowered from 6.50% to 6.00%. In the prior year, the actuarial report did not have any changes in assumptions.

Discount Rate – The discount rate used to measure the total pension liability was 6.00 percent.

A formal cash flow projection was not performed as described under Paragraph 27 of GASB Statement 68. However, Paragraph 29 allows for alternative methods to confirm the sufficiency of the Net Position if the evaluations "can be made with sufficient reliability without a separate projection of cash flows into and out of the pension plan…" In our professional judgment, adherence to the actuarial funding policy described above will result in the pension plan's projected Fiduciary Net Position being greater than or equal to the benefit payments projected for each future period. Therefore, the long-term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Net Pension Liability (Continued)

2. PARS Plan (Continued)

Discount Rate (Continued)

The best estimate for the long–term expected rate of return of 6.00 percent was determined by adding expected inflation to expected long–term real returns and reflecting expected volatility and correlation. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. The table below reflects long–term expected real rate of return presented as arithmetic and geometric means by asset class.

Asset Class	Target Allocation	Long-Term Expected Arithmetic Real Rate of Return (a)	Long-Term Expected Geometric Real Rate of Return (a)
U.S. Cash	6.93%	0.21%	0.20%
U.S. Core Fixed Income	36.18%	1.95%	1.84%
U.S. Equity Market	45.67%	5.70%	4.10%
Foreign Developed Equity	5.53%	6.99%	5.25%
Emerging Market Equity	3.67%	9.44%	5.97%
U.S. REITs	2.02%	6.27%	4.11%

(a) Assumed inflation: 2.35% mean and 1.25% standard deviation

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents SDTI's net pension liability at June 30, 2023 and 2022, calculated using the discount rate, as well as what SDTI's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	CalPERS Plan		PARS Plan	
	2023	2022	2023	2022
1% Decrease	5.90%	6.15%	5.00%	5.50%
Net Pension Liability	$ 75,854,037	$ 41,181,293	$ 3,703,766	$ 1,023,280
Current Discount Rate	6.90%	7.15%	6.00%	6.50%
Net Pension Liability	$ 46,298,914	$ 15,254,085	$ 2,423,205	$ (107,162)
1% Increase	7.90%	8.15%	7.00%	7.50%
Net Pension Liability	$ 22,039,030	$ (6,130,390)	$ 1,351,096	$ (1,055,567)

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Changes in the Net Pension Liability

1. CalPERS Plans

At June 30, 2023 (measurement date 2022), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2022	$ 184,420,051	$ 169,165,966	$ 15,254,085
Changes in the year:			
Service cost	5,576,840	-	5,576,840
Interest on the total pension liability	13,189,942	-	13,189,942
Changes of assumptions	7,877,818	-	7,877,818
Difference between expected and actual experience	(392,728)	-	(392,728)
Benefit payments, including refunds of member contributions	(7,069,799)	(7,069,799)	-
Net Plan to Plan resource movement	-	-	-
Contributions - employer	-	5,769,619	(5,769,619)
Contributions - employee	-	2,366,931	(2,366,931)
Net investment income	-	(12,824,227)	12,824,227
Administrative expense	-	(105,280)	105,280
Net Changes	19,182,073	(11,862,756)	31,044,829
Balance at June 30, 2023	$ 203,602,124	$ 157,303,210	$ 46,298,914

At June 30, 2022 (measurement date 2021), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2021	$ 174,307,843	$ 137,140,060	$ 37,167,783
Changes in the year:			
Service cost	4,670,260	-	4,670,260
Interest on the total pension liability	12,372,042	-	12,372,042
Changes of assumptions	-	-	-
Difference between expected and actual experience	(284,762)	-	(284,762)
Benefit payments, including refunds of member contributions	(6,645,332)	(6,645,332)	-
Net Plan to Plan resource movement	-	-	-
Contributions - employer	-	5,237,955	(5,237,955)
Contributions - employee	-	2,398,196	(2,398,196)
Net investment income	-	31,172,082	(31,172,082)
Administrative expense	-	(136,995)	136,995
Net Changes	10,112,208	32,025,906	(21,913,698)
Balance at June 30, 2022	$ 184,420,051	$ 169,165,966	$ 15,254,085

Pension Plan Fiduciary Net Position – Detailed information about each pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Changes in the Net Pension Liability (Continued)

2. PARS Plan

At June 30, 2023 (measurement date 2022), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2022	$ 9,458,310	$ 9,565,472	$ (107,162)
Changes in the year:			
Service cost	193,977	-	193,977
Interest on the total pension liability	566,474	-	566,474
Changes of assumptions	552,904	-	552,904
Difference between expected and actual experience	177,780	-	177,780
Benefit payments, including refunds of member contributions	(428,359)	(428,359)	-
Contributions - employer	-	348,656	(348,656)
Contributions - employee	-	-	-
Net investment income	-	(1,370,500)	1,370,500
Administrative expense	-	(17,388)	17,388
Net Changes	1,062,776	(1,467,591)	2,530,367
Balance at June 30, 2023	$ 10,521,086	$ 8,097,881	$ 2,423,205

At June 30, 2022 (measurement date 2021), the change in the Net Pension Liability for the Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2021	$ 9,082,342	$ 7,612,681	$ 1,469,661
Changes in the year:			
Service cost	201,071	-	201,071
Interest on the total pension liability	590,139	-	590,139
Changes of assumptions	-	-	-
Difference between expected and actual experience	-	-	-
Benefit payments, including refunds of member contributions	(415,242)	(415,242)	-
Contributions - employer	-	358,879	(358,879)
Contributions - employee	-	-	-
Net investment income	-	2,025,536	(2,025,536)
Administrative expense	-	(16,382)	16,382
Net Changes	375,968	1,952,791	(1,576,823)
Balance at June 30, 2022	$ 9,458,310	$ 9,565,472	$ (107,162)

Pension Plan Fiduciary Net Position – Detailed information about the PARS Plan's fiduciary net position is available in the separately issued financial reports.

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

For the year ended June 30, 2023 and 2022, SDTI recognized pension expense of $8,153,663 and $1,434,877, respectively. At June 30, 2023 and 2022, SDTI reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	CalPERS Plans			
	2023		2022	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	$ 6,229,147	$ -	$ 5,769,619	$ -
Difference between expected and actual experience	667,417	(480,294)	1,269,483	(317,006)
Changes in assumptions	6,302,174	-	-	(195,434)
Net difference between projected and actual earnings on pension plan investments	8,051,866	-	-	(15,437,677)
Total	$ 21,250,604	$ (480,294)	$ 7,039,102	$ (15,950,117)

	PARS Plan			
	2023		2022	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	$ 318,025	$ -	$ 348,656	$ -
Difference between expected and actual experience	109,403	-	-	(43,737)
Changes in assumptions	340,249	-	-	(27,362)
Net difference between projected and actual earnings on pension plan investments	758,452	-	-	(1,038,809)
Total	$ 1,526,129	$ -	$ 348,656	$ (1,109,908)

The combined $6,547,172 reported as deferred outflows of resources related to contributions subsequent to the measurement date for the two plans will be recognized as a reduction of the net pension liability in the year ended June 30, 2024 compared to $6,118,275 for the previous year.

Note 12 – Employee Retirement Systems (Continued)

C. SDTI (Continued)

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

As of the measurement date, June 30, 2022, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	SDTI CalPERS Plan	SDTI PARS Plan
2024	$ 3,364,917	$ 428,867
2025	2,693,089	309,222
2026	2,082,741	81,705
2027	6,400,416	388,310
2028	-	-
Total	$ 14,541,163	$ 1,208,104

In the previous year, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	SDTI CalPERS Plan	SDTI PARS Plan
2023	$ (3,620,133)	$ (315,114)
2024	(3,035,499)	(240,477)
2025	(3,707,327)	(247,710)
2026	(4,317,675)	(306,607)
2027	-	-
Total	$ (14,680,634)	$ (1,109,908)

Payable to the Pension Plan

At June 30, 2023, SDTI reported a payable of $91,881 to CalPERS and $4,940 to PARS for the outstanding amount of contributions to the pension plans required for the fiscal year compared to $279,650 payable to CalPERS and $4,626 payable to PARS for the year ended June 30, 2022.

Note 12 – Employee Retirement Systems (Continued)

D. SDTC

General Information about the Pension Plans

Plan Description - The San Diego Transit Corporation Employees' Retirement Plan (the "Plan") is a single employer defined benefit plan which is currently open to all full-time non-contract employees and certain part-time non-contract employees who have completed one year of service in which they have worked at least 1,000 hours. Effective May 1, 2011, employees in the International Brotherhood of Electrical Workers, Local 465 (the "IBEW") bargaining unit hired after May 1, 2011 participate in a separate defined contribution 401(a) plan. Effective November 1, 2012, employees in the Amalgamated Transit Union, Local 1309 (the "ATU") bargaining unit hired after November 1, 2012 participate in a separate defined contribution 401(a) plan. Therefore, as of November 1, 2012 the Plan was closed to new ATU and IBEW entrants, but remains open for non-contract employees.

The SDTC Plan issues a publicly available financial report that includes financial statements and required supplementary information. The financial report may be obtained by writing to San Diego Transit Corporation, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

Benefits Provided – The SDTC Plan provides retirement and disability benefits and annual cost-of-living adjustments for Plan members as well as joint-survivor benefits to beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment and can only be amended by the MTS Board of Directors.

The Plan's provisions and benefits as of June 30, 2023 are as follows:

	San Diego Transit Pension Plan – Non–Contract Employees	
Hire date	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life
Final Average Compensation Period	12 months	36 months
Retirement age	53–63	52–67
Monthly benefits, as a % of eligible compensation	1.742%–2.418%	1.0%–2.5%
Required employee contribution rates	8.00%	7.75%
Required employer contribution rates	69.09%	69.34%
Pre–Retirement Death Benefit	50% Joint & Survivor	
Post–Retirement Death Benefit	Based on benefit election	
Non–Industrial Standard Disability	1.5% times average monthly final earnings times credited years of service	
Cost of living adjustment	Lesser of CPI or 2.0%	

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

General Information about the Pension Plans (Continued)

	SDTC Contract Employees	
	ATU – Closed Plan	**IBEW – Closed Plan**
Hire date	Prior to November 25, 2012	Prior to January 1, 2013
Benefit formula	2% @ 55	2% @ 55
Benefit vesting schedule	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life
Final Average Compensation Period	36 months	36 months
Retirement age	53–63	55–65
Monthly benefits, as a % of eligible compensation	1.742%–2.418%	2.0%–2.418%
Required employee contribution rates	8.00%	8.00%
Required employer contribution rates	69.09%	69.09%
Pre–Retirement Death Benefit	50% Joint & Survivor	
Post–Retirement Death Benefit	Based on benefit election	
Disability	1.5% times average monthly final earnings times credited years of service	

Employees Covered – At June 30, 2023 and 2022 (measurement date 2022 and 2021), the following employees were covered by the benefit terms for the Plan:

	2023	2022
Inactive employees or beneficiaries currently receiving benefits	1,058	1,048
Inactive employees entitled to but not yet receiving benefits	184	192
Active employees	331	355

Contributions – Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. For the period ended June 30, 2022 (measurement date), the active employee contribution rate is 7.75–8.00% of annual pay, and the average employer's contribution rate is 69.15% of annual payroll compared to 6.25–8.00% and 66.43% for the previous year.

For the year ended June 30, 2023 and 2022 (measurement date 2022 and 2021), the contributions recognized as part of pension expense for the Plan were as follows:

	2023	2022
Contributions - employer	$ 15,838,082	$ 23,718,402
Contributions - employees	1,621,654	1,950,898

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Net Pension Liability

SDTC's net pension liability is measured as the total pension liability less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of July 1, 2022, using an annual actuarial valuation as of July 1, 2022.

Actuarial Assumptions – The total pension liabilities in the July 1, 2022 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	July 1, 2022
Measurement Date	July 1, 2022
Actuarial Cost Method	Individual entry age to final decrement
Actuarial Assumptions:	
Discount Rate	6.00%
Inflation	2.50%
Projected Salary Increase	2.75% plus merit component based on employee classification and years of service
Investment Rate of Return (1)	6.00%
Mortality	RP-2000 Tables using male rates for both male and female members with generational improvements using Scale MP-2015
COLA Increase - Non-Contract Members	2.50%

(1) Net of pension plan investment expenses.

Changes in Assumptions – In the current year, the actuarial report did not have any changes in assumptions. In the prior year, the discount rate decreased from 6.75% to 6.00%. In the prior year, the inflation rate decreased from 2.75% to 2.50%. In the prior year, the expected rate of return on assets decreased from 6.75% to 6.00%. In the prior year, the COLA increase changed from 2.00% to 2.50%.

Discount Rate – The discount rate used to measure the Total Pension Liability was 6.00%.

SDTC has assumed that the employees will continue to contribute to the Plan at the required rates and the employer will continue the historical and legally required practice of contributing to the Plan based on an actuarially determined contribution, reflecting a payment equal to annual Normal Cost, a portion of the expected Administrative Expenses, and an amount necessary to amortize the remaining Unfunded Actuarial Liability as of June 30, 2012, over a closed 25–year period (15 years remaining as of the July 1, 2022 actuarial valuation). Actuarial gains and losses in plan years after June 30, 2012 are amortized over closed 15–year periods as a level dollar amount.

A formal cash flow projection was not performed as described under Paragraph 27 of GASB Statement 68. However, Paragraph 29 allows for alternative methods to confirm the sufficiency of the Net Position if the evaluations "can be made with sufficient reliability without a separate projection of cash flows into and out of the pension plan…" In our professional judgment, adherence to the actuarial funding policy described above will result in the pension plan's projected Fiduciary Net Position being greater than or equal to the benefit payments projected for each future period. Therefore, the long–term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Net Pension Liability (Continued)

Discount Rate (Continued)

According to Paragraph 30 of GASB Statement 68, the long–term expected rate of return should be determined net of pension plan investment expenses but without reduction for pension plan administrative expenses. The 6.00% investment return assumption used in the Total Pension Liability is net of investment expenses only.

The table below reflects long–term expected real rate of return by asset class. The critical inputs of the asset allocation model are the expected risk, return and correlations of different asset classes.

Asset Class	Target Allocation	Real Return (a)
United States Equity	25.00%	4.30%
International Equity	20.00%	6.85%
Fixed Income	35.00%	1.50%
Alternatives (Multi-Asset)	20.00%	3.50%

(a) an expected inflation of 2.5% is used.

Sensitivity of the Net Pension Liability to Changes in the Discount Rate – The following presents the net pension liability for the SDTC Plan as of June 30, 2023 and 2022, calculated using the discount rate, as well as what SDTC's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	2023	2022
1% Decrease	5.00%	5.00%
Net Pension Liability	$ 196,007,935	$ 162,106,744
Current Discount Rate	6.00%	6.00%
Net Pension Liability	$ 160,271,145	$ 126,795,212
1% Increase	7.00%	7.00%
Net Pension Liability	$ 129,904,478	$ 96,791,474

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Changes in Net Pension Liability

At June 30, 2023 (measurement date 2022), the change in the Net Pension Liability for the SDTC Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2022	$ 331,267,043	$ 204,471,831	$ 126,795,212
Changes in the year:			
Service cost	3,612,367	-	3,612,367
Interest on the total pension liability	19,441,516	-	19,441,516
Changes of assumptions	-	-	-
Difference between expected and actual experience	4,856,802	-	4,856,802
Benefit payments, including refunds of member contributions	(22,029,157)	(22,029,157)	-
Contributions - employer	-	15,838,082	(15,838,082)
Contributions - employee	-	1,621,654	(1,621,654)
Net investment income	-	(22,759,878)	22,759,878
Administrative expense	-	(265,106)	265,106
Net Changes	5,881,528	(27,594,405)	33,475,933
Balance at June 30, 2023	$ 337,148,571	$ 176,877,426	$ 160,271,145

At June 30, 2022 (measurement date 2021), the change in the Net Pension Liability for the SDTC Plan is as follows:

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at July 1, 2021	$ 315,167,505	$ 165,921,800	$ 149,245,705
Changes in the year:			
Service cost	3,087,757	-	3,087,757
Interest on the total pension liability	20,767,402	-	20,767,402
Changes of assumptions	10,215,184	-	10,215,184
Difference between expected and actual experience	3,560,873	-	3,560,873
Benefit payments, including refunds of member contributions	(21,531,678)	(21,531,678)	-
Contributions - employer	-	23,718,402	(23,718,402)
Contributions - employee	-	1,950,898	(1,950,898)
Net investment income	-	34,664,950	(34,664,950)
Administrative expense	-	(252,541)	252,541
Net Changes	16,099,538	38,550,031	(22,450,493)
Balance at June 30, 2022	$ 331,267,043	$ 204,471,831	$ 126,795,212

Pension Plan Fiduciary Net Position – Detailed information about the SDTC Plan's fiduciary net position is available in the separately issued financial reports. The financial report may be obtained by writing to San Diego Transit Corporation, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

For the years ended June 30, 2023 and 2022, SDTC recognized pension expense of $24,550,685 and $14,494,898, respectively. At June 30, 2023 and 2022, SDTC reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	2023		2022	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made after measurement date	$ 16,125,384	$ -	$ 15,838,082	$ -
Changes in assumptions	-	-	5,107,592	-
Difference between expected and actual experience	2,428,401	-	1,780,436	-
Net difference between projected and actual earnings on pension plan investments	19,047,146	-	-	(10,175,811)
Total	$ 37,600,931	$ -	$ 22,726,110	$ (10,175,811)

The $16,125,384 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2024 compared to $15,838,082 for the previous year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	Amounts
2024	$ 7,615,102
2025	4,573,587
2026	2,309,805
2027	6,977,053
2028	-
Total	$ 21,475,547

In the previous year, other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions were:

Year Ended June 30	Amounts
2023	$ 5,573,283
2024	(1,790,352)
2025	(2,403,466)
2026	(4,667,248)
2027	-
Total	$ (3,287,783)

Note 12 – Employee Retirement Systems (Continued)

D. SDTC (Continued)

Payable to the Pension Plan

At June 30, 2023, SDTC reported a payable of $1,302,826 for the outstanding amount of contributions to the pension plan required for the fiscal year compared to $1,333,025 for the year ended June 30, 2022.

Note 13 – Other Required Individual Disclosures

A. Deficit Net Position

Contracted Services, SDTC and SDTI had unrestricted net position (deficits) of $(10,405,627) $(156,427,544) and $(12,140,608) as of June 30, 2023 compared to $(10,417,378), $(148,557,425) and $(10,940,649) for the year ended June 30, 2022. These deficits are primarily a result of the implementation of GASB 68 (pension) 75 (OPEB), and 87 (leases) as well as timing differences between recognition of expenses on an accrual basis and when those expenses are funded by subsidy transfers for Contracted Services, SDTC and SDTI.

Note 14 – Net Investment in Capital Assets

For the years ended June 30, 2023 and 2022, the net investment in capital assets consisted of the following:

	2023	2022 (as restated)
Capital assets, net	$ 3,365,458,553	$ 3,486,341,576
Less: retentions payable	(897,501)	(9,043)
Less: lease liabilities	(10,884,801)	(11,155,700)
Less: subscription liabilities	(2,357,993)	(1,179,045)
Net investment in capital assets	$ 3,351,318,258	$ 3,473,997,788

Note 15 – Restatement of Net Position

As a result of implementation of GASB Statement No. 96, *Subscription-Based Information Technology Arrangements (SBITAs)* as well as SANDAG adjusting MTS's capital contribution number after the prior year ACFR was published, net position as of July 1, 2022 was restated as follows:

	Originally Reported	GASB 96 SBITA Adjustments	Capital Contribution Adjustments	As Restated
Prepaid items and other current assets	$ 4,185,608	$ (550,991)	$ -	$ 3,634,617
Capital assets, net	3,495,960,410	1,756,621	(11,375,455)	3,486,341,576
Subscription payable, current	-	(556,465)	-	(556,465)
Subscription payable, non-current	-	(622,580)	-	(622,580)
Total adjustments		26,585	(11,375,455)	
Net position	$ 3,494,539,076	$ 26,585	$ (11,375,455)	$ 3,483,190,206

	Originally Reported	GASB 96 SBITA Adjustments	Capital Contribution Adjustments	As Restated
Outside services	$ 118,280,875	$ (745,670)	$ -	$ 117,535,205
Depreciation and amortization	171,822,930	706,176	(277,741)	172,251,365
Interest expense	538,322	12,909	-	551,231
Capital contributions	1,618,702,719	-	(11,653,196)	1,607,049,523
Total adjustments		(26,585)	(11,375,455)	
Net position	$ 3,494,539,076	$ 26,585	$ (11,375,455)	$ 3,483,190,206

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REQUIRED SUPPLEMENTARY INFORMATION
(Unaudited)

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited)
For the Years Ended June 30, 2023 and 2022

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
MTS
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2022	2021	2020	2019	2018
Proportion of the net pension liability	0.37942%	0.43072%	0.35975%	0.35122%	0.34449%
Proportionate share of the net pension liability	$ 17,754,063	$ 8,178,565	$ 15,174,709	$ 14,064,659	$ 12,982,663
Covered payroll	$ 14,346,741	$ 14,166,669	$ 13,715,993	$ 12,892,323	$ 12,873,186
Proportionate share of the net pension liability as percentage of covered payroll	123.75%	57.73%	110.64%	109.09%	100.85%
Plan's fiduciary net position as percentage of the total pension liability	75.69%	87.57%	74.92%	75.16%	75.65%
Proportionate share of aggregate employer contributions	$ 2,867,564	$ 2,265,608	$ 2,024,949	$ 1,763,681	$ 1,536,182

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2023 and 2022

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY (CONTINUED)
MTS
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2017	2016	2015	2014
Proportion of the net pension liability	0.34040%	0.33571%	0.35383%	0.33427%
Proportionate share of the net pension liability	$ 13,418,753	$ 11,661,984	$ 9,707,169	$ 8,261,550
Covered payroll	$ 11,809,510	$ 11,078,469	$ 9,954,718	$ 9,277,782
Proportionate share of the net pension liability as percentage of covered payroll	113.63%	105.27%	97.51%	89.05%
Plan's fiduciary net position as percentage of the total pension liability	72.65%	72.53%	75.07%	77.50%
Proportionate share of aggregate employer contributions	$ 1,348,728	$ 1,896,142	$ 1,998,897	$ 755,170

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2023 and 2022

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS
SDTI CALPERS PLANS
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2022	2021	2020	2019	2018
Total Pension Liability					
Service cost	$ 5,576,840	$ 4,670,260	$ 4,479,774	$ 4,304,517	$ 4,029,579
Interest on total pension liability	13,189,942	12,372,042	11,672,869	10,947,906	10,112,324
Difference between expected and actual experience	(392,728)	(284,762)	355,799	2,647,270	(498,533)
Changes in assumptions	7,877,718	-	-	-	(1,064,034)
Changes in benefit terms	-	-	-	-	-
Benefit payments, including refunds of employee contributions	(7,069,799)	(6,645,332)	(5,723,615)	(5,389,412)	(5,090,945)
Net change in total pension liability	19,181,973	10,112,208	10,784,827	12,510,281	7,488,391
Total pension liability - beginning	184,420,051	174,307,843	163,523,016	151,012,735	143,524,344
Total pension liability - ending (a)	$ 203,602,024	$ 184,420,051	$ 174,307,843	$ 163,523,016	$ 151,012,735
Plan fiduciary net position					
Contributions - employer	$ 5,769,619	$ 5,237,955	$ 4,532,160	$ 3,824,864	$ 3,342,623
Contributions - employee	2,366,931	2,398,196	2,108,348	2,075,270	2,034,672
Net investment income	(12,824,227)	31,172,082	6,512,893	8,009,279	9,482,977
Benefit payments, including refunds of employee contributions	(7,069,799)	(6,645,332)	(5,723,615)	(5,389,412)	(5,090,945)
Net plan to plan resource movement	-	-	-	(86,676)	(281)
Administrative expense	(105,380)	(136,995)	(183,118)	281	(506,849)
Net change in plan fiduciary net position	(11,862,856)	32,025,906	7,246,668	8,433,606	9,262,197
Plan fiduciary net position - beginning	169,165,966	137,140,060	129,893,392	121,459,786	112,197,589
Plan fiduciary net position - ending (b)	$ 157,303,110	$ 169,165,966	$ 137,140,060	$ 129,893,392	$ 121,459,786
Net pension liability - ending (a) - (b)	$ 46,298,914	$ 15,254,085	$ 37,167,783	$ 33,629,624	$ 29,552,949
Plan fiduciary net position as a percentage of the total pension liability	77.26%	91.73%	78.68%	79.43%	80.43%
Covered payroll	$ 35,512,059	$ 33,604,962	$ 31,913,060	$ 29,886,251	$ 27,790,199
Plan net pension liability as a percentage of covered payroll	130.38%	45.39%	116.47%	112.53%	106.34%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2020 valuation date.

Changes of assumptions (measurement date)
*2022 - Discount rate decreased to 7.15 percent from 6.90 percent; inflation decreased from 2.50% to 2.30%; payroll increased from 2.75% to 2.80%

*2018 - Demographic assumptions and inflation rate were changed in accordance to CalPERS Experience Study and Review December 2017

*2017 - Discount rate decreased to 7.15 percent from 7.65 percent
*2015 - Discount rate increased to 7.65 percent from 7.50 percent

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2023 and 2022

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS (CONTINUED)
SDTI CALPERS PLANS
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2017	2016	2015	2014
Total Pension Liability				
Service cost	$ 3,882,206	$ 3,580,302	$ 3,615,793	$ 3,721,950
Interest on total pension liability	9,611,237	9,201,415	8,554,525	7,982,614
Difference between expected and actual experience	(2,759,754)	375,697	(510,309)	-
Changes in assumptions	8,593,509	-	(2,274,755)	-
Changes in benefit terms	-	-	-	-
Benefit payments, including refunds of employee contributions	(4,901,765)	(4,345,171)	(3,799,240)	(3,155,596)
Net change in total pension liability	14,425,433	8,812,243	5,586,014	8,548,968
Total pension liability - beginning	129,098,911	120,286,668	114,700,654	106,151,686
Total pension liability - ending (a)	$ 143,524,344	$ 129,098,911	$ 120,286,668	$ 114,700,654
Plan fiduciary net position				
Contributions - employer	$ 2,835,680	$ 2,659,911	$ 2,553,900	$ 2,498,345
Contributions - employee	1,806,506	1,778,990	1,839,206	2,179,194
Net investment income	11,214,548	628,353	2,204,904	14,416,106
Benefit payments, including refunds of employee contributions	(4,901,765)	(4,345,171)	(3,799,240)	(3,155,596)
Net plan to plan resource movement	-	-	-	-
Administrative expense	(149,699)	(61,391)	(113,387)	-
Net change in plan fiduciary net position	10,805,270	660,692	2,685,383	15,938,049
Plan fiduciary net position - beginning	101,392,319	100,731,627	98,046,244	82,108,195
Plan fiduciary net position - ending (b)	$ 112,197,589	$ 101,392,319	$ 100,731,627	$ 98,046,244
Net pension liability - ending (a) - (b)	$ 31,326,755	$ 27,706,592	$ 19,555,041	$ 16,654,410
Plan fiduciary net position as a percentage of the total pension liability	78.17%	78.54%	83.74%	85.48%
Covered payroll	$ 26,643,371	$ 27,247,357	$ 26,965,416	$ 26,268,261
Plan net pension liability as a percentage of covered payroll	117.58%	101.69%	72.52%	63.40%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2020 valuation date.

Changes of assumptions (measurement date)
*2022 - Discount rate decreased to 7.15 percent from 6.90 percent; inflation decreased from 2.50% to 2.30%; payroll increased from 2.75% to 2.80%

*2018 - Demographic assumptions and inflation rate were changed in accordance to CalPERS Experience Study and Review December 2017

*2017 - Discount rate decreased to 7.15 percent from 7.65 percent
*2015 - Discount rate increased to 7.65 percent from 7.50 percent

*Ten year historical information is not yet available

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San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2023 and 2022

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS
SDTI PARS PLAN
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2022	2021	2020	2019	2018	2017	2016	2015
Total Pension Liability								
Service cost	$ 193,977	$ 201,071	$ 195,690	$ 226,689	$ 198,627	$ 230,296	$ 223,588	$ 267,889
Interest on total pension liability	566,474	590,139	591,918	565,523	587,363	556,089	523,457	480,808
Difference between expected and actual experience	177,780	-	(262,427)	-	(652,788)	-	(166,133)	-
Changes in assumptions	552,904	-	(164,168)	-	473,927	-	321,921	-
Changes in benefit terms	-	-	-	-	-	-	-	-
Benefit payments, including refunds of employee contributions	(428,359)	(415,242)	(372,953)	(337,875)	(313,613)	(302,460)	(273,201)	(229,364)
Net change in total pension liability	1,062,776	375,968	(11,940)	454,337	293,516	483,925	629,632	519,333
Total pension liability - beginning	9,458,310	9,082,342	9,094,282	8,639,945	8,346,429	7,862,504	7,232,872	6,713,539
Total pension liability - ending (a)	$10,521,086	$ 9,458,310	$ 9,082,342	$ 9,094,282	$ 8,639,945	$ 8,346,429	$ 7,862,504	$ 7,232,872
Plan fiduciary net position								
Contributions - employer	$ 348,656	$ 358,879	$ 436,518	$ 443,125	$ 549,296	$ 605,864	$ 547,473	$ 590,203
Contributions - employee	-	-	-	-	-	-	-	-
Net investment income	(1,370,500)	2,025,536	186,614	413,503	458,921	638,858	(59,981)	127,592
Benefit payments, including refunds of employee contributions	(428,359)	(415,242)	(372,953)	(337,875)	(313,613)	(302,460)	(273,201)	(229,364)
Administrative expense	(17,388)	(16,382)	(15,143)	(14,630)	(17,012)	(13,417)	(14,665)	(12,186)
Net change in plan fiduciary net position	(1,467,591)	1,952,791	235,036	504,123	677,592	928,845	199,626	476,245
Plan fiduciary net position - beginning	9,565,472	7,612,681	7,377,645	6,873,522	6,195,930	5,267,085	5,067,459	4,591,214
Plan fiduciary net position - ending (b)	$ 8,097,881	$ 9,565,472	$ 7,612,681	$ 7,377,645	$ 6,873,522	$ 6,195,930	$ 5,267,085	$ 5,067,459
Net pension liability (asset) - ending (a) - (b)	$ 2,423,205	$ (107,162)	$ 1,469,661	$ 1,716,637	$ 1,766,423	$ 2,150,499	$ 2,595,419	$ 2,165,413
Plan fiduciary net position as a percentage of the total pension liabilitv	76.97%	101.13%	83.82%	81.12%	79.56%	74.23%	66.99%	70.06%
Covered payroll	$ 3,927,255	$ 4,471,089	$ 4,351,424	$ 4,909,640	$ 4,766,641	$ 5,170,611	$ 5,020,011	$ 4,943,557
Plan net pension liability as a percentage of covered payroll	61.70%	-2.40%	33.77%	34.96%	37.06%	41.59%	51.70%	43.80%

Notes to Schedule:

Benefit changes. The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2019 valuation date.

Changes in Assumption (measurement date):

*2022 - Investment rate of return decreased fromm 6.50 to 6.00 percent.
*2022 - Discount rate decreased from 6.50 to 6.00 percent
*2020 - Inflation rate decreased from 2.75 to 2.50 percent
*2020 - Payroll growth rate decreased from 3.00 to 2.75 percent
*2018 - Investment rate of return decreased from 7.0 to 6.5 percent
*2016 - Inflation rate decreased from 3.0 to 2.75 percent
*2016 - Salary scale, retirement and pre-retirement mortality assumptions were updated.

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2023 and 2022

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS
SDTC PLAN
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2022	2021	2020	2019	2018
Total Pension Liability					
Service cost	$ 3,612,367	$ 3,087,757	$ 3,326,248	$ 3,345,262	$ 3,559,738
Interest on total pension liability	19,441,516	20,767,402	20,793,979	20,568,075	20,325,978
Difference between expected and actual experience	4,856,802	3,560,873	(3,159,945)	3,139,304	(240,474)
Changes in assumptions	-	10,215,184	-	7,536,766	(640,322)
Changes in benefit terms	-	-	-	-	-
Benefit payments, including refunds of employee contributions	(22,029,157)	(21,531,678)	(20,712,755)	(19,969,862)	(18,715,199)
Net change in total pension liability	5,881,528	16,099,538	247,527	14,619,545	4,289,721
Total pension liability - beginning	331,267,043	315,167,505	314,919,978	300,300,433	296,010,712
Total pension liability - ending (a)	$ 337,148,571	$ 331,267,043	$ 315,167,505	$ 314,919,978	$ 300,300,433
Plan fiduciary net position					
Contributions - employer	$ 15,838,082	$ 23,718,402	$ 14,709,528	$ 13,633,181	$ 13,020,223
Contributions - employee	1,621,654	1,950,898	2,017,164	2,074,025	1,751,616
Net investment income	(22,759,878)	34,664,950	24,666	8,415,801	8,792,300
Benefit payments, including refunds of employee contributions	(22,029,157)	(21,531,678)	(20,712,755)	(19,969,862)	(18,715,199)
Administrative expense	(265,106)	(252,541)	(256,420)	(252,585)	(244,890)
Net change in plan fiduciary net position	(27,594,405)	38,550,031	(4,217,817)	3,900,560	4,604,050
Plan fiduciary net position - beginning	204,471,831	165,921,800	170,139,617	166,239,057	161,635,007
Plan fiduciary net position - ending (b)	$ 176,877,426	$ 204,471,831	$ 165,921,800	$ 170,139,617	$ 166,239,057
Net pension liability - ending (a) - (b)	$ 160,271,145	$ 126,795,212	$ 149,245,705	$ 144,780,361	$ 134,061,376
Plan fiduciary net position as a percentage of the total pension liability	52.46%	61.72%	52.65%	54.03%	55.36%
Covered payroll	$ 25,059,762	$ 24,891,340	$ 25,826,289	$ 27,121,687	$ 29,672,305
Plan net pension liability as a percentage of covered payroll	639.56%	509.39%	577.88%	533.82%	451.81%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2021 valuation date.

Changes of assumptions (measurement date)

*2021 - Expected rate of return on assets decreased from 6.75 to 6.0 percent
*2019 - Investment rate of return decreased from 7.0 to 6.75 percent
*2018 - Valuation salary changed from using the most recent pensionable pay preceding the valuation date to a two-year average of pay from the two years preceding the valuation date
*2016 - Investment rate of return decreased from 7.5 to 7.0 percent
*2016 - Inflation decreased from 3.0 to 2.75 percent
*2016 - Revisions were made to merit pay increases, mortality, disability, service retirements and terminations

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2023 and 2022

SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS (CONTINUED)
SDTC PLAN
(LAST TEN YEARS*)

Measurement Period, Year Ended June 30:	2017	2016	2015	2014
Total Pension Liability				
Service cost	$ 3,660,961	$ 3,469,595	$ 3,590,766	$ 3,908,376
Interest on total pension liability	19,885,608	18,865,499	18,434,275	17,812,979
Difference between expected and actual experience	1,185,687	(2,174,475)	812,878	2,905,692
Changes in assumptions	-	29,699,872	-	-
Changes in benefit terms	-	-	-	-
Benefit payments, including refunds of employee contributions	(17,977,346)	(17,350,158)	(16,584,043)	(15,466,924)
Net change in total pension liability	6,754,910	32,510,333	6,253,876	9,160,123
Total pension liability - beginning	289,255,802	256,745,469	250,491,593	241,331,470
Total pension liability - ending (a)	$ 296,010,712	$ 289,255,802	$ 256,745,469	$ 250,491,593
Plan fiduciary net position				
Contributions - employer	$ 12,649,101	$ 10,711,282	$ 11,352,628	$ 12,628,190
Contributions - employee	2,047,593	1,754,869	1,363,092	899,791
Net investment income	12,216,936	(540,093)	(2,018,866)	18,417,439
Benefit payments, including refunds of employee contributions	(17,977,346)	(17,350,158)	(16,584,043)	(15,466,924)
Administrative expense	(234,128)	(290,381)	(262,808)	(258,142)
Net change in plan fiduciary net position	8,702,156	(5,714,481)	(6,149,997)	16,220,354
Plan fiduciary net position - beginning	152,932,851	158,647,332	164,797,329	148,576,975
Plan fiduciary net position - ending (b)	$ 161,635,007	$ 152,932,851	$ 158,647,332	$ 164,797,329
Net pension liability - ending (a) - (b)	$ 134,375,705	$ 136,322,951	$ 98,098,137	$ 85,694,264
Plan fiduciary net position as a percentage of the total pension liability	54.60%	52.87%	61.79%	65.79%
Covered payroll	$ 31,660,643	$ 31,048,663	$ 32,658,827	$ 32,313,553
Plan net pension liability as a percentage of covered payroll	424.43%	439.06%	300.37%	265.20%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after the June 30, 2021 valuation date.

Changes of assumptions (measurement date)

*2021 - Expected rate of return on assets decreased from 6.75 to 6.0 percent
*2019 - Investment rate of return decreased from 7.0 to 6.75 percent
*2018 - Valuation salary changed from using the most recent pensionable pay preceding the valuation date to a two-year average of pay from the two years preceding the valuation date
*2016 - Investment rate of return decreased from 7.5 to 7.0 percent
*2016 - Inflation decreased from 3.0 to 2.75 percent
*2016 - Revisions were made to merit pay increases, mortality, disability, service retirements and terminations

*Ten year historical information is not yet available

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
Last Ten Fiscal Years

SCHEDULE OF CONTRIBUTIONS
MTS

Fiscal Year Ended June 30:	2023	2022	2021	2020	2019
Actuarially determined contribution	$ 2,960,147	$ 2,772,487	$ 2,580,445	$ 2,320,104	$ 2,041,117
Contributions in relation to the actuarially determined contribution	(2,960,147)	(2,772,487)	(2,580,445)	(2,320,104)	(2,041,117)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -
Covered payroll	$ 15,217,610	$ 14,346,741	$ 14,166,669	$ 13,715,993	$ 12,892,323
Contributions as a percentage of covered payroll	19.45%	19.32%	18.21%	16.92%	15.83%

Notes to Schedule:

Methods and assumptions used to determine contribution rates
The actuarial methods and assumption used to set the actuarially determined contributions for Fiscal Year 2023 were derived from the June 30, 2020 funding valuation report.

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2020 Funding Valuation Report
Asset valuation method	Market value of assets
Inflation	2.500%
Salary increases	Varies based on entry age and service
Payroll growth	2.750%
Investment rate of return	7.00% net of pension plan investment and administrative expenses
Retirement age	The probabilities of retirement are based on the 2017 CalPERS Experience Study for the period from 1997 and 2015.
Mortality	The probabilities of mortality are based on the 2017 CalPERS Experience Study for the period from 1997 to 2015. Pre-retirement and post-retirement mortality rates include 15 years of projected mortality improvement using Society of American Actuaries Scales 90% of scale MP 2016.

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
Last Ten Fiscal Years

SCHEDULE OF CONTRIBUTIONS (CONTINUED)
MTS

Fiscal Year Ended June 30:	2018	2017	2016	2015	2014
Actuarially determined contribution	$ 1,896,639	$ 1,731,711	$ 1,582,497	$ 1,559,846	$ 1,537,079
Contributions in relation to the actuarially determined contribution	(1,896,639)	(1,731,711)	(1,582,497)	(1,559,846)	(1,537,079)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -
Covered payroll	$ 12,873,186	$ 11,809,510	$ 11,078,469	$ 9,954,718	$ 9,277,782
Contributions as a percentage of covered payroll	14.73%	14.66%	14.28%	15.67%	16.57%

Notes to Schedule:

Methods and assumptions used to determine contribution rates
The actuarial methods and assumption used to set the actuarially determined contributions for Fiscal Year 2023 were derived from the June 30, 2020 funding valuation report.

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2020 Funding Valuation Report
Asset valuation method	Market value of assets
Inflation	2.500%
Salary increases	Varies based on entry age and service
Payroll growth	2.750%
Investment rate of return	7.00% net of pension plan investment and administrative expenses
Retirement age	The probabilities of retirement are based on the 2017 CalPERS Experience Study for the period from 1997 and 2015.
Mortality	The probabilities of mortality are based on the 2017 CalPERS Experience Study for the period from 1997 to 2015. Pre-retirement and post-retirement mortality rates include 15 years of projected mortality improvement using Society of American Actuaries Scales 90% of scale MP 2016.

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
Last Ten Fiscal Years

SCHEDULE OF CONTRIBUTIONS
SDTI CALPERS PLAN

Fiscal Year Ended June 30:	2023	2022	2021	2020	2019
Actuarially determined contribution	$ 6,229,147	$ 5,769,619	$ 5,237,955	$ 4,532,160	$ 3,824,864
Contributions in relation to the actuarially determined contribution	(6,229,147)	(5,769,619)	(5,237,955)	(4,532,160)	(3,824,864)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -
Covered payroll	$ 37,077,411	$ 35,512,059	$ 33,604,962	$ 31,913,060	$ 29,886,251
Contributions as a percentage of covered payroll	16.80%	16.25%	15.59%	14.20%	12.80%

Notes to Schedule:

Methods and assumptions used to determine contribution rates

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2023 were derived from the June 30, 2019 funding valuation report.

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2019 Funding Valuation Report
Asset valuation method	Fair value of assets
Inflation	2.500%
Salary increases	Varies based on entry age and service
Payroll growth	2.750%
Investment rate of return	7.0% net of pension plan investment and administrative expenses
Retirement age	The probabilities of retirement are based on the 2017 CalPERS Experience Study for the period from 1997 and 2015.
Mortality	The probabilities of mortality are based on the 2017 CalPERS Experience Study for the period from 1997 to 2015. Pre-retirement and post-retirement mortality rates include 15 years of projected mortality improvement using Society of American Actuaries Scales 90% of scale MP 2016.

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
Last Ten Fiscal Years

SCHEDULE OF CONTRIBUTIONS (CONTINUED)
SDTI CALPERS PLAN

Fiscal Year Ended June 30:	2018	2017	2016	2015	2014
Actuarially determined contribution	$ 3,266,081	$ 2,835,680	$ 2,659,911	$ 2,553,900	$ 2,498,345
Contributions in relation to the actuarially determined contribution	(3,266,081)	(2,835,680)	(2,659,911)	(2,553,900)	(2,498,345)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -
Covered payroll	$ 27,790,199	$ 26,643,371	$ 27,247,357	$ 26,965,416	$ 26,268,261
Contributions as a percentage of covered payroll	11.75%	10.64%	9.76%	9.47%	9.51%

Notes to Schedule:

Methods and assumptions used to determine contribution rates

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2023 were derived from the June 30, 2019 funding valuation report.

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2019 Funding Valuation Report
Asset valuation method	Fair value of assets
Inflation	2.500%
Salary increases	Varies based on entry age and service
Payroll growth	2.750%
Investment rate of return	7.0% net of pension plan investment and administrative expenses
Retirement age	The probabilities of retirement are based on the 2017 CalPERS Experience Study for the period from 1997 and 2015.
Mortality	The probabilities of mortality are based on the 2017 CalPERS Experience Study for the period from 1997 to 2015. Pre-retirement and post-retirement mortality rates include 15 years of projected mortality improvement using Society of American Actuaries Scales 90% of scale MP 2016.

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
Last Ten Fiscal Years

SCHEDULE OF CONTRIBUTIONS
SDTI PARS PLAN

Fiscal Year Ended June 30:	2023	2022	2021	2020	2019
Actuarially determined contribution	$ 312,672	$ 334,820	$ 381,185	$ 408,250	$ 459,504
Contributions in relation to the actuarially determined contribution	(318,025)	(348,656)	(358,878)	(418,735)	(435,748)
Contribution deficiency (excess)	$ (5,353)	$ (13,836)	$ 22,307	$ (10,485)	$ 23,756
Covered payroll	$ 3,466,427	$ 3,927,255	$ 4,471,089	$ 4,351,424	$ 4,909,640
Contributions as a percentage of covered payroll	9.17%	8.88%	8.03%	9.62%	8.88%

Notes to Schedule:

Methods and assumptions used to determine contribution rates

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2023 were derived from the June 30, 2021 funding valuation report.

Valuation date	June 30, 2021
Actuarial cost method	Entry Age Normal
Amortization method	Level dollar
Amortization period	12 years as of valuation date
Asset valuation method	5-year smoothed market
Inflation	2.50%
Salary increases	Varies based on entry age and service
Payroll growth	2.75%
Investment rate of return	6.00%

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
Last Ten Fiscal Years

SCHEDULE OF CONTRIBUTIONS (CONTINUED)
SDTI PARS PLAN

Fiscal Year Ended June 30:	2018	2017	2016	2015	2014
Actuarially determined contribution	$ 460,930	$ 499,993	$ 445,465	$ 546,873	$ 463,079
Contributions in relation to the actuarially determined contribution	(549,296)	(605,864)	(547,473)	(590,203)	(453,934)
Contribution deficiency (excess)	$ (88,366)	$ (105,871)	$ (102,008)	$ (43,330)	$ 9,145
Covered payroll	$ 4,766,641	$ 5,170,611	$ 5,020,011	$ 4,943,557	$ 5,984,089
Contributions as a percentage of covered payroll	11.52%	11.72%	10.91%	11.94%	7.59%

Notes to Schedule:

Methods and assumptions used to determine contribution rates

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2023 were derived from the June 30, 2021 funding valuation report.

Valuation date	June 30, 2021
Actuarial cost method	Entry Age Normal
Amortization method	Level dollar
Amortization period	12 years as of valuation date
Asset valuation method	5-year smoothed market
Inflation	2.50%
Salary increases	Varies based on entry age and service
Payroll growth	2.75%
Investment rate of return	6.00%

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
Last Ten Fiscal Years

SCHEDULE OF CONTRIBUTIONS
SDTC PLAN

Fiscal Year Ended June 30:	2023	2022	2021	2020	2019
Actuarially determined contribution	$ 16,125,384	$ 15,838,082	$ 17,585,592	$ 14,709,813	$ 13,633,181
Contributions in relation to the actuarially determined contribution	(16,125,384)	(15,838,082)	(23,718,402)	(14,709,813)	(13,633,181)
Contribution deficiency (excess)	$ -	$ -	$ (6,132,810)	$ -	$ -
Covered payroll	$ 23,631,077	$ 25,059,762	$ 24,891,340	$ 25,826,289	$ 27,121,687
Contributions as a percentage of covered payroll	68.24%	63.20%	95.29%	56.96%	50.27%

Notes to Schedule:

Methods and assumptions used to determine contribution rates

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2023 were derived from the July 1, 2020 funding valuation report.

Valuation date	July 1, 2020
Actuarial cost method	Entry Age
Amortization method/period	Level percent of payroll, closed 25-year period
Asset valuation method	5-year smoothed market
Salary increases	2.75% plus merit component based on employee classification and years of services
Investment rate of return	6.75% net of pension plan investment expenses
Mortality	Actives: RP-2000 tables using male rates for both male and female members with generational improvements using scale MP-2015

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
Last Ten Fiscal Years

SCHEDULE OF CONTRIBUTIONS (CONTINUED)
SDTC PLAN

Fiscal Year Ended June 30:	2018	2017	2016	2015	2014
Actuarially determined contribution	$ 13,020,223	$ 12,649,101	$ 10,711,282	$ 11,352,628	$ 12,628,190
Contributions in relation to the actuarially determined contribution	(13,020,223)	(12,649,101)	(10,711,282)	(11,352,628)	(12,628,190)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -
Covered payroll	$ 29,672,305	$ 31,660,643	$ 31,048,663	$ 32,658,827	$ 32,313,553
Contributions as a percentage of covered payroll	43.88%	39.95%	34.50%	34.76%	39.08%

Notes to Schedule:

Methods and assumptions used to determine contribution rates

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2023 were derived from the July 1, 2020 funding valuation report.

Valuation date	July 1, 2020
Actuarial cost method	Entry Age
Amortization method/period	Level percent of payroll, closed 25-year period
Asset valuation method	5-year smoothed market
Salary increases	2.75% plus merit component based on employee classification and years of services
Investment rate of return	6.75% net of pension plan investment expenses
Mortality	Actives: RP-2000 tables using male rates for both male and female members with generational improvements using scale MP-2015

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2023 and 2022

SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS
MTS
(LAST TEN YEARS*)

Measurement period, year ended June 30:	2022	2021	2020	2019	2018	2017
Total OPEB Liability						
Service cost	$ 714,088	$ 559,935	$ 544,949	$ 452,623	$ 450,678	$ 504,282
Interest	200,714	211,713	217,111	224,774	203,185	171,522
Change of benefit terms	-	-	-	-	-	-
Difference between expected and actual experience	-	(31,742)	(206,133)	(324,826)	-	-
Change in assumptions	(2,608,790)	465,523	610,704	139,049	(104,394)	(566,410)
Benefit payments, including refunds of member contributions	(110,701)	(112,510)	(117,063)	(111,141)	(99,520)	(96,621)
Net change in total OPEB liability	(1,804,689)	1,092,919	1,049,568	380,479	449,949	12,773
Total OPEB liability - beginning	8,548,040	7,455,121	6,405,553	6,025,074	5,575,125	5,562,352
Total OPEB liability - ending (a)	$ 6,743,351	$ 8,548,040	$ 7,455,121	$ 6,405,553	$ 6,025,074	$ 5,575,125
OPEB fiduciary net position						
Contributions - employer	$ 110,701	$ 112,510	$ 117,063	$ 111,141	$ 99,520	$ 96,621
Net investment income	-	-	-	-	-	-
Benefit payments, including refunds of member contributions	(110,701)	(112,510)	(117,063)	(111,141)	(99,520)	(96,621)
Administrative expense	-	-	-	-	-	-
Net change in plan fiduciary net position	-	-	-	-	-	-
Plan fiduciary net position - beginning	-	-	-	-	-	-
Plan fiduciary net position - ending (b)	$ -	$ -	$ -	$ -	$ -	$ -
Plan net OPEB liability - ending (a) - (b)	$ 6,743,351	$ 8,548,040	$ 7,455,121	$ 6,405,553	$ 6,025,074	$ 5,575,125
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Covered-employee payroll	$ 14,503,909	$ 14,147,812	$ 12,699,847	$ 13,522,496	$ 12,763,760	$ 12,392,000
Plan net OPEB liability as a percentage of covered payroll	46.49%	60.42%	58.70%	47.37%	47.20%	44.99%

* Historical data provided for years where GASB 75 is applicable.

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2023 and 2022

SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS
SDTI
(LAST TEN YEARS*)

Measurement period, year ended June 30:	2022	2021	2020	2019	2018	2017
Total OPEB Liability						
Service cost	$ 749,568	$ 577,191	$ 561,743	$ 442,873	$ 440,969	$ 493,375
Interest	317,424	386,140	412,287	415,912	389,043	336,668
Change of benefit terms	-	-	-	-	-	-
Difference between expected and actual experience	-	(1,764,102)	(351,313)	230,450	-	-
Change in assumptions	(3,912,097)	832,716	997,581	238,432	(168,207)	(956,245)
Benefit payments, including refunds of member contributions	(138,350)	(181,540)	(233,181)	(251,166)	(194,710)	(189,039)
Net change in total OPEB liability	(2,983,455)	(149,595)	1,387,117	1,076,501	467,095	(315,241)
Total OPEB liability - beginning	13,879,939	14,029,534	12,642,417	11,565,916	11,098,821	11,414,062
Total OPEB liability - ending (a)	$ 10,896,484	$ 13,879,939	$ 14,029,534	$ 12,642,417	$ 11,565,916	$ 11,098,821
OPEB fiduciary net position						
Contributions - employer	$ 138,350	$ 181,540	$ 233,181	$ 251,166	$ 194,710	$ 189,039
Net investment income	-	-	-	-	-	-
Benefit payments, including refunds of member contributions	(138,350)	(181,540)	(233,181)	(251,166)	(194,710)	(189,039)
Administrative expense	-	-	-	-	-	-
Net change in plan fiduciary net position	-	-	-	-	-	-
Plan fiduciary net position - beginning	-	-	-	-	-	-
Plan fiduciary net position - ending (b)	$ -	$ -	$ -	$ -	$ -	$ -
Plan net OPEB liability - ending (a) - (b)	$ 10,896,484	$ 13,879,939	$ 14,029,534	$ 12,642,417	$ 11,565,916	$ 11,098,821
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Covered-employee payroll	$ 35,758,575	$ 33,827,843	$ 32,204,645	$ 34,000,928	$ 31,280,070	$ 30,369,000
Plan net OPEB liability as a percentage of covered payroll	30.47%	41.03%	43.56%	37.18%	36.98%	36.55%

* Historical data provided for years where GASB 75 is applicable.

San Diego Metropolitan Transit System
Required Supplementary Information (Unaudited) (Continued)
For the Years Ended June 30, 2023 and 2022

SCHEDULE OF CHANGES IN THE TOTAL OPEB LIABILITY AND RELATED RATIOS
SDTC
(LAST TEN YEARS*)

Measurement period, year ended June 30:	2022	2021	2020	2019	2018	2017
Total OPEB Liability						
Service Cost	$ 2,246,032	$ 1,354,186	$ 1,317,943	$ 1,180,991	$ 1,176,005	$ 1,317,293
Interest	721,320	879,890	947,591	1,056,425	1,000,292	875,283
Changes of benefit terms	-	-	-	-	-	-
Difference between expected and actual experience	-	(1,192,985)	(424,383)	(2,478,929)	-	-
Changes in assumptions	(8,349,207)	(907,986)	2,156,592	1,027,981	(421,922)	(2,399,513)
Benefit payments, including refunds of member contributions	(977,243)	(1,052,058)	(1,022,172)	(1,035,246)	(957,045)	(929,170)
Net change in total OPEB liability	(6,359,098)	(918,953)	2,975,571	(248,778)	797,330	(1,136,107)
Total OPEB liability - beginning	31,328,053	32,247,006	29,271,435	29,520,213	28,722,883	29,858,990
Total OPEB liability - ending (a)	$ 24,968,955	$ 31,328,053	$ 32,247,006	$ 29,271,435	$ 29,520,213	$ 28,722,883
OPEB fiduciary net position						
Contributions - employer	$ 977,243	$ 1,052,058	$ 1,022,172	$ 1,035,246	$ 957,045	$ 929,170
Net investment income	-	-	-	-	-	-
Benefit payments, including refunds of member contributions	(977,243)	(1,052,058)	(1,022,172)	(1,035,246)	(957,045)	(929,170)
Administrative expense	-	-	-	-	-	-
Net change in plan fiduciary net position	-	-	-	-	-	-
Plan fiduciary net position - beginning	-	-	-	-	-	-
Plan fiduciary net position - ending (b)	$ -	$ -	$ -	$ -	$ -	$ -
Plan net OPEB liability - ending (a) - (b)	$ 24,968,955	$ 31,328,053	$ 32,247,006	$ 29,271,435	$ 29,520,213	$ 28,722,883
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Covered-employee payroll	$ 46,831,537	$ 44,955,979	$ 43,063,090	$ 41,720,578	$ 40,561,400	$ 39,380,000
Plan net OPEB liability as a percentage of covered payroll	53.32%	69.69%	74.88%	70.16%	72.78%	72.94%

* Historical data provided for years where GASB 75 is applicable.

SUPPLEMENTARY INFORMATION

Combining Schedule of Net Position

Combining Schedule of Revenues, Expenses, and Changes in Net Position

Combining Schedule of Cash Flows

Schedule of Revenues, Expenses, and Changes in Net Position - Budget and Actual:

- Combined Operations
- General Operations
  - Operations
  - For Hire Vehicle Administration
  - San Diego and Arizona Eastern Railway
- MTS - Contracted Services
- San Diego Transit Corporation
- San Diego Trolley, Inc.

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San Diego Metropolitan Transit System
Combining Schedule of Net Position
June 30, 2023

	General Operations	Contracted Services	SDTC	SDTI	Total
ASSETS					
Current assets:					
Cash, cash equivalents, and investments	$ 234,464,758	$ (257,103)	$ (1,089,169)	$ (140,030)	$ 232,978,456
Cash, cash equivalents, and investments restricted for capital support	27,346,537	-	-	-	27,346,537
Accounts and other receivables	11,421,827	126,229	2,060,370	290,333	13,898,759
Due from other governments	121,640,507	903	27,120	457,407	122,125,937
Leases receivable	1,553,167	-	-	-	1,553,167
Internal balances	(31,618,284)	(1,647,366)	18,917,224	14,348,426	-
Inventory	-	-	4,362,288	29,959,141	34,321,429
Prepaid items and other current assets	1,220,127	50,000	903,632	437,328	2,611,087
Total current assets	366,028,639	(1,727,337)	25,181,465	45,352,605	434,835,372
Noncurrent assets:					
Lease receivable, due in more than one year	42,356,862	-	-	-	42,356,862
Capital assets, net	148,114,369	279,259,354	246,569,440	2,691,515,390	3,365,458,553
Total noncurrent assets	190,471,231	279,259,354	246,569,440	2,691,515,390	3,407,815,415
Total assets	556,499,870	277,532,017	271,750,905	2,736,867,995	3,842,650,787
DEFERRED OUTFLOWS OF RESOURCES					
Pension-related deferred outflows of resources	8,692,011	-	37,600,931	22,776,733	69,069,675
OPEB-related deferred outflows of resources	1,074,336	-	2,915,677	1,905,554	5,895,567
Total deferred outflows of resources	9,766,347	-	40,516,608	24,682,287	74,965,242
LIABILITIES					
Current liabilities:					
Accounts payable	15,115,060	7,411,001	3,028,221	4,260,180	29,814,462
Due to other governments	1,577,428	93,749	74,982	416,887	2,163,046
Unearned revenue	30,245,676	1,173,540	-	-	31,419,216
Accrued expenses	534,185	-	1,959,631	711,937	3,205,753
Retentions payable	888,935	545	4,776	3,245	897,501
Retentions payable from restricted assets	8,531,874	-	-	-	8,531,874
Due within one year:					
Lease liability	-	168,544	92,447	20,300	281,291
Subscription liability	555,733	-	-	-	555,733
Compensated absences	1,186,912	-	3,558,255	3,089,631	7,834,798
Accrued damage, injury, and employee claims	517,040	-	4,115,645	2,371,727	7,004,412
Long-term debt	-	-	1,845,000	-	1,845,000
Total current liabilities	59,152,843	8,847,379	14,678,957	10,873,907	93,553,086
Noncurrent liabilities:					
Due in more than one year:					
Lease liability	-	8,861,936	386,968	1,354,606	10,603,510
Subscription liability	1,802,260	-	-	-	1,802,260
Compensated absences	411,118	-	3,188,008	768,791	4,367,917
Accrued damage, injury, and employee claims	950,336	-	8,836,532	4,752,270	14,539,138
Aggregate net pension liability	17,754,063	-	160,271,145	48,722,119	226,747,327
Aggregate total OPEB liability	6,743,351	-	24,968,955	10,896,484	42,608,790
Total noncurrent liabilities	27,661,128	8,861,936	197,651,608	66,494,270	300,668,942
Total liabilities	86,813,971	17,709,315	212,330,565	77,368,177	394,222,028
DEFERRED INFLOWS OF RESOURCES					
Pension-related deferred inflows of resources	667,404	-	-	480,294	1,147,698
OPEB-related deferred inflows of resources	3,070,357	-	10,279,243	5,705,180	19,054,780
Lease-related deferred inflows of resources	44,335,418	-	-	-	44,335,418
Total deferred inflows of resources	48,073,179	-	10,279,243	6,185,474	64,537,896
NET POSITION					
Net investment in capital assets	144,867,441	270,228,329	246,085,249	2,690,137,239	3,351,318,258
Unrestricted (deficit)	286,511,626	(10,405,627)	(156,427,544)	(12,140,608)	107,537,847
Total net position	$ 431,379,067	$ 259,822,702	$ 89,657,705	$ 2,677,996,631	$ 3,458,856,105

San Diego Metropolitan Transit System
Combining Schedule of Revenues, Expenses, and Changes in Net Position
For the Year Ended June 30, 2023

	General Operations	Contracted Services	SDTC
Operating revenues:			
Passenger revenue	$ -	$ 21,150,675	$ 19,666,167
Advertising	3,500,713	-	-
Miscellaneous	15,092,634	-	-
Total operating revenues	18,593,347	21,150,675	19,666,167
Operating expenses:			
Personnel costs	27,166,170	958,429	90,749,223
Outside services	22,695,431	88,122,192	2,485,532
Transit operations funding	197,236,772	-	-
Materials and supplies	143,463	73,821	6,730,464
Energy costs	346,796	11,377,608	11,185,887
Risk management	716,323	15,000	2,776,120
Miscellaneous	(23,909,561)	2,745,327	6,083,152
Depreciation and amortization	4,564,044	27,651,292	29,086,910
Total operating expenses	228,959,438	130,943,669	149,097,288
Operating income (loss)	(210,366,091)	(109,792,994)	(129,431,121)
Public support and nonoperating revenues (expenses):			
Federal revenue	191,051,771	27,516,463	33,132,454
Transportation Development Act (TDA) funds	131,274,182	44,699,366	8,816,718
State Transit Assistance (STA) funds	43,066,262	-	11,300,000
STA State of Good Repair	7,066,767	-	-
State revenue - other	20,076,778	46,125	-
TransNet funds	73,540,812	8,283,590	34,705,905
Other local subsidies	12,212,978	1,938,682	4,690,453
Investment earnings	5,055,860	-	-
Interest expense	(58,729)	(177,215)	(179,259)
Gain (loss) on disposal of assets	(129,647)	-	46,786
Total public support and nonoperating revenues (expenses)	483,157,034	82,307,011	92,513,057
Income (loss) before transfers and contributed capital	272,790,943	(27,485,983)	(36,918,064)
Transfers	(84,524,226)	-	-
Capital contributions, net	(106,603,980)	4,586,876	16,206,713
Changes in net position	81,662,737	(22,899,107)	(20,711,351)
Net Position:			
Beginning of year	349,716,330	282,721,809	110,369,056
End of year	$ 431,379,067	$ 259,822,702	$ 89,657,705

San Diego Metropolitan Transit System
Combining Schedule of Revenues, Expenses, and Changes in Net Position (Continued)
For the Year Ended June 30, 2023

	SDTI	Eliminations	Total
Operating revenues:			
Passenger revenue	$ 26,664,181	$ -	$ 67,481,023
Advertising	-	-	3,500,713
Miscellaneous	968,727	-	16,061,361
Total operating revenues	27,632,908	-	87,043,097
Operating expenses:			
Personnel costs	54,898,753	-	173,772,575
Outside services	11,030,214	-	124,333,369
Transit operations funding	-	(196,578,268)	658,504
Materials and supplies	10,347,045	-	17,294,793
Energy costs	28,293,151	-	51,203,442
Risk management	2,891,668	-	6,399,111
Miscellaneous	23,248,210	-	8,167,128
Depreciation and amortization	144,189,670	-	205,491,916
Total operating expenses	274,898,711	(196,578,268)	587,320,838
Operating income (loss)	(247,265,803)	196,578,268	(500,277,741)
Public support and nonoperating revenues (expenses):			
Federal revenue	36,897,141	(97,546,058)	191,051,771
Transportation Development Act (TDA) funds	38,971,606	(92,487,690)	131,274,182
State Transit Assistance (STA) funds	-	(11,300,000)	43,066,262
STA State of Good Repair	-	-	7,066,767
State revenue - other	-	(46,125)	20,076,778
TransNet funds	24,603,991	(73,093,486)	68,040,812
Other local subsidies	-	(6,629,135)	12,212,978
Investment earnings	-	-	5,055,860
Interest expense	(26,865)	-	(442,068)
Gain (loss) on disposal of assets	(21,597)	-	(104,458)
Total public support and nonoperating revenues (expenses)	100,424,276	(281,102,494)	477,298,884
Income (loss) before transfers and contributed capital	(146,841,527)	(84,524,226)	(22,978,857)
Transfers	-	84,524,226	-
Capital contributions, net	84,455,147	-	(1,355,244)
Changes in net position	(62,386,380)	-	(24,334,101)
Net Position:			
Beginning of year	2,740,383,011	-	3,483,190,206
End of year	$ 2,677,996,631	$ -	$ 3,458,856,105

San Diego Metropolitan Transit System
Combining Schedule of Cash Flows
For the Year Ended June 30, 2023

	General Operations	Contracted Services	SDTC	SDTI	Total
Cash flows from operating activities:					
Receipts from customers and users	$ 28,863,313	$ 20,979,530	$ 19,634,995	$ 27,910,771	$ 97,388,609
Payments to suppliers	145,473	(103,023,226)	(28,614,226)	(76,573,145)	(208,065,124)
Payments to employees	(26,597,721)	(958,429)	(80,142,949)	(49,321,287)	(157,020,386)
Payments for damage and injury	(306,824)	-	(3,339,806)	(1,628,627)	(5,275,257)
Net cash provided by (used in) operating activities	2,104,241	(83,002,125)	(92,461,986)	(99,612,288)	(272,972,158)
Cash flows from noncapital financing activities:					
Public support funds received	188,763,752	83,052,354	94,800,386	99,478,769	466,095,261
Net cash provided by noncapital financing activities	188,763,752	83,052,354	94,800,386	99,478,769	466,095,261
Cash flows from capital and related financing activities:					
Debt service costs	-	-	(3,144,512)	-	(3,144,512)
Property acquisition	(69,487,799)	(342,524)	(94,445)	(44,571)	(69,969,339)
Proceeds from disposal of assets	156,430	-	54,650	6,063	217,143
Net cash provided by (used in) capital and related financing activities	(69,331,369)	(342,524)	(3,184,307)	(38,508)	(72,896,708)
Cash flows from investing activities:					
Interest received on investments	3,145,167	-	-	-	3,145,167
Net cash provided by investing activities	3,145,167	-	-	-	3,145,167
Net increase (decrease) in cash and cash equivalents	124,681,791	(292,295)	(845,907)	(172,027)	123,371,562
Cash, cash equivalents, and investments:					
Beginning of year	137,129,504	35,192	(243,262)	31,997	136,953,431
End of year	$ 261,811,295	$ (257,103)	$ (1,089,169)	$ (140,030)	$ 260,324,993
Cash, cash equivalents, and investments:					
Cash, cash equivalents, and investments	$ 234,464,758	$ (257,103)	$ (1,089,169)	$ (140,030)	$ 232,978,456
Cash restricted for capital support	27,346,537	-	-	-	27,346,537
Total cash, cash equivalents, and investments	$ 261,811,295	$ (257,103)	$ (1,089,169)	$ (140,030)	$ 260,324,993

San Diego Metropolitan Transit System
Combining Schedule of Cash Flows (Continued)
For the Year Ended June 30, 2023

	General Operations	Contracted Services	SDTC	SDTI	Total
Reconciliation of Operating (Loss) to Net Cash (Used In) Operating Activities					
Operating (loss):	$ (13,787,823)	$ (109,792,994)	$ (129,431,121)	$ (247,265,803)	$ (500,277,741)
Adjustments to reconcile operating (loss) to net cash (used in) operating activities					
Depreciation and amortization	4,564,044	27,651,292	29,086,910	144,189,670	205,491,916
(Increase) decrease in:					
Accounts and other receivables	(5,393,869)	177,985	(89,570)	(177,020)	(5,482,474)
Due from other governments	15,125,646	-	611	-	15,126,257
Inventory	-	-	-	(177,606)	(177,606)
Prepaid expenses and other current assets	362,638	22,825	136,278	501,789	1,023,530
Increase (decrease) in:					
Accounts payable	552,242	(691,088)	(60,931)	623,096	423,319
Due to other governments	(491,033)	(21,015)	(110,676)	(24,515)	(647,239)
Accrued expenses	74,933	-	106,600	76,198	257,731
Unearned revenue	2,244,803	(349,130)	-	-	1,895,673
Aggregate net pension liability	(1,225,869)	-	8,425,301	1,606,490	8,805,922
Aggregate total OPEB liability	552,505	-	72,847	452,073	1,077,425
Compensated absences	51,237	-	329,794	170,283	551,314
Accrued damage, injury and employee claims	(525,213)	-	(928,029)	413,057	(1,040,185)
Total adjustments	15,892,064	26,790,869	36,969,135	147,653,515	227,305,583
Net cash (used in) operating activities	$ 2,104,241	$ (83,002,125)	$ (92,461,986)	$ (99,612,288)	$ (272,972,158)

Noncash investing, capital and financing activities:

During the year, SANDAG contributed $23,620,737 in capital assets and inventory parts.

During the year, MTS contributed $21,741,949 in capital assets to the City of Chula Vista.

During the year, MTS contributed $3,234,032 in capital assets to the California Department of Transportation.

During the year, the fair value of investments decreased by $667,909.

San Diego Metropolitan Transit System
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
Combined Operations
For the Year Ended June 30, 2023

	Budgeted Amounts		Actual Amounts			
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	Variance with Final Budget Positive (Negative)
Operating revenues:						
Passenger revenue	$ 70,280,253	$ 70,840,789	$ 67,481,023	$ -	$ 67,481,023	$ (3,359,766)
Advertising	1,867,633	3,614,153	3,500,713	-	3,500,713	(113,440)
Miscellaneous operating revenues	19,835,136	16,710,461	16,061,361	(18,505)	16,042,856	(667,605)
Total operating revenues	91,983,022	91,165,403	87,043,097	(18,505)	87,024,592	(4,140,811)
Operating expenses:						
Personnel costs	162,832,584	164,121,078	173,772,575	(11,853,566)	161,919,009	2,202,069
Outside services	140,051,568	132,038,087	124,333,369	(1,634,451)	122,698,918	9,339,169
Transit operations funding	821,740	821,740	658,504	-	658,504	163,236
Materials and supplies	15,075,583	16,427,086	17,294,793	(756,155)	16,538,638	(111,552)
Energy costs	42,996,182	51,203,446	51,203,442	-	51,203,442	4
Risk management	8,562,549	7,773,340	6,399,111	1,408,665	7,807,776	(34,436)
Miscellaneous operating expenses	7,718,500	7,805,148	8,167,128	(251,221)	7,915,907	(110,759)
Depreciation and amortization	-	-	205,491,916	(205,491,916)	-	-
Total operating expenses	378,058,706	380,189,925	587,320,838	(218,578,644)	368,742,194	11,447,731
Operating income (loss)	(286,075,684)	(289,024,522)	(500,277,741)	218,560,139	(281,717,602)	7,306,920
Public support and nonoperating revenues (expenses):						
Federal revenue	104,308,917	154,053,800	191,051,771	(33,689,638)	157,362,133	3,308,333
Transportation Development Act (TDA) funds	97,808,062	97,808,063	131,274,182	(33,405,932)	97,868,250	60,187
State Transit Assistance (STA) funds	11,300,000	11,300,000	43,066,262	(31,766,262)	11,300,000	-
STA State of Good Repair	-		7,066,767	(7,066,767)	-	-
State revenue - other	80,000	112,000	20,076,778	(20,030,653)	46,125	(65,875)
TransNet funds	66,040,162	67,953,741	68,040,812	(102,471)	67,938,341	(15,400)
Other local subsidies	6,490,994	6,490,994	12,212,978	(5,583,843)	6,629,135	138,141
Investment earnings	217,017	1,522,754	5,055,860	(816,899)	4,238,961	2,716,207
Interest expense	(185,066)	(185,066)	(442,068)	280,632	(161,436)	23,630
Gain (loss) on disposal of assets	6,040	100,000	(104,458)	321,601	217,143	117,143
Total public support and nonoperating revenues (expenses):	286,066,126	339,156,286	477,298,884	(131,860,232)	345,438,652	6,282,366
Income (loss) before contributed capital	(9,558)	50,131,764	(22,978,857)	86,699,907	63,721,050	13,589,286
Reserve revenue	9,558	(50,131,764)	-	(296,339)	(296,339)	49,835,425
Capital contributions, net	-	-	(1,355,244)	1,355,244	-	-
Changes in net position	$ -	$ -	(24,334,101)	$ 87,758,812	$ 63,424,711	$ 63,424,711
Net Position:						
Beginning of year, as restated			3,483,190,206			
End of year			$ 3,458,856,105			

San Diego Metropolitan Transit System
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
General Operations
For the Year Ended June 30, 2023

	Budgeted Amounts		Actual Amounts			
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	Variance with Final Budget Positive (Negative)
Operating revenues:						
Advertising	$ 1,867,633	$ 3,614,153	$ 3,500,713	$ -	$ 3,500,713	$ (113,440)
Miscellaneous operating revenues	18,050,325	14,858,188	14,100,826	(18,505)	14,082,321	(775,867)
Total operating revenues	19,917,958	18,472,341	17,601,539	(18,505)	17,583,034	(889,307)
Operating expenses:						
Personnel costs	26,369,346	26,391,352	26,666,731	(132,438)	26,534,293	(142,941)
Outside services	24,007,546	24,350,107	22,672,539	1,017,325	23,689,864	660,243
Transit operations funding	821,740	821,740	197,236,772	(196,578,268)	658,504	163,236
Materials and supplies	33,404	51,470	143,259	-	143,259	(91,789)
Energy costs	280,528	344,300	340,914	-	340,914	3,386
Risk management	1,071,039	951,976	645,144	229,353	874,497	77,479
Miscellaneous operating expenses	(28,669,708)	(24,819,522)	(24,005,434)	(732,762)	(24,738,196)	(81,326)
Depreciation and amortization	-	-	4,549,988	(4,549,988)	-	-
Total operating expenses	23,913,895	28,091,423	228,249,913	(200,746,778)	27,503,135	588,288
Operating income (loss)	(3,995,937)	(9,619,082)	(210,648,374)	200,728,273	(9,920,101)	(301,019)
Public support and nonoperating revenues (expenses):						
Federal revenue	2,451,500	6,752,194	191,051,771	(131,235,696)	59,816,075	53,063,881
Transportation Development Act (TDA) funds	821,740	821,740	131,274,182	(122,485,691)	8,788,491	7,966,751
State Transit Assistance (STA) funds	-	-	43,066,262	(43,066,262)	-	-
STA State of Good Repair	-	-	7,066,767	(7,066,767)	-	-
State revenue - other	-	-	20,076,778	(20,076,778)	-	-
TransNet funds	505,680	422,394	73,540,812	(73,195,957)	344,855	(77,539)
Other local subsidies	-	-	12,212,978	(12,212,978)	-	-
Investment earnings	217,017	1,522,754	5,055,860	(816,899)	4,238,961	2,716,207
Interest expense	-	-	(58,729)	58,729	-	-
Gain (loss) on disposal of assets	-	100,000	(129,647)	286,077	156,430	56,430
Total public support and nonoperating revenues (expenses):	3,995,937	9,619,082	483,157,034	(409,812,222)	73,344,812	63,725,730
Income (loss) before transfers and contributed capital	-	-	272,508,660	(209,083,949)	63,424,711	63,424,711
Transfers	-	-	(84,524,226)	84,524,226	-	-
Reserve revenue	-	-	-	-	-	-
Capital contributions, net	-	-	(106,603,980)	106,603,980	-	-
Changes in net position	$ -	$ -	81,380,454	$ (17,955,743)	$ 63,424,711	$ 63,424,711
Net Position:						
Beginning of year			331,246,992			
End of year			$ 412,627,446			

San Diego Metropolitan Transit System
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
For Hire Vehicle Administration
For the Year Ended June 30, 2023

	Budgeted Amounts		Actual Amounts			
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	Variance with Final Budget Positive (Negative)
Operating revenues:						
Miscellaneous operating revenues	$ 581,375	$ 710,600	$ 794,764	$ -	$ 794,764	$ 84,164
Total operating revenues	581,375	710,600	794,764	-	794,764	84,164
Operating expenses:						
Personnel costs	463,276	500,608	496,920	-	496,920	3,688
Outside services	27,500	22,300	9,708	-	9,708	12,592
Materials and supplies	527	500	204	-	204	296
Energy costs	7,000	7,000	5,882	-	5,882	1,118
Risk management	9,000	9,000	8,504	-	8,504	496
Miscellaneous operating expenses	94,115	73,278	66,219	-	66,219	7,059
Depreciation and amortization	-	-	-	-	-	-
Total operating expenses	601,418	612,686	587,437	-	587,437	25,249
Operating income (loss)	(20,043)	97,914	207,327	-	207,327	109,413
Public support and nonoperating revenues (expenses):						
Gain (loss) on disposal of assets	6,040	-	-	-	-	-
Total public support and nonoperating revenues (expenses):	6,040	-	-	-	-	-
Income (loss) before transfers	(14,003)	97,914	207,327	-	207,327	109,413
Reserve revenue	14,003	(97,914)	-	(207,327)	(207,327)	(109,413)
Changes in net position	$ -	$ -	207,327	$ (207,327)	$ -	$ -
Net Position:						
Beginning of year			425,307			
End of year			$ 632,634			

San Diego Metropolitan Transit System
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
San Diego and Arizona Eastern Railway
For the Year Ended June 30, 2023

	Budgeted Amounts		Actual Amounts			
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	Variance with Final Budget Positive (Negative)
Operating revenues:						
Miscellaneous operating revenues	$ 160,000	$ 190,000	$ 197,044	$ -	$ 197,044	$ 7,044
Total operating revenues	160,000	190,000	197,044	-	197,044	7,044
Operating expenses:						
Personnel costs	8,659	8,749	2,519	-	2,519	6,230
Outside services	35,100	35,000	13,184	-	13,184	21,816
Risk management	88,401	79,901	62,675	-	62,675	17,226
Miscellaneous operating expenses	23,395	32,500	29,654	-	29,654	2,846
Depreciation and amortization	-	-	14,056	(14,056)	-	-
Total operating expenses	155,555	156,150	122,088	(14,056)	108,032	48,118
Operating income (loss)	4,445	33,850	74,956	14,056	89,012	55,162
Income (loss) before transfers and contributed capital	4,445	33,850	74,956	14,056	89,012	55,162
Reserve revenue	(4,445)	(33,850)	-	(89,012)	(89,012)	(55,162)
Changes in net position	$ -	$ -	74,956	$ (74,956)	$ -	$ -
Net Position:						
Beginning of year			18,044,031			
End of year			$ 18,118,987			

San Diego Metropolitan Transit System
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
MTS - Contracted Services
For the Year Ended June 30, 2023

	Budgeted Amounts		Actual Amounts			
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	Variance with Final Budget Positive (Negative)
Operating revenues:						
Passenger revenue	$ 24,754,390	$ 23,123,137	$ 21,150,675	$ -	$ 21,150,675	$ (1,972,462)
Total operating revenues	24,754,390	23,123,137	21,150,675	-	21,150,675	(1,972,462)
Operating expenses:						
Personnel costs	816,889	849,953	958,429	-	958,429	(108,476)
Outside services	101,130,572	95,434,186	88,122,192	(146,042)	87,976,150	7,458,036
Materials and supplies	138,000	61,093	73,821	-	73,821	(12,728)
Energy costs	10,616,757	12,506,765	11,377,608	-	11,377,608	1,129,157
Risk management	15,050	15,000	15,000	-	15,000	-
Miscellaneous operating expenses	3,461,439	3,117,613	2,745,327	342,524	3,087,851	29,762
Depreciation and amortization	-	-	27,651,292	(27,651,292)	-	-
Total operating expenses	116,178,707	111,984,610	130,943,669	(27,454,810)	103,488,859	8,495,751
Operating income (loss)	(91,424,317)	(88,861,473)	(109,792,994)	27,454,810	(82,338,184)	6,523,289
Public support and nonoperating revenues (expenses):						
Federal revenue	30,961,522	44,952,694	27,516,463	-	27,516,463	(17,436,231)
Transportation Development Act (TDA) funds	49,367,977	33,643,349	44,699,366	(146,042)	44,553,324	10,909,975
State Transit Assistance (STA) funds	-	-	-	-	-	-
State revenue - other	80,000	112,000	46,125	-	46,125	(65,875)
TransNet funds	9,213,507	8,352,119	8,283,590	-	8,283,590	(68,529)
Other local subsidies	1,801,311	1,801,311	1,938,682	-	1,938,682	137,371
Interest expense	-	-	(177,215)	177,215	-	-
Total public support and nonoperating revenues (expenses):	91,424,317	88,861,473	82,307,011	31,173	82,338,184	(6,523,289)
Income (loss) before contributed capital	-	-	(27,485,983)	27,485,983	-	-
Capital contributions, net	-	-	4,586,876	(4,586,876)	-	-
Changes in net position	$ -	$ -	(22,899,107)	$ 22,899,107	$ -	$ -
Net Position:						
Beginning of year			282,721,809			
End of year			$ 259,822,702			

San Diego Metropolitan Transit System
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
San Diego Transit Corporation (SDTC)
For the Year Ended June 30, 2023

	Budgeted Amounts		Actual Amounts			
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	Variance with Final Budget Positive (Negative)
Operating revenues:						
Passenger revenue	$ 22,500,089	$ 19,972,426	$ 19,666,167	$ -	$ 19,666,167	$ (306,259)
Miscellaneous operating revenues	143,692	-	-	-	-	-
Total operating revenues	22,643,781	19,972,426	19,666,167	-	19,666,167	(306,259)
Operating expenses:						
Personnel costs	85,176,083	85,179,677	90,749,223	(7,952,354)	82,796,869	2,382,808
Outside services	2,636,608	2,852,502	2,485,532	(364,650)	2,120,882	731,620
Materials and supplies	7,231,584	6,874,957	6,730,464	(109,184)	6,621,280	253,677
Energy costs	8,259,984	11,149,000	11,185,887	-	11,185,887	(36,887)
Risk management	3,214,118	2,846,169	2,776,120	52,441	2,828,561	17,608
Miscellaneous operating expenses	8,667,852	6,119,717	6,083,152	94,446	6,177,598	(57,881)
Depreciation and amortization	-	-	29,086,910	(29,086,910)	-	-
Total operating expenses	115,186,229	115,022,022	149,097,288	(37,366,211)	111,731,077	3,290,945
Operating income (loss)	(92,542,448)	(95,049,596)	(129,431,121)	37,366,211	(92,064,910)	2,984,686
Public support and nonoperating revenues (expenses):						
Federal revenue	32,572,793	50,624,329	33,132,454	-	33,132,454	(17,491,875)
Transportation Development Act (TDA) funds	9,455,027	44,117,996	8,816,718	(473,834)	8,342,884	(35,775,112)
State Transit Assistance (STA) funds	11,300,000	11,300,000	11,300,000	-	11,300,000	-
TransNet funds	34,710,011	34,502,654	34,705,905	-	34,705,905	203,251
Other local subsidies	4,689,683	4,689,683	4,690,453	-	4,690,453	770
Interest expense	(185,066)	(185,066)	(179,259)	17,823	(161,436)	23,630
Gain (loss) on disposal of assets	-	-	46,786	7,864	54,650	54,650
Total public support and nonoperating revenues (expenses):	92,542,448	145,049,596	92,513,057	(448,147)	92,064,910	(52,984,686)
Income (loss) before contributed capital	-	50,000,000	(36,918,064)	36,918,064	-	(50,000,000)
Reserve revenue	-	(50,000,000)	-	-	-	50,000,000
Capital contributions, net	-	-	16,206,713	(16,206,713)	-	-
Changes in net position	$ -	$ -	(20,711,351)	$ 20,711,351	$ -	$ -
Net Position:						
Beginning of year			110,369,056			
End of year			$ 89,657,705			

San Diego Metropolitan Transit System
Schedule of Revenues, Expenses, and Changes in Net Position – Budget and Actual
San Diego Trolley, Inc. (SDTI)
For the Year Ended June 30, 2023

	Budgeted Amounts		Actual Amounts			
	Original	Final	Actuals per Statement of Revenues, Expenses, and Changes in Net Position Amounts	Budget Basis Adjustments	Actuals on Budget Basis	Variance with Final Budget Positive (Negative)
Operating revenues:						
Passenger revenue	$ 23,025,774	$ 27,745,226	$ 26,664,181	$ -	$ 26,664,181	$ (1,081,045)
Miscellaneous operating revenues	899,744	951,673	968,727	-	968,727	17,054
Total operating revenues	23,925,518	28,696,899	27,632,908	-	27,632,908	(1,063,991)
Operating expenses:						
Personnel costs	49,998,331	51,190,739	54,898,753	(3,768,774)	51,129,979	60,760
Outside services	12,214,242	9,343,992	11,030,214	(2,141,084)	8,889,130	454,862
Materials and supplies	7,672,068	9,439,066	10,347,045	(646,971)	9,700,074	(261,008)
Energy costs	23,831,913	27,196,381	28,293,151	-	28,293,151	(1,096,770)
Risk management	4,164,941	3,871,294	2,891,668	1,126,871	4,018,539	(147,245)
Miscellaneous operating expenses	24,141,407	23,281,562	23,248,210	44,571	23,292,781	(11,219)
Depreciation and amortization	-	-	144,189,670	(144,189,670)	-	-
Total operating expenses	122,022,902	124,323,034	274,898,711	(149,575,057)	125,323,654	(1,000,620)
Operating income (loss)	(98,097,384)	(95,626,135)	(247,265,803)	149,575,057	(97,690,746)	(2,064,611)
Public support and nonoperating revenues (expenses):						
Federal revenue	38,323,102	51,724,583	36,897,141	-	36,897,141	(14,827,442)
Transportation Development Act (TDA) funds	38,163,318	19,224,978	38,971,606	(2,788,055)	36,183,551	16,958,573
TransNet funds	21,610,964	24,676,574	24,603,991	-	24,603,991	(72,583)
Interest expense			(26,865)	26,865	-	
Gain (loss) on disposal of assets	-	-	(21,597)	27,660	6,063	6,063
Total public support and nonoperating revenues (expenses):	98,097,384	95,626,135	100,424,276	(2,733,530)	97,690,746	2,064,611
Income (loss) before contributed capital	-	-	(146,841,527)	146,841,527	-	-
Capital contributions, net	-	-	84,455,147	(84,455,147)	-	-
Changes in net position	$ -	$ -	(62,386,380)	$ 62,386,380	$ -	$ -
Net Position:						
Beginning of year, as restated			2,740,383,011			
End of year			$ 2,677,996,631			

STATISTICAL SECTION
(Unaudited)

Included in this section of the Metropolitan Transit System annual comprehensive financial report is detailed information to assist in analysis and understanding of the information presented in the financial statements, notes and required supplementary information.

Contents

Financial Trends
These schedules contain trend information to help the reader understand how MTS's financial position has changed over time.

Revenue Capacity
These schedules contain detailed information about the fare structures and revenue generated from transit operations provided by MTS.

Debt Capacity
This schedule presents information to help the reader assess the affordability of MTS's current levels of outstanding debt and MTS's ability to issue debt in the future.

Demographic and Economic Information
These schedules provide service and infrastructure data to help the reader understand how the information in MTS's financial report relates to the services MTS provides.

Operating Information
These schedules provide service and infrastructure data to help the reader understand how the information in MTS's financial report relates to the services MTS provides.

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FINANCIAL TRENDS

San Diego Metropolitan Transit System
Net Position by Component (in 000's)
Last Ten Fiscal Years

	2023	2022	2021	2020	2019
Business-type activities:					
Net investment in capital assets	$ 3,351,318	$ 3,473,998	$ 1,965,674	$ 1,874,320	$ 1,822,922
Restricted	-	-	-	218	212
Unrestricted	107,538	9,192	(46,746)	(12,024)	(53,159)
Total business-type activities net position	$ 3,458,856	$ 3,483,190	$ 1,918,928	$ 1,862,514	$ 1,769,975
Primary government:					
Net investment in capital assets	$ 3,351,318	$ 3,473,998	$ 1,965,674	$ 1,874,320	$ 1,822,922
Restricted	-	-	-	218	212
Unrestricted	107,538	9,192	(46,746)	(12,024)	(53,159)
Total primary government net position	$ 3,458,856	$ 3,483,190	$ 1,918,928	$ 1,862,514	$ 1,769,975

Source: Audited Financial Statements.

San Diego Metropolitan Transit System
Net Position by Component (in 000's)(Continued)
Last Ten Fiscal Years

	2018	2017	2016	2015	2014
Business-type activities:					
Net investment in capital assets	$ 1,785,808	$ 1,739,360	$ 1,760,427	$ 1,699,222	$ 1,395,206
Restricted	4,545	4,440	8,750	5,309	6,742
Unrestricted	(55,407)	(19,615)	(31,668)	(31,900)	181,114
Total business-type activities net position	$ 1,734,946	$ 1,724,185	$ 1,737,509	$ 1,672,631	$ 1,583,062
Primary government:					
Net investment in capital assets	$ 1,785,808	$ 1,739,360	$ 1,760,427	$ 1,699,222	$ 1,395,206
Restricted	4,545	4,440	8,750	5,309	6,742
Unrestricted	(55,407)	(19,615)	(31,668)	(31,900)	181,114
Total primary government net position	$ 1,734,946	$ 1,724,185	$ 1,737,509	$ 1,672,631	$ 1,583,062

Source: Audited Financial Statements.

San Diego Metropolitan Transit System
Changes in Net Position (in 000's)
Last Ten Fiscal Years

	2023	2022	2021	2020	2019
Operating revenues:					
Passenger revenue	$ 67,481	$ 56,077	$ 47,913	$ 79,532	$ 92,225
Advertising	3,501	1,946	1,013	2,027	1,604
Charter	-	-	-	-	-
Miscellaneous	16,061	19,412	17,411	18,627	18,831
Total operating revenues	87,043	77,435	66,337	100,186	112,660
Operating expenses:					
Personnel costs	173,773	143,950	151,561	149,331	146,006
Outside services	124,333	117,535	111,280	110,590	107,846
Transit operations funding	659	616	397	523	498
Materials and supplies	17,295	14,779	16,334	14,275	12,927
Energy costs	51,203	38,975	31,262	28,587	28,784
Risk management	6,399	11,539	5,584	7,858	2,183
Miscellaneous	8,167	6,334	4,750	4,394	5,446
Depreciation and amortization	205,492	172,251	124,496	127,365	123,007
Total operating expenses	587,321	505,979	445,664	442,923	426,697
Operating (loss)	(500,278)	(428,544)	(379,327)	(342,737)	(314,037)
Public support and nonoperating revenues (expenses):					
Grants and contributions	472,790	386,270	396,581	312,705	243,544
Investment earnings	5,056	800	1,086	1,899	1,952
Interest expense	(442)	(551)	(686)	(797)	(671)
Gain (loss) on disposal of assets	(104)	(762)	(249)	2,243	(2,351)
Other expenses	-	-	-	-	-
Total public support and nonoperating revenues (expenses)	477,300	385,757	396,733	316,050	242,474
Income (loss) before contributed capital	(22,978)	(42,787)	17,404	(26,686)	(71,563)
Capital contributions, net	(1,355)	1,607,050	39,010	119,225	106,592
Changes in net position	$ (24,333)	$ 1,564,263	$ 56,414	$ 92,539	$ 35,029

Source: Audited Financial Statements.

San Diego Metropolitan Transit System
Changes in Net Position (in 000's)(Continued)
Last Ten Fiscal Years

	2018	2017	2016	2015	2014
Operating revenues:					
Passenger revenue	$ 90,236	$ 93,279	$ 97,914	$ 97,615	$ 93,995
Advertising	1,131	1,379	968	816	870
Charter	-	-	-	6	30
Miscellaneous	17,404	18,863	15,781	9,349	9,531
Total operating revenues	108,771	113,521	114,663	107,786	104,426
Operating expenses:					
Personnel costs	146,282	137,021	121,921	114,575	117,092
Outside services	101,574	97,800	94,802	84,302	73,859
Transit operations funding	488	463	491	2,692	4,243
Materials and supplies	14,918	13,065	9,715	10,307	9,276
Energy costs	26,414	25,552	24,531	28,003	26,044
Risk management	6,675	4,276	4,864	5,849	3,610
Miscellaneous	5,854	5,934	4,978	4,975	6,244
Depreciation and amortization	120,928	123,880	119,520	108,199	103,198
Total operating expenses	423,133	407,991	380,822	358,902	343,566
Operating (loss)	(314,362)	(294,470)	(266,159)	(251,116)	(239,140)
Public support and nonoperating revenues (expenses):					
Grants and contributions	253,298	232,775	235,763	235,755	211,517
Investment earnings	941	636	292	3,065	6,087
Interest expense	(809)	(963)	(1,071)	(6,883)	(6,982)
Gain (loss) on disposal of assets	(809)	396	2,433	67	(273)
Other expenses	-	-	-	-	(13)
Total public support and nonoperating revenues (expenses)	252,621	232,844	237,417	232,004	210,336
Income (loss) before contributed capital	(61,741)	(61,626)	(28,742)	(19,112)	(28,804)
Capital contributions, net	99,551	48,301	93,619	245,717	118,768
Changes in net position	$ 37,810	$ (13,325)	$ 64,877	$ 226,605	$ 89,964

Source: Audited Financial Statements.

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REVENUE CAPACITY

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San Diego Metropolitan Transit System
Operating Revenues by Source (in 000's)
Last Ten Fiscal Years

Fiscal Year Ended	Passenger Fares	Federal Operating Funds	State Operating Funds	Local Operating Funds	Other
San Diego Transit Corporation					
2014	$ 27,781	$ 19,336	$ 16,489	$ 20,897	$ 34
2015	27,156	18,096	18,085	28,982	5
2016	26,169	18,000	15,993	35,558	2
2017	24,864	20,000	17,138	31,038	10
2018	23,034	20,225	16,467	38,889	187
2019	22,041	20,500	10,050	40,904	6
2020	19,749	27,350	12,955	40,401	3
2021	14,430	46,955	7,374	43,580	-
2022	14,819	35,700	11,820	38,097	-
2023	19,666	33,132	20,117	39,396	-
San Diego Trolley, Inc.					
2014	$ 40,188	$ 22,913	$ 1,501	$ 5,000	$ 1,256
2015	41,140	21,151	5,047	5,000	628
2016	41,113	21,148	6,040	5,000	698
2017	38,968	23,149	13,609	5,000	704
2018	39,354	24,247	22,930	-	777
2019	42,006	24,751	17,012	-	789
2020	36,464	30,213	23,808	187	740
2021	19,338	45,824	31,897	-	586
2022	25,519	39,825	17,086	21,190	904
2023	26,664	36,897	38,972	24,604	969
MTS - Contracted Services					
2014	$ 26,025	$ 10,362	$ 26,906	$ 2,665	$ -
2015	29,318	14,127	30,543	2,123	79
2016	30,631	13,827	33,796	2,258	(2)
2017	29,447	13,838	36,162	2,296	2
2018	27,848	14,599	38,320	2,699	2
2019	28,178	15,613	41,445	5,705	1
2020	23,319	22,221	36,414	9,448	-
2021	14,146	39,296	26,591	9,875	-
2022	15,740	33,294	42,426	10,607	-
2023	21,151	27,516	44,745	10,222	-

Source: Audited Financial Statements.

San Diego Metropolitan Transit System
Fare Structure
Last Ten Fiscal Years

	2023	2022	2021	2020	2019
***Stored Value One Way Fares**					
One-way fare, Regional	$ 2.50	$ 2.50	$ -	$ -	$ -
Senior/disabled, Regional	1.25	1.25	-	-	-
One-way fare, Premium Regional	5.00	5.00	-	-	-
Senior/disabled, Premium Regional	2.50	2.50	-	-	-
Rural	8.00	8.00	-	-	-
Senior/disabled Rural	4.00	4.00	-	-	-
Bus Cash Fares					
One-way fare, regional	$ 2.50	$ 2.50	$ 2.50	$ 2.50	$ 2.25
Senior/disabled, regional	1.25	1.25	1.25	1.25	1.10
Youth regional	1.25	1.25	1.25	1.25	2.25
Rapid/Express	2.50	2.50	2.50	2.50	2.50
Senior/disabled Rapid/Express	1.25	1.25	1.25	1.25	1.25
Youth Rapid/Express	1.25	1.25	1.25	1.25	2.50
Rapid Express/Premium	5.00	5.00	5.00	5.00	5.00
Senior/disabled Rapid Express/Premium	2.50	2.50	2.50	2.50	2.50
Youth Rapid Express/Premium	2.50	2.50	2.50	2.50	5.00
Rural bus	8.00	8.00	8.00	8.00	5.00-10.00
Senior/disabled Rural bus	4.00	4.00	4.00	4.00	2.50-5.00
Youth Rural bus	4.00	4.00	4.00	4.00	5.00-10.00
Trolley Cash Fares					
One-way fare, all stations	$ 2.50	$ 2.50	$ 2.50	$ 2.50	$ 2.50
Senior/disabled one-way fare	1.25	1.25	1.25	1.25	1.25
Youth one-way fare	1.25	1.25	1.25	1.25	2.50
Bus and Trolley Day Passes					
Regional day pass	$ 6.00	$ 6.00	$ 6.00	$ 6.00	$ 5.00
Senior/disabled and youth	3.00	3.00	3.00	3.00	5.00
Premium regional day	12.00	12.00	12.00	12.00	12.00
Senior/disabled and youth premium regional day	6.00	6.00	6.00	6.00	12.00
Bus and Trolley Monthly Passes					
Regional monthly pass	$ 72.00	$ 72.00	$ 72.00	$ 72.00	$ 72.00
Senior/disabled Regional	23.00	23.00	23.00	23.00	18.00
Youth Regional	-	-	23.00	23.00	36.00
14-Day Regional	-	-	-	-	43.00
Premium Regional monthly pass	100.00	100.00	100.00	100.00	100.00
Senior/disabled Premium Regional	32.00	32.00	32.00	32.00	25.00
Youth Premium Regional	-	-	32.00	32.00	50.00
14-Day Rapid Express/Premium	-	-	-	-	60.00

*Riders using PRONTO Stored Value can transfer free to a Regional service within two (2) hours of paying a one-way fare.

*The PRONTO system will charge a customer the cost of a one-way fare per boarding up to a daily and monthly maximum equal to the cost of a Day or Monthly Pass. Once the cap is reached, additional boardings made during the day or month after reaching the cap are free.
Beginning May 2022, Youth riders with a valid PRONTO card are free. Cash paying passengers will still need to pay the youth fare.

SOURCE: SANDAG Comprehensive Fare Ordinance, amendments effective April 2021.

San Diego Metropolitan Transit System
Fare Structure (Continued)
Last Ten Fiscal Years

	2018	2017	2016	2015	2014
***Stored Value One Way Fares**					
One-way fare, Regional	$ -	$ -	$ -	$ -	$ -
Senior/disabled, Regional	-	-	-	-	-
One-way fare, Premium Regional	-	-	-	-	-
Senior/disabled, Premium Regional	-	-	-	-	-
Rural	-	-	-	-	-
Senior/disabled Rural	-	-	-	-	-
Bus Cash Fares					
One-way fare, regional	$ 2.25	$ 2.25	$ 2.25	$ 2.25	$ 2.25
Senior/disabled, regional	1.10	1.10	1.10	1.10	1.10
Youth regional	2.25	2.25	2.25	2.25	2.25
Rapid/Express	2.50	2.50	2.50	2.50	2.50
Senior/disabled Rapid/Express	1.25	1.25	1.25	1.25	1.25
Youth Rapid/Express	2.50	2.50	2.50	2.50	2.50
Rapid Express/Premium	5.00	5.00	5.00	5.00	5.00
Senior/disabled Rapid Express/Premium	2.50	2.50	2.50	2.50	2.50
Youth Rapid Express/Premium	5.00	5.00	5.00	5.00	5.00
Rural bus	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00
Senior/disabled Rural bus	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00	2.50-5.00
Youth Rural bus	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00	5.00-10.00
Trolley Cash Fares					
One-way fare, all stations	$ 2.50	$ 2.50	$ 2.50	$ 2.50	$ 2.50
Senior/disabled one-way fare all stations	1.25	1.25	1.25	1.25	1.25
Youth one-way fare	2.50	2.50	2.50	2.50	2.50
Bus and Trolley Day Passes					
Regional day pass	$ 5.00	$ 5.00	$ 5.00	$ 5.00	$ 5.00
Senior/disabled and youth	5.00	5.00	5.00	5.00	5.00
Premium regional day	12.00	12.00	12.00	12.00	12.00
Senior/disabled and youth premium regional day	12.00	12.00	12.00	12.00	12.00
Bus and Trolley Monthly Passes					
Regional monthly pass	$ 72.00	$ 72.00	$ 72.00	$ 72.00	$ 72.00
Senior/disabled Regional	18.00	18.00	18.00	18.00	18.00
Youth Regional	36.00	36.00	36.00	36.00	36.00
14-Day Regional	43.00	43.00	43.00	43.00	43.00
Premium Regional monthly pass	100.00	100.00	100.00	100.00	100.00
Senior/disabled Premium Regional	25.00	25.00	25.00	25.00	25.00
Youth Premium Regional	50.00	50.00	50.00	50.00	50.00
14-Day Rapid Express/Premium	60.00	60.00	60.00	60.00	60.00

San Diego Metropolitan Transit System
Farebox Recovery Percentage
Last Ten Fiscal Years

Fiscal Year Ended	San Diego Transit	San Diego Trolley	MTS-Contracted Services
2014	30.34	56.52	39.46
2015	29.50	56.64	38.48
2016	27.39	54.76	38.05
2017	26.21	47.81	36.02
2018	23.12	44.89	33.36
2019	23.41	49.71	30.98
2020	19.94	39.16	25.51
2021	12.82	20.32	15.73
2022	14.33	23.86	15.41
2023	17.59	20.67	20.39

Source: Audited financial statements; calculated as passenger revenue divided by operating expenses (less depreciation, GASB 68 related pension expense and GASB 75 related OPEB expenses), and interest expense.

DEBT CAPACITY

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San Diego Metropolitan Transit System
Ratio of Outstanding Debt by Type
Last Ten Fiscal Years

Year ended June 30	MTS Tower	1995 LRV Lease/ Leaseback	Pension Obligation Bonds	Leases	Subscription-Based Technology Arrangements (SBITAs)	Total	Percentage of Personal Income	Debt per Capita
2014	$ 3,614,149	$ 113,457,002	$ 23,965,000	$ -	$ -	$ 141,036,151	0.08%	$ 44
2015	3,006,729	18,108,323	21,960,000	-	-	43,075,052	0.02%	13
2016	2,393,787	-	19,860,000	-	-	22,253,787	0.01%	7
2017	1,747,713	-	17,655,000	-	-	19,402,713	0.01%	6
2018	1,071,269	-	15,340,000	-	-	16,411,269	0.01%	5
2019	363,072	-	12,910,000	-	-	13,273,072	0.01%	4
2020	-	-	10,355,000	11,667,917	-	22,022,917	0.01%	7
2021	-	-	7,665,000	11,416,609	1,459,402	20,541,011	0.01%	6
2022	-	-	4,830,000	11,155,700	1,179,045	17,164,745	0.01%	5
2023	-	-	1,845,000	10,884,801	2,357,993	15,087,794	0.01%	5

Details regarding MTS's outstanding debt can be found in the notes to the financial statements.

- MTS retired the 1995 LRV Lease/Leaseback obligation in FY2016
- MTS retired the MTS Tower obligation in FY2020
- Ten year historical information is not yet available for leases or SBITAs.

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DEMOGRAPHIC AND ECONOMIC INFORMATION

San Diego Metropolitan Transit System
Regional Population and Personal Income Statistics
Last Ten Fiscal Years

	County of San Diego Population (1)	County of San Diego Personal Income (thousands) (1)	Per Capita Personal Income (1)	San Diego County Average Unemployment Rate (2)
2014	3,247,475	$ 167,600,000	$ 54,554	6.10%
2015	3,275,897	180,100,000	56,796	5.00%
2016	3,297,202	186,100,000	60,271	5.10%
2017	3,320,387	193,300,000	60,460	4.30%
2018	3,344,430	204,500,000	61,134	3.70%
2019	3,366,285	216,700,000	62,665	3.30%
2020	3,386,230	225,500,000	63,105	13.90%
2021	3,366,072	221,300,000	63,169	7.00%
2022	3,338,338	236,000,000	67,434	3.20%
2023	3,273,729	262,000,000	72,083	4.00%

Source:
(1) California Department of Transportation - Actuals 2014-2021, Forecast 2022-2023
(2) California Employment Development Department, June 2023

San Diego Metropolitan Transit System
Full-Time and Part-Time Employees by Function
Last Ten Fiscal Years

	MTS	San Diego Transit	San Diego Trolley	Total
2014	149	785	600	1,534
2015	154	852	595	1,601
2016	163	823	571	1,557
2017	165	825	578	1,568
2018	166	802	593	1,561
2019	166	841	612	1,619
2020	169	833	624	1,626
2021	168	793	643	1,604
2022	160	753	657	1,570
2023	168	763	663	1,594

Source: MTS Human Resources records

San Diego Metropolitan Transit System
Ten Largest Employers in San Diego County

Company Name	Number of Employees (1)	Percent of 1,528,200 County Total (2)
Naval Base San Diego	41,321	2.70%
University of California, San Diego	37,064	2.43%
Sharp HealthCare	18,839	1.23%
County of San Diego	16,744	1.10%
Scripps Health	13,787	0.90%
San Diego Unified School District	13,559	0.89%
Qualcomm Inc.	11,546	0.76%
City of San Diego	11,466	0.75%
Kaiser Permanente	9,632	0.63%
Northrop Grumman Corporation	6,075	0.40%

Source:

1. Data for fiscal year 2023 not available as of publication date. Data shown for the most recent available information: City of San Diego Annual Comprehensive Financial Report - June 30, 2022.
2. Employment Development Department, State of California, June 2023.

Note: County of San Diego employment information is presented. Employer information is not currently available for the area served by the Metropolitan Transit System within San Diego County. MTS presents only current employment data for the County of San Diego.

OPERATING INFORMATION

San Diego Metropolitan Transit System
Operating Indicators by Function
Last Ten Fiscal Years

	2023	2022	2021	2020	2019
Operating Cost (in 000's)					
San Diego Transit	$ 111,789	$ 103,386	$ 112,591	$ 99,027	$ 94,160
San Diego Trolley	129,013	106,936	95,148	93,117	84,507
MTS-Contract Services	103,708	102,143	89,907	91,403	90,942
Farebox Revenue (in 000's)					
San Diego Transit	$ 19,666	$ 14,819	$ 14,430	$ 19,749	$ 22,041
San Diego Trolley	26,664	25,519	19,338	36,464	42,006
MTS-Contract Services	21,151	15,740	14,146	23,319	28,178
Total Passengers (in 000's)					
San Diego Transit	16,519	13,098	8,604	18,383	22,397
San Diego Trolley	36,047	29,739	19,516	32,003	37,294
MTS-Contract Services	15,945	14,780	11,095	20,838	25,667
Revenue Miles (in 000's)					
San Diego Transit	8,826	9,426	9,632	9,236	9,739
San Diego Trolley	12,701	11,627	10,077	9,210	8,821
MTS-Contract Services	12,569	13,675	12,966	14,485	15,666
Subsidy / Total Passenger					
San Diego Transit	$ 5.58	$ 6.76	$ 11.41	$ 4.32	$ 3.22
San Diego Trolley	2.84	2.74	3.88	1.76	1.14
MTS-Contract Services	5.18	5.85	6.83	3.27	2.45

Source: NTD Report, and audited financial statements.

San Diego Metropolitan Transit System
Operating Indicators by Function (Continued)
Last Ten Fiscal Years

	2018	2017	2016	2015	2014
Operating Cost (in 000's)					
San Diego Transit	$ 99,619	$ 94,878	$ 95,526	$ 92,059	$ 91,568
San Diego Trolley	87,666	81,501	75,086	72,637	71,098
MTS-Contract Services	83,468	81,744	80,511	76,190	65,959
Farebox Revenue (in 000's)					
San Diego Transit	$ 23,034	$ 24,864	$ 26,169	$ 27,156	$ 27,781
San Diego Trolley	39,354	38,968	41,113	41,140	40,188
MTS-Contract Services	27,848	29,447	30,631	29,318	26,025
Total Passengers (in 000's)					
San Diego Transit	22,867	24,315	25,628	27,264	28,541
San Diego Trolley	36,995	37,639	39,614	40,082	39,695
MTS-Contract Services	25,567	26,241	27,194	27,574	23,761
Revenue Miles (in 000's)					
San Diego Transit	9,684	9,626	9,702	9,561	8,695
San Diego Trolley	8,656	8,728	8,424	8,596	8,516
MTS-Contract Services	14,983	15,144	14,969	13,328	12,139
Subsidy / Total Passenger					
San Diego Transit	$ 3.35	$ 2.88	$ 2.71	$ 2.38	$ 2.24
San Diego Trolley	1.31	1.13	0.86	0.78	0.78
MTS-Contract Services	2.18	2.00	1.83	1.70	1.68

Source: NTD Report, and audited financial statements.

San Diego Metropolitan Transit System
Service Performance Data
Last Ten Fiscal Years

	2023	2022	2021	2020	2019
Service Provided					
San Diego Transit					
Vehicle Revenue Miles (in 000's)	8,826	9,426	9,632	9,236	9,739
Vehicle Revenue Hours (in 000's)	762	806	814	782	823
Passengers (in 000's)	16,519	13,098	8,604	18,383	22,397
Passenger Miles (in 000's)	72,309	57,895	45,774	80,855	98,896
Number of Vehicles	258	270	278	277	271
San Diego Trolley					
Vehicle Revenue Miles (in 000's)	12,701	11,627	10,077	9,210	8,821
Vehicle Revenue Hours (in 000's)	693	639	555	508	487
Passenger Car Hours (in 000's)	715	658	571	527	500
Passengers (in 000's)	36,047	29,739	19,516	32,003	37,294
Passenger Miles (in 000's)	248,512	210,465	123,389	194,285	219,453
Number of Vehicles	173	157	163	168	142
MTS-Contracted Services					
Vehicle Revenue Miles (in 000's)	12,569	13,675	12,966	14,485	15,666
Vehicle Revenue Hours (in 000's)	1,119	1,207	1,168	1,237	1,305
Passengers (in 000's)	15,945	14,780	11,095	20,838	25,667
Passenger Miles (in 000's)	65,301	58,910	44,276	82,173	97,045
Number of Vehicles	462	456	468	508	529
Total					
Passengers (in 000's)	68,511	57,617	39,215	71,224	85,358
Passenger Miles (in 000's)	386,122	327,270	213,439	357,313	415,394

Source: NTD Report and MTS internal capital asset system

San Diego Metropolitan Transit System
Service Performance Data (Continued)
Last Ten Fiscal Years

	2018	2017	2016	2015	2014
Service Provided					
San Diego Transit					
Vehicle Revenue Miles (in 000's)	9,684	9,626	9,702	9,561	8,695
Vehicle Revenue Hours (in 000's)	821	822	825	806	795
Passengers (in 000's)	22,867	24,315	25,628	27,264	28,541
Passenger Miles (in 000's)	104,545	109,727	111,639	117,585	110,009
Number of Vehicles	271	278	279	272	310
San Diego Trolley					
Vehicle Revenue Miles (in 000's)	8,656	8,728	8,424	8,596	8,516
Vehicle Revenue Hours (in 000's)	478	490	493	496	504
Passenger Car Hours (in 000's)	486	504	507	509	512
Passengers (in 000's)	36,995	37,639	39,614	40,082	39,695
Passenger Miles (in 000's)	214,376	210,971	223,185	224,422	228,531
Number of Vehicles	131	179	179	179	179
MTS-Contracted Services					
Vehicle Revenue Miles (in 000's)	14,983	15,144	14,969	13,328	12,139
Vehicle Revenue Hours (in 000's)	1,256	1,269	1,252	1,112	998
Passengers (in 000's)	25,567	26,241	27,194	27,573	23,761
Passenger Miles (in 000's)	94,665	95,940	97,479	94,504	85,269
Number of Vehicles	536	526	520	520	449
Total					
Passengers (in 000's)	85,429	88,195	92,436	94,919	91,997
Passenger Miles (in 000's)	413,586	416,638	432,303	436,511	423,809

Source: NTD Report and MTS internal capital asset system

San Diego Metropolitan Transit System
Capital Asset Statistics by Function
Last Ten Fiscal Years

	2023	2022	2021	2020	2019
General Operations					
Buildings and structures	1	1	1	1	1
Nonrevenue vehicles	-	-	-	-	-
San Diego Transit					
Land (parcels)	2	2	2	2	2
Buildings and structures	11	11	11	11	11
Buses	258	270	278	277	271
Nonrevenue vehicles	11	11	12	14	15
San Diego Trolley					
Trolley stations	63	63	54	55	54
Track miles	65	65	54	54	54
Buildings and structures	2	2	-	-	-
Light rail vehicles (total inventory)	173	157	163	168	142
Nonrevenue vehicles	9	9	10	11	11
MTS - Contracted Services					
Land (parcel)	2	2	2	2	2
Buildings and structures	11	11	11	11	11
Buses	462	456	468	508	529
Nonrevenue vehicles	2	2	2	2	7
For Hire Vehicle Administration					
Buildings and structures	1	1	1	1	1
Nonrevenue vehicles	-	-	-	1	1

Source: MTS ERP System

San Diego Metropolitan Transit System
Capital Asset Statistics by Function (Continued)
Last Ten Fiscal Years

	2018	2017	2016	2015	2014
General Operations					
Buildings and structures	1	1	1	1	1
Nonrevenue vehicles	-	-	1	3	3
San Diego Transit					
Land (parcels)	2	2	2	2	2
Buildings and structures	11	9	8	7	7
Buses	271	278	279	272	310
Nonrevenue vehicles	15	12	12	12	12
San Diego Trolley					
Trolley stations	54	54	54	54	54
Track miles	54	54	54	54	54
Buildings and structures	-	-	-	-	-
Light rail vehicles (total inventory)	131	179	179	179	179
Nonrevenue vehicles	11	12	12	16	16
MTS - Contracted Services					
Land (parcel)	2	2	2	2	2
Buildings and structures	5	4	4	4	4
Buses	536	526	520	520	449
Nonrevenue vehicles	7	9	9	10	8
For Hire Vehicle Administration					
Buildings and structures	1	1	1	1	1
Nonrevenue vehicles	1	1	1	2	2

Source: MTS ERP System

San Diego Metropolitan Transit System
Ridership
Last Ten Fiscal Years

Ridership (in 000's)	2023	2022	2021	2020	2019
San Diego Transit	16,519	13,098	8,604	18,383	22,397
% Change	26.12%	52.23%	-53.20%	-17.92%	-2.06%
San Diego Trolley	36,047	29,739	19,516	32,003	37,294
% Change	21.21%	52.38%	-39.02%	-14.19%	0.81%
MTS - Contracted Services	15,945	14,780	11,095	20,838	25,667
% Change	7.88%	33.21%	-46.76%	-18.81%	0.39%

Source: NTD Report

San Diego Metropolitan Transit System
Ridership (Continued)
Last Ten Fiscal Years

Ridership (in 000's)	2018	2017	2016	2015	2014
San Diego Transit	22,867	24,315	25,628	27,264	28,541
% Change	-5.96%	-5.12%	-6.00%	-4.47%	-1.33%
San Diego Trolley	36,995	37,639	39,614	40,082	39,695
% Change	-1.71%	-4.99%	-1.17%	0.97%	33.66%
MTS - Contracted Services	25,567	26,241	27,194	27,574	23,761
% Change	-2.57%	-3.51%	-1.38%	16.05%	1.20%

Source: NTD Report

San Diego Metropolitan Transit System
Operating Subsidy
Last Ten Fiscal Years

	2023	2022	2021	2020	2019
Average Fare per Rider					
San Diego Transit	$ 1.19	$ 1.13	$ 1.68	$ 1.07	$ 0.98
San Diego Trolley	0.74	0.86	0.99	1.14	1.13
MTS - Contract Services	1.33	1.06	1.28	1.12	1.10
Operating Expense per Rider					
San Diego Transit	$ 6.77	$ 7.89	$ 13.09	$ 5.39	$ 4.19
San Diego Trolley	3.58	3.60	4.88	2.91	2.18
MTS - Contract Services	6.50	6.91	8.10	4.39	3.54
Subsidy per Rider					
San Diego Transit	$ 5.58	$ 6.76	$ 11.41	$ 4.32	$ 3.21
San Diego Trolley	2.84	2.74	3.88	1.76	1.05
MTS - Contract Services	5.18	5.85	6.83	3.27	2.44

Source: NTD report and audited financial statements

San Diego Metropolitan Transit System
Operating Subsidy (Continued)
Last Ten Fiscal Years

	2018	2017	2016	2015	2014
Average Fare per Rider					
San Diego Transit	$ 1.01	$ 1.02	$ 1.02	$ 1.00	$ 0.97
San Diego Trolley	1.06	1.04	1.04	1.03	1.01
MTS - Contract Services	1.09	1.12	1.13	1.06	1.10
Operating Expense per Rider					
San Diego Transit	$ 4.36	$ 3.90	$ 3.73	$ 3.38	$ 3.21
San Diego Trolley	2.37	2.17	1.90	1.81	1.79
MTS - Contract Services	3.27	3.12	2.96	2.76	2.78
Subsidy per Rider					
San Diego Transit	$ 3.35	$ 2.88	$ 2.71	$ 2.38	$ 2.24
San Diego Trolley	1.31	1.13	0.86	0.78	0.78
MTS - Contract Services	2.18	2.00	1.83	1.70	1.68

Source: NTD report and audited financial statements

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INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Independent Auditors' Report

To the Board of Directors
of the San Diego Metropolitan Transit System
San Diego, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities and the aggregate remaining fund information of the San Diego Metropolitan Transit System ("MTS"), as of and for the years ended June 30, 2023 and June 30, 2022, and the related notes to the basic financial statements, which collectively comprise MTS's basic financial statements, and have issued our report thereon dated November 2, 2023.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered MTS's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of MTS's internal control. Accordingly, we do not express an opinion on the effectiveness of MTS's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether MTS's basic financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

The Pun Group, LLP

San Diego, California
November 2, 2023

THE PUN GROUP
ACCOUNTANTS & ADVISORS

4660 La Jolla Village Drive, Suite 100
San Diego, California 92122

www.pungroup.cpa

November 2, 2023

To the Board of Directors
of the San Diego Metropolitan Transit System
San Diego, California

We have audited the financial statements of the San Diego Metropolitan Transit System ("MTS") for the year ended June 30, 2023, and have issued our report thereon dated November 2, 2023. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, as well as certain information related to the scope and timing of our audit. We have communicated such information in our letter to you dated April 1, 2023. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by MTS are described in Note 1 to the basic financial statements.

New Accounting Standards

- In May 2019, GASB issued Statement No. 91, *Conduit Debt Obligations* (GASB Statement No. 91), to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. Application of this statement did not have an effect on MTS's financial reporting for the fiscal year ending June 30, 2023.

- In March 2020, GASB issued Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements.* The primary objective of this Statement is to improve financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs). As used in this Statement, a PPP is an arrangement in which a government (the transferor) contracts with an operator (a governmental or nongovernmental entity) to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset (the underlying PPP asset), for a period of time in an exchange or exchange-like transaction. Application of this statement did not have an effect on MTS's financial reporting for the fiscal year ending June 30, 2023.

- In May 2020, GASB issued Statement No. 96, *Subscription-Based Information Technology Arrangements*. This Statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This Statement (1) defines a SBITA; (2) establishes that a SBITA results in a right-to-use subscription asset—an intangible asset—and a corresponding subscription liability; (3) provides the capitalization criteria for outlays other than subscription payments, including implementation costs of a SBITA; and (4) requires note disclosures regarding a SBITA. To the extent relevant, the standards for SBITAs are based on the standards established in Statement No. 87, *Leases,* as amended. Application of this statement had a moderate effect on MTS's financial reporting for the fiscal year ending June 30, 2023.

We noted no other new accounting policies were adopted and the application of existing policies was not changed during 2023. We noted no transactions entered into by MTS during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected.

The most sensitive estimates affecting MTS's financial statements were:

- Management's estimate of the fair value of investments is based on information provided by the State of California, City of San Diego, U.S. Treasury, and financial institutions. We agreed the fair value factor used in determining that it is reasonable in relation to the financial statements as a whole.

- Management's estimate of the depreciation on capital assets is based on the industry standard and past experience on actual useful life of the asset groups. We evaluated the key factors and assumptions used to develop the depreciation on capital assets in determining that it is reasonable in relation to the financial statements taken as a whole.

- Management's estimate of the net other postemployment benefit ("OPEB") liability is based on an actuarial valuation on total OPEB liability. We evaluated the key factors and assumptions used to develop the net OPEB liability in determining that it is reasonable in relation to the financial statements taken as a whole.

- Management's estimate of the net pension liabilities is based on the actuarial valuation on total pension liability and based on audited financial statements on fiduciary net position for CalPERS plans. We evaluated the key factors and assumptions used to develop the net pension liability in determining that it is reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were:

Note 1 - Summary of Significant Accounting Polices
Note 2 – Cash, Cash Equivalents, and Investments
Note 3 – Accounts and Other Receivables
Note 5 – Capital Assets
Note 11 – Other Postemployment Benefits
Note 12 – Employee Retirement Systems
Note 15 – Restatement of Net Position

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated November 2, 2023.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the MD&A, the Schedule of Proportionate Share of the Net Pension Liability, the Schedule of Changes in Net Pension Liability and Related Ratios, the Schedule of Contributions, and the Schedules of Changes in the Total OPEB Liability and Related Ratios, which are Required Supplementary Information ("RSI") that supplement the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Combining Statements and the Budgetary Comparison Schedules, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

We were not engaged to report on the Introductory and Statistical Sections, which accompany the financial statements but are not RSI. We did not audit or perform other procedures on this other information and we do not express an opinion or provide any assurance on it.

Restriction on Use

This information is intended solely for the use of the MTS Audit Oversight Committee, the MTS Board of Directors, and management of MTS and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

The Pun Group, LLP

San Diego, California

Item No. 20, 11/09/2023

THE PUN GROUP
ACCOUNTANTS & ADVISORS

San Diego Metropolitan Transit System

Presentation to the Board of Directors
For the Fiscal Year Ended June 30, 2023

November 9, 2023



CONTENTS

- Management's and Auditors' Responsibilities
- Overview of the Financial Statements
- Key Pension and OPEB Information
- Audit Results

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MANAGEMENT AND AUDITORS' RESPONSIBILITIES

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Management's Responsibilities

- Preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America,
- Design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
- In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about MTS's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Auditors' Responsibilities

- Form and express an opinion about whether the financial statements that have been prepared by management with Board oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America
- Plan and perform the audit to obtain "reasonable" assurance (not "absolute" assurance) about whether the financial statements are free of material misstatements.
- Consider internal control over financial reporting. Such considerations were solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Auditors' Responsibilities (Continued)

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the MTS's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the MTS's ability to continue as a going concern for a reasonable period of time.

OVERVIEW OF THE FINANCIAL STATEMENTS

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San Diego Metropolitan Transit System
Restatements to 2022 Statement of Net Position

Statement of Net Position Accounts	Originally Reported	GASB 96 SBITA Adjustments	Capital Contribution Adjustments	As Restated
Prepaid items and other current assets	$ 4,185,608	$ (550,991)	$ -	$ 3,634,617
Capital assets, net	3,495,960,410	1,756,621	(11,375,455)	3,486,341,576
Subscription payable, current	-	(556,465)	-	(556,465)
Subscription payable, non-current	-	(622,580)	-	(622,580)
Total adjustments		26,585	(11,375,455)	
Net position	$ 3,494,539,076	$ 26,585	$ (11,375,455)	$ 3,483,190,206

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San Diego Metropolitan Transit System
Restatements to 2022 Statement of Revenues, Expenses, and Changes in Net Position

Statement of Revenues, Expenses, and Changes in Net Position Accounts	Originally Reported	GASB 96 SBITA Adjustments	Capital Contribution Adjustments	As Restated
Outside services	$ 118,280,875	$ (745,670)	$ -	$ 117,535,205
Depreciation and amortization	171,822,930	706,176	(277,741)	172,251,365
Interest expense	538,322	12,909	-	551,231
Capital contributions	1,618,702,719	-	(11,653,196)	1,607,049,523
Total adjustments		(26,585)	(11,375,455)	
Net position	$ 3,494,539,076	$ 26,585	$ (11,375,455)	$ 3,483,190,206

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San Diego Metropolitan Transit System
Summary Statements of Net Position – Primary Government
June 30, 2023 and 2022

	2023	2022	$ Diff	% Diff
Current assets	$ 434,835,372	$ 325,924,622	$ 108,910,750	33.42%
Noncurrent assets	3,407,815,415	3,530,162,846	(122,347,431)	-3.47%
Deferred Outflows of Resources	74,965,242	40,858,756	34,106,486	83.47%
Current Liabilities	93,553,086	89,154,122	4,398,964	4.93%
Noncurrent liabilities	300,668,942	236,690,977	63,977,965	27.03%
Deferred Inflows of Resources	64,537,896	87,910,919	(23,373,023)	-26.59%
Net Position				
Net investment in capital assets	3,351,318,258	3,473,997,788	(122,679,530)	-3.53%
Unrestricted	107,537,847	9,192,418	98,345,429	1069.85%
Total Net Position	$ 3,458,856,105	$ 3,483,190,206	$ (24,334,101)	-0.70%

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San Diego Metropolitan Transit System
Summary Statements of Revenues, Expenses and Changes in Net Position
Primary Government
For the Years Ended June 30, 2023 and 2022

	2023	2022	$ Diff	% Diff
Revenues				
Operating revenues	$ 87,043,097	$ 77,434,677	$ 9,608,420	12.41%
Nonoperating revnues	477,845,410	387,069,893	90,775,517	23.45%
Total revenues	564,888,507	464,504,570	100,383,937	21.61%
Expenses				
Operating expenses	587,320,838	505,979,472	81,341,366	16.08%
Nonoperating expenses	546,526	1,312,890	(766,364)	-58.37%
Total expenses	587,867,364	507,292,362	80,575,002	15.88%
Income (loss) before capital contributions	(22,978,857)	(42,787,792)	19,808,935	-46.30%
Capital contributions, net	(1,355,244)	1,607,049,523	(1,608,404,767)	-100.08%
Changes in net position	$ (24,334,101)	$ 1,564,261,731	$ (1,588,595,832)	-101.56%

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San Diego Metropolitan Transit System
Summary Statements of Cash Flows – Primary Government
For the Years Ended June 30, 2023 and 2022

	2023	2022
Cash Flows from Operating Activities	$ (272,972,158)	$ (251,003,867)
Cash Flows from Noncapital Financing Activities	466,095,261	379,267,505
Cash Flows from Capital and Related Financing Activities	(72,896,708)	(82,704,352)
Cash Flows from Investing Activities	3,145,167	224,439
Changes in cash, cash equivalents, and investments	$ 123,371,562	$ 45,783,725

San Diego Metropolitan Transit System
Summary Statements of Fiduciary Net Position
June 30, 2023 and 2022

	2023	2022	$ Diff	% Diff
Assets	$ 184,032,663	$ 177,508,690	$ 6,523,973	3.68%
Liabilities	859,971	631,264	228,707	36.23%
Net Position	$ 183,172,692	$ 176,877,426	$ 6,295,266	3.56%

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San Diego Metropolitan Transit System
Summary Statements of Changes in Fiduciary Net Position
For the Years Ended June 30, 2023 and 2022

	2023	2022	$ Diff	% Diff
Additions				
Contributions	$ 17,877,214	$ 17,459,736	$ 417,478	2.39%
Net investment income (loss)	11,403,121	(22,759,878)	34,162,999	-150.10%
Total additions	29,280,335	(5,300,142)	34,580,477	-652.44%
Deductions				
Distributions	22,630,610	22,029,157	601,453	2.73%
Administrative expenses	354,459	265,106	89,353	33.70%
Total deductions	22,985,069	22,294,263	690,806	3.10%
Changes in fiduciary net position	$ 6,295,266	$ (27,594,405)	$ 33,889,671	-122.81%

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KEY PENSION AND OPEB INFORMATION

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San Diego Metropolitan Transit System
Net Pension Liability Sensitivity
June 30, 2023

Discount Rate	MTS	SDTC	SDTI PERS	SDTI PARS	Aggregate
1% decrease	5.90%	5.00%	5.90%	5.00%	
Net pension liability	$ 27,710,310	$ 196,007,935	$ 75,854,037	$ 3,703,766	$ 303,276,048
Current discount rate	6.90%	6.00%	6.90%	6.00%	
Net pension liability	$ 17,754,063	$ 160,271,145	$ 46,298,914	$ 2,423,205	$ 226,747,327
1% increase	7.90%	7.00%	7.90%	7.00%	
Net pension liability	$ 9,562,543	$ 129,904,478	$ 22,039,030	$ 1,351,096	$ 162,857,147

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San Diego Metropolitan Transit System
Pension Expense
For the Years Ended June 30, 2023 and 2022

	2023	2022	$ Diff	% Diff
MTS CalPERS	$ 1,734,279	$ 2,970,733	$ (1,236,454)	-41.62%
SDTC Retirement Plan	24,550,685	14,494,898	10,055,787	69.37%
SDTI CalPERS	7,592,651	1,593,579	5,999,072	376.45%
SDTI PARS	561,012	(158,702)	719,714	-453.50%
Total Pension Expense	$ 34,438,627	$ 18,900,508	$ 15,538,119	82.21%

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San Diego Metropolitan Transit System
Other Postemployment Benefits Plan
OPEB Liability Sensitivity
June 30, 2023

Discount Rate	MTS	SDTC	SDTI	Aggregate
1% decrease	3.09%	3.09%	3.09%	
Total OPEB liability	$ 7,954,909	$ 12,700,698	$ 29,053,087	$ 49,708,694
Current discount rate	4.09%	4.09%	4.09%	
Total OPEB liability	$ 6,743,351	$ 10,896,484	$ 24,968,955	$ 42,608,790
1% increase	5.09%	5.09%	5.09%	
Total OPEB liability	$ 5,766,833	$ 9,427,183	$ 21,668,039	$ 36,862,055

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San Diego Metropolitan Transit System
OPEB Expense
For the Years Ended June 30, 2023 and 2022

	2023	2022	$ Diff	% Diff
MTS	$ 700,304	$ 757,826	$ (57,522)	-7.59%
SDTC	1,200,089	1,510,463	(310,374)	-20.55%
SDTI	639,806	862,153	(222,347)	-25.79%
Total OPEB Expense	$ 2,540,199	$ 3,130,442	$ (590,243)	-18.85%

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AUDIT RESULTS

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Audit Results

- **Unmodified Opinion**
  - Financial statements are fairly presented in all material respects
  - Significant accounting policies have been consistently applied
  - Estimates are reasonable
  - Disclosures are properly reflected in the financial statements
- **Other Results**
  - No disagreements with management
  - No material weaknesses or significant deficiencies in internal controls were noted
  - No accounting issues noted

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Questions/ Comments



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Metropolitan Transit System

Agenda Item No. 21

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Fiscal Year (FY) 2023 Final Operating Budget Results (Gordon Meyer)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors receive the MTS operations budget status report for FY 2023 and approve staff recommendations for programming excess revenues less expenses.

Budget Impact

Final FY 2023 results show revenues exceeding expenses by $7,400,000. After reserve related adjustments, there will be $7,072,000 in excess revenues, which staff recommends be allocated between the following:

- Allocate $3,145,000 to contingency reserve to achieve 12.5% Board-recommended target for FY 2024
- Allocate $3,927,000 to operating deficit reserve for addressing future structural deficits in the operating budget

DISCUSSION:

This report summarizes the year-end operating results for FY 2023 compared to the FY 2023 amended budget for MTS. Attachment A-1 combines the operations', administrations' and other activities' results for FY 2023. Attachment A-2 details the FY 2023 combined operations' results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and Attachment A-9 provides FY 2023 results for MTS's other activities (For Hire Vehicle (FHV) Administration/San Diego and Arizona Eastern (SD&AE) Railway Company). Attachment A-10 details subsidy revenue and other non-operating revenue and expenses. Attachment A-11 details MTS's contingency reserve balance.

MTS OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the FY ending June 2023, MTS's net-operating income favorable variance totaled $7,155,000 (2.5%). The favorable budget results were primarily due to favorable experience in other revenue, outside services, and general and administrative costs.

As indicated within Attachment A-10, non-operating net subsidy for FY 2023 was favorable to budget by $245,000 (0.1%).

In total, revenues exceeded expenses by $7,400,000 for FY 2023.

MTS COMBINED RESULTS

Operating Revenues. Total combined operating revenues for FY 2023 were $91,481,000 compared to the budget of $92,788,000, representing a $1,307,000 (-1.4%) unfavorable variance. Passenger revenue was unfavorable to budget by $3,357,000 (-4.7%), partially due to the strike in May and June and partially due to lower ridership growth than anticipated in the second half of the year. Other revenue was favorable by $2,049,000 (9.4%), primarily due to favorable interest revenue stemming from high interest rates combined with high cash balances.

Operating Expenses. Total combined expenses for FY 2023 were $371,727,000 compared to the budget of $380,190,000 resulting in a $8,463,000 (2.2%) favorable variance.

Personnel Costs. Personnel-related costs totaled $164,768,000, compared to a budgetary figure of $163,561,000, producing an unfavorable variance of $1,207,000 (-0.7%). This was primarily due to unfavorable healthcare costs and worker's compensation costs within Bus Operations. Healthcare costs were unfavorable as a result of unspent IBEW trust funds covering less of the employer premiums than anticipated after dissolving the trust in late FY 2022. Worker's compensation costs were unfavorable due to high medical claim payments.

Outside Services and Purchased Transportation. Total outside services for the fiscal year totaled $122,574,000 compared to a budget of $132,022,000, resulting in a favorable variance of $9,448,000 (7.2%). This was primarily due to favorable purchased transportation costs for both fixed route and paratransit services. Fixed route purchased transportation costs were favorable by $5,293,000 (6.9%) primarily as a result of the strike which significantly impacted service levels in May and June. Paratransit purchased transportation costs were favorable by $1,900,000 (13.6%) primarily due to the impact of the strike. The favorable variance in outside services was also due to favorable service agreement expenses within the Maintenance of Way (MOW)/Track maintenance departments, favorable construction costs within directly operated bus operations related to the timing of large maintenance projects, and favorable marketing expenses as a result of green/orange line replacement signs not being delivered and paid for in FY 2023 as was initially planned.

Materials and Supplies. Total materials and supplies expenses were $16,432,000, compared to a budgetary figure of $16,309,000, resulting in an unfavorable variance of $123,000 (-0.8%). This was primarily due to unfavorable revenue vehicle parts within Rail Operations, partially offset by favorable revenue vehicle parts within Bus Operations.

Energy. Total energy costs were $52,584,000, compared to the budget of $52,565,000, resulting in an unfavorable variance of $19,000 (0.0%). Compressed natural gas and propane costs were favorable due to lower consumption versus budget, with an estimated $524,000 reduction in Compressed Natural Gas (CNG) and propane costs coming from lower service levels during the strike. Favorable CNG and propane costs were offset by unfavorable electricity costs resulting from higher than budgeted rates in the second half of the fiscal year.

Risk Management. Total expenses for risk management were $7,808,000 compared to the budget of $7,773,000, resulting in an unfavorable variance totaling $34,000 (-0.4%).

General and Administrative. Total general and administrative costs were $5,917,000 for FY 2023, compared to a budget of $6,327,000, resulting in a favorable variance of $410,000 (6.5%). This was primarily due to favorable credit card fees related to the fare system, travel expenses, and stormwater license/permit fees within Administration.

Vehicle and Facility Leases. The vehicle and facilities leases costs were $1,645,000 compared to the budget of $1,633,000, resulting in a $12,000 (-0.7%) unfavorable variance.

Subsidy Revenue and Other Non-Operating Revenue and Expenses

Attachment A-10 details subsidy revenue and other non-operating revenue and expenses. Subsidy and net non-operating revenues for FY 2023 were $287,646,000 compared to the fiscal year budget of $287,402,000, representing a favorable variance of $245,000 (0.1%). This was primarily due to favorable recurring federal revenues, which were $269,000 (0.4%) higher than budget. Other significant variances were in federal stimulus funds and other non-operating income; however, these variances largely offset each other, described in more detail below.

On March 16, 2023 (AI 13), the MTS Board of Directors directed staff to draw federal stimulus funds as fast as possible based on eligible expenses (versus budgetary need) and to transfer any excess funds to the operating deficit reserve until needed to address structural deficits in future fiscal years. MTS received $90,300,000 in federal stimulus funds during FY 2023, compared to a budget of $87,260,000, resulting in a favorable variance of $3,040,000 (3.5%). As directed by the Board, these excess stimulus funds were offset by an additional contribution to the operating deficit reserve as shown in Attachment A-10. As of June 30, 2023, MTS has drawn $228 million of the $360 million in total apportioned stimulus funds, leaving $132 million in remaining funds to be drawn in future fiscal years.

As detailed in Attachment A-10, the FY 2023 amended budget for other non-operating income (reserves) included a contribution of $50,132,000 to reserves, including a $50 million contribution to the operating deficit reserve, and a $132,000 contribution to the FHV Administration and SD&AE reserves. The actual reserve contribution amount for FY 2023 was $53,336,000, or $3,204,000 (6.4%) higher than budget. $3,040,000 of the additional contribution was due to drawing additional federal stimulus funds versus budget, and the remaining $164,000 was due to excess revenues over expenses within FHV Administration and SD&AE operations, both of which are self-funded entities.

Net Revenues Less Expenses

For FY 2023, MTS had an excess of revenues over expenses totaling $7,400,000. After reserve adjustments for interest, there is $7,072,000 in excess revenues over expenses. Staff recommends the following actions to program excess revenues:

- Allocate $3,145,000 to contingency reserve to achieve 12.5% Board-recommended target for FY 2024
- Allocate $3,927,000 to operating deficit reserve for addressing future structural deficits in the operating budget

The amended FY 2023 budget included a $37.1 million structural deficit. Favorable expenses resulted in an actual structural deficit of $29.6 million in FY 2023.

Reserves

Attachment A-11 details MTS's contingency reserve. The Board-recommended contingency reserve target is 12.5% of the operating budget. The ending reserve balance on June 30, 2022, was $41,817,000. In order to achieve the 12.5% target for the FY 2024 operating budget, MTS must make a net contribution of $3,145,000 to the contingency reserve after accounting for all FY 2023 reserve activity. With excess revenues over expenses of $7,400,000, $328,000 in interest adjustments, and a contribution of $3,145,000 to the contingency reserve, there is $3,927,000 in excess revenues over expenses. MTS Staff recommend allocating the remaining available balance of $3,927,000 to the operating deficit reserve for use in balancing future structural deficits.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Comparison to Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

MTS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2022
JUNE 30, 2022
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 67,546	$ 70,902	$ (3,357)	-4.7%
Other Revenue	23,935	21,886	2,049	9.4%
Total Operating Revenue	**$ 91,481**	**$ 92,788**	**$ (1,307)**	**-1.4%**
Personnel costs	$ 164,768	$ 163,561	$ (1,207)	-0.7%
Outside services	122,574	132,022	9,448	7.2%
Materials and supplies	16,432	16,309	(123)	-0.8%
Energy	52,584	52,565	(19)	0.0%
Risk management	7,808	7,773	(34)	-0.4%
General & administrative	5,917	6,327	410	6.5%
Vehicle/facility leases	1,645	1,633	(12)	-0.7%
Administrative Allocation	(0)	0	0	0.0%
Total Operating Expenses	**$ 371,727**	**$ 380,190**	**$ 8,463**	**2.2%**
Operating Income (Loss)	**$ (280,246)**	**$ (287,402)**	**$ 7,155**	**2.5%**
Total Non-Operating Activities	**287,646**	**287,402**	**245**	**0.1%**
Income (Loss) before Capital Contributions	**$ 7,400**	**$ 0**	**$ 7,400**	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
CONSOLIDATED

COMPARISON TO BUDGET - FISCAL YEAR 2022
JUNE 30, 2022
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 67,546	$ 70,902	$ (3,357)	-4.7%
Other Revenue	965	890	75	8.4%
Total Operating Revenue	**$ 68,510**	**$ 71,792**	**$ (3,282)**	**-4.6%**
Personnel costs	$ 137,883	$ 137,340	$ (543)	-0.4%
Outside services	99,529	108,174	8,645	8.0%
Materials and supplies	16,294	16,265	(29)	-0.2%
Energy	51,383	51,334	(48)	-0.1%
Risk management	6,862	6,732	(130)	-1.9%
General & administrative	934	1,038	104	10.0%
Vehicle/facility leases	1,403	1,368	(35)	-2.6%
Administrative Allocation	29,900	29,900	(0)	0.0%
Total Operating Expenses	**$ 344,187**	**$ 352,151**	**$ 7,964**	**2.3%**
Operating Income (Loss)	**$ (275,677)**	**$ (280,359)**	**$ 4,682**	**1.7%**
Total Non-Operating Activities	**272,692**	**280,359**	**(7,667)**	**-2.7%**
Income (Loss) before Capital Contributions	**$ (2,985)**	**$ 0**	**$ (2,985)**	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)
COMPARISON TO BUDGET - FISCAL YEAR 2022
JUNE 30, 2022
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 19,666	$ 19,972	$ (306)	-1.5%
Other Revenue	55	-	55	-
Total Operating Revenue	**$ 19,721**	**$ 19,972**	**$ (252)**	**-1.3%**
Personnel costs	$ 85,782	$ 85,124	$ (658)	-0.8%
Outside services	2,121	2,853	732	25.6%
Materials and supplies	6,604	6,855	251	3.7%
Energy	11,252	11,226	(27)	-0.2%
Risk management	2,829	2,846	18	0.6%
General & administrative	426	463	38	8.1%
Vehicle/facility leases	442	395	(47)	-11.8%
Administrative Allocation	5,260	5,260	0	0.0%
Total Operating Expenses	**$ 114,716**	**$ 115,022**	**$ 306**	**0.3%**
Operating Income (Loss)	**$ (94,995)**	**$ (95,050)**	**$ 54**	**0.1%**
Total Non-Operating Activities	**92,010**	**95,050**	**(3,039)**	**-3.2%**
Income (Loss) before Capital Contributions	**$ (2,985)**	**$ 0**	**$ (2,985)**	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
RAIL (SAN DIEGO TROLLEY INC.)
COMPARISON TO BUDGET - FISCAL YEAR 2022
JUNE 30, 2022
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 26,729	$ 27,807	$ (1,078)	-3.9%
Other Revenue	910	890	20	2.3%
Total Operating Revenue	**$ 27,639**	**$ 28,697**	**$ (1,058)**	**-3.7%**
Personnel costs	$ 51,027	$ 51,088	$ 61	0.1%
Outside services	8,889	9,344	455	4.9%
Materials and supplies	9,616	9,349	(267)	-2.9%
Energy	28,613	27,448	(1,166)	-4.2%
Risk management	4,019	3,871	(147)	-3.8%
General & administrative	490	548	58	10.6%
Vehicle/facility leases	597	602	5	0.8%
Administrative Allocation	22,073	22,073	0	0.0%
Total Operating Expenses	**$ 125,324**	**$ 124,323**	**$ (1,001)**	**-0.8%**
Operating Income (Loss)	**$ (97,685)**	**$ (95,626)**	**$ (2,059)**	**-2.2%**
Total Non-Operating Activities	**97,685**	**95,626**	**2,059**	**2.2%**
Income (Loss) before Capital Contributions	**$ 0**	**$ (0)**	**$ 0**	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
BUS - CONTRACTED SERVICES (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2022
JUNE 30, 2022
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 20,023	$ 21,925	$ (1,902)	-8.7%
Other Revenue	-	-	-	-
Total Operating Revenue	**$ 20,023**	**$ 21,925**	**$ (1,902)**	**-8.7%**
Personnel costs	$ 758	$ 679	$ (80)	-11.7%
Outside services	75,117	80,571	5,455	6.8%
Materials and supplies	74	61	(13)	-20.8%
Energy	10,659	11,539	880	7.6%
Risk management	-	-	-	-
General & administrative	5	8	3	38.2%
Vehicle/facility leases	21	27	6	22.3%
Administrative Allocation	2,184	2,184	(0)	0.0%
Total Operating Expenses	**$ 88,818**	**$ 95,070**	**$ 6,251**	**6.6%**
Operating Income (Loss)	**$ (68,795)**	**$ (73,144)**	**$ 4,349**	**5.9%**
Total Non-Operating Activities	**68,795**	**73,144**	**(4,349)**	**-5.9%**
Income (Loss) before Capital Contributions	**$ -**	**$ 0**	**$ (0)**	**-**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
BUS - CONTRACTED SERVICES (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2022
JUNE 30, 2022
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 1,128	$ 1,198	$ (70)	-5.9%
Other Revenue	-	-	-	-
Total Operating Revenue	**$ 1,128**	**$ 1,198**	**$ (70)**	**-5.9%**
Personnel costs	$ 200	$ 171	$ (29)	-16.9%
Outside services	12,859	14,863	2,003	13.5%
Materials and supplies	-	-	-	-
Energy	858	1,122	264	23.5%
Risk management	15	15	-	0.0%
General & administrative	13	18	5	28.8%
Vehicle/facility leases	343	343	0	0.1%
Administrative Allocation	383	383	(0)	0.0%
Total Operating Expenses	**$ 14,671**	**$ 16,915**	**$ 2,244**	**13.3%**
Operating Income (Loss)	**$ (13,543)**	**$ (15,717)**	**$ 2,174**	**13.8%**
Total Non-Operating Activities	**13,543**	**15,717**	**(2,174)**	**-13.8%**
Income (Loss) before Capital Contributions	**$ -**	**$ 0**	**$ (0)**	**-**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2022
JUNE 30, 2022
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	**$ -**	**$ -**	**$ -**	**-**
Personnel costs	$ -	$ -	$ -	-
Outside services	313	313	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	**$ 313**	**$ 313**	**$ -**	**0.0%**
Operating Income (Loss)	**$ (313)**	**$ (313)**	**$ -**	**0.0%**
Total Non-Operating Activities	**313**	**313**	**-**	**0.0%**
Income (Loss) before Capital Contributions	**$ -**	**$ -**	**$ -**	**-**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2022
JUNE 30, 2022
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	21,978	20,095	1,883	9.4%
Total Operating Revenue	**$ 21,978**	**$ 20,095**	**$ 1,883**	**9.4%**
Personnel costs	$ 26,386	$ 25,711	$ (674)	-2.6%
Outside services	23,022	23,791	769	3.2%
Materials and supplies	138	43	(95)	-218.1%
Energy	1,195	1,224	29	2.3%
Risk management	874	952	77	8.1%
General & administrative	4,917	5,219	302	5.8%
Vehicle/facility leases	229	245	16	6.7%
Administrative Allocation	(29,916)	(29,916)	-	0.0%
Total Operating Expenses	**$ 26,845**	**$ 27,270**	**$ 425**	**1.6%**
Operating Income (Loss)	**$ (4,866)**	**$ (7,175)**	**$ 2,308**	**32.2%**
Total Non-Operating Activities	**15,251**	**7,175**	**8,077**	**112.6%**
Income (Loss) before Capital Contributions	**$ 10,385**	**$ (0)**	**$ 10,385**	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2022
JUNE 30, 2022
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	992	901	91	10.1%
Total Operating Revenue	**$ 992**	**$ 901**	**$ 91**	**10.1%**
Personnel costs	$ 499	$ 509	$ 10	1.9%
Outside services	23	57	34	60.0%
Materials and supplies	0	1	0	59.1%
Energy	6	7	1	16.0%
Risk management	71	89	18	19.9%
General & administrative	66	70	4	5.1%
Vehicle/facility leases	14	20	6	31.6%
Administrative Allocation	16	16	0	0.0%
Total Operating Expenses	**$ 695**	**$ 769**	**$ 73**	**9.5%**
Operating Income (Loss)	**$ 296**	**$ 132**	**$ 165**	**-124.9%**
Total Non-Operating Activities	**(296)**	**(132)**	**(165)**	**124.9%**
Income (Loss) before Capital Contributions	**$ -**	**$ 0**	**$ (0)**	**-**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MTS
COMBINED SUBSIDY AND OTHER NON-OPERATING REVENUE AND EXPENSES
COMPARISON TO BUDGET - FISCAL YEAR 2022
June 30, 2020
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Subsidy Revenue				
Federal Revenue	$ 67,062	$ 66,794	$ 269	0.4%
FTA Stimulus Funds (CARES/ARP Act)	$ 90,300	$ 87,260	$ 3,040	3.5%
Transportation Development Act	97,868	97,808	60	0.1%
State Transit Assistance	11,300	11,300	0	0.0%
State Revenue - Other	46	112	(66)	-58.8%
TransNet funds	67,938	67,954	(15)	0.0%
Other Local subsidies	6,629	6,491	138	2.1%
Total Subsidy Revenue	**$ 341,144**	**$ 337,719**	**$ 3,425**	**1.0%**
Other Non-Operating Revenue and Expense				
Investment Earnings	$ -	$ -	$ -	-
Other Non-Operating Income	(53,336)	(50,132)	(3,204)	6.4%
Other Non-Operating Expenses	(161)	(185)	24	-12.8%
Total Other Non-Operating Revenue Revenue and Expense	**$ (53,498)**	**$ (50,317)**	**$ (3,181)**	**6.3%**
Total Subsidy and Non-Operating Revenue and Expense	**$ 287,646**	**$ 287,402**	**$ 245**	**0.1%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

MTS
CONTINGENCY RESERVE BALANCE
JUNE 30, 2023
(in $000's)

Balance, June 30, 2022			**$**	**41,817**
Current Year Adjustments:				
FY 2023 Net Income	$	7,400		
Contibution to Operating Deficit Reserve	$	(3,927)		
Interest Adjustment	$	(328)		
Net Adjustments:			**$**	**3,145**
Balance, June 30, 2023			**$**	**44,963**
FY24 Operating Expense Budget			**$**	**406,997**
FY24 Operating Budget Adjustments:				
Debt Service	$	(54)		
FHV Admin/SD&AE	$	(810)		
Transnet Funded Operations	$	(46,431)		
Net Adjustments:			**$**	**(47,296)**
Adjusted FY24 Operating Expense Budget			**$**	**359,701**
Contingency Reserve % of MTS Operating Expense Budget				**12.5%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

MTS
RESERVE BALANCES
JUNE 30, 2023

Title	Amount	Explanation
Contingency	$ 44,962,941	For ongoing operations, future matching of grants; target is 12.5% of operating budget per Policy 36
Operating Deficit Reserve	56,965,992	For balancing structural deficits in the MTS operating budget
FHV Administration	782,657	For ongoing operations and future capital improvement needs
SD&AE	975,531	Established from 1984 state payments for storm damage, restriced for repair/improvement of line
Insurance	5,000,000	Established for potential future liability claims, minimum $2 million per Policy 46
Billboard San Diego	457,045	Per agreement with city, used for improvements to right of way
Billboard Chula Vista	2,436,216	Per agreement with city, used for improvements to right of way
Total	**$ 111,580,382**	

Metropolitan Transit System FY 2023 Operating Budget – June 2023 Financial Review

Board of Directors

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2023 - FY 2023

TOTAL OPERATING REVENUES ($000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Fare Revenue	$ 67,546	$ 70,902	$ (3,357)	-4.7%
Other Operating Revenue	$ 23,935	$ 21,886	$ 2,049	9.4%
Operating Revenue	**$ 91,481**	**$ 92,788**	**$ (1,307)**	**-1.4%**

- Fare Revenue
  - Revenue favorable to prior year by $11.3M (20.2%)
  - Ridership favorable to the prior year by 10.9M passengers (18.9%)
  - $1.4M estimated impact from strike
- Other Operating Revenue
  - Favorable interest revenue

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2023 - FY 2023

TOTAL OPERATING EXPENSES ($000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Personnel Costs	$ 164,768	$163,561	$ (1,207)	-0.7%
Purchased Transportation	$ 83,686	$ 90,878	$ 7,192	7.9%
Other Outside Services	$ 38,888	$ 41,144	$ 2,256	5.5%
Energy	$ 52,584	$ 52,565	$ (19)	0.0%
Other Expenses	$ 31,802	$ 32,042	$ 240	0.7%
Operating Expenses	**$ 371,727**	**$380,190**	**$ 8,463**	**2.2%**

- Personnel – unfavorable healthcare and worker's compensation within Bus Operations
- Purchased Transportation – favorable for both fixed route and paratransit, $4.9M due to strike
- Other Outside Services – favorable MOW/Track service agreements within Rail, construction costs within Bus, marketing sign replacement
- Energy – unfavorable electricity due to rates, partially offset by favorable CNG/propane volumes
- Other – favorable G&A expenses (credit card fees, travel, stormwater permits)

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2023 - FY 2023

TOTAL OPERATING ACTIVITIES ($000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
MTS Operating Revenue	$ 91,481	$ 92,788	$ (1,307)	-1.4%
MTS Operating Expenses	$ 371,727	$ 380,190	$ 8,463	2.2%
Total Net Operating Variance	**$ (280,246)**	**$ (287,402)**	**$ 7,155**	**2.5%**

- Net operating income favorable $7.2M through June
  - $3.9M of favorable variance due to strike

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2023 - FY 2023

SUBSIDY REVENUE CATEGORY DESCRIPTIONS

- Federal
  - Recurring FTA funds for preventive maintenance and rural ops (5307, 5337, 5311)
- Federal Stimulus Funds
  - FTA CARES Act – provided $220M of federal stimulus funds for MTS appropriated in March 2020
  - FTA ARP Act – provided $140M of federal stimulus funds for MTS appropriated in March 2021
  - $360M in total - $228M drawn through June 30, 2023, $132M remaining
- Transportation Development Act (TDA)
  - 1/4 percent of regional sales tax assessed in region and administered by SANDAG and County

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2023 - FY 2023

SUBSIDY REVENUE CATEGORY DESCRIPTIONS

- Transnet
  - ½ cent sales tax in San Diego County to fund transportation projects
  - MTS receives formula share and reimbursement for Transnet funded operations
- State Transit Assistance (STA)
  - State sales tax on diesel fuel distributed based on population and agency revenue
- Other
  - MediCal reimbursement for trips to and from Managed Care Providers (MCPs)
  - FasTrak revenue – toll road revenue appropriated by SANDAG
  - UCSD Shuttle Service Agreement
  - City of San Diego ADA Maintenance of Effort
  - NCTD Sorrento Valley Coaster Connection (SVCC)
  - Taxicab and SD&AE Self-Funded Reserves

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2023 - FY 2023

TOTAL NON-OPERATING REVENUES AND EXPENSES ($000'S)

	ACTUAL	BUDGET	VARIANCE	VAR %
Federal (Recurring)	$ 67,062	$ 66,794	$ 269	0.4%
Federal Stimulus (Non-recurring)	$ 90,300	$ 87,260	$ 3,040	3.5%
TDA	$ 97,868	$ 97,808	$ 60	0.1%
TransNet	$ 67,938	$ 67,954	$ (15)	0.0%
STA	$ 11,300	$ 11,300	$ -	0.0%
Other	$ 6,675	$ 6,603	$ 72	1.1%
Reserves	$ (53,336)	$ (50,132)	$ (3,204)	6.4%
Non-Operating Revenue	**$ 287,808**	**$ 287,587**	**$ 221**	**0.1%**
Debt Service Expenses	$ 161	$ 185	$ 24	12.8%
Non-Operating Expenses	**$ 161**	**$ 185**	**$ 24**	**12.8%**
Non-Operating Revenues and Expenses	**$ 287,646**	**$ 287,402**	**$ 245**	**0.1%**

- Federal (Recurring) – higher 5311/5311f rural operations funding
- Federal Stimulus – maximized drawdown based on eligible expenses
- Reserves – excess federal stimulus offset by contribution to operating deficit reserve

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2023 - FY 2023

TOTAL REVENUES LESS EXPENSES ($000'S)

	ACTUAL	BUDGET	VARIANCE	VAR %
Operating Revenues	$ 91,481	$ 92,788	$ (1,307)	-1.4%
Operating Expenses	371,727	380,190	8,463	2.2%
Net Operating Income	**$ (280,246)**	**$ (287,402)**	**$ 7,155**	**2.5%**
Non-Operating Revenues	$ 250,844	$ 250,458	$ 386	0.2%
Net Debt Service Expenses	161	185	24	12.8%
Net Deficit	**$ (29,564)**	**$ (37,128)**	**$ 7,565**	
Federal Stimulus (Non-recurring)	36,964	37,128	(165)	
Revenues Less Expenses	**$ 7,400**	**$ 0**	**$ 7,400**	

- Structural deficit of $29.6M
- Total favorable variance of $7.4M when combining operating and non-operating revenues and expenses

CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – JUNE 30, 2023 - FY 2023

CONTINGENCY RESERVE BALANCE ($000'S)

- Board policy for the contingency reserve balance
  - Target set at 12.5% of the Operating Expense Budget
  - FY24 Target of $45.0M
- Current Reserve Balance
  - $7.4M excess revenue over expenses in FY23
- Proposed allocation:
  - $3.1M to MTS contingency reserve to achieve 12.5% target for FY24
  - $3.9M to MTS operating deficit reserve for addressing structural deficits

STAFF RECOMMENDATION

That the Board of Directors approve the allocation of excess revenues over expenses in FY23 to the following:

1) $3.1M to MTS contingency reserve to achieve 12.5% target for FY24

2) $3.9M to MTS operating deficit reserve for addressing structural deficits

Metropolitan Transit System

Agenda Item No. 22

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

MTS Support Services Overview (Amanda Denham)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

MTS Support Services is comprised of Customer Service, MTS Information & Trip Planning, PRONTO Support Center, the Transit Store, Passenger Support, and the Ride Check program. Support Services strives to provide accurate, consistent, and timely information to riders by integrating the many tools available within the agency into one accessible department.

MTS staff will be providing an overview of the Support Services department.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Support Services Overview

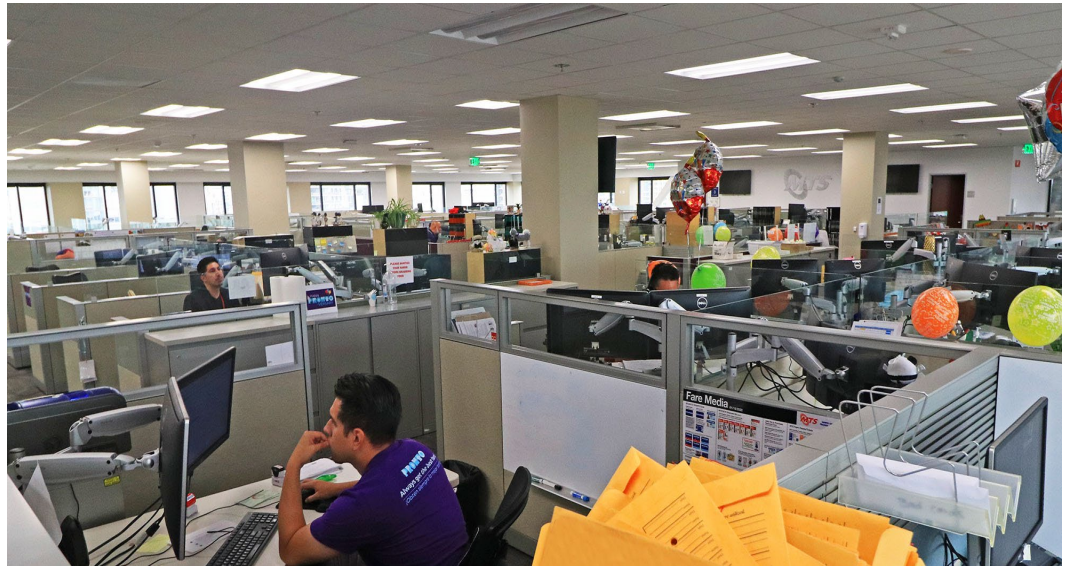
Board of Directors

Overview of Support Services

We strive to provide customers with reliable, consistent, efficient, and high-quality service levels to enhance their experience using MTS.

Support Services Departments

1. Customer Service
2. Information & Trip Planning
3. PRONTO Support Center
4. Transit Store
5. Passenger Support Representatives
6. Ride Check Program



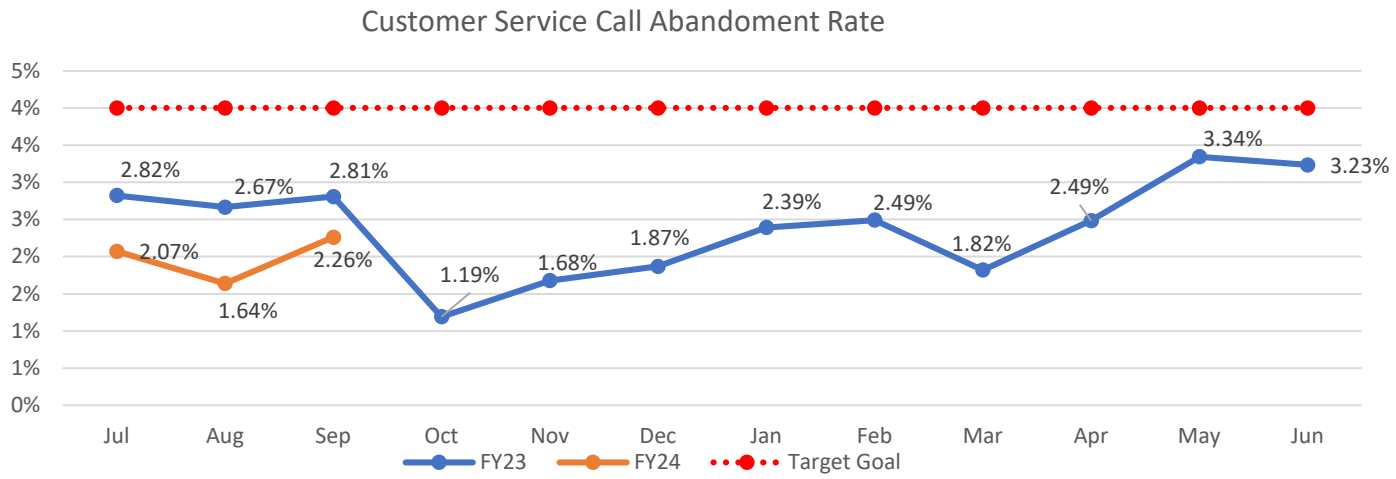
Customer Service

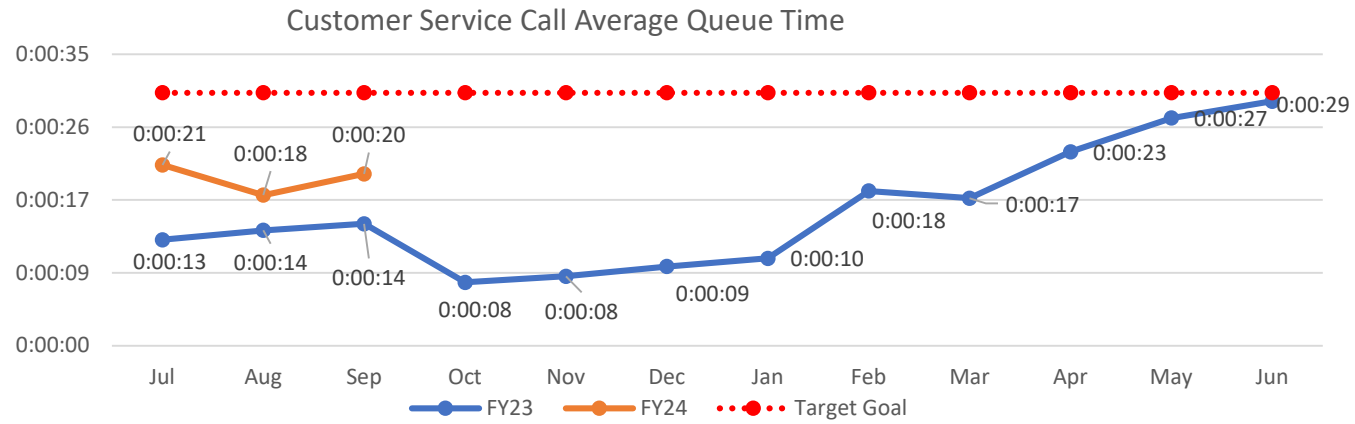
A team of Management and ATU Office Employees:

- Receives all MTS customer feedback for all MTS services, including contracted services, through the inbound call center, online feedback form, voicemails, emails, live chat, and social media
- Creates and processes an average of 800-1,200 customer cases per month using SAP's CRM
  - Cases are assigned to the correct department for investigation, then returned to Customer Service for a customer follow-up
  - Cases are closed within an average of less than seven business days
- Collaborate closely with multiple MTS departments

Customer Service

- Receives an average of 2,600 calls per month
- Average wait time is seventeen (17) seconds
- Average call abandonment rate is less than 2.5%





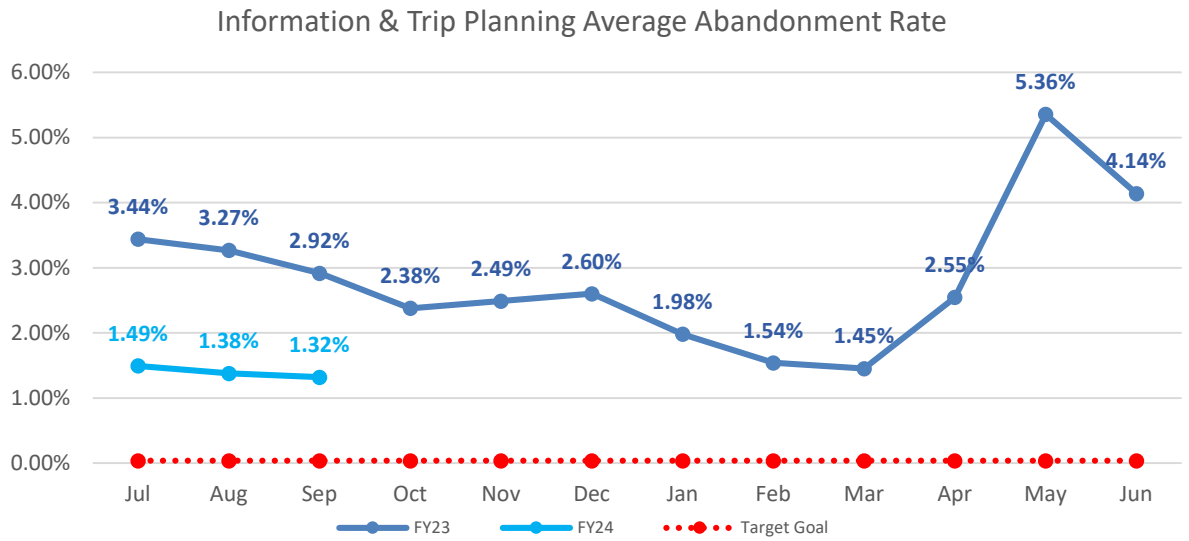
Information & Trip Planning

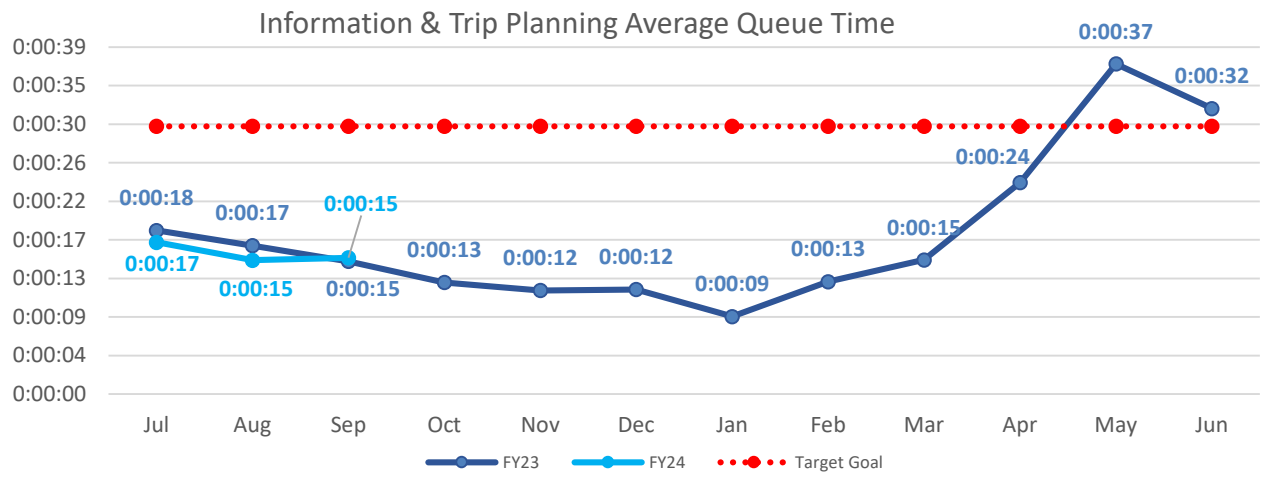
A team of ATU Office Employees provides:

- Personalized trip planning assistance for all MTS modes
- Customer lost and found support
- Detours/real-time vehicle information
  - Collaborate with MTS Marketing and Operations teams to update Alerts/Detours on website
- Overall system information such as fares, certification processes, and special event information

Information & Trip Planning

- Receives an average of 20,000 calls per month
- Average wait time is seventeen (17) seconds
- Average call abandonment is 2.5%





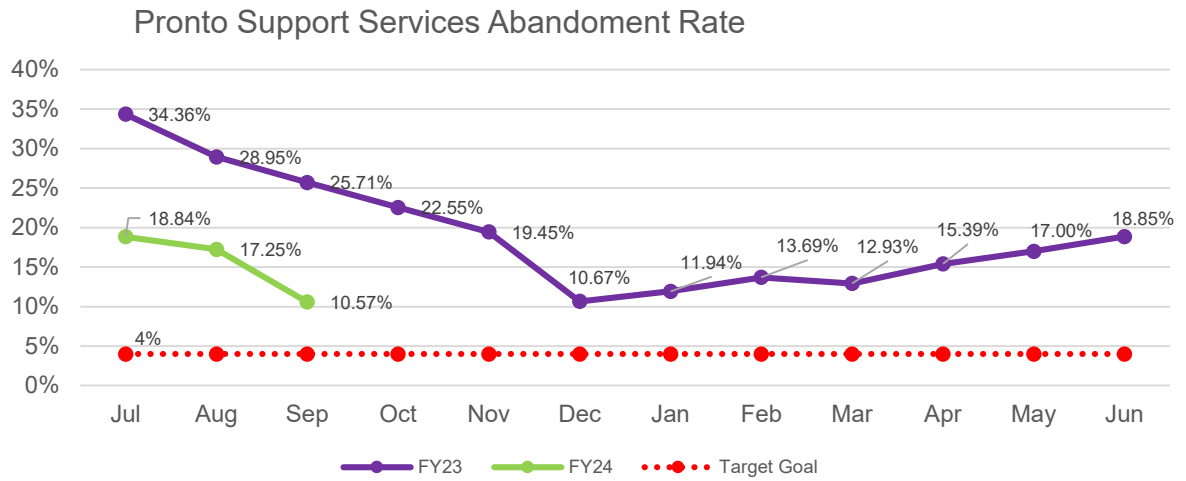
PRONTO Support Center

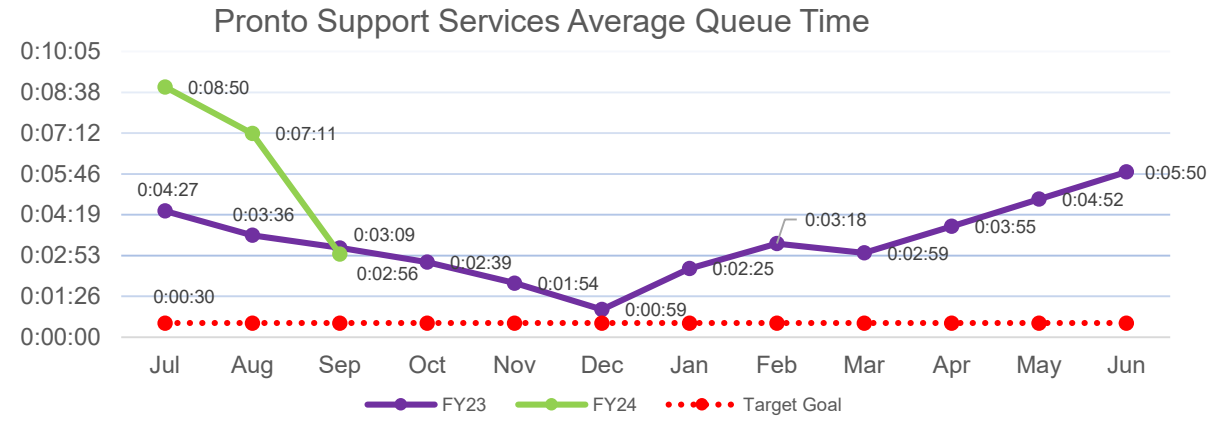
A team of Management employees provides:

- Inbound call center support for the region's fare collection system
  - Account registrations, reloads, card replacements, troubleshooting, etc.
- Support for the Youth/SDM account conversion
- PRONTO case management (750 cases per month)
- Online order fulfillment (320 orders per month)
- PRONTO Partners and Partners+ institutional account management support for more than 120 accounts

PRONTO Support Center

- Receives an average of 10,000 calls per month
- Average wait time is just under four (4) minutes
- Average call abandonment is 18.6%
- The recently approved staff will help improve KPIs



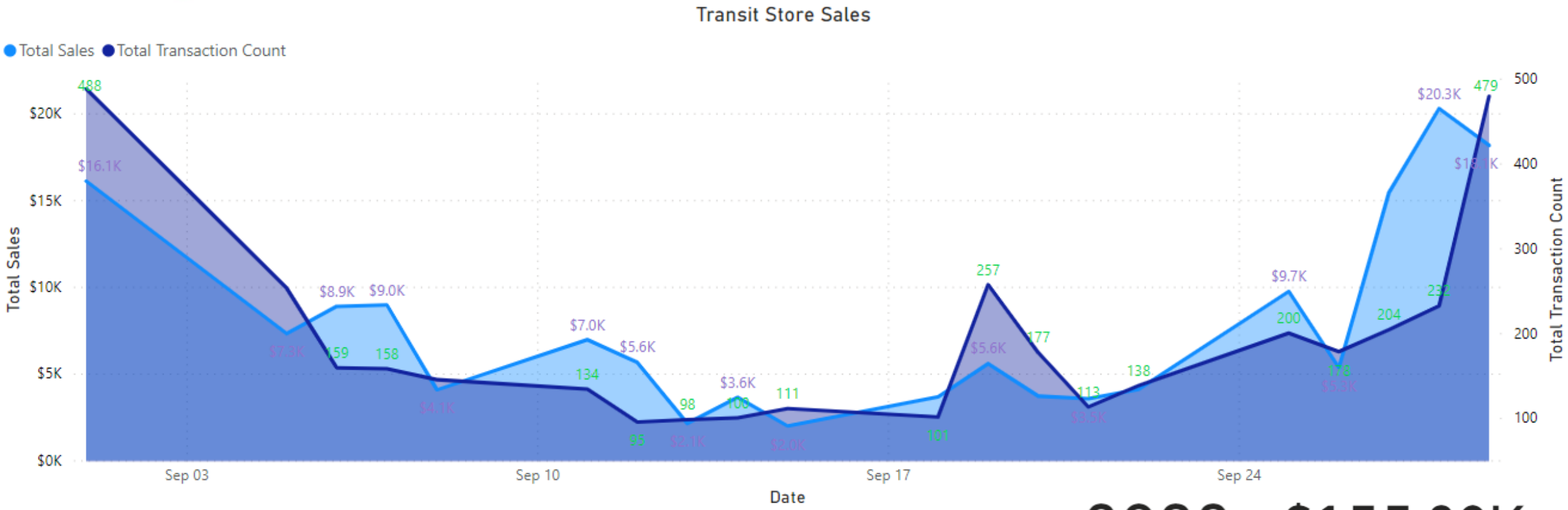


MTS Transit Store

A team of ATU Office Employees provides:

- In-person support for PRONTO card/pass purchases, including photo PRONTO cards and reduced fare eligibility verification
- Lost and found pick-up for MTS Bus and Trolley
- Organizational support for day-pass purchases
- Retail merchandise sales
- Fare diversion program location
- System maps and timetables

MTS Transit Store



3820
Total Transaction Count

$155.08K
Sum of Total Sales

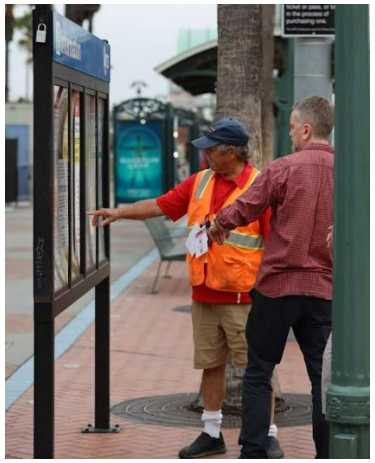
Passenger Support Team

A team of part-time Management employees provides:

- In-person rider assistance at stations and transit centers throughout the system with fare payment, system navigation, and detour information
- Daily presence at the busiest stations, especially during peak reload times
- Special event support for events throughout the county (Petco Park, Snapdragon Stadium, Comic Con, Oktoberfest, etc.)

Passenger Support Team













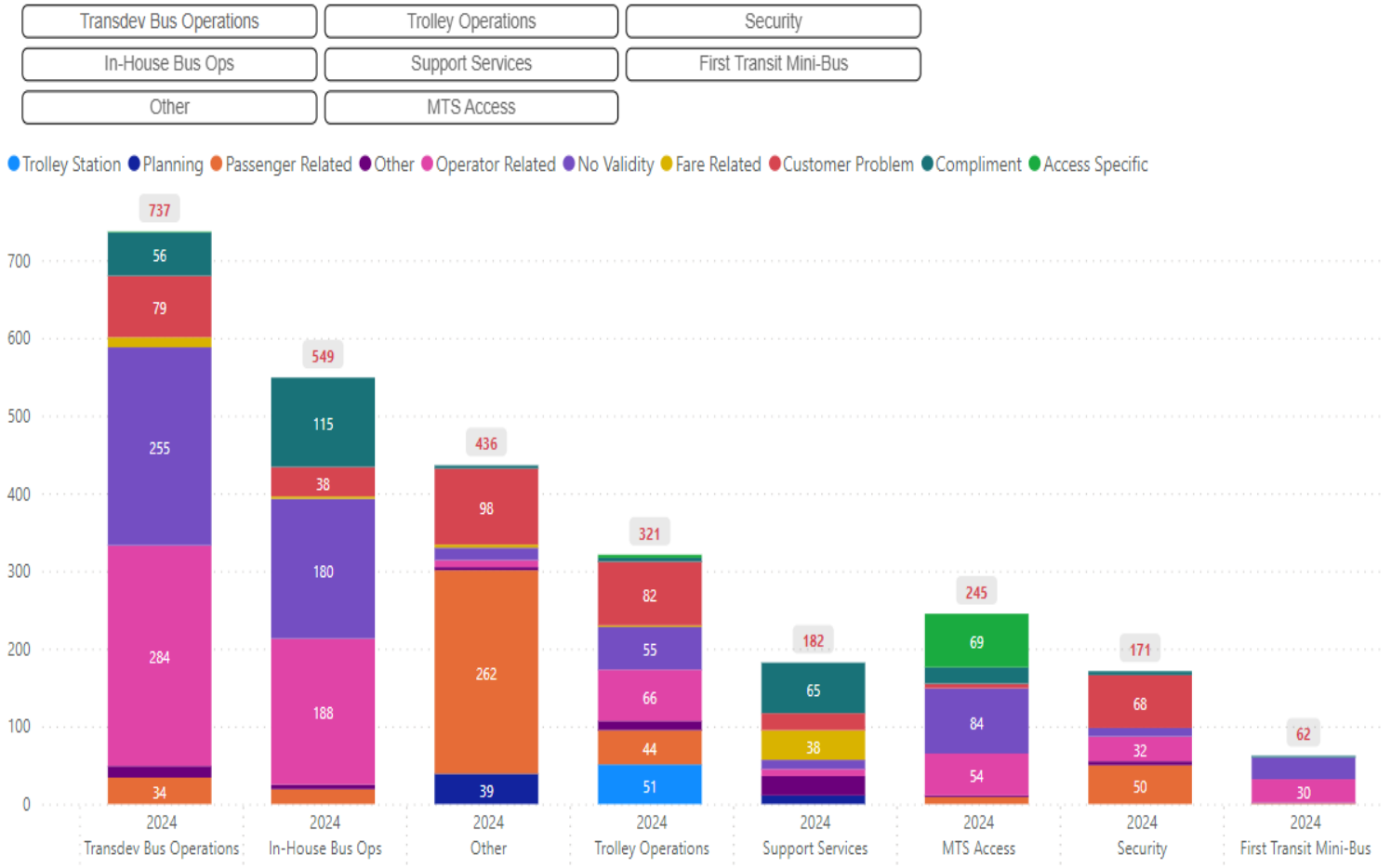


Ride Check Program

- A team of part-time Management employees, ‘secret shoppers’ who discretely observe the system by riding and reporting their observations using an electronic template
- Performs a variety of directed and random rides each month
- Provide candid observations from the rider’s perspective regarding strengths and opportunities for each trip
- Rides are reviewed and distributed by a member of the Customer Service team for operational review and appropriate actions

Data Driven + Collaboration

- Support Services Analyst prepares dynamic reports for all areas of Support Services (call trends, customer feedback trends, sales data trends, etc.)
- Cross-departmental working group meets monthly to review the data - identify trends (locations, operators, reason codes, etc.)



Data Driven + Collaboration

- Support Services works closely with all areas of MTS to ensure the customer experience is an integral part of how decisions are made
  - Trolley and Fare Systems teams for special event staffing
  - Marketing for outreach/promotional events/campaigns
  - Security/Legal for records requests
  - Bus Operations/Maintenance for Ride Checks, detours, feedback
  - Finance for PRONTO and Transit Store
  - IT for system integrations and maintenance
  - Planning for schedule/routing feedback

Dedicated Team

- The Support Services team has a passion for the MTS mission and seeks to be a resource for customers and the Agency.
  - Over **540 YEARS** of experience at MTS among current team
  - Team members have been promoted into nearly every department of MTS- Trolley, Bus Operations, Contract Services, Security, Finance









Questions/Comments

We're here to help!

Info, Trip Plans, Lost & Found
Call 619-233-3004
(M-F 5:30am-8:30pm, Sat-Sun 7am-7pm)
Visit sdmts.com
Real Time Arrivals OneBusAway App

PRONTO Support Center
Call 619-595-5636
(M-F 7am-7pm, Sat 10am-2pm)
Visit RidePRONTO.com
PRONTO App Apple Store or Google Play

MTS Security - 24/7
Call 619-595-4960 • **Text** 619-318-1338

Customer Service
Call 619-557-4555 (M-F 8am-5pm)
Email customerfeedback@sdmts.com

Notes _____

@sdmts

¡Estamos aquí para ayudar!

Info de Rutas y Planeación de Viaje
Llame 619-233-3004
(L-V 5:30am-8:30pm, S-D 7am-7pm)
Visite sdmts.com
Horarios de próxima OneBusAway App

Asistencia PRONTO
Llame 619-595-5636
(L-V 7am-7pm, Sab 10am-2pm)
Visite RidePRONTO.com
PRONTO App Apple Store o Google Play

Seguridad de MTS - 24/7
Llame 619-595-4960 • **Texto** 619-318-1338

Servicio al Cliente
Llame 619-557-4555 (L-V 8am-5pm)
Correo electrónico
customerfeedback@sdmts.com

Notas _____

Metropolitan Transit System

Agenda Item No. 23

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 2023

SUBJECT:

Fiscal Year (FY) 2023 Annual Performance Monitoring and Operating Reports (Denis Desmond, Neomi Woods, Mike Wygant, and Brian Riley)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

MTS Board Policy No. 42, "Transit Service Evaluation and Adjustment," establishes a process for evaluating existing transit services to achieve the objective of developing a customer-focused, competitive, integrated, and sustainable system. Additionally, federal Title VI guidance requires that certain performance measures be evaluated and reported to the Board periodically.

Staff from the Planning and Scheduling Department will provide a summary of service performance for Fiscal Year 2023, including the status of ridership recovery from the COVID-19 pandemic. Also, staff from the Rail and Bus Operating Divisions will provide a summary of fiscal year 2023 service performance.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. FY 2023 Performance Monitoring Report

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.

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2023: JULY 2022 - JUNE 2023

OBJECTIVE | Develop a Customer-Focused and Competitive System

The following measures of productivity and service quality are used to ensure that services are focused on providing competitive and attractive transportation that meets our customers' needs.

Total Passengers

Route Categories	FY 2021	FY 2022	FY 2023	# Change		% Change	
				FY21 - FY22	FY22 - FY23	FY21 - FY22	FY22 - FY23
Urban Frequent	13,100,977	17,739,607	20,156,847	4,638,630	2,417,240	35.4%	13.6%
Urban Standard	3,324,699	4,528,650	5,222,535	1,203,951	693,885	36.2%	15.3%
Rapid	2,122,799	4,021,024	5,477,016	1,898,225	1,455,992	89.4%	36.2%
Express	689,067	795,781	685,945	106,714	(109,836)	15.5%	-13.8%
Circulator	285,430	482,904	526,347	197,474	43,443	69.2%	9.0%
Premium/Rapid Express	34,017	79,098	102,064	45,081	22,966	132.5%	29.0%
Rural	34,329	37,522	43,587	3,193	6,065	9.3%	16.2%
Fixed-Bus Subtotal	**19,591,318**	**27,684,586**	**32,214,341**	**8,093,268**	**4,529,755**	**41.3%**	**16.4%**
Light Rail (Blue, Orange, Green	19,516,255	29,737,401	36,046,304	10,221,146	6,308,903	52.4%	21.2%
Light Rail (Silver)	82	2,098	1,056	2,016	(1,042)	2458.5%	-49.7%
Light Rail Subtotal	**19,516,337**	**29,739,499**	**36,047,360**	**10,223,162**	**6,307,861**	**52.4%**	**21.2%**
ALL Fixed Route	**39,107,655**	**57,424,085**	**68,261,701**	**18,316,430**	**10,837,616**	**46.8%**	**18.9%**
Demand-Resp. (MTS Access)	92,386	169,124	178,828	76,738	9,704	83.1%	5.7%
Demand-Resp. (Access Taxi)	14,807	24,042	70,834	9,235	46,792	62.4%	194.6%
Demand-Resp. Subtotal	**107,193**	**193,166**	**249,662**	**85,973**	**56,496**	**80.2%**	**29.2%**
System	**39,214,848**	**57,617,251**	**68,511,363**	**18,402,403**	**10,894,112**	**46.9%**	**18.9%**

NOTES: MTS ridership continues to rebound from the Covid-19 pandemic in nearly all categories. Monthly year-over-year ridership changes are still increasing by 20%-40%, indicating that MTS ridership has not yet reached its post-pandemic potential. Light rail ridership has increased due to the Mid-Coast light rail extension that began service in late 2021. Two express buses were replaced by the extended Blue Line, so that category shows a loss in ridership. A strike at two MTS bus divisions in May-June 2023 resulted in a loss of approx. 1.5 million boardings.

Average Weekday Passengers

Route Categories	FY 2021	FY 2022	FY 2023	# Change		% Change	
				FY21 - FY22	FY22 - FY23	FY21 - FY22	FY22 - FY23
Urban Frequent	40,886	56,836	64,672	15,950	7,837	39.0%	13.8%
Urban Standard	10,928	15,293	17,693	4,365	2,400	39.9%	15.7%
Rapid	6,486	13,051	18,378	6,565	5,327	101.2%	40.8%
Express	2,387	2,727	2,294	340	(433)	14.2%	-15.9%
Circulator	1,053	1,750	1,920	697	170	66.2%	9.7%
Premium/Rapid Express	134	311	402	177	90	132.5%	29.0%
Rural	135	148	172	13	24	9.3%	16.2%
Fixed-Bus Subtotal	**62,009**	**90,116**	**105,530**	**28,107**	**15,415**	**45.3%**	**17.1%**
Light Rail (Blue, Orange, Green	59,367	90,745	109,568	31,378	18,823	52.9%	20.7%
Light Rail (Silver)	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Light Rail Subtotal	**59,367**	**90,745**	**109,568**	**31,378**	**18,823**	**52.9%**	**20.7%**
ALL Fixed Route	**121,375**	**180,861**	**215,098**	**59,485**	**34,238**	**49.0%**	**18.9%**
Demand-Resp. (MTS Access)	303	572	630	268	59	88.4%	10.3%
Demand-Resp. (Access Taxi)	51	83	242	32	159	62.1%	192.9%
Demand-Resp. Subtotal	**354**	**654**	**872**	**300**	**218**	**84.7%**	**33.3%**
System	**121,729**	**181,515**	**215,970**	**59,785**	**34,456**	**49.1%**	**19.0%**

NOTES: The average weekday ridership figure tracks closely with the overall passenger trends. October 2022 was MTS' best ridership month since February 2020, with average weekday ridership at nearly 90% of pre-pandemic levels.

Passengers per Revenue Hour

The 'passengers per revenue hour' metric shows how any added or removed **revenue hours** (in-service hours plus layover hours) relate to ridership increases or decreases. Increasing riders per revenue hour would indicate that the system is more efficient, for example, carrying more passengers with the same number of buses.

Route Categories	FY 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
Urban Frequent	11.6	15.9	19.6	37.1%	23.2%
Urban Standard	8.2	11.2	13.5	35.8%	20.3%
Rapid	9.4	18.0	26.6	92.0%	47.8%
Express	8.6	11.7	12.8	35.8%	9.4%
Circulator	5.0	7.2	8.6	43.5%	19.0%
Premium/Rapid Express	5.8	11.1	13.8	90.7%	25.0%
Rural	6.6	7.0	8.2	6.3%	18.1%
Fixed-Bus Subtotal	**10.3**	**14.6**	**18.4**	**42.5%**	**25.7%**
Light Rail (Blue, Orange, Greer	105.4	139.6	155.7	32.5%	11.6%
Light Rail (Silver)	6.9	16.5	18.5	138.1%	12.0%
Light Rail Subtotal	**105.3**	**139.5**	**155.7**	**32.4%**	**11.6%**
ALL Fixed Route	**18.7**	**27.3**	**34.4**	**46.0%**	**26.2%**
Demand-Resp. (MTS Access)	1.3	1.5	1.7	11.6%	13.9%
Demand-Resp. (Access Taxi)	3.4	3.0	3.0	100.0%	0.0%
Demand-Resp. Subtotal	**1.5**	**1.6**	**1.9**	**9.0%**	**21.8%**
System	**18.1**	**25.9**	**32.4**	**43.0%**	**25.4%**

NOTES: As with ridership, the figures for this efficiency metric continue returning towards pre-pandemic levels. Minor bus service reductions during FY 2022 that had a slight positive effect on efficiency began to be restored towards the end of FY 2023.

Weekday Passengers per In-Service Hour

The 'passengers per in-service hour' measure is related to the above 'passengers per revenue hour,' but shows how many passengers are carried while the vehicle is in-service picking up passengers, excluding layover time. Analyzing this figure helps MTS to understand how effective it is at providing the right level of service (instead of how efficiently MTS is grouping trips and breaks together for a vehicle to operate [revenue hours]).

Route Categories	FY 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
Urban Frequent	14.0	20.0	25.3	42.7%	26.4%
Urban Standard	10.9	15.2	18.7	39.5%	22.6%
Rapid	11.5	23.4	35.7	104.5%	52.2%
Express	10.8	15.3	17.1	41.6%	11.3%
Circulator	6.8	10.1	12.7	48.6%	25.6%
Premium/Rapid Express	6.6	12.8	16.1	92.9%	25.4%
Rural	9.5	9.9	12.2	5.2%	22.5%
Fixed-Bus Subtotal	**12.7**	**18.8**	**24.3**	**48.4%**	**29.1%**
Light Rail (Blue, Orange, Greer	122.5	165.5	185.2	35.1%	11.9%
Light Rail (Silver)	-	-	-	0.0%	0.0%
Light Rail Subtotal	**122.5**	**165.5**	**185.2**	**35.1%**	**11.9%**
ALL Fixed Route	**22.6**	**33.9**	**43.5**	**50.1%**	**28.6%**
Demand-Resp. (MTS Access)	1.3	1.5	1.7	12.7%	15.0%
Demand-Resp. (Access Taxi)	3.4	2.9	2.9	100.0%	-1.0%
Demand-Resp. Subtotal	1.5	1.6	1.9	9.7%	21.7%
System	**21.6**	**31.6**	**40.1**	**45.8%**	**27.0%**

NOTES: The Weekday Passengers per In-Service Hour metric generally followed the same trends as Passengers per Revenue Hour.

On-Time Performance

On-time performance (OTP) is measured at each bus timepoint for every trip; buses departing timepoints within 0-5 minutes of the scheduled time are considered to be "on-time." Trolley trips arriving at their end terminal within 0-5 minutes of the scheduled time are considered to be "on-time." OTP is measured by service change period in order to show the results of scheduling changes. MTS' goal for on-time performance is 85% for Urban Frequent and Rapid bus routes, and 90% for Trolley and all other bus route categories. Each route is continually evaluated to determine if performance below the target is a result of issues that MTS controls, such as driver performance or scheduling, or situations outside MTS' direct control, such as construction, traffic congestion, and passenger issues. **Performance of fixed bus routes is heavily impacted by construction, stop signs and stop lights, and traffic when they travel through high density corridors.**

Route Categories	Service Change Period					*GOAL*
	Sept. 2021	**Jan. 2022**	**June 2022**	**Sept. 2022**	**Jan. 2023**	
Urban Frequent	85.4%	85.0%	83.6%	82.4%	82.0%	*85.0%*
Urban Standard	86.6%	86.6%	86.9%	84.8%	84.3%	*90.0%*
Rapid	88.5%	88.7%	88.7%	86.9%	86.5%	*85.0%*
Express	92.3%	95.0%	94.4%	91.7%	91.1%	*90.0%*
Circulator	86.7%	87.6%	84.3%	85.9%	85.0%	*90.0%*
Premium/Rapid Express	93.4%	94.2%	93.8%	90.5%	88.6%	*90.0%*
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Resp. (Access & Taxi)	N/A	N/A	N/A	N/A	N/A	
Light Rail (Blue, Orange, Green)	95.7%	94.3%	96.1%	95.8%	95.8%	*90.0%*
Light Rail (Silver)	N/A	N/A	N/A	N/A	N/A	N/A
System	**86.8%**	**87.0%**	**86.5%**	**85.3%**	**85.0%**	

NOTES: This metric is resuming pre-pandemic levels, partly due to increasing ridership, but also because worsening congestion in the urban areas is putting downward pressure on OTP for route categories that operate mostly in the urban street environment.

Preventable Accidents per 100,000 Miles

Preventable accidents are defined as those in which MTS safety staff determined that the bus or train operator did not do everything possible to avoid an accident. It does not necessarily indicate that the MTS operator was at-fault or cited.

Operator	FY 2021	FY 2022	FY 2023
MTS Directly-Operated Bus	0.92	0.93	0.96
MTS Contracted Fixed-Route Bus	0.95	1.10	1.30
Demand-Resp. (Access & Taxi)	0.33	0.22	0.71
MTS Rail	0.09	0.08	0.05

NOTES: In FY 2023, MTS Rail improved on its preventable accident rate, while bus services showed slight increases.

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2023: JULY 2022 - JUNE 2023

Mean Distance Between Failures (MDBF)

In this metric, a higher number is better: it means the fleet is traveling farther between breakdowns. Consistent with the National Transit Database definition, a "failure" is a mechanical failure of a vehicle that prevents the start or completion of a trip due to safety, because vehicle movement is limited, or because policy requires removal from service. The average age of each mode's fleet from year to year impacts the annual change in MDBF.

Operator	FY 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
MTS Directly-Operated Bus	5,680	7,029	6,019	23.8%	-14.4%
MTS Contracted Fixed-Route Bus	7,685	10,022	6,765	30.4%	-32.5%
Demand-Resp. (Access & Taxi)	47,913	44,658	47,519	-6.8%	6.4%
MTS Rail	13,567	15,963	15,439	17.7%	-3.3%

Complaints per 100,000 Passengers

This metric utilizes data from MTS' Customer Resource Management system, which tracks our customer service contacts.

Operator	FY 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
MTS Directly-Operated Bus	8.0	4.9	4.0	-38.8%	-17.5%
MTS Contracted Fixed-Route Bus	10.5	9.8	10.4	-6.7%	5.8%
Demand-Resp. (Access & Taxi)	119.4	168.8	245.1	41.4%	45.2%
MTS Rail	1.3	1.1	1.2	-13.6%	5.7%
System	**5.6**	**4.7**	**4.9**	**-16.1%**	**3.6%**

OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints. These resources may be increased over the budgeted amounts in order to respond to heavy passenger loads, special events, or unplanned detours due to construction or route changes. They may be lower than budgeted if underperforming services are reduced, or if not all of the planned capacity is required to meet the ridership demand.

Revenue Hours

Operator	FY23 Budget	FY23 Actual	# Diff	% Diff
MTS Directly-Operated Bus	762,165	761,678	(487)	-0.1%
MTS Contracted Fixed-Route Bus	1,032,335	989,488	(42,847)	-4.2%
Demand-Resp (Access & Taxi)	150,251	129,217	(21,034)	-14.0%
MTS Rail	705,850	692,826	(13,024)	-1.8%
System	**2,650,601**	**2,573,208**	**(77,393)**	**-2.9%**

NOTES: Directly-operated modes operated nearly all of the budgeted service. The contracted fixed-route bus mode lost service due to strikes at the South Bay and Copley Park divisions in May and June 2023. More demand-response service was operated than budgeted, due to continued increases in demand for ADA paratransit.

MTS Rail shows **'car'** (not 'train) revenue hours and miles for budget and actual.

Revenue Miles

Operator	FY23 Budget	FY23 Actual	# Diff	% Diff
MTS Directly-Operated Bus	8,827,397	8,826,407	(990)	0.0%
MTS Contracted Fixed-Route Bus	10,721,706	9,933,536	(788,170)	-7.4%
Demand-Resp (Access & Taxi)	3,317,716	2,635,451	(682,265)	-20.6%
MTS Rail	12,985,891	12,700,555	(285,335)	-2.2%
System	**35,852,710**	**34,095,950**	**(1,756,760)**	**-4.9%**

NOTES: See notes above for Revenue Hours. Variation in the MTS Access miles and hours compared to budget is a result of the trip lengths (of the excess ridership trips) being above or below the average.

OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints. These resources

Scheduled In-Service Hours (Weekly Total)

Operator	June 2022	June 2023	# Diff	% Diff
MTS Directly-Operated Bus	11,930	11,615	(315)	-2.6%
MTS Contracted Fixed-Route Bus	16,005	15,443	(562)	-3.5%
MTS Rail	3,830	3,834	4	0.1%
System	**31,766**	**30,892**	**(873)**	**-2.7%**

Scheduled In-Service Miles (Weekly Total)

Operator	June 2022	June 2023	# Diff	% Diff
MTS Directly-Operated Bus	175,985	169,784	(6,202)	-3.5%
MTS Contracted Fixed-Route Bus	219,567	212,702	(6,865)	-3.1%
MTS Rail	81,987	82,078	91	0.1%
System	**477,540**	**464,564**	**(12,976)**	**-2.7%**

Scheduled Weekday Peak-Vehicle Requirement

This measure shows the maximum number of vehicles that are on the road at any one time (a weekday peak period) in order to provide the levels of

Operator	June 2022	June 2023	# Change FY22 - FY23
MTS Directly-Operated Bus	185	185	0
MTS Contracted Fixed-Route Bus	281	270	(11)
MTS Rail	115	115	0

Scheduled In-Service Speed (MPH) (Weekday)

Operator	June 2022	June 2023	% Change FY22 - FY23
MTS Directly-Operated Bus	14.7	14.6	-0.8%
MTS Contracted Fixed-Route Bus	13.7	13.8	0.6%
MTS Rail	21.5	21.5	0.0%

NOTES: Scheduled service speeds remained relatively flat year-over-year.

Scheduled In-Service Miles/Total Miles (Weekday)

The 'in-service miles per total miles' ratio is only calculated for MTS in-house operations, as contractors are responsible for bus and driver assignments (runcutting) for MTS Contract Services.

Operator	June 2022	June 2023	% Change FY22 - FY23
MTS Directly-Operated Bus	88.7%	88.3%	-0.5%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail	98.3%	98.2%	-0.1%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

Scheduled In-Service Hours/Total Hours (Weekday)

As with the mileage statistic, 'in-service hours' per total hours are only calculated for MTS in-house operations.

Operator	June 2022	June 2023	% Change FY22 - FY23
MTS Directly-Operated Bus	76.0%	76.7%	0.9%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail (Layover Included)	84.9%	83.7%	-1.3%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

Farebox Recovery

This metric measures the percent of total operating cost recovered through fare revenue. The Transportation Development Act (TDA) has a requirement of 31.9 percent system-wide for fixed-route services (excluding regional routes which have a 20% requirement).

Operator	FY 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
MTS Directly-Operated Bus	12.5%	14.1%	16.9%	13.3%	19.4%
MTS Contracted Fixed-Route Bus	17.7%	17.1%	23.0%	-3.3%	34.8%
MTS Rail	20.7%	24.7%	21.3%	-2.7%	-13.7%
ALL Fixed Route	**16.6%**	**18.7%**	**20.2%**	**13.2%**	**7.8%**
Demand-Resp (Access & Taxi)	4.4%	6.5%	7.8%	-7.9%	20.3%
System	**16.1%**	**18.2%**	**19.7%**	**13.0%**	**8.0%**

NOTES: While MTS has always been far ahead of the TDA requirement on farebox recovery rate, the Covid-19 pandemic has reduced this below the requirement in FY 2020-FY 2023. However, the state provided relief from this requirement due to the pandemic, so MTS' TDA funds are still secure. State lawmakers are considering reforms to the TDA legislation that would remove or replace these requirements, in recognition of the changing role of public transportation since the requirement was added in 1978 (such as improving social equity and reducing greenhouse gas emissions).

Subsidy Per Passenger

This metric is the amount of public subsidy required to provide service for each unlinked passengers boarding (measured as total operating cost minus fare revenue, divided by total passengers). MTS' goal is to improve route-category average year-over-year.

Route Categories	FY 2021	FY 2022	FY 2023	% Change	
				FY21 - FY22	FY22 - FY23
Urban Frequent	$ 7.29	$ 5.30	$ 4.74	-27.3%	-10.6%
Urban Standard	$ 7.88	$ 6.32	$ 5.66	-19.8%	-10.5%
Rapid	$ 13.25	$ 6.26	$ 4.54	-52.8%	-27.4%
Express	$ 14.63	$ 10.06	$ 10.60	-31.2%	5.3%
Circulator	$ 11.53	$ 8.45	$ 7.62	-26.7%	-9.8%
Premium/Rapid Express	$ 31.16	$ 18.45	$ 16.03	-40.8%	-13.1%
Rural	$ 23.47	$ 24.76	$ 23.99	5.5%	-3.1%
Fixed-Bus Subtotal	**$ 8.43**	**$ 5.86**	**$ 5.09**	**-30.4%**	**-13.3%**
Light Rail (Blue, Orange, Green	$ 3.79	$ 2.62	$ 2.73	-31.0%	4.5%
Light Rail (Silver)	$ 78.19	$ 28.84	$ 28.80	-63.1%	-0.1%
Light Rail Subtotal	**$ 3.79**	**$ 2.62**	**$ 2.74**	**-31.0%**	**4.4%**
ALL Fixed Route	**$ 6.11**	**$ 4.18**	**$ 3.84**	**-31.6%**	**-8.1%**
Demand-Resp. (MTS Access)	$ 102.80	$ 67.73	$ 60.84	-34.1%	-10.2%
Demand-Resp. (Access Taxi)	$ 36.57	$ 31.25	$ 34.36	100.0%	10.0%
Demand Response Subtotal	**$ 93.65**	**$ 63.19**	**$ 53.33**	**-32.5%**	**-15.6%**
System	**$ 6.35**	**$ 4.38**	**$ 4.02**	**-31.0%**	**-8.1%**

NOTES: After a major spike in FY 2021, MTS' subsidy per passenger dropped in FY 2022 and FY 2023 due to returning ridership. However, high inflation on the cost side continues to put a strain on this metric.

FY 2023 ANNUAL ROUTE STATISTICS

BASE STATISTICS

Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY22-23 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc. Hours	Budgeted Rev.Svc. Miles
Blue	**LRT**	3,8,**NC,CV**	21,867,982	25.9%	67,371	183.2	$ 2.95	$ 0.74	$ 2.21	25.1%	119,126	2,199,021
Orange	**LRT**	3,4,8,9,**LG,LM,EC**	6,251,754	12.2%	19,128	126.3	$ 4.29	$ 0.74	$ 3.55	17.3%	49,481	876,091
Green	**LRT**	2,3,7,9,**LM,EC,ST**	7,926,568	16.6%	23,068	126.6	$ 4.28	$ 0.74	$ 3.54	17.3%	61,554	1,171,397
Silver	**LRT**	3	1,056	(49.7%)	-	18.5	$ 29.22	$ 0.52	$ 28.70	1.8%	-	-
1	**Frq**	3,7,9,**LM**	707,665	(4.0%)	2,282	17.4	$ 4.44	$ 1.31	$ 3.13	29.5%	42,565	386,771
2	**Frq**	3	535,750	20.2%	1,724	17.2	$ 8.89	$ 1.18	$ 7.72	13.2%	31,150	244,905
3	**Frq**	3,4,8,9	827,961	(5.5%)	2,706	18.1	$ 3.62	$ 1.36	$ 2.26	37.5%	48,440	372,653
4	Std	3,4,8,9	505,378	22.0%	1,597	21.7	$ 7.05	$ 1.06	$ 5.99	15.0%	23,300	248,279
5	**Frq**	3,4,8,9	389,179	(4.0%)	1,321	18.0	$ 3.55	$ 1.28	$ 2.27	36.2%	22,632	173,739
6	**Frq**	3,7	245,394	25.4%	759	16.1	$ 9.54	$ 1.15	$ 8.38	12.1%	15,373	130,643
7	**Frq**	3,4,9	1,731,404	22.6%	5,225	26.7	$ 5.73	$ 1.08	$ 4.65	18.9%	64,923	504,548
8	**Frq**	2,3	511,208	28.5%	1,371	17.3	$ 8.87	$ 1.25	$ 7.62	14.1%	29,583	314,477
9	**Frq**	2,3	259,822	31.7%	737	14.7	$ 10.38	$ 1.18	$ 9.21	11.3%	17,791	157,567
10	**Frq**	2,3,4,9	870,403	20.8%	2,871	22.4	$ 6.85	$ 1.26	$ 5.59	18.4%	38,775	349,950
11	**Frq**	3,9	467,540	7.3%	1,501	14.9	$ 10.24	$ 1.30	$ 8.94	12.7%	31,261	308,374
12	**Frq**	3,4,8,9	850,892	23.0%	2,756	21.1	$ 7.24	$ 0.98	$ 6.27	13.5%	40,206	395,618
13	**Frq**	4,7,9,**NC**	1,490,154	24.3%	4,749	29.5	$ 5.19	$ 1.07	$ 4.12	20.6%	50,554	511,735
14	Circ	7,9,**LM**	37,146	13.3%	146	6.6	$ 11.92	$ 1.22	$ 10.71	10.2%	6,452	63,482
18	Circ	3,7	12,846	15.1%	51	5.5	$ 14.37	$ 1.39	$ 12.98	9.7%	2,634	39,769
20	Exp	3,5,6,7	360,223	19.7%	1,190	10.4	$ 14.73	$ 1.24	$ 13.50	8.4%	34,744	650,911
25	Circ	6,7	37,693	11.4%	148	7.0	$ 11.32	$ 1.22	$ 10.10	10.8%	6,266	79,289
27	Std	2,6	213,310	20.3%	655	10.6	$ 7.02	$ 1.34	$ 5.68	19.0%	20,845	181,973
28	Std	2,3	214,790	8.7%	692	17.9	$ 3.22	$ 1.16	$ 2.06	36.0%	12,428	84,511
30	**Frq**	1,2,3	1,017,256	22.9%	3,068	18.9	$ 8.10	$ 1.27	$ 6.83	15.7%	53,863	667,701
31	Std	1,6	77,216	37.4%	304	16.0	$ 9.56	$ 1.35	$ 8.21	14.2%	4,816	59,101
35	**Frq**	2,3	318,441	1.4%	975	16.5	$ 3.09	$ 1.37	$ 1.72	44.5%	20,028	120,699
41	**Frq**	1,6,7	759,248	22.1%	2,631	20.8	$ 7.36	$ 1.17	$ 6.20	15.9%	36,603	465,148
43~	**Frq**	2,6	386,007	100.0%	1,219	15.4	$ 9.95	$ 1.13	$ 8.82	11.3%	25,335	250,776
44	**Frq**	2,3,6,7	683,179	30.0%	2,225	20.0	$ 7.66	$ 1.07	$ 6.59	14.0%	34,216	355,866
60	Exp	1,3,4,6,9	55,598	42.1%	219	16.7	$ 9.17	$ 1.16	$ 8.01	12.6%	3,325	59,187
83	Circ	3	14,106	(1.9%)	56	5.0	$ 15.92	$ 1.40	$ 14.52	8.8%	3,226	25,949
84	Circ	2	12,473	(1.3%)	49	4.7	$ 16.90	$ 1.44	$ 15.46	8.5%	3,010	35,575
88	Circ	3,7	88,452	35.1%	294	12.3	$ 5.09	$ 1.42	$ 3.67	27.9%	7,305	51,198
105	Std	1,2,3,6	192,420	6.1%	686	12.7	$ 12.09	$ 1.07	$ 11.03	8.8%	15,140	182,144
110	Exp	3,6	17,646	12.4%	69	9.6	$ 15.96	$ 1.25	$ 14.70	7.8%	1,832	40,188
115	Std	7,9,**LM,EC**	189,961	52.5%	678	11.5	$ 8.98	$ 1.11	$ 7.87	12.3%	16,901	195,809
120	**Frq**	3,6,7	483,432	25.0%	1,577	14.3	$ 10.67	$ 1.25	$ 9.42	11.8%	33,704	351,480
140~	Exp	1,2	37,381	100.0%	185	6.3	$ 24.44	$ 1.34	$ 23.10	5.5%	5,972	71,318
201/202^	**Rpd**	1	2,452,699	57.6%	8,820	59.3	$ 2.58	$ 1.36	$ 1.23	52.5%	41,596	372,460
204^	**Rpd**	1	70,422	61.2%	277	17.2	$ 8.92	$ 1.35	$ 7.57	15.1%	4,102	28,501
215^	**Rpd**	3,9	1,271,180	24.8%	3,817	25.3	$ 6.06	$ 1.18	$ 4.88	19.4%	50,293	499,112
225^	**Rpd**	3,8,**CV**	495,535	24.7%	1,566	13.8	$ 12.16	$ 1.42	$ 10.74	11.7%	37,085	726,726

TITLE VI MONITORING

Route	Minority Route ^	On-Time Perf. *Goal*	On-Time Perf. Actual	Weekday Headway *Goal*	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~ Goal	Vehicle Load Factor ~ % trips over VLF	Vehicle Load Factor ~ > 20%?
Blue	✓	*90%*	93%	*15 min.*	7.5	15	*3.00*	0%	No
Orange	✓	*90%*	94%	*15 min.*	15	15	*3.00*	0%	No
Green		*90%*	92%	*15 min.*	15	15	*3.00*	0%	No
Silver		*90%*	100%	*15 min.*	30	30	*3.00*	0%	No
1	✓	*85%*	77%	*15 min.*	15	15	*1.50*	0%	No
2		*85%*	93%	*15 min.*	12	15	*1.50*	0%	No
3	✓	*85%*	76%	*15 min.*	12	12	*1.50*	0%	No
4	✓	*85%*	86%	*30 min.*	30	30	*1.50*	0%	No
5	✓	*85%*	88%	*15 min.*	12	12	*1.50*	0%	No
6		*85%*	87%	*15 min.*	15	15	*1.50*	0%	No
7	✓	*85%*	82%	*15 min.*	10	10	*1.50*	0%	No
8		*85%*	87%	*15 min.*	20	20	*1.50*	0%	No
9		*85%*	92%	*15 min.*	20	20	*1.50*	0%	No
10	✓	*85%*	81%	*15 min.*	12	15	*1.50*	0%	No
11		*85%*	84%	*15 min.*	15	15	*1.50*	0%	No
12	✓	*85%*	84%	*15 min.*	7.5/15	15	*1.50*	0%	No
13	✓	*85%*	84%	*15 min.*	12	12	*1.50*	0%	No
14		*90%*	84%	*60 min.*	60	60	*1.00*	0%	No
18		*90%*	89%	*60 min.*	30	30	*1.00*	0%	No
20	✓	*90%*	91%	*30 min.*	15/30	30	*1.50*	0%	No
25		*90%*	87%	*60 min.*	60	60	*1.00*	0%	No
27		*85%*	87%	*30 min.*	30	30	*1.50*	0%	No
28		*85%*	82%	*30 min.*	15/30	30	*1.50*	0%	No
30		*85%*	79%	*15 min.*	15	15	*1.50*	0%	No
31		*85%*	89%	*30 min.*	30	-	*1.50*	0%	No
35		*85%*	85%	*15 min.*	15	15	*1.50*	0%	No
41		*85%*	90%	*15 min.*	7.5/15	15	*1.50*	0%	No
43	✓	*85%*	92%	*15 min.*	15	15	*1.50*	0%	No
44	✓	*85%*	91%	*15 min.*	7.5/15	15	*1.50*	0%	No
60	✓	*90%*	83%	*30 min.*	20/30	-	*1.50*	0%	No
83		*90%*	90%	*60 min.*	60	60	*1.00*	0%	No
84		*90%*	93%	*60 min.*	60	60	*1.00*	0%	No
88		*90%*	94%	*60 min.*	30	30	*1.00*	0%	No
105		*85%*	93%	*30 min.*	30	30	*1.50*	0%	No
110	✓	*90%*	97%	*30 min.*	20/30	-	*1.50*	0%	No
115		*85%*	84%	*30 min.*	30	30	*1.50*	0%	No
120	✓	*85%*	86%	*15 min.*	15/30	15/30	*1.50*	0%	No
140				*30 min.*	15	30			
201/202^	✓	*85%*	92%	*15 min.*	5	10	*1.50*	0%	No
204^		*85%*	94%	*15 min.*	30	30	*1.50*	0%	No
215^	✓	*85%*	83%	*15 min.*	10	15	*1.50*	0%	No
225^	✓	*85%*	80%	*15 min.*	15	30	*1.50*	0%	No

FY 2023 ANNUAL ROUTE STATISTICS

BASE STATISTICS

Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY22-23 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc. Hours	Budgeted Rev.Svc. Miles
235^	Rpd	3,5,6,9,Esc	1,035,247	17.1%	3,299	16.7	$ 9.18	$ 1.26	$ 7.91	13.8%	61,881	1,461,930
237^	Rpd	1,6	151,933	25.7%	598	12.9	$ 11.90	$ 1.35	$ 10.55	11.4%	11,828	145,479
280	RpEx	3,5,Esc	50,070	33.2%	197	13.2	$ 22.68	$ 3.39	$ 19.29	15.0%	3,802	119,461
290	RpEx	3,5	51,994	25.3%	205	14.5	$ 16.30	$ 3.40	$ 12.90	20.9%	3,576	89,103
701	Frq	CV	296,390	3.9%	1,062	15.3	$ 5.64	$ 1.07	$ 4.57	19.0%	20,327	208,616
704	Std	CV	291,968	11.0%	1,027	14.5	$ 6.23	$ 1.28	$ 4.95	20.6%	21,066	226,108
705	Std	CV,NC,Cty	146,765	15.6%	521	13.5	$ 5.51	$ 1.26	$ 4.25	22.8%	11,305	101,243
707	Std	CV	82,390	16.4%	324	11.4	$ 7.07	$ 1.17	$ 5.90	16.5%	7,474	72,151
709	Frq	CV	534,694	27.2%	1,889	19.0	$ 4.86	$ 1.21	$ 3.65	25.0%	29,583	321,788
712	Frq	CV	434,158	20.0%	1,532	20.8	$ 4.18	$ 1.11	$ 3.07	26.5%	20,979	214,188
815	Frq	EC	262,403	6.3%	858	18.8	$ 3.50	$ 1.41	$ 2.09	40.3%	14,220	104,542
816	Std	EC,Cty	82,034	20.0%	323	9.6	$ 10.23	$ 1.30	$ 8.93	12.7%	8,656	95,123
832	Std	ST	31,578	40.1%	111	12.0	$ 7.46	$ 1.22	$ 6.24	16.4%	2,673	28,014
833	Std	EC,ST	53,920	(1.7%)	177	8.1	$ 9.79	$ 1.31	$ 8.48	13.4%	7,378	73,115
834	Std	ST	20,796	5.5%	82	8.6	$ 10.79	$ 1.13	$ 9.65	10.5%	2,418	24,801
838	Std	Cty	105,830	(7.8%)	301	10.8	$ 7.30	$ 1.44	$ 5.85	19.8%	10,342	155,447
848	Std	EC,Cty	218,127	25.9%	710	13.9	$ 6.23	$ 1.29	$ 4.93	20.8%	15,997	153,622
851	Circ	LM,Cty	44,973	23.1%	177	13.0	$ 6.91	$ 0.97	$ 5.94	14.0%	3,513	40,836
852	Std	4,9,LM	200,986	17.7%	635	11.0	$ 7.37	$ 1.25	$ 6.12	17.0%	18,584	168,231
854	Std	7,LM	33,583	23.8%	132	9.5	$ 10.08	$ 1.32	$ 8.76	13.1%	3,538	37,656
855	Std	LM,Cty	156,213	31.4%	539	17.4	$ 4.88	$ 1.07	$ 3.82	21.8%	9,126	86,047
856	Std	4,9,LG,Cty	373,080	26.6%	1,324	16.8	$ 5.80	$ 1.19	$ 4.62	20.5%	22,587	246,901
864	Std	EC,Cty	238,460	(1.0%)	746	15.6	$ 4.96	$ 1.42	$ 3.54	28.6%	15,485	132,674
872	Std	EC	29,232	22.6%	115	8.8	$ 7.05	$ 1.34	$ 5.71	19.0%	3,335	22,845
874/875	Std	EC	230,852	13.5%	764	13.5	$ 6.42	$ 1.41	$ 5.01	21.9%	17,239	165,802
888	Rural	EC,Cty	788	(21.5%)	8	1.4	$ 179.87	$ 5.74	$ 174.13	3.2%	557	17,666
891	Rural	EC,Cty	246	(27.0%)	5	0.8	$ 324.37	$ 4.85	$ 319.52	1.5%	337	9,344
892	Rural	EC,Cty	232	(22.4%)	4	0.8	$ 315.24	$ 6.28	$ 308.95	2.0%	330	8,784
894	Rural	EC,Cty	42,321	17.9%	167	10.3	$ 21.80	$ 3.89	$ 17.91	17.9%	5,644	102,154
901	Frq	3,8,IB,Cor	512,372	6.2%	1,592	13.7	$ 8.29	$ 1.39	$ 6.90	16.8%	38,445	517,078
904*	Circ	Cor	67,772	(4.5%)	188	9.7	$ 4.72	$ 0.24	$ 4.48	5.0%	7,612	37,487
905	Std	8	398,812	6.0%	1,433	27.1	$ 4.37	$ 1.13	$ 3.25	25.8%	15,412	215,375
906/907	Frq	8	824,801	(2.9%)	2,636	23.5	$ 2.58	$ 1.30	$ 1.28	50.5%	36,453	263,807
909	Circ	8	40,149	(18.0%)	158	11.5	$ 9.30	$ 1.45	$ 7.84	15.6%	3,627	46,573
916/917	Std	4,LG	107,619	21.2%	375	9.6	$ 10.10	$ 1.23	$ 8.87	12.2%	11,649	133,946
921	Std	1,6	186,603	18.6%	601	12.0	$ 7.15	$ 1.48	$ 5.67	20.7%	15,880	154,805
923	Std	2,3	113,318	4.5%	446	8.7	$ 8.88	$ 1.35	$ 7.53	15.2%	13,520	123,444
928	Std	6,7	125,303	3.7%	433	8.7	$ 11.80	$ 1.40	$ 10.40	11.9%	14,751	167,855
929	Frq	3,8,CV,NC	1,180,640	5.1%	3,826	20.5	$ 4.13	$ 1.23	$ 2.90	29.9%	60,285	603,746
932	Frq	8,CV,NC	623,475	(2.4%)	2,103	18.7	$ 4.34	$ 1.28	$ 3.06	29.4%	34,981	337,967
933/934	Frq	8,IB	1,095,907	11.4%	3,637	21.9	$ 4.46	$ 1.05	$ 3.41	23.6%	52,099	598,698
936	Std	4,9,LG,Cty	299,196	18.5%	871	15.0	$ 4.77	$ 1.34	$ 3.43	28.1%	20,310	163,303
944	Std	5,PW	37,693	0.2%	146	6.0	$ 13.12	$ 1.40	$ 11.72	10.7%	7,215	77,598
945	Std	5,PW	76,311	(4.0%)	271	7.0	$ 11.22	$ 1.28	$ 9.94	11.4%	12,140	168,988
945A	Std	PW	7,382	(4.7%)	29	8.3	$ -	$ -	$ -	4.4%	1,004	14,120
950	Exp	8	215,097	1.7%	709	28.3	$ 5.17	$ 1.26	$ 3.91	24.3%	7,836	132,315
955	Frq	4,8,9,NC	805,316	1.4%	2,622	20.7	$ 3.73	$ 1.19	$ 2.54	32.0%	43,563	398,793

TITLE VI MONITORING

Route	Minority Route ^	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~ Goal	Vehicle Load Factor ~ % trips over VLF	Vehicle Load Factor ~ > 20%?
235^		85%	88%	15 min.	15	15	1.50	0%	No
237^	✓	85%	93%	15 min.	15	-	1.50	0%	No
280		90%	89%	30 min.	15	-	1.00	0%	No
290		90%	88%	30 min.	10	-	1.00	0%	No
701	✓	85%	78%	15 min.	15	15	1.50	0%	No
704	✓	85%	82%	30 min.	30	30	1.50	0%	No
705	✓	85%	90%	30 min.	30/60	30/60	1.50	0%	No
707	✓	85%	87%	30 min.	30	30	1.50	0%	No
709	✓	85%	82%	15 min.	7.5/15	15	1.50	0%	No
712	✓	85%	85%	15 min.	15	15	1.50	0%	No
815		85%	86%	15 min.	15	15	1.50	0%	No
816		85%	83%	30 min.	30	30	1.50	0%	No
832		85%	82%	30 min.	60	60	1.50	0%	No
833		85%	81%	30 min.	35-45	35-45	1.50	0%	No
834		85%	77%	30 min.	60	60	1.50	0%	No
838		85%	78%	30 min.	60	60	1.50	0%	No
848		85%	86%	30 min.	30	30	1.50	0%	No
851	✓	90%	86%	60 min.	60	60	1.00	0%	No
852	✓	85%	84%	30 min.	30	30	1.50	0%	No
854		85%	91%	30 min.	30/60	30/60	1.50	0%	No
855	✓	85%	91%	30 min.	30	30	1.50	0%	No
856	✓	85%	79%	30 min.	30	30	1.50	0%	No
864		85%	82%	30 min.	30	30	1.50	0%	No
872		85%	90%	30 min.	30	30	1.50	0%	No
874/875		85%	84%	30 min.	30	30	1.50	0%	No
888									
891									
892									
894									
901	✓	85%	76%	15 min.	15	30	1.50	0%	No
904*		90%	84%	60 min.	60	60	1.50	0%	No
905	✓	85%	86%	30 min.	15/30	30	1.50	0%	No
906/907	✓	85%	80%	15 min.	15	15	1.50	0%	No
909	✓	90%	73%	60 min.	60+	60+	1.5	0%	No
916/917	✓	85%	80%	30 min.	30/60	30/60	1.50	0%	No
921	✓	85%	81%	30 min.	30	30	1.50	0%	No
923		85%	84%	30 min.	30	30	1.50	0%	No
928		85%	84%	30 min.	30	30	1.50	0%	No
929	✓	85%	70%	15 min.	12	15	1.00	0%	No
932	✓	85%	80%	15 min.	15	15	1.50	0%	No
933/934	✓	85%	74%	15 min.	12	15	1.50	0%	No
936	✓	85%	80%	30 min.	30	30	1.50	0%	No
944		85%	91%	30 min.	30	30	1.00	0%	No
945		85%	83%	30 min.	30	30	1.50	0%	No
945A		85%	82%	30 min.	30	30	1.50	0%	No
950	✓	90%	96%	30 min.	12/20	20	1.50	0%	No
955	✓	85%	81%	15 min.	12	12	1.50	0%	No

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2023: JULY 2022 - JUNE 2023

FY 2023 ANNUAL ROUTE STATISTICS

BASE STATISTICS

Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY22-23 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc. Hours	Budgeted Rev.Svc. Miles
961	**Frq**	4,**NC**	407,638	12.7%	1,310	17.8	$ 4.79	$ 1.12	$ 3.67	23.3%	23,709	241,015
962	**Frq**	4,**NC**,**Cty**	356,058	(3.3%)	1,113	17.2	$ 5.13	$ 1.32	$ 3.82	25.6%	21,452	224,278
963	Std	4,**NC**	109,486	16.7%	360	12.2	$ 5.70	$ 1.35	$ 4.34	23.8%	9,336	77,789
964	Circ	5,6	78,325	(4.9%)	308	9.6	$ 8.21	$ 1.24	$ 6.97	15.1%	9,113	85,820
965	Circ	9	37,981	7.5%	130	8.9	$ 8.88	$ 1.29	$ 7.59	14.5%	4,743	48,268
967	Std	4,**NC**	27,497	6.6%	108	7.9	$ 9.40	$ 1.36	$ 8.04	14.5%	3,607	32,106
968	Std	**NC**	44,426	27.2%	175	11.0	$ 7.56	$ 1.11	$ 6.45	14.6%	4,186	41,902
972**	Circ	1,6	5,502	15.9%	22	4.7	$ 16.68	$ 0.78	$ 15.90	4.7%	1,321	14,107
973**	Circ	1,6	7,548	19.3%	30	6.3	$ 12.31	$ 0.78	$ 11.53	6.3%	1,334	17,289
974 ***	Circ	1	6,968	16.6%	27	6.4	$ 12.16	$ 0.78	$ 11.38	6.4%	1,211	11,335
978**	Circ	1	5,222	(9.4%)	21	4.5	$ 17.30	$ 0.78	$ 16.52	4.5%	1,293	13,747
979**	Circ	1	6,295	57.0%	25	5.6	$ 13.92	$ 0.78	$ 13.14	5.6%	1,262	11,044
985~	Circ	1	22,896	100.0%	90	8.1	$ 9.77	$ 1.48	$ 8.29	15.1%	3,357	38,082
992	Frq	2,3	288,060	13.8%	794	13.0	$ 5.15	$ 1.35	$ 3.80	26.3%	23,097	182,704
Access	D.R.	ALL	178,828	5.7%	630	1.7	$ 65.31	$ 4.46	$ 60.84	6.8%		
Taxi	D.R.	ALL	70,834	194.6%	242	2.8	$ 39.01	$ 4.65	$ 34.36	11.9%		
TOTAL			**68,511,363**	18.9%	**215,970**	**32.4**	**$ 5.01**	**$ 0.99**	**$ 4.02**	**19.7%**	**2,028,018**	**23,833,695**

TITLE VI MONITORING

Route	Minority Route ^	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~ Goal	Vehicle Load Factor ~ % trips over VLF	Vehicle Load Factor ~ > 20%?
961	✓	85%	79%	15 min.	15/30	15/30	1.50	0%	No
962	✓	85%	79%	15 min.	15	15	1.50	0%	No
963	✓	85%	85%	30 min.	30	30	1.50	0%	No
964	✓	90%	84%	60 min.	30	30	1.00	0%	No
965	✓	90%	75%	60 min.	35-45	35-45	1.00	0%	No
967	✓	85%	91%	30 min.	60	60	1.50	0%	No
968	✓	85%	84%	30 min.	60+	60+	1.50	0%	No
972**							1.00	0%	No
973**	✓						1.00	0%	No
974 ***	✓						1.00	0%	No
978**							1.00	0%	No
979**							1.00	0%	No
985	✓	90%	89%	15 min.	15	15	1.00	0%	No
992		85%	68%	15 min.	15	15	1.50	0%	No

*FTA defines **Minority** persons to include the following: (1) American Indian and Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, (5) Native Hawaiian or Other Pacific Islander.*

*FTA defines **Minority Route** as one with at least 1/3 of its revenue mileage in a census block(s) with a percentage of minority population that exceeds the percentage of minority population in the entire MTS service area.*

Source: https://www.transit.dot.gov/sites/fta.dot.gov/files/dovs/FTA_Title_VI_FINAL.pdf

Route Category	Q1-Q2 Passengers	FY22-23 % Change	Avg. Wkday. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery
Urban Frequent	20,156,847	13.6%	64,672	19.6	$ 5.93	$ 1.19	$ 4.74	20.1%
Urban Standard	5,222,535	15.3%	17,693	13.5	$ 6.93	$ 1.25	$ 5.68	18.0%
Rapid ^	5,477,016	36.2%	18,378	26.6	$ 5.84	$ 1.30	$ 4.54	22.3%
Express	685,945	-13.8%	2,294	12.8	$ 11.84	$ 1.24	$ 10.60	10.5%
Circulator	526,347	9.0%	1,920	8.6	$ 8.44	$ 1.10	$ 7.34	13.0%
Premium/Rapid Express	102,064	29.0%	402	13.8	$ 19.43	$ 3.40	$ 16.03	17.5%
Rural ^^	43,587	16.2%	172	8.2	$ 27.93	$ 3.94	$ 23.99	14.1%
Fixed Bus Subtotal	**32,214,341**	**16.4%**	**105,530**	**18.4**	**$ 6.32**	**$ 1.23**	**$ 5.09**	**19.5%**
Light Rail (B,O,G)	36,046,304	21.2%	109,568	155.7	$ 3.48	$ 0.74	$ 2.73	21.3%
Light Rail (Silver)	1,056	-49.7%	-	18.5	$ 29.22	$ 0.52	$ 28.70	1.8%
Light Rail Subtotal	**36,047,360**	**21.2%**	**109,568**	**155.7**	**$ 3.48**	**$ 0.74**	**$ 2.74**	**21.3%**
ALL Fixed-Route	**68,261,701**	**18.9%**	**215,098**	**34.4**	**$ 4.82**	**$ 0.97**	**$ 3.84**	**20.2%**
MTS Access	178,828	5.7%	630	1.7	$ 65.31	$ 4.46	$ 60.84	6.8%
Access Taxi	70,834	194.6%	242	2.8	$ 39.01	$ 4.65	$ 34.36	11.9%
Demand-Resp Subtotal	**249,662**	**29.2%**	**872**	**1.9**	**$ 57.85**	**$ 4.52**	**$ 53.33**	**7.8%**
System Total	**68,511,363**	**18.9%**	**215,970**	**32.4**	**$ 5.01**	**$ 0.99**	**$ 4.02**	**19.7%**

SERVICE AVAILABILITY *

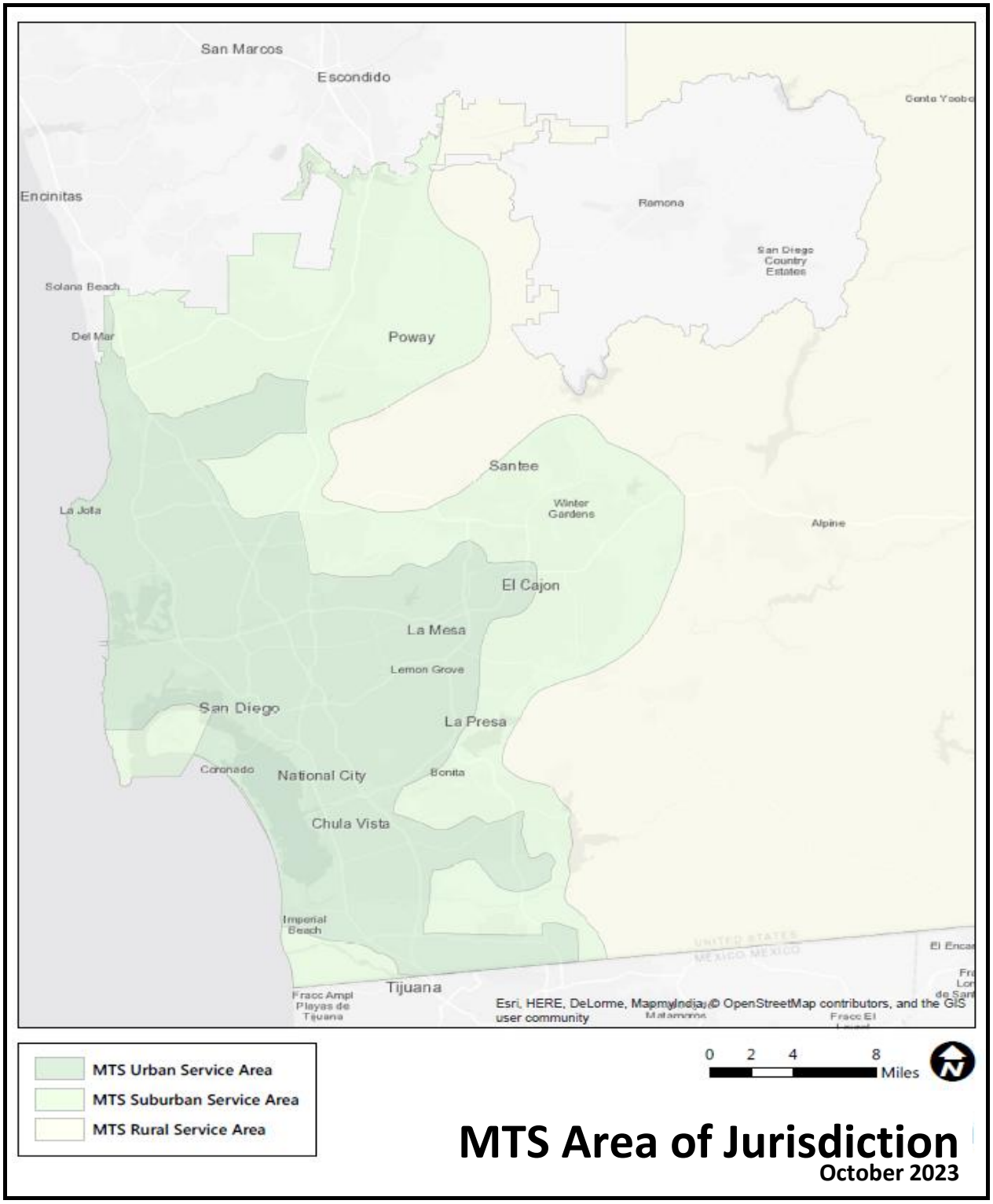
Goal	Actual	
80% of residents or jobs within ½ mile of a bus stop or rail station in urban area	*% of **residents** within 1/2 mile of a bus stop or rail station in urban areas:*	*% of **jobs** within 1/2 mile of a bus stop or rail station in urban areas:*
	99.2%	***95.9%***
100% of suburban residences within 5 miles of a bus stop or rail station.	% of suburban residents within 5 miles of a bus stop or rail station:	
	100.0%	
One return trip at least 2 days/week to destinations from rural villages (defined as Lakeside and Alpine).	*Available Service:*	
	Route 848 serves Lakeside seven days a week and Route 838 serves Alpine seven days a week.	

See attached map entitled 'Metropolitan Transit System Area of Jurisdiction.'

* City of Coronado subsidized fares for summer service on Route 904.
** SVCC Fares and one-half of the subsidy are paid for by NCTD.
*** Route 974 SVCC connection to UCSD service starts January 2020
^ SANDAG reimburses MTS for net operating costs for Routes 201-237 (TransNet funds).
^^ Routes 888, 891, 892, and 894 receive federal rural operating subsidy.
~ Routes 43, 140, 985 are new routes starting Nov 21, 2021 with opening of Mid-Coast.
~~ Routes 50 and 150 discontinued starting Nov 21, 2021 with opening of Mid-Coast.
& Rural and Demand Response services have no specific Policy 42 goals for on-time performance, headway, or vehicle load.

NC=National City, CV=Chula Vista
IB=Imperial Beach, LG=Lemon Grove, LM=La Mesa
EC=El Cajon, ST=Santee, PW=Poway
Cor=Coronado, Cty=County Uninc., Esc=Escondido
SD Dist.=City of San Diego Council District

^ Minority Route report updated using ACS 2021 (10/26/2023)
~ No trips averaged above the vehicle load factor target (1.5 for most bus routes, 3.0 for Trolley).
** Service Availability updated from PR request for Urban & Suburban Transit Access (1/27/2023)*


San Marcos
Escondido
Encinitas
Ramona
San Diego Country Estates
Solana Beach
Del Mar
Poway
Santee
La Jolla
Winter Gardens
Alpine
El Cajon
La Mesa
Lemon Grove
San Diego
La Presa
Coronado
National City
Bonita
Chula Vista
Imperial Beach
Tijuana
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community
MTS Urban Service Area
MTS Suburban Service Area
MTS Rural Service Area
0 2 4 8
Miles
MTS Area of Jurisdiction
October 2023









FY 2023 Performance Monitoring Report

Board of Directors

Policy 42 Evaluation Criteria

CUSTOMER FOCUSED/COMPETITIVE		INTEGRATED	SUSTAINABLE	
PRODUCTIVITY	**QUALITY**	**CONNECTIVITY**	**RESOURCES**	**EFFICIENCY**
• **Total Passengers** • Average Weekday Passengers • **Passengers/ Revenue Hour** • Passengers/ In-Service Hour	• Passenger Load Factor • **On-Time Performance** • **Accidents/ 100,000 Miles** • **Comments/ 100,000 Passengers** • **Mean Distance Between Failures**	• Route Headway • Span-of- Service Consistency • Service Availability	• In-Service Miles • In-Service Hours • Peak Vehicle Requirement	• In-Service Speed • In-Service/Total Miles • In-Service/Total Hours • **Farebox Recovery Ratio** • Subsidy/Passenger

Total Passengers

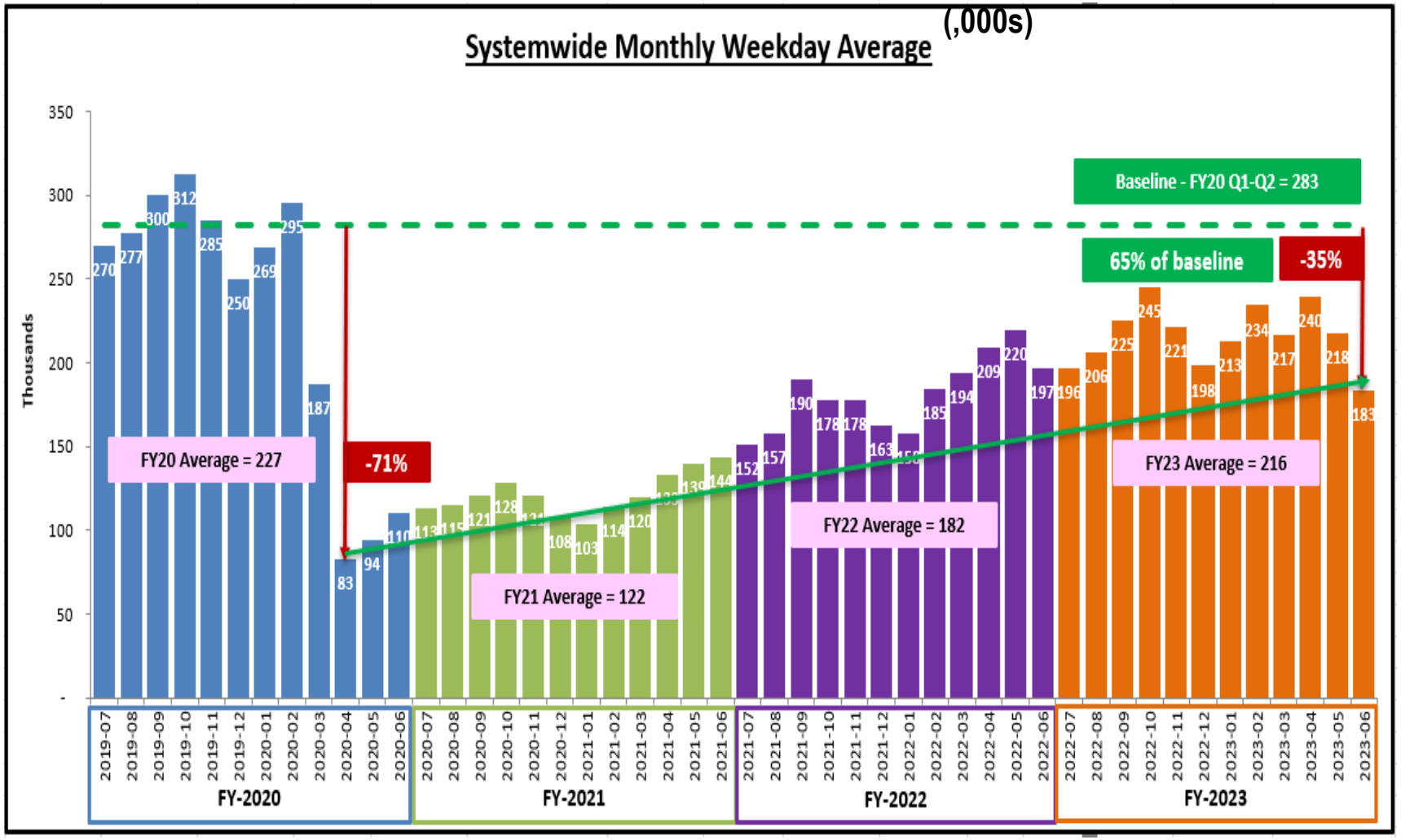
- **Policy 42 GOAL** is a year-over-year improvement by Route, Category, and System
- **FY 2023 ridership increased nearly 20% over FY 2022.**
- 68.5 million riders in FY 2023 was short of 70m target, due mainly to strike days. Average weekday ridership of 216k was 19% higher compared to FY 2022.

Route Categories	FY 2021	FY 2022	FY 2023	% Change FY22-FY23
Urban Frequent	13,100,977	17,739,607	20,156,847	13.6%
Urban Standard	3,324,699	4,528,650	5,222,535	15.3%
Rapid	2,122,799	4,021,024	5,477,016	36.2%
Express	689,067	795,781	685,945	-13.8%
Circulator	285,430	482,904	526,347	9.0%
Rapid Express	34,017	79,098	102,064	29.0%
Rural	34,329	37,522	43,587	16.2%
Fixed-Route Bus	**19,591,318**	**27,684,586**	**32,214,341**	**16.4%**
Light Rail	**19,516,337**	**29,739,501**	**36,047,360**	**21.2%**
All Fixed-Route	**39,107,655**	**57,424,085**	**68,261,701**	**18.9%**
MTS Access	107,193	193,166	249,662	29.2%
System	**39,214,848**	**57,617,251**	**68,511,363**	**18.9%**

Average Weekday	***121,729***	***181,515***	***215,970***	***19.0%***

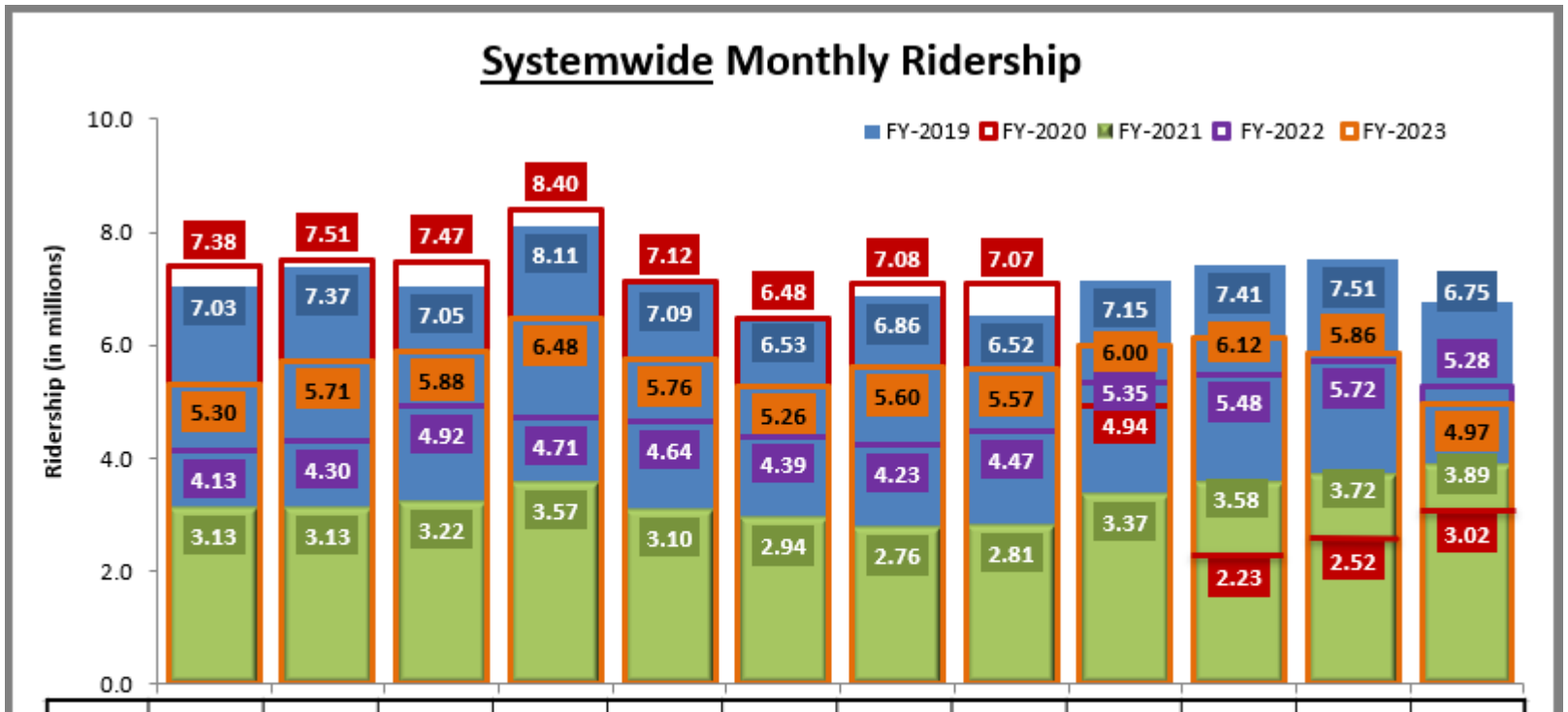
Weekday Average

- Continued improvement from low point in April 2020 to Apr 2023: from 29% of baseline to 85%.
- Oct 2022 = highest weekday average of 245k
  - Most schools & colleges back
  - Free Ride Day (10/5/22)
  - Good Padres ridership
- FY 2023 had many days of 220+



Monthly Passengers

- Ridership for last quarter of FY 2023 slightly increased to 3% compared to last quarter of FY 2022, due to strike days
- Overall FY 2023 ridership increased 19% compared to FY 2022



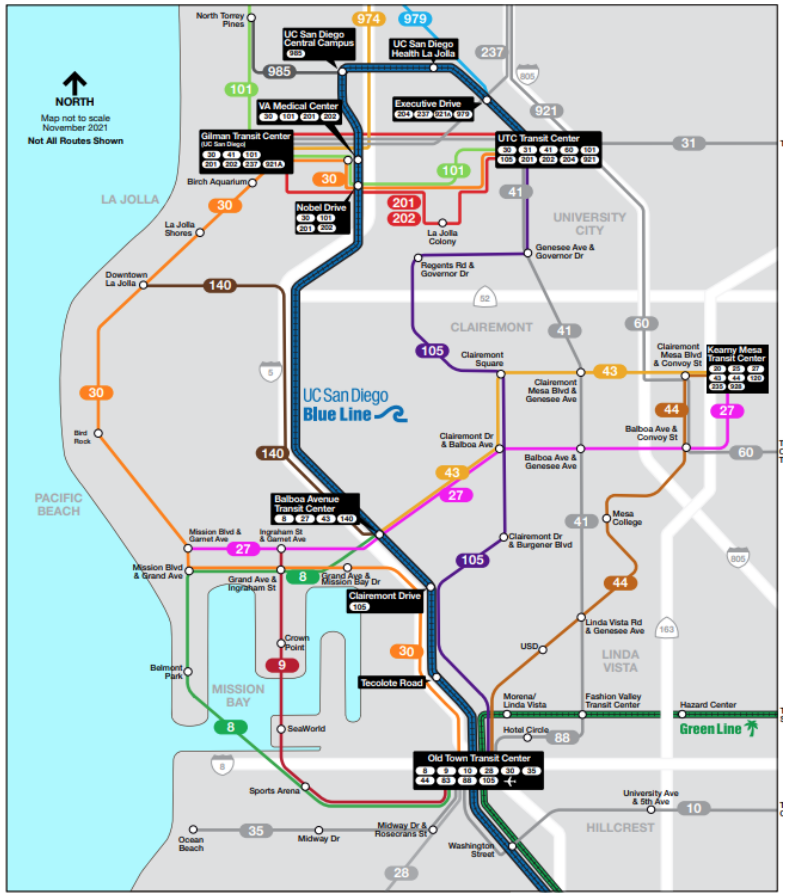
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY22-FY23	28%	33%	20%	38%	24%	20%	34%	25%	12%	12%	2%	-6%
FY21-FY22	32%	37%	53%	32%	49%	49%	53%	59%	59%	53%	54%	36%
FY20-FY21	-58%	-58%	-57%	-58%	-56%	-55%	-61%	-60%	-32%	60%	47%	29%
FY19-FY20	5%	2%	6%	4%	0%	-1%	3%	9%	-31%	-70%	-66%	-55%

Passengers Per Revenue Hour

- **Policy 42 GOAL** is to improve the route category average
- Trend follows ridership because capacity (scheduled service) maintained at normal levels.

Route Categories	FY 2021	FY 2022	FY 2023	% Change FY22-FY23
Urban Frequent	11.6	15.9	19.6	23.2%
Urban Standard	8.2	11.2	13.5	20.3%
Rapid	9.4	18.0	26.6	47.8%
Express	8.6	11.7	12.8	9.4%
Circulator	5.0	7.2	8.6	19.0%
Premium/Rapid Express	5.8	11.1	13.8	25.0%
Rural	6.6	7.0	8.2	18.1%
Fixed-Route Bus	**10.3**	**14.6**	**18.4**	**25.7%**
Light Rail	**105.3**	**139.5**	**155.7**	**11.6%**
All Fixed-Route	**18.7**	**27.3**	**34.4**	**26.2%**
MTS Access	1.5	1.6	1.9	21.8%
System	**18.1**	**25.9**	**32.4**	**25.4%**

Mid-Coast LRT Extension Ridership



- With 4.2 million riders in FY23, the Mid-Coast segment is 18% of the Blue Line ridership.
- Corridor performing above overall system in ridership recovery.

ROUTE	SERVING	WEEKDAY		SATURDAY		SUNDAY	
		BASELINE*	OCT 2023	BASELINE*	OCT 2023	BASELINE*	OCT 2023
Blue	UC San Diego Blue Line	59,977	81,811	40,518	52,773	31,681	44,701
Green	Green Line	33,695	26,317	30,015	23,310	23,471	20,988
8	OTTC-BATC (via Mssn Bch)	1,146	1,621	1,474	1,819	1,181	1,546
9	OTTC-PB (via SeaWorld)	1,146	662	1,063	872	643	574
27	Pac Beach-Kearny Mesa	717	788	356	696	No Service	486
30	OTTC-PB-LJ-UTC	4,821	4,383	2,777	3,240	2,685	2,579
43	Kearny Mesa - Balboa Av TC		1,505		933		739
44	KMTC-Mesa Coll-OTTC	3,282	3,043	1,607	1,393	1,396	1,067
50	Dwtn-UTC Exp	544	-		-		-
105	OTTC-Clairemont-UTC	1,112	777	604	203	331	154
140	Balboa Av TC - La Jolla		-		-		-
150	Dwtn-OTTC-UCSD-UTC Exp	3,157	-	861	-		-
201/202	UTC TC-UCSD (SuperLoop)	9,233	14,326	3,102	3,555	2,504	2,993
979	SVCC North Univ City	80	27		-		-
985	UCSD - N Torrey Pines		126		-		-
TOTAL		*118,910*	*135,386*	*82,376*	*88,793*	*63,893*	*75,829*
		% of Baseline Recovered:	114%		108%		119%
SYSTEM		*282,597*	*264,000*	*170,377*	*157,225*	*126,537*	*126,225*
* FY20 Q1-Q2 Wkdy. Avg.		% of Baseline Recovered:	93%		92%		100%

On-Time Performance

- **Policy 42 GOAL** is 85% for Urban Frequent & Rapid, 90% for all other categories
- Most categories exceeded their targets, but figures will normalize as pandemic recedes
  - Traffic and ridership both returning

Route Categories	Service Change Period					GOAL
	Sept. 2021	Jan. 2022	June 2022	Sept. 2022	Jan. 2023	
Urban Frequent	85.4%	85.0%	83.6%	82.4%	82.0%	85.0%
Urban Standard	86.6%	86.6%	86.9%	84.8%	84.3%	90.0%
Rapid	88.5%	88.7%	88.7%	86.9%	86.5%	85.0%
Express	92.3%	95.0%	94.4%	91.7%	91.1%	90.0%
Circulator	86.7%	87.6%	84.3%	85.9%	85.0%	90.0%
Premium/Rapid Express	93.4%	94.2%	93.8%	90.5%	88.6%	90.0%
Light Rail (Blue, Orange, Green)	95.7%	94.3%	96.1%	95.8%	95.8%	90.0%
Light Rail (Silver)	N/A	N/A	N/A	N/A	N/A	90.0%
System	**86.8%**	**87.0%**	**86.5%**	**85.3%**	**85.0%**	

Farebox Recovery

- **Policy 42 GOAL** is to meet TDA requirement* of 31.9% systemwide for fixed route
- Improved for most modes as ridership returned
- Inflation and labor costs are notable pressures on the cost side going forward

Mode	FY 2021	FY 2022	FY 2023	% Change FY22-FY23
Fixed-Route Bus *(excl. Rapid Express)*	14.5%	15.5%	19.5%	26.0%
Rapid Express	17.9%	12.7%	17.5%	37.4%
MTS Access	4.4%	6.5%	7.8%	20.3%
Light Rail	20.7%	24.7%	21.3%	-13.7%
System	**16.1%**	**18.2%**	**19.7%**	**8.1%**

*TDA requirement suspended by State due to pandemic

Youth Opportunity Pass

- Pilot program launched May 1, 2022, runs through June 30, 2023
- Youth 18 & Under ride free with their Pronto account
- SANDAG funding pilot with CMAQ money
- Ridership so far…

RIDERSHIP	Pre-YOP		With YOP			
	March 2022	April 2022	March 2023	April 2023	March Var%	April Var%
Total Riders	5,349,742	5,482,732	5,996,147	6,124,777	12.1%	11.7%
Youth Riders	381,278	437,735	781,732	869,246	105.0%	98.6%
Youth % of Total	7.1%	8.0%	13.0%	14.2%	N/A	N/A

- Youth ridership dips in summer and returns in fall
- Trolley ridership estimated by survey (vs. Pronto) due to low Pronto tap rate



FY 2023 MTS Bus – Year in Review

Mike Wygant
Chief Operating Officer, Bus

Transit Services Safety

The safety of our employees and passengers continues to remain a top priority as we rebuild from the COVID-19 pandemic.

- Completed CHP Inspections at Imperial Avenue, Kearny Mesa, South Bay, and El Cajon bus divisions
  - No out-of-service buses

- All future bus orders will come equipped with an air purification system.

- Battery Electric Bus (BEB) Safety
  - Completed drill of safely pulling a BEB out from inside the maintenance shop if on fire
  - Provided site familiarization training to San Diego Fire Department on BEB's and Charging Systems







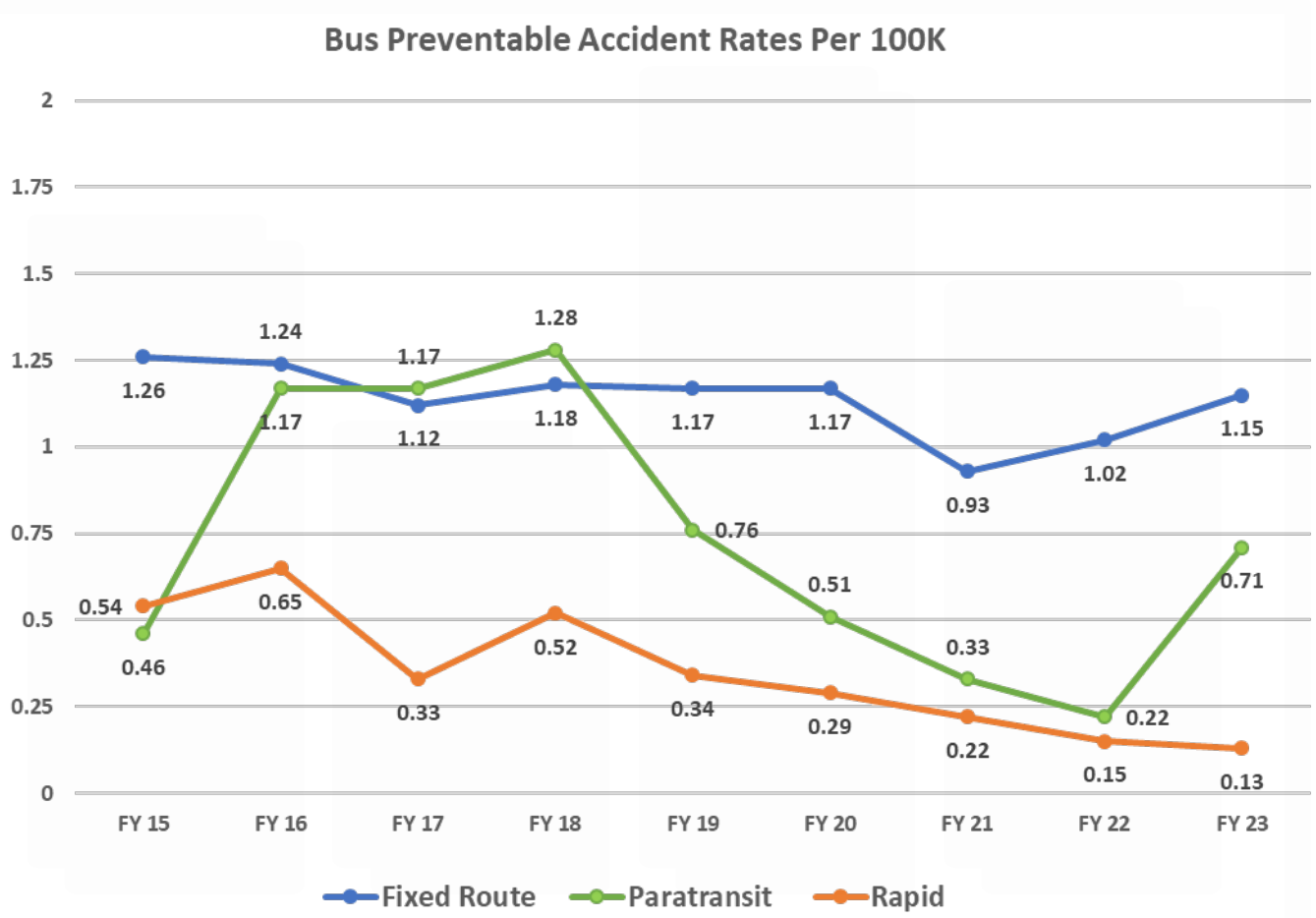


Safety Highlights

- Preventable Accidents
  - Lowest preventable accident rate for Rapid in past six years
  - Fixed route and Access rate still remaining below pre-COVID levels.
- Developed a risk reduction program for reducing transit worker assaults
- Installed and began piloting video mirror on select buses.







Transit Services

MTS is committed and focused on restoring and rebuilding after labor negotiations and work stoppages in FY23.

- Dispute between Teamsters Local 683 (Contracted Fixed-Route) and Teamsters Local 542 (Contracted Paratransit and Minibus)
  - Local 542 strike May 22, 2023 to June 28, 2023 (37 days)
  - Less than 2% driver loss from strike
  - Local 683 strike May 16, 2023 to June 18, 2023 (34 days)
  - No drivers lost from strike

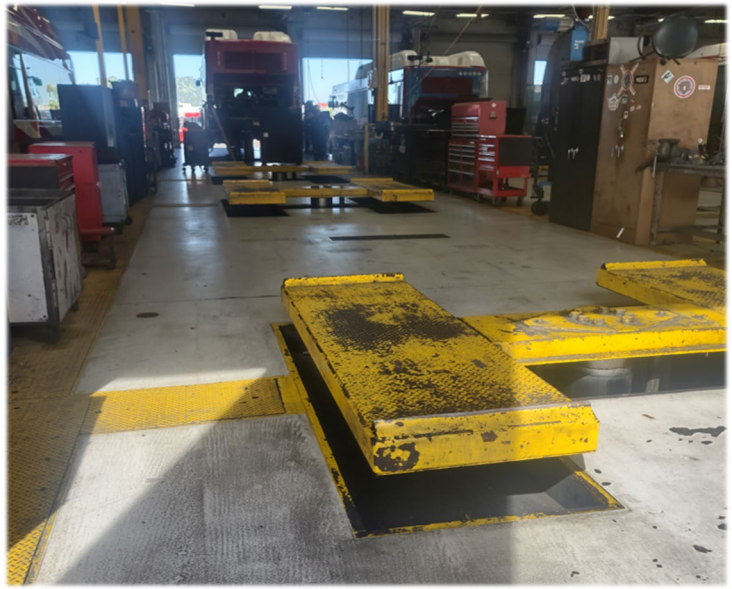
- Next Steps:
  - Focus is on operators
  - Class sizes increasing
  - Improved collective bargaining agreement
  - Wage increase by MTS December 2022, and wage improvements in June 2023

Capital Projects

- Kearny Mesa Division Shop Hoist Replacement
  - Original hoists from 1987 being replaced, to keep facility in state of good repair
  - 8 of 14 have been replaced to date
  - Project estimated to be completed by mid 2024

- Imperial Avenue Division Steam Rack Cover
  - Industrial wastewater permit requires prevention of rainwater from entering the sewer drain.
  - Sewer drain located in the steam cleaning area
  - Fabricated building being constructed to stay in compliance







ZEB Transition

- Battery Electric Bus (BEB)
  - Took delivery and acceptance of 12 BEB's
  - Nearly 600,000 miles driven to date
  - 25 BEB's in service
- Iris Rapid 227 Project
  - Received and put twelve 60-foot Articulated BEB's into service on South Bay's electric Iris Rapid route
- Charging Infrastructure Plan
  - South Bay overhead charging infrastructure Phase 1 construction in progress
  - All twenty-four pantographs and eight charger cabinets have been installed.
  - Charge management system software contract awarded to BP pulse
  - Currently commissioning charging equipment with the bus systems





Rapid 227

- Region's first electric Rapid service launched October 15, 2023
- Powered by an electric fleet of 60-foot articulated buses
- Limited-stop bus service transports passengers from Otay Mesa Transit Center to Iris Avenue Transit Center in just 15 minutes
- Connects passengers to the UCSD Blue Line Trolley at Iris Avenue Transit Center.



Rapid 227 ELECTRIC



Fleet Highlights

- Mean Distance Between Failures in FY23 was the 2nd best year since 2019, at 6771 miles (MTS Bus).
- 24 60-foot CNG buses delivered to ensure state of good repair in our fleet (October 2023).
- Thirty-six buses put into service in the past twelve months (BEB and CNG).
- Installed center and rear door cameras on new 60-foot buses to improve driver visibility.
- Installed three-position bike racks on all 60-foot buses.





MTS Access Services

- Access Ridership at 50% of pre-COVID levels
- 29% increase in ridership from FY22 to FY23
- Expanded reservation window from 2 days to 10 days
- Nearly 45,000 trips booked through EZ Access portal since its launch in April 2022





Support Services Highlights

- Assisted more than 331,000 callers (up 9% from FY22)
- Processed nearly 10,000 customer feedback cases
  - Overall KPI results for directly operated fixed-route bus had best results in more than five years with 4.0 complaints per 100,000 riders.
- Rebranded the Passenger Support Representative uniforms to create a more easily identifiable resource for passengers at our stations
- Continued to Support the Youth Opportunity Program through card conversions and distributions at the Transit Store and through PRONTO Support.
- Passenger Support for more than 175 special events at Petco Park, Snapdragon Stadium, and across the county.
- Implemented a new cloud-based call center management software (Five9s) to ensure PCI compliance, improve data analytics, and improve customer experience through features like automatic queue call back.
- Expanded PRONTO Partners/Partners+ account to more than 120 accounts
  - Including the City of San Diego Employee U-Pass for over 10,000 City employees



ZEB Con 2023

- San Diego selected as the location for Center for Transportation and the Environment's annual Zero Emission Bus Conference
- Conference took place in late September at the Town & Country Resort - over 700 attendees
- MTS hosted three tours of the South Bay Overhead Charging Infrastructure





Congratulations!





- **2023 Safety and Service Awards**
  - Rebranded to recognize Safe Drivers, Maintenance, and Support Services employees
  - Over 400 employees awarded
  - 10 new Million Mile awards given





FY 2023 MTS Rail – Year in Review

Brian Riley
Chief Operating Officer, Rail



CAPITAL IMPROVEMENT PROJECTS

Orange Line Fencing Protection

Before: K Street



After: K Street



Blue Line Fencing Protection

Before: Elm Avenue



After: Elm Avenue



Federal Transit Administration Bridge Inspection



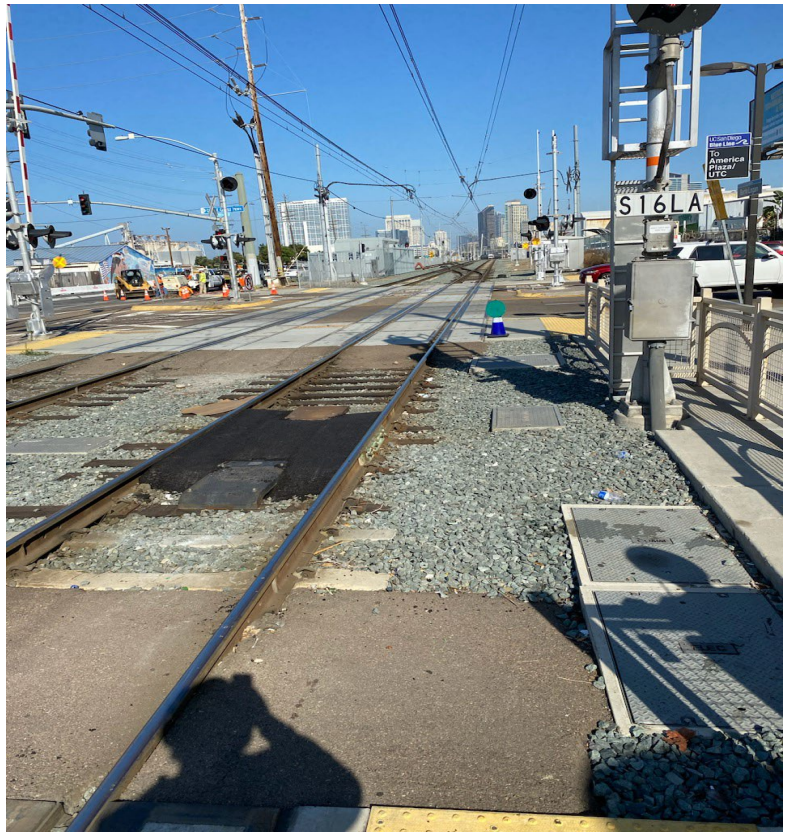


Impedance Bond Copper Wire Hardening

Before

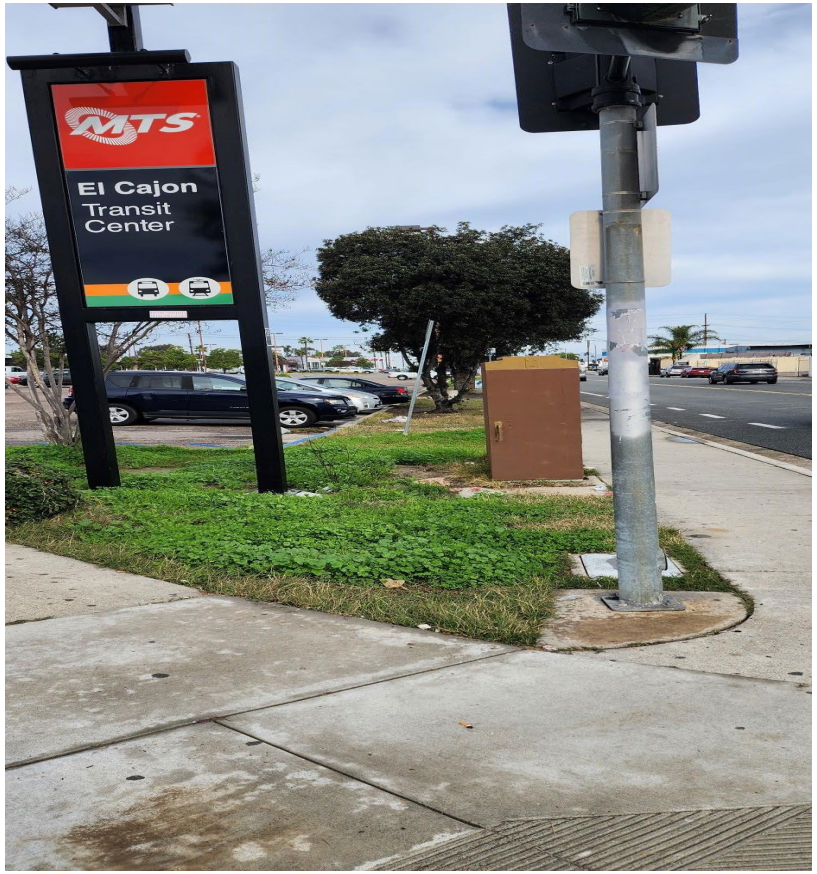


After

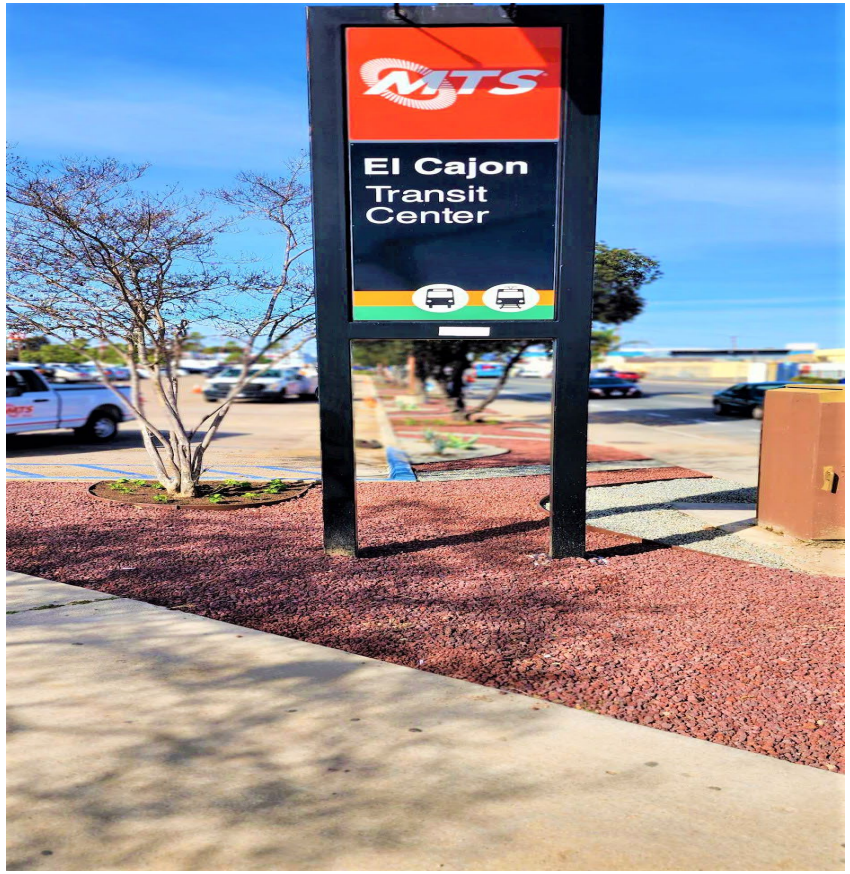


El Cajon Station Landscaping

Before



After



El Cajon Station Landscaping

Before

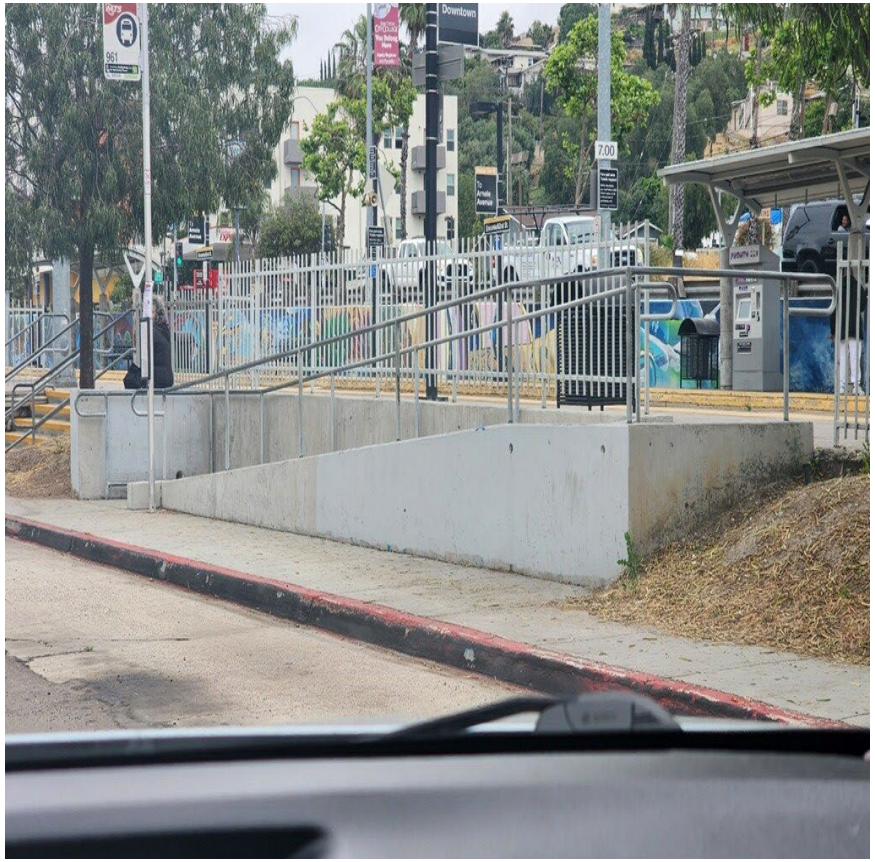


After



62nd Street Pedestrian Ramp

Before



After



68th Street Pedestrian Ramp

Before



After



32nd & Commercial St Station Landscaping

Before



After



32nd & Commercial St. Station Landscaping

Before



After



Old Town Station Landscaping

Before



After



Imperial Avenue Palm Tree Remediation

Before



Imperial Avenue Palm Tree Remediation

After



Amaya Station Parking Lot Resurfacing

Before



After

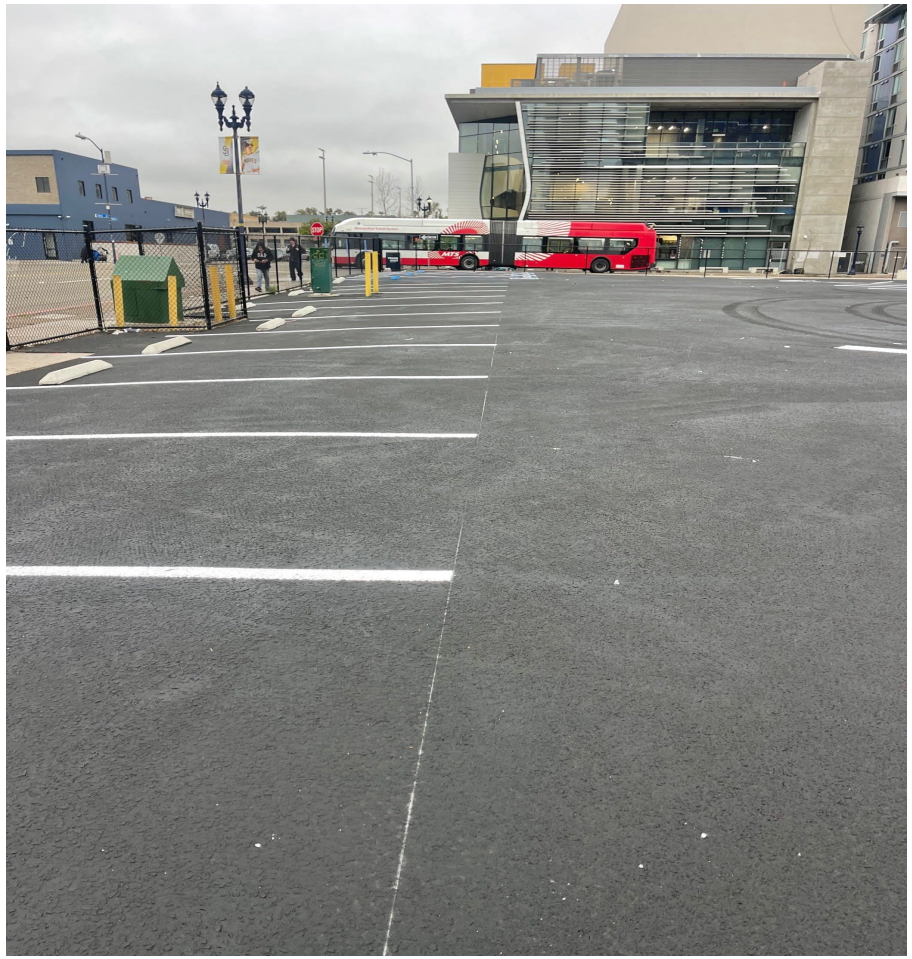


Imperial Avenue Parking Lot Resurfacing

Before



After



C Building Shop Doors Replacement

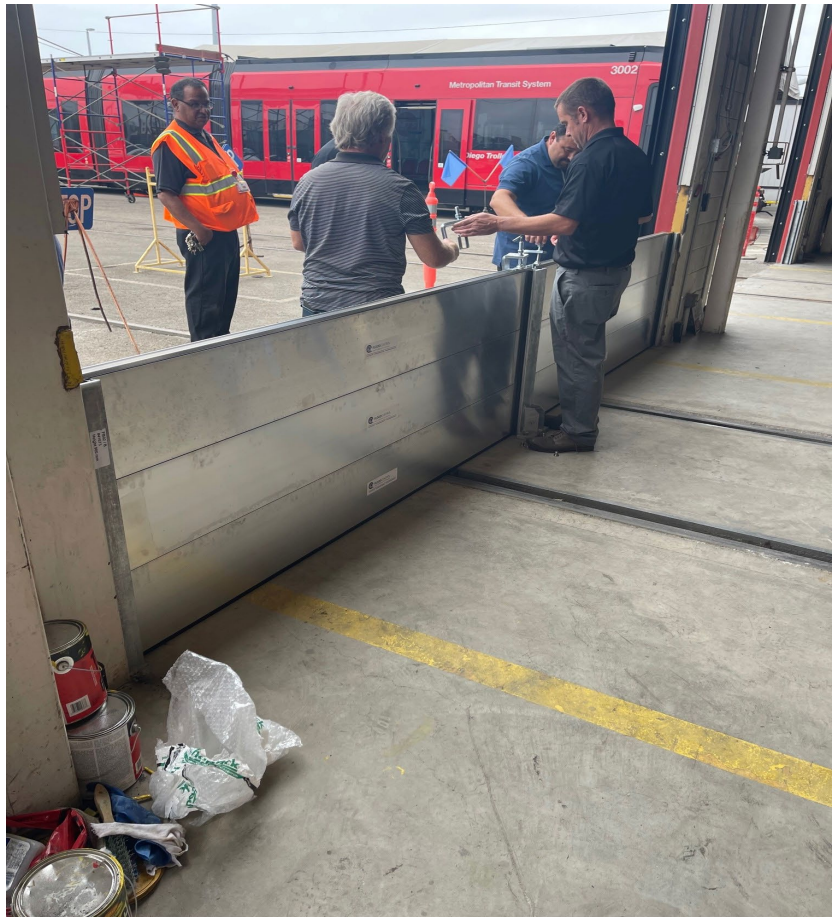
Before





C Building Shop Doors Replacement

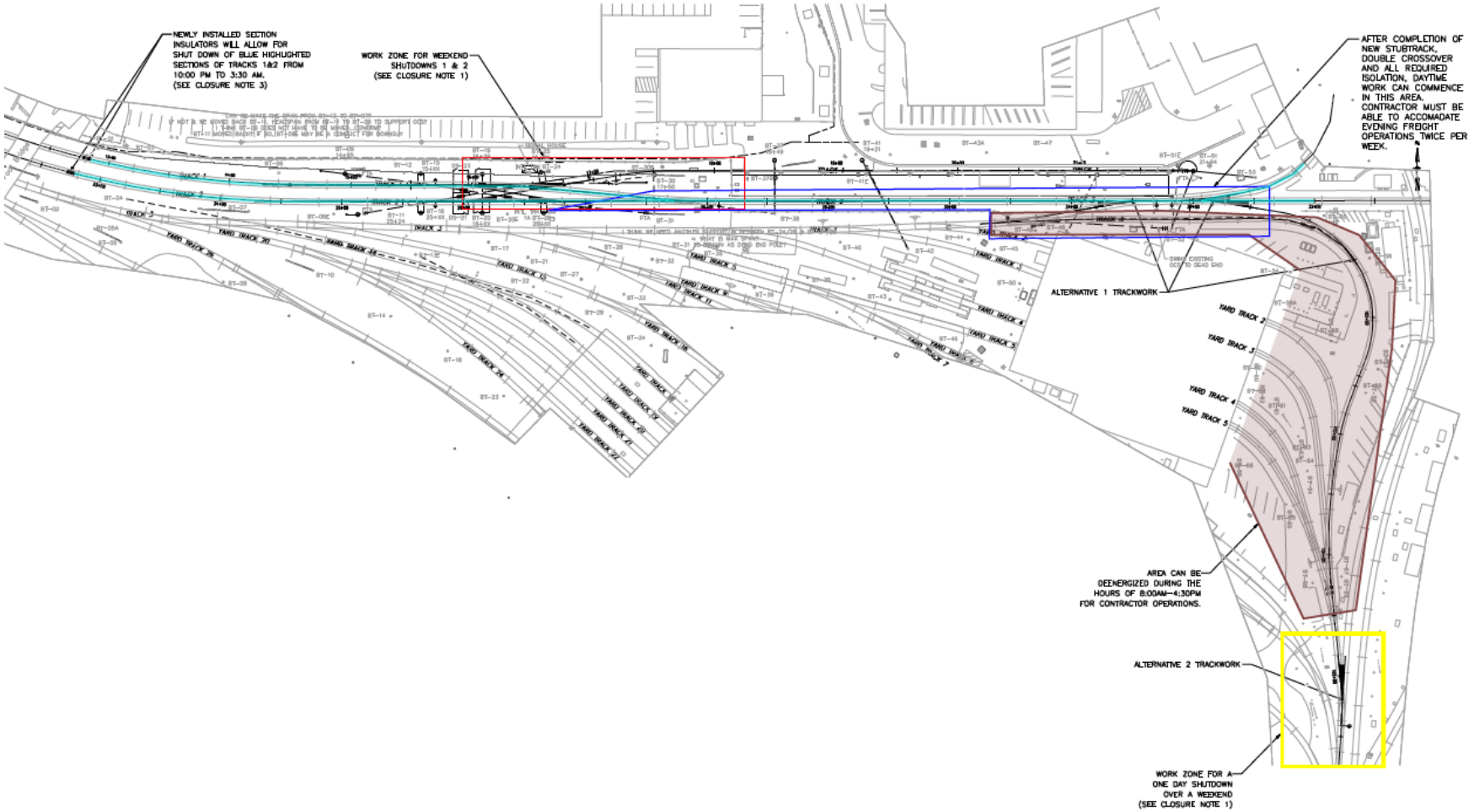
After





Imperial Double Track Project

- Double track terminal at 12th & Imperial
  - Increases track capacity for special events or enhanced Green Line service
- Connecting track between Blue & Green Lines
- Construction: 2022 to 2023



Imperial Terminal Double Track

Before: Single Terminal

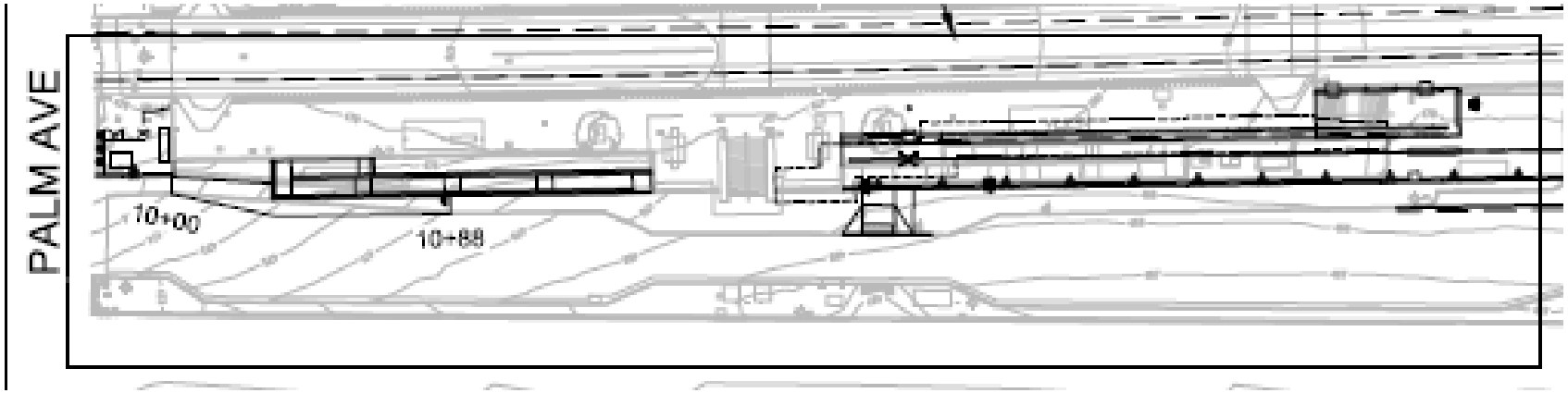


After: Double Terminal



El Cajon Third Track Project

- Third track at El Cajon Transit Center
  - Separate track for future service options
- Construction: Fall 2022 to early 2024



El Cajon Third Track







5000-SERIES VEHICLE COMMISSIONING

5000-Series Vehicle Commissioning

SD-10 Procurement

- 25 vehicles of the original order have been delivered from Siemens and are currently operating on the rail network.

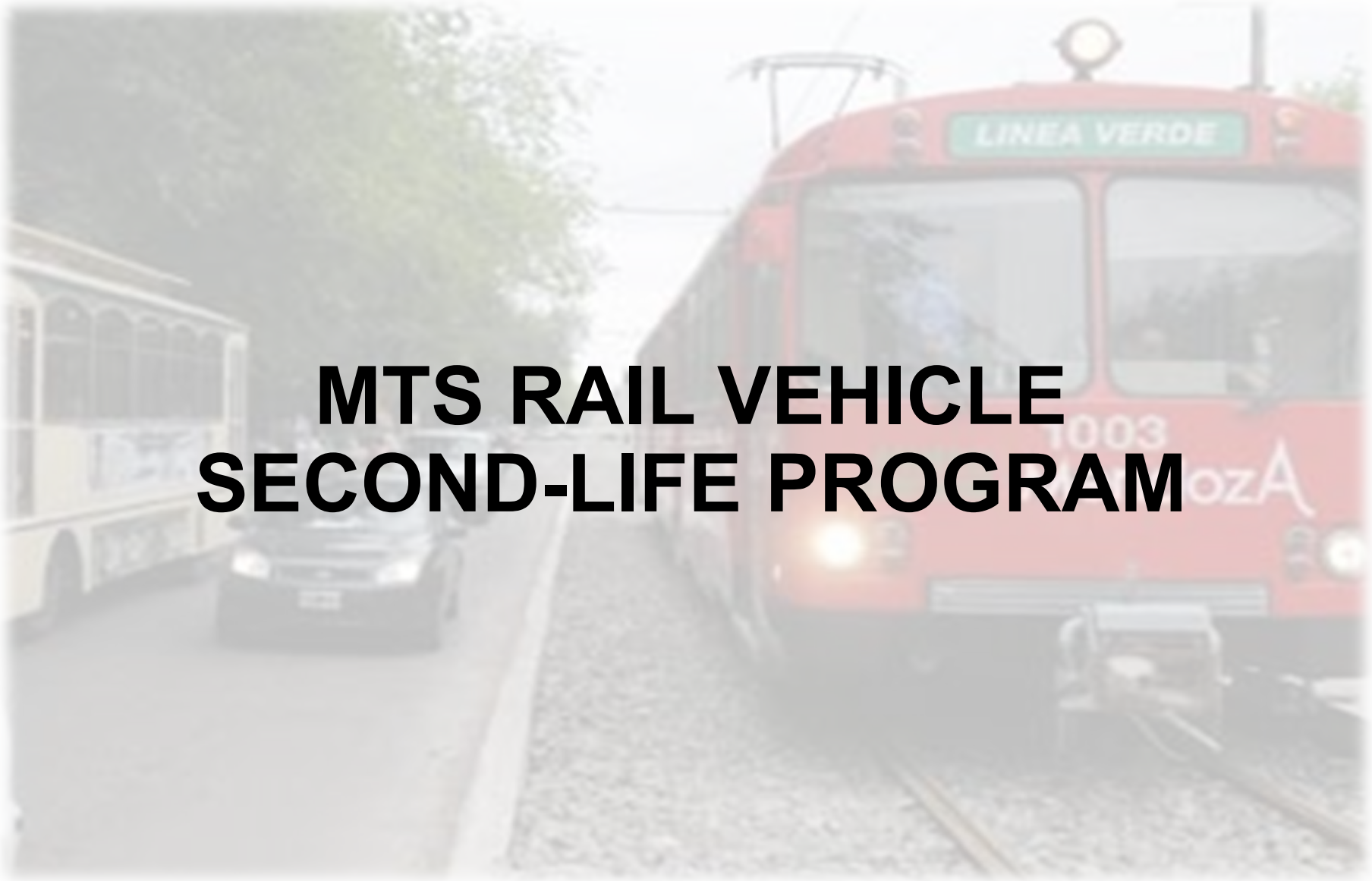
- 4 of 22 option vehicles are in production with the first vehicles schedule to start deliveries early 2024.



Vehicle Commissioning 5046-5070







MTS RAIL VEHICLE SECOND-LIFE PROGRAM

2012, 13 U-2 Vehicles Were Shipped to Mendoza Argentina





52 Siemens Sd100 LRV Fleet

- 13 LRVs have been recycled (Cost $10K per unit)

- 39 SD100 LRVs have been donated to provide service in Mendoza, Argentina, along with the previously mentioned U2 fleet



9 SD100 Vehicles Have Been Shipped To Mendoza To Support The Second Life Program

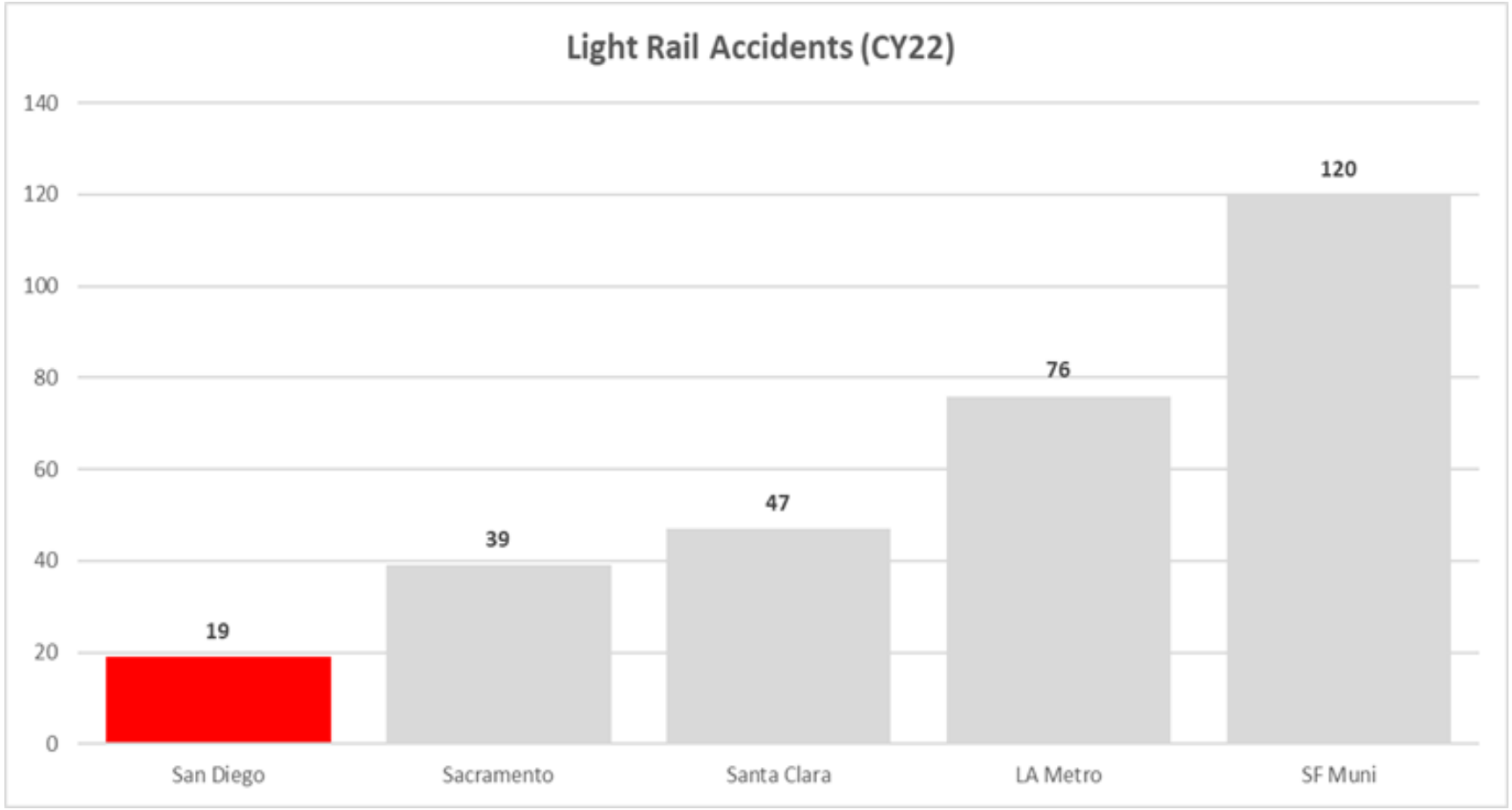




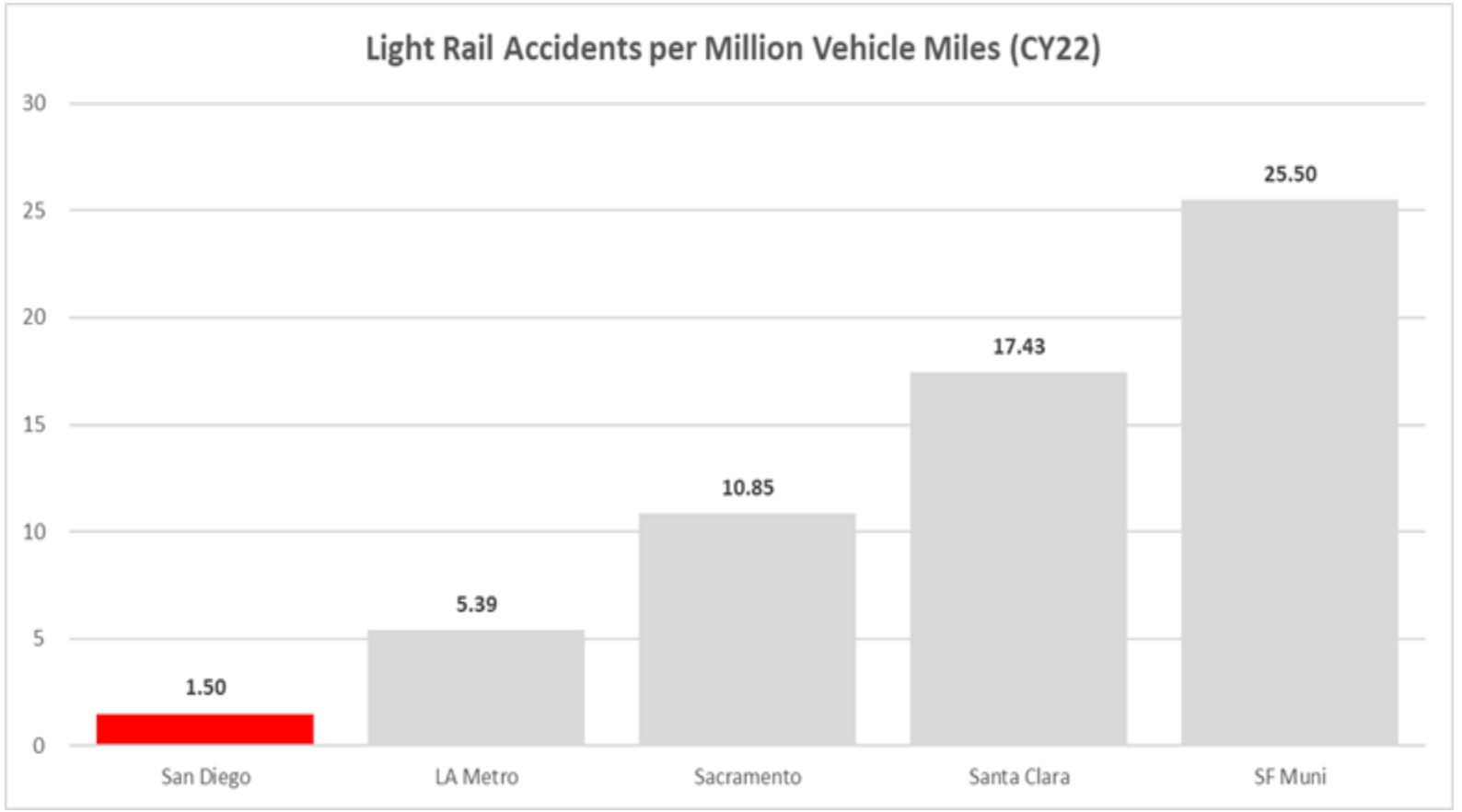


RAIL SAFETY AND OPERATIONS

California Light Rail Accidents CY 22



California Light Rail Accidents per Million Miles CY22



1st Avenue and C Street Accident History

Date of Incident	Description of Incident
August 27, 2023	Eastbound train, Northbound vehicle ran red light.
July 20, 2023	Eastbound train, Eastbound vehicle illegal turn.
January 5, 2023	Eastbound train, Northbound vehicle ran red light.
October 19, 2022	Eastbound train, Northbound vehicle ran red light.
June 17, 2022	Westbound train, Northbound vehicle ran red light.
January 25, 2022	Eastbound train, Northbound vehicle ran red light.

Visibility Improvements



System and Vehicle Familiarization Outside Agency Personnel Training & Emergency Drills (Rail)

Agency	Date	Topic
Navy Explosive Ordnance Disposal	February 17, 2023	Radioactive Element Detection
MTS Code Compliance Inspector	May 24, 2023	Scenario Based Training
MTS K-9 Unit	June 13, 2023	Narcotics, Explosive and Controlled Aggression Training
City of Chula Vista SWAT	October 25, 2023	LRV/Bus Vehicle Familiarization



Special Events FY23

- 175 special events (and on pace for more in FY24)
- Roughly 2,400 extra trips
- Estimated 875,000 extra passengers
- Opening of Snapdragon Stadium



EVENT LIST	
PETCO PARK	**93**
Padres	82
Padres Playoffs	4
Padres FanFest	1
Concerts (Elton John, Bad Bunny, Def Leopard, Grupo Firme, Red Hot Chilli Peppers)	5
Holiday Bowl	1
SNAPDRAGON STADIUM	**27**
Wave	10
SDSU Football	7
SDSU Football Scrimmage	1
SDSU Soccer	1
SDSU Basketball Celebration	1
Int'l Soccer (Mexico Soccer team & Tijuana Xolos)	2
World Lacrosse Championships	2
San Diego Seals	1
San Diego Legion	2
Concerts (Jimmy Buffett & Red Hot Chilli Peppers)	2
Monster Jam	4
Supercross	1
RESET Music Festival	3
SAN DIEGO STATE UNIVERSITY	**44**
SDSU Basketball	15
Viejas & OAT Concerts	29
OTHER MAJOR EVENTS	**11**
Comic-Con	5
La Mesa Oktoberfest	3
Big Bay Boom	1
New Year's Eve	1
Charter	1

Comic-Con 2023

- Special Event Line with service Balboa to Imperial
- Enhanced service on Orange, Blue and Green Lines
- Extensive efforts from all departments within MTS

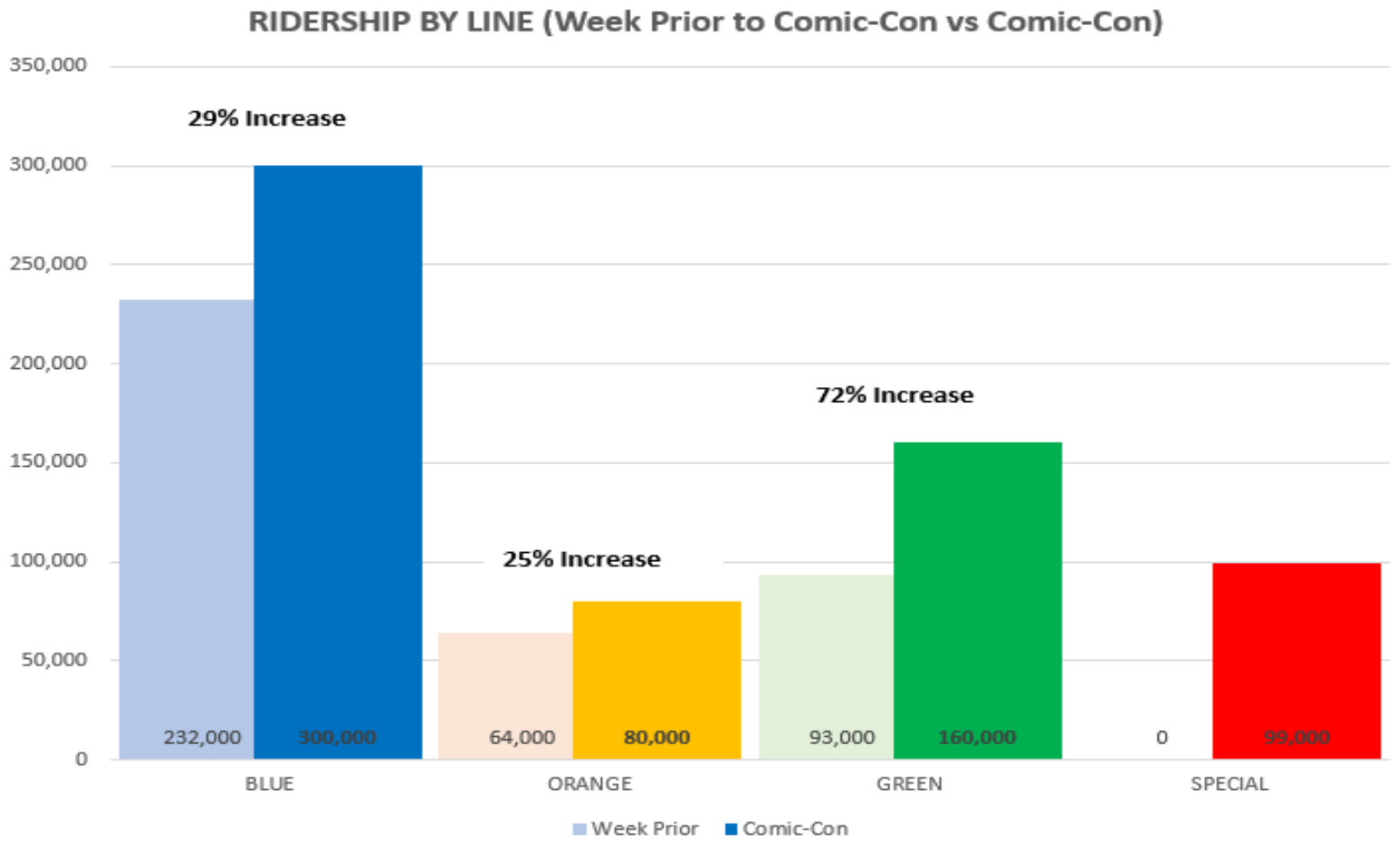


Comic-Con 2023

2023			
	Comic-Con	Previous Week	NET
Thursday	167,946	111,740	56,206
Friday	179,715	117,259	62,456
Saturday	164,819	84,425	80,394
Sunday	126,004	75,249	50,755
TOTAL	638,484	388,673	249,811
Net Change	249,811		
Pct Change	64.27%		

2022			
	Comic-Con	Previous Week	NET
Thursday	144,790	97,710	47,080
Friday	164,542	106,255	58,287
Saturday	159,544	80,495	79,049
Sunday	120,948	68,959	51,989
TOTAL	589,824	353,419	236,405
Net Change	236,405		
Pct Change	66.89%		

Ridership By Line Week Prior to Comic-Con vs Comic-Con



Questions/Comments

Metropolitan Transit System

Agenda Item No. 24

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

November 9, 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 as well, as MOUs and contracts executed) for the period October 11, 2023 – October 31, 2023.

CEO TRAVEL REPORT (since last Board meeting)

N/A

BOARD MEMBER TRAVEL REPORT (since last Board meeting)

N/A

EXPENSE CONTRACTS				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
G278.0-24	APTA	MTS COMPLEMENTARY PARATRANSIT REVIEW	$37,000.00	10/11/2023
PWG347.0-22JOC16.01	ABCGC	HYDRAULIC SHORING JACK CCO 01	$14,504.22	10/16/2023
G1951.0-17WOAAE75.2	MATT MACDONALD, LLC	NO COST TIME EXTENSION	$0.00	10/17/2023
PWL375.0-23	BAKER ELECTRIC	BIG FANS	$43,297.00	10/20/2023
PWG347.0-22JOC347-23	ABCGC	E ST EMERGENCY REPAIR	$42,144.35	10/23/2023
G2541.0-22WOA03.02	BRI	ADD SCOPE FUNDS	$88,825.44	10/23/2023
PWG324.0-21JOC27.02	ABCGC	CCO2 NO COST TIME EXT	$0.00	10/24/2023
PWG347.0-22JOC324-24	ABCGC	WASHING WYE CLEANING AND FENCING	$130,555.96	10/25/2023
PWG348.0-22JOC01.01	VETERANS	S85 RETAINING WALL	$0.00	10/30/2023

REVENUE CONTRACTS AND MOUs				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
G2803.0-24	US DISTRICT COURT SD	PRONTO PARTNERS PROGRAM	$0.00	10/17/2023
L1655.0-24	THE SAN DIEGO FOUNDATION	OTAY RIVER REVETMENT & PIPELINE ROE PERMIT	$0.00	10/19/2023

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400002593	10/12/2023	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	$ 60.77	$ -	$ -
4400002594	10/12/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 1,186.39	$ -	$ -
4400002595	10/13/2023	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	$ 346.90	$ -	$ -
4400002596	10/13/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 93.16	$ -	$ -
4400002597	10/13/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 1,007.28	$ -	$ -
4400002598	10/13/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 929.29	$ -	$ -
4400002599	10/13/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 1,805.44	$ -	$ -
4400002600	10/16/2023	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	$ 319.54	$ -	$ -
4400002601	10/16/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 105.99	$ -	$ -
4400002602	10/17/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 283.32	$ -	$ -
4400002603	10/18/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 204.13	$ -	$ -
4400002604	10/18/2023	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	$ 102.48	$ -	$ -
4400002605	10/18/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 77.09	$ -	$ -
4400002606	10/19/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 97.17	$ -	$ -
4400002607	10/19/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 61.87	$ -	$ -
4400002608	10/20/2023	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	$ 157.57	$ -	$ -
4400002609	10/20/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 86.20	$ -	$ -
4400002610	10/20/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 152.35	$ -	$ -
4400002611	10/20/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 120.49	$ -	$ -
4400002612	10/23/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 30.74	$ -	$ -
4400002613	10/24/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 152.98	$ -	$ -
4400002614	10/24/2023	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 257.96	$ -	$ -
4400002615	10/24/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 94.69	$ -	$ -
4400002616	10/24/2023	W.W. Grainger Inc		G200-OFFICE SUPPLIES	$ 416.89	$ -	$ -
4400002617	10/25/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 325.41	$ -	$ -
4400002618	10/25/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 178.46	$ -	$ -
4400002619	10/25/2023	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 1,123.67	$ -	$ -
4400002620	10/25/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 167.72	$ -	$ -
4400002621	10/26/2023	W.W. Grainger Inc		M180-STATION ELECTRICAL	$ 898.67	$ -	$ -
4400002622	10/26/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 258.78	$ -	$ -
4400002623	10/26/2023	W.W. Grainger Inc		G200-OFFICE SUPPLIES	$ 1,176.42	$ -	$ -
4400002624	10/26/2023	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	$ 476.46	$ -	$ -
4400002625	10/30/2023	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 1,576.16	$ -	$ -
4400002626	10/31/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 129.35	$ -	$ -
4400002627	10/31/2023	W.W. Grainger Inc		G130-SHOP TOOLS	$ 746.51	$ -	$ -
4500057203	10/12/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 8.51	$ -	$ -
4500057204	10/12/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 2,909.35	$ -	$ -
4500057205	10/12/2023	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 20.15	$ -	$ -
4500057206	10/12/2023	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 74.13	$ -	$ -
4500057207	10/12/2023	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,797.33	$ -	$ -
4500057208	10/12/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 579.48	$ -	$ -
4500057209	10/12/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 51.59	$ -	$ -
4500057210	10/12/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 1,505.21	$ -	$ -
4500057211	10/12/2023	EDCO Disposal Corporation		P110-BLDG MAINTENANCE	$ 4,500.00	$ -	$ -
4500057212	10/12/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 3,500.27	$ -	$ -
4500057213	10/12/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 644.90	$ -	$ -
4500057214	10/12/2023	Allied Refrigeration Inc		F110-SHOP/BLDG MACHINERY	$ 1,396.99	$ -	$ -
4500057215	10/12/2023	W.W. Grainger Inc		B250-BUS REPAIR PARTS	$ 101.53	$ -	$ -
4500057216	10/12/2023	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	$ 316.96	$ -	$ -
4500057217	10/12/2023	Reg-A-Car Inc		B250-BUS REPAIR PARTS	$ 450.00	$ -	$ -
4500057218	10/12/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 235.59	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500057219	10/12/2023	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 66.14	$ -	$ -
4500057220	10/12/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 84.95	$ -	$ -
4500057221	10/12/2023	Air & Lube Systems Inc	DBE	F110-SHOP/BLDG MACHINERY	$ 90.28	$ -	$ -
4500057222	10/12/2023	W.W. Grainger Inc		G130-SHOP TOOLS	$ 121.36	$ -	$ -
4500057223	10/12/2023	VGP Holdings LLC		B120-BUS MECHANICAL PARTS	$ 7,977.81	$ -	$ -
4500057224	10/12/2023	Ace Uniforms LLC	Small Business	C120-SPECIALTY CONTRACTOR	$ 1,803.74	$ -	$ -
4500057225	10/12/2023	Robert Cross		P490-MANAGEMENT TRAINING	$ 1,470.00	$ -	$ -
4500057226	10/12/2023	Carey L. Brooks		P490-MANAGEMENT TRAINING	$ 490.00	$ -	$ -
4500057227	10/13/2023	Transit Holdings Inc		B140-BUS CHASSIS	$ 23.71	$ -	$ -
4500057228	10/13/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 180.08	$ -	$ -
4500057229	10/13/2023	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	$ 9,537.28	$ -	$ -
4500057230	10/13/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 252.94	$ -	$ -
4500057231	10/13/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 6,876.98	$ -	$ -
4500057232	10/13/2023	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 51.72	$ -	$ -
4500057233	10/13/2023	Transit Holdings Inc		B140-BUS CHASSIS	$ 9,640.16	$ -	$ -
4500057234	10/13/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 138.03	$ -	$ -
4500057235	10/13/2023	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	$ 10,249.52	$ -	$ -
4500057236	10/13/2023	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$ 38,319.14	$ -	$ -
4500057237	10/13/2023	Neopart Transit LLC		G190-SAFETY/MED SUPPLIES	$ 2,286.99	$ -	$ -
4500057238	10/13/2023	Dow Jones & Company, Inc.		P400-FINANCIAL & AUDIT	$ 7,191.00	$ -	$ -
4500057239	10/13/2023	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 4,654.89	$ -	$ -
4500057240	10/13/2023	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 4,496.41	$ -	$ -
4500057241	10/13/2023	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 4,214.82	$ -	$ -
4500057242	10/13/2023	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 3,942.36	$ -	$ -
4500057243	10/13/2023	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 1,760.42	$ -	$ -
4500057244	10/13/2023	Transit Products and Services		B130-BUS BODY	$ 8,189.00	$ -	$ -
4500057245	10/13/2023	Dave C. Yu		P490-MANAGEMENT TRAINING	$ 490.00	$ -	$ -
4500057246	10/15/2023	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	$ 3,444.77	$ -	$ -
4500057247	10/15/2023	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	$ 2,542.90	$ -	$ -
4500057248	10/15/2023	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 2,109.00	$ -	$ -
4500057249	10/15/2023	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	$ 8.53	$ -	$ -
4500057250	10/15/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 1,475.76	$ -	$ -
4500057251	10/15/2023	Fastenal Company		G140-SHOP SUPPLIES	$ 168.59	$ -	$ -
4500057252	10/15/2023	San Diego Seal, Inc.	Small Business	R140-RAIL/LRV DOORS/RAMP	$ 1,352.93	$ -	$ -
4500057253	10/15/2023	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	$ 489.72	$ -	$ -
4500057254	10/15/2023	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	$ 1,403.80	$ -	$ -
4500057255	10/15/2023	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 3,334.77	$ -	$ -
4500057256	10/15/2023	Applied Industrial		G140-SHOP SUPPLIES	$ 726.15	$ -	$ -
4500057257	10/15/2023	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 3,555.15	$ -	$ -
4500057258	10/15/2023	Robcar Corporation	Woman Owned Business	G140-SHOP SUPPLIES	$ 700.34	$ -	$ -
4500057259	10/15/2023	Facility Solutions Group, Inc.		M180-STATION ELECTRICAL	$ 325.79	$ -	$ -
4500057260	10/15/2023	OneSource Distributors, LLC		G190-SAFETY/MED SUPPLIES	$ 1,660.48	$ -	$ -
4500057261	10/15/2023	Graybar Electric Co Inc		M110-SUB STATION	$ 2,722.30	$ -	$ -
4500057262	10/15/2023	General Signals Inc		M130-CROSSING MECHANISM	$ 4,243.64	$ -	$ -
4500057263	10/15/2023	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	$ 3,245.33	$ -	$ -
4500057264	10/16/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 4,397.94	$ -	$ -
4500057265	10/16/2023	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$ 2,051.22	$ -	$ -
4500057266	10/16/2023	Wesco Distribution Inc		M110-SUB STATION	$ 2,120.69	$ -	$ -
4500057267	10/16/2023	Graybar Electric Co Inc		M180-STATION ELECTRICAL	$ 4,976.98	$ -	$ -
4500057268	10/16/2023	Sid Tool Co., Inc.		G180-JANITORIAL SUPPLIES	$ 495.74	$ -	$ -
4500057269	10/16/2023	Cummins Inc		B140-BUS CHASSIS	$ 1,732.96	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500057270	10/16/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 1,410.06	$ -	$ -
4500057271	10/16/2023	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	$ 894.33	$ -	$ -
4500057272	10/16/2023	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 3,002.36	$ -	$ -
4500057273	10/16/2023	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$ 13,505.46	$ -	$ -
4500057274	10/16/2023	Davey Auto Body		C120-SPECIALTY CONTRACTOR	$ 3,629.47	$ -	$ -
4500057275	10/16/2023	Davey Auto Body		C120-SPECIALTY CONTRACTOR	$ 1,178.04	$ -	$ -
4500057276	10/16/2023	Davey Auto Body		C120-SPECIALTY CONTRACTOR	$ 1,897.23	$ -	$ -
4500057279	10/16/2023	Synco Chemical Corporation		G170-LUBRICANTS	$ 696.92	$ -	$ -
4500057280	10/16/2023	Brown & Bigelow Inc		P480-EE MAINTENANCE	$ 2,091.58	$ -	$ -
4500057281	10/16/2023	Winzer Franchise Company		G270-ELECTRICAL/LIGHTING	$ 802.85	$ -	$ -
4500057282	10/16/2023	Facility Solutions Group, Inc.		M180-STATION ELECTRICAL	$ 107.75	$ -	$ -
4500057283	10/16/2023	The Jankovich Company, LLC		G170-LUBRICANTS	$ 372.49	$ -	$ -
4500057285	10/16/2023	Brady Industries of California, LLC		G180-JANITORIAL SUPPLIES	$ 1,970.92	$ -	$ -
4500057286	10/16/2023	Professional Contractors Supplies		G180-JANITORIAL SUPPLIES	$ 1,264.57	$ -	$ -
4500057287	10/16/2023	MAC-IMPULSE, LLC		M120-OVRHEAD CATENARY SYS	$ 3,315.03	$ -	$ -
4500057288	10/16/2023	Hi-Tec Enterprises		R180-RAIL/LRV LIGHTING	$ 199.34	$ -	$ -
4500057289	10/16/2023	Airgas Inc		R160-RAIL/LRV ELECTRICAL	$ 1,486.04	$ -	$ -
4500057290	10/16/2023	Motion Industries, Inc.		G170-LUBRICANTS	$ 898.84	$ -	$ -
4500057291	10/17/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 3,338.10	$ -	$ -
4500057292	10/17/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 302.34	$ -	$ -
4500057293	10/17/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 252.94	$ -	$ -
4500057294	10/17/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 8,917.98	$ -	$ -
4500057295	10/17/2023	Parts Authority, LLC		B160-BUS ELECTRICAL	$ 17,017.47	$ -	$ -
4500057296	10/17/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 2,859.21	$ -	$ -
4500057297	10/17/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 2,859.21	$ -	$ -
4500057298	10/17/2023	W.W. Grainger Inc		B250-BUS REPAIR PARTS	$ 159.23	$ -	$ -
4500057299	10/17/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 769.00	$ -	$ -
4500057300	10/17/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 673.00	$ -	$ -
4500057301	10/17/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 977.50	$ -	$ -
4500057302	10/17/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 715.00	$ -	$ -
4500057303	10/17/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 223.75	$ -	$ -
4500057304	10/17/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 983.25	$ -	$ -
4500057305	10/17/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 567.00	$ -	$ -
4500057307	10/17/2023	ERI Economic Research Institute		G230-PRINTED MATERIALS	$ 4,989.00	$ -	$ -
4500057308	10/17/2023	Reg-A-Car Inc		B250-BUS REPAIR PARTS	$ 472.00	$ -	$ -
4500057309	10/17/2023	MCI Carrillo Inc	Small Business	B250-BUS REPAIR PARTS	$ 625.87	$ -	$ -
4500057310	10/17/2023	Reg-A-Car Inc		B250-BUS REPAIR PARTS	$ 472.00	$ -	$ -
4500057311	10/17/2023	Cummins Inc		B250-BUS REPAIR PARTS	$ 24,265.80	$ -	$ -
4500057312	10/17/2023	NS Corporation		F110-SHOP/BLDG MACHINERY	$ 314.05	$ -	$ -
4500057313	10/17/2023	Veterans Emloyment Committee of		P450-PERSONNEL SVCS	$ 251.25	$ -	$ -
4500057314	10/17/2023	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	$ 296.40	$ -	$ -
4500057315	10/17/2023	Arizona Machinery LLC		F190-LANDSCAPING MAT'LS	$ 30,059.34	$ -	$ -
4500057316	10/17/2023	TK Services Inc		B250-BUS REPAIR PARTS	$ 470.24	$ -	$ -
4500057317	10/17/2023	Graybar Electric Co Inc		M110-SUB STATION	$ 4,131.85	$ -	$ -
4500057318	10/17/2023	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	$ 32,131.05	$ -	$ -
4500057319	10/17/2023	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 4,163.13	$ -	$ -
4500057320	10/17/2023	Clarran Inc.	DBE	G150-FASTENERS	$ 323.18	$ -	$ -
4500057321	10/17/2023	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	$ 6,023.25	$ -	$ -
4500057322	10/17/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 995.00	$ -	$ -
4500057323	10/17/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 959.50	$ -	$ -
4500057324	10/18/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 14.10	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500057325	10/18/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 63.22	$ -	$ -
4500057326	10/18/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 2,631.47	$ -	$ -
4500057327	10/18/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 150.25	$ -	$ -
4500057328	10/18/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 3,092.42	$ -	$ -
4500057329	10/18/2023	Transit Holdings Inc		B210-BUS TIRES & TUBES	$ 1,395.81	$ -	$ -
4500057330	10/18/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 415.97	$ -	$ -
4500057331	10/18/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 209.49	$ -	$ -
4500057332	10/18/2023	Transit Holdings Inc		B130-BUS BODY	$ 3,474.55	$ -	$ -
4500057333	10/18/2023	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	$ 1,163.70	$ -	$ -
4500057334	10/18/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 857.19	$ -	$ -
4500057335	10/18/2023	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	$ 10,187.54	$ -	$ -
4500057336	10/18/2023	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$ 1,442.99	$ -	$ -
4500057337	10/18/2023	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 937.17	$ -	$ -
4500057338	10/18/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 803.00	$ -	$ -
4500057339	10/18/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 827.00	$ -	$ -
4500057340	10/18/2023	Day Management Corp		R150-RAIL/LRV COMM EQUIP	$ 3,474.94	$ -	$ -
4500057341	10/18/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 779.00	$ -	$ -
4500057342	10/18/2023	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 997.25	$ -	$ -
4500057343	10/18/2023	SiteOne Landscape Supply Holding		P280-GENERAL SVC AGRMNTS	$ 171.50	$ -	$ -
4500057344	10/18/2023	Ahlee Backflow Service, Inc	Small Business	P280-GENERAL SVC AGRMNTS	$ 908.34	$ -	$ -
4500057345	10/18/2023	Custom Glass Solutions		R120-RAIL/LRV CAR BODY	$ 18,948.13	$ -	$ -
4500057346	10/18/2023	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	$ 49,390.45	$ -	$ -
4500057347	10/18/2023	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	$ 82.42	$ -	$ -
4500057348	10/18/2023	Corodata Records Management Inc		P370-RISK MANAGEMENT	$ 2,523.90	$ -	$ -
4500057349	10/18/2023	Gillig LLC		B130-BUS BODY	$ 4,193.91	$ -	$ -
4500057350	10/18/2023	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	$ 955.53	$ -	$ -
4500057351	10/18/2023	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	$ 102.03	$ -	$ -
4500057352	10/18/2023	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 42.30	$ -	$ -
4500057353	10/18/2023	Citrix Systems Inc		I110-INFORMATION TECH	$ 14,577.41	$ -	$ -
4500057354	10/18/2023	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	$ 32,758.16	$ -	$ -
4500057355	10/18/2023	Kurt Morgan		G200-OFFICE SUPPLIES	$ 1,486.85	$ -	$ -
4500057356	10/18/2023	Kenneth Place		F190-LANDSCAPING MAT'LS	$ 1,218.20	$ -	$ -
4500057357	10/19/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 137.92	$ -	$ -
4500057358	10/19/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 1,537.69	$ -	$ -
4500057359	10/19/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 474.40	$ -	$ -
4500057360	10/19/2023	Transit Holdings Inc		G140-SHOP SUPPLIES	$ 1,618.59	$ -	$ -
4500057361	10/19/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 127.84	$ -	$ -
4500057362	10/19/2023	Grah Safe & Lock Inc	Small Business	G200-OFFICE SUPPLIES	$ 8.08	$ -	$ -
4500057363	10/19/2023	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	$ 261.68	$ -	$ -
4500057364	10/19/2023	Marco's Canopies Inc	Small Business	F110-SHOP/BLDG MACHINERY	$ 3,652.73	$ -	$ -
4500057365	10/20/2023	Transit Holdings Inc		B130-BUS BODY	$ 2.00	$ -	$ -
4500057366	10/20/2023	Transit Holdings Inc		B130-BUS BODY	$ 1,371.36	$ -	$ -
4500057367	10/20/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 61.03	$ -	$ -
4500057368	10/20/2023	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	$ 247.52	$ -	$ -
4500057369	10/20/2023	W.W. Grainger Inc		B130-BUS BODY	$ 1,133.56	$ -	$ -
4500057370	10/20/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 295.88	$ -	$ -
4500057371	10/20/2023	Gillig LLC		B160-BUS ELECTRICAL	$ 594.90	$ -	$ -
4500057372	10/20/2023	Muncie Reclamation and Supply Co		B110-BUS HVAC SYSTEMS	$ 737.18	$ -	$ -
4500057373	10/20/2023	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$ 1,421.23	$ -	$ -
4500057374	10/20/2023	Steven R Timme		G230-PRINTED MATERIALS	$ 900.00	$ -	$ -
4500057375	10/20/2023	Neyenesch Printers Inc	Small Business	G230-PRINTED MATERIALS	$ 2,903.90	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500057376	10/20/2023	AEP California, LLC		G120-SECURITY	$ 95.00	$ -	$ -
4500057377	10/20/2023	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	$ 1,647.50	$ -	$ -
4500057378	10/20/2023	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	$ 859.31	$ -	$ -
4500057379	10/20/2023	Trinity Sling Authority, Inc.		F110-SHOP/BLDG MACHINERY	$ 102.37	$ -	$ -
4500057380	10/20/2023	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	$ 71.55	$ -	$ -
4500057381	10/20/2023	Clarran Inc.	DBE	G150-FASTENERS	$ 81.81	$ -	$ -
4500057382	10/20/2023	AirSupply Tools, Inc		G140-SHOP SUPPLIES	$ 711.96	$ -	$ -
4500057383	10/20/2023	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	$ 13,376.03	$ -	$ -
4500057384	10/22/2023	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 316.28	$ -	$ -
4500057385	10/22/2023	Transit Holdings Inc		B130-BUS BODY	$ 3,451.83	$ -	$ -
4500057386	10/22/2023	B & S Graphics Inc		B130-BUS BODY	$ 86.20	$ -	$ -
4500057387	10/22/2023	Cummins Inc		B250-BUS REPAIR PARTS	$ 2,205.49	$ -	$ -
4500057388	10/22/2023	Staples Contract & Commercial LLC		G140-SHOP SUPPLIES	$ 935.36	$ -	$ -
4500057389	10/22/2023	Brady Industries of California, LLC		G180-JANITORIAL SUPPLIES	$ 246.05	$ -	$ -
4500057390	10/22/2023	Vern Rose Inc		G140-SHOP SUPPLIES	$ 341.44	$ -	$ -
4500057391	10/22/2023	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 500.00	$ -	$ -
4500057392	10/22/2023	General Signals Inc		M130-CROSSING MECHANISM	$ 13,150.39	$ -	$ -
4500057393	10/22/2023	General Signals Inc		M130-CROSSING MECHANISM	$ 4,243.64	$ -	$ -
4500057394	10/22/2023	Mcmaster-Carr Supply Co		R230-RAIL/LRV MECHANICAL	$ 360.03	$ -	$ -
4500057395	10/22/2023	Louis Sardo Upholstery Inc		B130-BUS BODY	$ 2,386.30	$ -	$ -
4500057396	10/22/2023	Willy's Electronic Supply Co Inc	Small Business	G140-SHOP SUPPLIES	$ 135.39	$ -	$ -
4500057397	10/22/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 1,906.14	$ -	$ -
4500057398	10/22/2023	Willy's Electronic Supply Co Inc	Small Business	B250-BUS REPAIR PARTS	$ 127.68	$ -	$ -
4500057399	10/22/2023	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	$ 1,711.81	$ -	$ -
4500057400	10/22/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 136.79	$ -	$ -
4500057401	10/22/2023	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	$ 43.62	$ -	$ -
4500057402	10/22/2023	Clarran Inc.	DBE	G150-FASTENERS	$ 70.97	$ -	$ -
4500057403	10/22/2023	Gillig LLC		B140-BUS CHASSIS	$ 103.99	$ -	$ -
4500057404	10/22/2023	OneSource Distributors, LLC		M120-OVRHEAD CATENARY SYS	$ 1,625.68	$ -	$ -
4500057405	10/22/2023	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	$ 1,928.51	$ -	$ -
4500057406	10/22/2023	No-Spill Systems Inc		B120-BUS MECHANICAL PARTS	$ 87.98	$ -	$ -
4500057407	10/22/2023	W.W. Grainger Inc		R220-RAIL/LRV TRUCKS	$ 1,672.23	$ -	$ -
4500057408	10/22/2023	Freeby Signs		B130-BUS BODY	$ 296.13	$ -	$ -
4500057409	10/22/2023	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 1,422.26	$ -	$ -
4500057410	10/22/2023	The Sherwin-Williams Company		F120-BUS/LRV PAINT BOOTHS	$ 281.70	$ -	$ -
4500057411	10/22/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 1,724.00	$ -	$ -
4500057412	10/22/2023	Motion & Flow Control Products, Inc		B120-BUS MECHANICAL PARTS	$ 706.38	$ -	$ -
4500057413	10/23/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,865.64	$ -	$ -
4500057414	10/23/2023	Transit Holdings Inc		B140-BUS CHASSIS	$ 3,060.08	$ -	$ -
4500057415	10/23/2023	Siemens Mobility, Inc.		R180-RAIL/LRV LIGHTING	$ 516.99	$ -	$ -
4500057416	10/23/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 2,336.66	$ -	$ -
4500057417	10/23/2023	Transit Holdings Inc		B140-BUS CHASSIS	$ 939.55	$ -	$ -
4500057418	10/23/2023	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	$ 862.00	$ -	$ -
4500057419	10/23/2023	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 2,977.70	$ -	$ -
4500057420	10/23/2023	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$ 13,441.76	$ -	$ -
4500057421	10/23/2023	HD Supply Facilities Maintenance		R160-RAIL/LRV ELECTRICAL	$ 251.97	$ -	$ -
4500057422	10/23/2023	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	$ 1,301.08	$ -	$ -
4500057423	10/23/2023	W. Baker Management Inc		R160-RAIL/LRV ELECTRICAL	$ 1,072.00	$ -	$ -
4500057424	10/24/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 22.85	$ -	$ -
4500057425	10/24/2023	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	$ 4,862.75	$ -	$ -
4500057426	10/24/2023	Transit Holdings Inc		B140-BUS CHASSIS	$ 8,811.09	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500057427	10/24/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 35.17	$ -	$ -
4500057428	10/24/2023	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	$ 1,438.21	$ -	$ -
4500057429	10/24/2023	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	$ 1,081.92	$ -	$ -
4500057430	10/24/2023	Oldcastle Infrastructure		G140-SHOP SUPPLIES	$ 996.69	$ -	$ -
4500057431	10/24/2023	Kenneth Place		F190-LANDSCAPING MAT'LS	$ 656.17	$ -	$ -
4500057432	10/24/2023	Winchester Industries Inc		G130-SHOP TOOLS	$ 591.56	$ -	$ -
4500057433	10/24/2023	Fastenal Company		G190-SAFETY/MED SUPPLIES	$ 4,123.06	$ -	$ -
4500057434	10/24/2023	Robcar Corporation	Woman Owned Business	G140-SHOP SUPPLIES	$ 386.84	$ -	$ -
4500057435	10/24/2023	Laird Plastics, Inc		M180-STATION ELECTRICAL	$ 464.94	$ -	$ -
4500057436	10/24/2023	Computer Design Center LLC		I110-INFORMATION TECH	$ 4,754.61	$ -	$ -
4500057437	10/24/2023	OneSource Distributors, LLC		G130-SHOP TOOLS	$ 4,177.50	$ -	$ -
4500057438	10/24/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 4,310.00	$ -	$ -
4500057439	10/24/2023	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 307.50	$ -	$ -
4500057440	10/24/2023	Reid and Clark Screen Arts Co		G120-SECURITY	$ 691.54	$ -	$ -
4500057441	10/24/2023	Home Depot USA Inc		G210-OFFICE FURNITURE	$ 2,408.86	$ -	$ -
4500057442	10/24/2023	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 414.89	$ -	$ -
4500057443	10/24/2023	Amazon.com Sales, Inc.		G200-OFFICE SUPPLIES	$ 65.28	$ -	$ -
4500057444	10/24/2023	Inland Kenworth (US) Inc		B130-BUS BODY	$ 581.59	$ -	$ -
4500057445	10/24/2023	Clarran Inc.	DBE	G150-FASTENERS	$ 129.54	$ -	$ -
4500057446	10/24/2023	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	$ 17,782.99	$ -	$ -
4500057447	10/24/2023	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	$ 67.56	$ -	$ -
4500057448	10/24/2023	Carmine Bausone DVM Inc.		G120-SECURITY	$ 507.00	$ -	$ -
4500057449	10/24/2023	Steven R Timme		G230-PRINTED MATERIALS	$ 289.38	$ -	$ -
4500057450	10/25/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 5.39	$ -	$ -
4500057451	10/25/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 6,510.08	$ -	$ -
4500057452	10/25/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 137.28	$ -	$ -
4500057453	10/25/2023	Transit Holdings Inc		B130-BUS BODY	$ 4,897.29	$ -	$ -
4500057454	10/25/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 786.79	$ -	$ -
4500057455	10/25/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 446.42	$ -	$ -
4500057456	10/25/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 79.01	$ -	$ -
4500057457	10/25/2023	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$ 81.46	$ -	$ -
4500057458	10/25/2023	Harbor Diesel & Equipment, Inc		B200-BUS PWR TRAIN EQUIP	$ 17,000.59	$ -	$ -
4500057459	10/25/2023	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	$ 14,504.22	$ -	$ 10,810.00
4500057460	10/25/2023	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	$ 282.83	$ -	$ -
4500057461	10/25/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 3,798.59	$ -	$ -
4500057462	10/25/2023	Powerland Equipment Inc	Small Business	F190-LANDSCAPING MAT'LS	$ 22,822.28	$ -	$ -
4500057463	10/25/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 11,313.75	$ -	$ -
4500057464	10/25/2023	Kurt Morgan		G230-PRINTED MATERIALS	$ 1,163.25	$ -	$ -
4500057465	10/25/2023	W.W. Grainger Inc		M180-STATION ELECTRICAL	$ 410.29	$ -	$ -
4500057466	10/25/2023	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	$ 3,437.73	$ -	$ -
4500057467	10/25/2023	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	$ 675.73	$ -	$ -
4500057468	10/25/2023	TK Services Inc		G170-LUBRICANTS	$ 455.86	$ -	$ -
4500057469	10/25/2023	Fastenal Company		R230-RAIL/LRV MECHANICAL	$ 3,585.92	$ -	$ -
4500057470	10/25/2023	Clarran Inc.	DBE	G150-FASTENERS	$ 58.22	$ -	$ -
4500057471	10/25/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 4,172.35	$ -	$ -
4500057472	10/25/2023	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	$ 298.45	$ -	$ -
4500057473	10/25/2023	AirSupply Tools, Inc		G150-FASTENERS	$ 341.44	$ -	$ -
4500057474	10/25/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 2,712.57	$ -	$ -
4500057475	10/25/2023	Kurt Morgan		G200-OFFICE SUPPLIES	$ 396.57	$ -	$ -
4500057477	10/25/2023	Fastenal Company		G170-LUBRICANTS	$ 421.51	$ -	$ -
4500057478	10/25/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 181.66	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500057479	10/25/2023	The Gordian Group, Inc.		C110-GENERAL CONTRACTORS	$ 3,768.11	$ -	$ -
4500057480	10/25/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 1,860.60	$ -	$ -
4500057481	10/25/2023	R.S. Hughes Co Inc		B250-BUS REPAIR PARTS	$ 390.38	$ -	$ -
4500057482	10/25/2023	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 997.42	$ -	$ -
4500057483	10/25/2023	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	$ 50.38	$ -	$ -
4500057484	10/26/2023	B&H Foto & Electronics Corp		P540-MAINTENANCE TRAINING	$ 856.51	$ -	$ -
4500057485	10/26/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 8,557.47	$ -	$ -
4500057486	10/26/2023	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 56.31	$ -	$ -
4500057487	10/26/2023	Transit Holdings Inc		B130-BUS BODY	$ 1,595.14	$ -	$ -
4500057488	10/26/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 14.01	$ -	$ -
4500057489	10/26/2023	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	$ 894.33	$ -	$ -
4500057490	10/26/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 44,754.39	$ -	$ -
4500057491	10/26/2023	Genuine Parts Company Inc		A140-AUTO/TRUCK REPAIR	$ 80.70	$ -	$ -
4500057492	10/26/2023	Brady Industries of California, LLC		G180-JANITORIAL SUPPLIES	$ 460.83	$ -	$ -
4500057493	10/26/2023	Transit Holdings Inc		B140-BUS CHASSIS	$ 2,479.55	$ -	$ -
4500057494	10/26/2023	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	$ 42,144.35	$ -	$ 16,200.29
4500057495	10/26/2023	Rambuilt Glass LLC		P120-BLDG/FACILITY REPRS	$ 2,700.00	$ -	$ -
4500057496	10/26/2023	RS Americas, Inc.		G170-LUBRICANTS	$ 1,113.06	$ -	$ -
4500057497	10/26/2023	Staples Contract & Commercial LLC		G280-FARE MATERIALS	$ 129.19	$ -	$ -
4500057498	10/26/2023	Aymar Industries, LLC.		R140-RAIL/LRV DOORS/RAMP	$ 2,150.69	$ -	$ -
4500057499	10/26/2023	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 4,208.73	$ -	$ -
4500057500	10/26/2023	D's Kustom Sales & Services, LLC		M150-PWR SWITCHES/LOCKS	$ 1,088.28	$ -	$ -
4500057501	10/26/2023	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 395.52	$ -	$ -
4500057502	10/26/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 7,262.42	$ -	$ -
4500057503	10/26/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 31,901.19	$ -	$ -
4500057504	10/26/2023	Drake Integrations LLC	Small Business	P280-GENERAL SVC AGRMNTS	$ 3,000.00	$ -	$ -
4500057505	10/27/2023	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 28.15	$ -	$ -
4500057506	10/27/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 892.17	$ -	$ -
4500057507	10/27/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 188.10	$ -	$ -
4500057508	10/27/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 3,301.54	$ -	$ -
4500057509	10/27/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 9,320.79	$ -	$ -
4500057510	10/27/2023	Myers & Sons Hi-Way Safety Inc		T110-TRACK, RAIL	$ 592.20	$ -	$ -
4500057511	10/27/2023	Simmons-Boardman Books, Inc.		P540-MAINTENANCE TRAINING	$ 4,047.09	$ -	$ -
4500057512	10/27/2023	San Diego Seal, Inc.	Small Business	M120-OVRHEAD CATENARY SYS	$ 2,857.46	$ -	$ -
4500057513	10/27/2023	Graybar Electric Co Inc		M110-SUB STATION	$ 484.88	$ -	$ -
4500057514	10/27/2023	Bees Lighting		M180-STATION ELECTRICAL	$ 1,022.01	$ -	$ -
4500057515	10/30/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 2,495.42	$ -	$ -
4500057516	10/30/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 4,447.88	$ -	$ -
4500057517	10/30/2023	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 5,086.37	$ -	$ -
4500057518	10/30/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 4,664.74	$ -	$ -
4500057519	10/30/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 8.51	$ -	$ -
4500057520	10/30/2023	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	$ 517.20	$ -	$ -
4500057521	10/30/2023	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$ 31,808.69	$ -	$ -
4500057522	10/30/2023	Business Office Outfitters		G210-OFFICE FURNITURE	$ 4,201.21	$ -	$ -
4500057523	10/30/2023	ChargePoint, Inc		M200-YARD FACILITIES	$ 43,710.00	$ -	$ -
4500057524	10/30/2023	RS Americas, Inc.		M110-SUB STATION	$ 76.89	$ -	$ -
4500057526	10/30/2023	Rush Truck Centers of California		R180-RAIL/LRV LIGHTING	$ 6,426.75	$ -	$ -
4500057527	10/30/2023	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	$ 2,088.62	$ -	$ -
4500057528	10/30/2023	W.W. Grainger Inc		G120-SECURITY	$ 7,432.06	$ -	$ -
4500057529	10/30/2023	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 2,780.42	$ -	$ -
4500057530	10/30/2023	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$ 13,314.35	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500057531	10/30/2023	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 3,020.85	$ -	$ -
4500057532	10/30/2023	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	$ 21,392.04	$ -	$ -
4500057533	10/30/2023	Gillig LLC		B140-BUS CHASSIS	$ 4,238.83	$ -	$ -
4500057534	10/30/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 2,988.29	$ -	$ -
4500057535	10/30/2023	Clarran Inc.	DBE	G150-FASTENERS	$ 103.77	$ -	$ -
4500057536	10/30/2023	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	$ 1,144.05	$ -	$ -
4500057537	10/30/2023	Cummins Inc		B160-BUS ELECTRICAL	$ 695.45	$ -	$ -
4500057538	10/30/2023	ISC Applied Systems Corp		R150-RAIL/LRV COMM EQUIP	$ 13,558.88	$ -	$ -
4500057539	10/30/2023	W.W. Grainger Inc		M110-SUB STATION	$ 1,755.60	$ -	$ -
4500057540	10/30/2023	Gillig LLC		B250-BUS REPAIR PARTS	$ 1,194.89	$ -	$ -
4500057541	10/30/2023	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	$ 130,555.96	$ -	$ 75,657.18
4500057542	10/30/2023	Hi-Tec Enterprises		R120-RAIL/LRV CAR BODY	$ 13,468.75	$ -	$ -
4500057543	10/30/2023	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	$ 2,545.84	$ -	$ -
4500057544	10/30/2023	Muncie Reclamation and Supply Co		B130-BUS BODY	$ 210.57	$ -	$ -
4500057545	10/30/2023	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	$ 821.81	$ -	$ -
4500057546	10/30/2023	Fastenal Company		G190-SAFETY/MED SUPPLIES	$ 4,098.36	$ -	$ -
4500057547	10/30/2023	The Sherwin-Williams Company		F120-BUS/LRV PAINT BOOTHS	$ 778.30	$ -	$ -
4500057548	10/30/2023	Ascendancy Corp		R230-RAIL/LRV MECHANICAL	$ 3,511.90	$ -	$ -
4500057549	10/30/2023	Cummins Inc		B250-BUS REPAIR PARTS	$ 3,210.95	$ -	$ -
4500057550	10/30/2023	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	$ 261.88	$ -	$ -
4500057551	10/30/2023	National Carwash Solutions Inc		G160-PAINTS & CHEMICALS	$ 932.19	$ -	$ -
4500057552	10/30/2023	Trentman Corp	Small Business	P280-GENERAL SVC AGRMNTS	$ 1,886.23	$ -	$ -
4500057553	10/30/2023	Airgas Inc		G140-SHOP SUPPLIES	$ 146.84	$ -	$ -
4500057554	10/30/2023	Eckenroth Publications, Inc.		P310-ADVERTISING SERVICES	$ 1,474.00	$ -	$ -
4500057555	10/30/2023	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 8,638.86	$ -	$ -
4500057556	10/30/2023	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 3,511.86	$ -	$ -
4500057557	10/30/2023	711 Print Enterprises Inc		C120-SPECIALTY CONTRACTOR	$ 1,786.50	$ -	$ -
4500057558	10/30/2023	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 2,944.31	$ -	$ -
4500057559	10/30/2023	D's Kustom Sales & Services, LLC		G140-SHOP SUPPLIES	$ 3,169.46	$ -	$ -
4500057560	10/30/2023	USSC Acquisition Corp		B130-BUS BODY	$ 625.53	$ -	$ -
4500057561	10/30/2023	Mcmaster-Carr Supply Co		B130-BUS BODY	$ 41.21	$ -	$ -
4500057562	10/30/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 474.21	$ -	$ -
4500057563	10/30/2023	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	$ 170.46	$ -	$ -
4500057564	10/30/2023	Cummins Inc		B250-BUS REPAIR PARTS	$ 136.19	$ -	$ -
4500057565	10/30/2023	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 138.18	$ -	$ -
4500057566	10/30/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 337.58	$ -	$ -
4500057567	10/30/2023	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 280.60	$ -	$ -
4500057568	10/30/2023	Schunk Carbon Technology LLC		G170-LUBRICANTS	$ 1,256.65	$ -	$ -
4500057569	10/30/2023	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	$ 2,148.27	$ -	$ -
4500057570	10/30/2023	AirSupply Tools, Inc		G150-FASTENERS	$ 216.36	$ -	$ -
4500057571	10/30/2023	Genfare, LLC		G290-FARE REVENUE EQUIP	$ 168.18	$ -	$ -
4500057572	10/30/2023	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	$ 671.69	$ -	$ -
4500057573	10/30/2023	Fastenal Company		G140-SHOP SUPPLIES	$ 2,139.66	$ -	$ -
4500057574	10/30/2023	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	$ 1,011.55	$ -	$ -
4500057575	10/31/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 2,503.57	$ -	$ -
4500057576	10/31/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 3,930.17	$ -	$ -
4500057577	10/31/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 1,576.72	$ -	$ -
4500057579	10/31/2023	The Gordian Group, Inc.		C120-SPECIALTY CONTRACTOR	$ 18,890.50	$ -	$ -
4500057580	10/31/2023	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	$ 3,103.20	$ -	$ -
4500057581	10/31/2023	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	$ 1,099.05	$ -	$ -
4500057582	10/31/2023	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,893.14	$ -	$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500057583	10/31/2023	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 1,928.25	$ -	$ -
4500057584	10/31/2023	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 365.81	$ -	$ -
4500057585	10/31/2023	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 979.23	$ -	$ -
4500057586	10/31/2023	Amazon.com Sales, Inc.		G200-OFFICE SUPPLIES	$ 121.74	$ -	$ -
4500057587	10/31/2023	Siemens Mobility, Inc.		R150-RAIL/LRV COMM EQUIP	$ 35,277.35	$ -	$ -
4500057588	10/31/2023	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$ 3,750.38	$ -	$ -
4500057590	10/31/2023	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	$ 1,205.67	$ -	$ -
4500057591	10/31/2023	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	$ 1,577.44	$ -	$ -
4500057592	10/31/2023	Kenneth Place		P130-EQUIP MAINT REPR SVC	$ 340.71	$ -	$ -
4500057593	10/31/2023	Rambuilt Glass LLC		F180-BUILDING MATERIALS	$ 1,675.00	$ -	$ -
4500057594	10/31/2023	Kenneth Place		F190-LANDSCAPING MAT'LS	$ 637.85	$ -	$ -
4500057595	10/31/2023	Home Depot USA Inc		G130-SHOP TOOLS	$ 409.00	$ -	$ -
4500057596	10/31/2023	Fastenal Company		G140-SHOP SUPPLIES	$ 209.08	$ -	$ -
4500057597	10/31/2023	Professional Contractors Supplies		G130-SHOP TOOLS	$ 933.78	$ -	$ -
4500057598	10/31/2023	Facility Solutions Group, Inc.		R180-RAIL/LRV LIGHTING	$ 3,364.17	$ -	$ -
4500057599	10/31/2023	Brown & Bigelow Inc		G260-MEDIA	$ 971.65	$ -	$ -