Joint Audit Oversight and Executive Committee

June 13, 2024

Click link to access the meeting:

https://www.zoomgov.com/j/1619530340

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).

Download on the App Store

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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.**

Supervisión de Auditoría Conjunta y Comité Ejecutivo

13 de junio de 2024

Haga clic en el enlace para acceder a la reunión:

https://www.zoomgov.com/j/1619530340

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:

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

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

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.**

Metropolitan Transit System

Joint Audit Oversight & Executive Committee

Agenda

June 13 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) 254-5252; Webinar ID:161 953 0340, https://www.zoomgov.com/j/1619530340

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	**Roll Call**	
2.	**Public Comments** This item has a two minute per speaker time limit. If you have a report to present, please give your copies to the Clerk of the Board.	
3.	**Approval of Minutes** Action would approve the February 1, 2024 Audit Oversight Committee and May 9, 2024 Executive Committee meeting Minutes.	Approve
	DISCUSSION AND REPORT ITEMS	
4.	**The Pun Group Engagement Letter for the Fiscal Year (FY) 2024 Audit (Erin Dunn)** Action would review the audit engagement letter and communication with those charged with governance from The Pun Group.	Informational
5.	**Interim Audit (Erin Dunn)** Action would receive a report on the interim audit work conducted by The Pun Group.	Informational
6.	**Fiscal Year (FY) 2025 Proposed Operating Budget (Gordon Meyer)** Action would forward a recommendation to the MTS Board of Directors to: 1) Receive testimony, review, and comment on the FY 2025 MTS Operating Budget at a public hearing to be scheduled on June 20, 2024; and 2) Enact Resolution No. 24-06 adopting the FY 2025 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.	Approve

OTHER ITEMS

7. Review of Draft June 20, 2024 MTS Board Agenda

8. Staff Communications and Committee Member Communications

9. Next Meeting Date: July 11, 2024

10. Adjournment

MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

AUDIT AND OVERSIGHT COMMITTEE

February 1, 2024

[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 Audit Oversight Committee meeting to order at 9:04 a.m. A roll call sheet listing Audit Oversight Committee member attendance is attached.

2. Public Comments

There were no Public Comments.

3. Approval of Minutes

Vice Chair Goble moved to approve the minutes of the November 3, 2023, MTS Audit Oversight Committee meeting. Board Member Frank seconded the motion, and the vote was 6 to 0 in favor with Board Member Montgomery Steppe absent.

COMMITTEE DISCUSSION ITEMS

4. External Auditing Services – Contract Award (Erin Dunn and Brianda Diaz)

Erin Dunn, MTS Controller, and Brianda Diaz, Procurement Specialist, presented on external auditing services contract award. They outlined: the service background and scope of work, historical and existing contract, solicitation process, the proposed bidder and staff's recommendation.

Committee Comments

Board Member Elo-Rivera asked about the familiarity threat definition of an auditor. Ms. Dunn replied that many times, auditor is referred to as the partner, which is why there is a mandate that there must be a rotation every five years. He asked if a partner rotation is considered the best practice to mitigate for familiarity threat. Ms. Dunn introduced Toufic Tabshouri, MTS Internal Auditor, that explained government audit standards list seven threats to independence, with the familiarity threat being the most applicable to MTS. Because audit standards do not explicitly state how to mitigate the threat, it becomes the judgement call of MTS and the Board. Mr. Tabshouri said that by replacing the staff and introducing another layer of review, MTS deems this change satisfactory to mitigate the threat. Board Member Elo-Rivera ask if the peer review was of the accounting firm and not MTS. Mr. Tabshouri clarified that this is a three year requirement for firms conducting these external financial audits. He noted quality control processes and sampling of various audits are performed. Board Member Elo-Rivera asked if it would be unorthodox to ask for a peer review of the quality standards of MTS's specific audit. Mr. Tabshouri replied that it was atypical for that type of review. Mr. Pun replied that the peer reviewer has their own judgment to perform the review. The ASCPA has changed the quality control of the review, and they review the entire quality managed system, rather than a selective approach on the engagement itself. On an annual basis, internal inspection is performed as an internal practice within the firm. Board Member Elo-Rivera understood the peer review practices and clarified that he was interested in a specific audit being reviewed and acknowledged that now understanding the process, the request was not necessary.

Vice Chair Goble summarized his understanding of the checks and balances of the auditors. He noted that other accounting firms succumb to a peer review style and then submit that to the state. He noted that what prevents collusion is accountability to the state. Mr. Tabshouri replied that the California Board of Accountancy publishes a quarterly newsletter and lists all the audit firms that have failed peer reviews and note the sanctions. Vice Chair Goble asked if pass was the highest grade possible. Mr. Tabshouri confirmed it was.

Chair Whitburn asked Mr. Pun to explain how they mitigate the familiarity threat. Mr. Pun explained that the threat comes about with a long-term relationship with a client. Mr. Pun noted that he has been rotated out and does not touch the financial statements. He only offers technical guidance to the team. Over the last 20 years, the firm has rotated its team and with the new contract, the state requires engagement partners to rotate out every six years. The Pun Group's internal policies dictate a rotation of every five years. The firm has also reduced the familiarity threat by rotating out some positions, along with using Artificial Intelligence (AI), and the firm uses human judgment to select samples in scanning antitechnology samples. Chair Whitburn asked about the significant bid difference. Ms. Dunn referenced slide 7 and noted that the higher the price, the lower the score, and she assured the Board that MTS attempted to negotiate price adjustments. Ms. Diaz added that the price revision was not competitive enough to surpass The Pun Group's pricing.

Action Taken

Chair Whitburn moved to forward a recommendation to the Board of Directors to authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. G2788.0-24, with The Pun Group, Inc. (The Pun Group) for External Auditing Services for a five (5) year base period in the amount of $1,143,722.35, plus three (3) 1-year options in the amount of $771,190.85 for a total contract amount of $1,914,913.20; and 2) Exercise the option years at the CEO's discretion. Vice Chair Goble seconded the motion, and the vote was 6 to 0 in favor with Board Member Montgomery Steppe and absent.

OTHER ITEMS

5. Committee Member Communications and Other Business

There was no Committee Member Communications and Other Business discussion.

6. Next Meeting Date

The next Audit Oversight Committee meeting is to be determined.

7. Adjournment

Chair Whitburn adjourned the meeting at 9:29 a.m.

Chairperson San Diego Metropolitan Transit System	Clerk of the Board San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AUDIT OVERSIGHT COMMITTEE

ROLL CALL

MEETING OF (DATE): February 1, 2024 CALL TO ORDER (TIME): 9:04 a.m.

RECESS: RECONVENE:

CLOSED SESSION: RECONVENE:

PUBLIC HEARING: RECONVENE:

ORDINANCES ADOPTED: ADJOURN: 9:29 a.m.

REPRESENTING	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Chair	Whitburn	☒	No Alternate	☐	9:04 a.m.	9:29 a.m.
City of San Diego	Elo-Rivera	☒	Joe LaCava	☐	9:04 a.m.	9:29 a.m.
County of San Diego	Montgomery Steppe	☐	Vargas	☐	ABSENT	ABSENT
East County	Frank	☒	Hall	☐	9:04 a.m.	9:29 a.m.
SANDAG Transportation Committee	Moreno	☒	Bush	☐	9:04 a.m.	9:29 a.m.
South Bay	Bush	☒	Leyba-Gonzalez	☐	9:04 a.m.	9:29 a.m.
Vice Chair	Goble	☒	No Alternate	☐	9:04 a.m.	9:29 a.m.

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

MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

EXECUTIVE COMMITTEE

May 9, 2024

[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 Executive Committee meeting to order at 9:03 a.m. A roll call sheet listing Executive Committee member attendance is attached.

2. Public Comment

Alex Wong – Representing Ride SD made a verbal statement to the Board during the meeting. Alex expressed support for higher Green Line frequencies.

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction regarding activities at Iris Avenue Transit Center.

Guadalupe Rojas – Representing Mid City CAN made a verbal statement to the Board during the meeting. Guadalupe asked for a report to be presented to the Board about the PRONTO verification process.

3. Approval of Minutes

Public Comment

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction with the paraphrased version of the minutes.

Action Taken

Vice Chair Goble moved to approve the minutes of the April 11, 2024, MTS Executive Committee meeting. Board Member Elo-Rivera seconded the motion, and the vote was 7 to 0 in favor.

OTHER ITEMS (TAKEN OUT OF ORDER)

6. Review of Draft May 16, 2024 Board Agenda

Recommended Consent Items

3. Approval of Minutes
Action would approve the April 25, 2024 Board of Director meeting minutes.

4. Chief Executive Officer's Report

5. Light Rail Vehicle (LRV) Friction Brakes - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1659.0-24, with Siemens Mobility, Inc. (Siemens), for the purchase of LRV Friction Brakes for a five (5) year base period in the amount of $7,141,664.46 (inclusive of 7.75% CA Sales Tax).

DRAFT

6. Title VI Triennial Program Update Submittal
Action would adopt Resolution No. 24-05 approving the Title VI Program, including the plans, notices, records, maps, and data that demonstrate MTS's compliance with requirements of Title VI of the Civil Rights Act of 1964 (Title VI), for submittal to the Federal Transit Administration (FTA).

7. Portable Toilet Services for MTS Employees/Contractors – Contract Award
Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc No. G2805.0-24, with Diamond Environmental Services LP (Diamond) for portable toilet services, for two (2) base years with one 3-year option, for a total of five (5) years, at a cost of $887,597.60; and 2) Exercise the option at the CEO's discretion.

8. On-Call Plumbing Repair Services – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG384.0-24 with Drain Medic, Inc. (Drain Medic), a Woman-Owned Business Enterprise (WBE), for On-Call Plumbing Repair Services for three (3) years for a total contract value of $376,069.85.

9. On-Call Electrical Repair Services – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG383.0-24, with Advanced Railway Innovations, Inc. (Advanced Railway), a Disadvantaged Business Enterprise (DBE), for On-Call Electrical Repair Services for a period of three (3) years for a total contract value of $342,294.91.

10. Automobile Lease Services – Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to MTS Doc No. G1872.0-16, with Enterprise Fleet Management, to add $627,206.00 for automobile lease services and extend agreement for six (6) months to December 31, 2024.

11. Quarter Ending March 31, 2024 – Investment Report

12. PRONTO Extend Pilot Program – Pilot Extension
Action would approve an extension of the PRONTO Extend Pilot Program until June 30, 2026.

13. Impedance Bond and Plug-In Relay Socket – Contract Award
Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. L1676.0-24, with Modern Railway Systems, for the purchase of Impedance Bond (Group 1) in the amount of $875,966.73 (inclusive of 7.75% CA sales tax); and 2) Execute MTS Doc. No. L1677.0-24, with Siemens Mobility, Inc. (Siemens), for the purchase of Plug-In Relay Socket Assembly (Group 2) in the amount of $61,782.66 (inclusive of 7.75% CA sales tax).

14. City of San Diego Bus Shelter and Bus Bench Advertising; Revisions to MTS Board Policy 21
Action would authorize the Chief Executive Officer (CEO) to: 1) Enter into a Memorandum of Understanding (MOU) with City of San Diego, MTS Doc. No.

G2906.0-24, regarding bus shelter and bus bench advertising; and 2) Revise MTS Board Policy 21 “MTS Revenue-Generating Display Advertising, Concessions, and Merchandise” to delete the separate City of San Diego advertising policy document.

15. Broadway Wye Special Trackwork Design – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA352-AE-35 under MTS Doc. No. PWL352.0-22, with HDR Engineering, Inc. (HDR), in the amount of $575,349.49 for the Broadway Wye Special Trackwork Design.

16. Mobile Trailer Power Connection and Fencing at El Cajon Transit Center – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to: 1) Ratify Work Order MTSJOC324-44 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 with ABC General Contractor, Inc. (ABCGC), in the amount of $139,977.72 for the Security Trailer Power Connection and Fencing at El Cajon Transit Center; and 2) Execute Change Order MTSJOC324-44.01 under MTS Doc. No. PWG324.0-21, with ABCGC, in the amount of $24,947.96 for the installation of additional fencing needed for Security Trailer Power Connection and Fencing at El Cajon Transit Center.

17. Orange Line Improvement Project Phase 1 & 2 Construction Management (CM) Services – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to 1) Execute Work Order No. WOA2498-CM15 under MTS Doc. No. G2498.0-21, with Kleinfelder Construction Services, Inc. (KCS), for CM services for the Orange Line Improvements Projects – Phase 1 for a cost of $4,473,793.39; and 2) Exercise an amendment to Work Order No. WOA2498-CM15 with KCS for CM services for the Orange Line Improvements Projects – Phase 2 for a cost of $6,818,806.94, at their discretion.

Public Comment

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA requested that additional waste maintenance be increased at the Iris Avenue Transit Center.

7. Other Staff Communications and Business

Sharon Cooney, MTS Chief Executive Officer, noted that item 19, Revisions to MTS Board Policy No. 41 for Signature Authority, would be added to the consent calendar. Karen Landers, MTS General Counsel, noted that attachment A to agenda item 17 would be included in the pre-meeting packet; non-substantive changes would be made to attachment B to item 6; a potential addition of item 18 related to Downtown Parallel Feeder Cable Design Work Order Agreement; and item 20, Construction Management (CM) On-Call Services for Capacity Increase, may also be added to the consent calendar.

8. Committee Member Communications and Other Business

There was no Committee Member Communications and Other Business discussion.

9. Next Meeting Date

The next Executive Committee meeting is scheduled for June 13, 2024, at 9:00 a.m.

CLOSED SESSION:

The Committee convened to Closed Session at 9:17 a.m.

4. Public Comment for Closed Session

The Original DRA – Provided a verbal statement to the Board during the meeting. The Original DRA expressed dissatisfaction with some MTS employees at Iris Avenue Transit Center.

5. Closed Session - Public Employee Performance Evaluation/ Conference with Labor Negotiators – Chief Executive Officer Pursuant to California Government Code Sections 54957 and 54957.6;
Agency-Designated Representative: Stephen Whitburn, Chair
Employee: Sharon Cooney, CEO

Closed Session Reconvening

The Committee reconvened to Open Session at 11:19 a.m.

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session: The Executive Committee conducted a performance review and gave instructions to their negotiator.

9. Adjournment

The meeting was adjourned at 11:20 a.m.

Chairperson
San Diego Metropolitan Transit System

Clerk of the Board
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

ROLL CALL

MEETING OF (DATE):	May 9, 2024	CALL TO ORDER (TIME):	9:03 a.m.
RECESS:		RECONVENE:	
CLOSED SESSION:	9:17 a.m.	RECONVENE:	11:19 a.m.
PUBLIC HEARING:		RECONVENE:	
ORDINANCES ADOPTED:		ADJOURN:	11:20 a.m.

REPRESENTING	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Chair	Whitburn	☒	No Alternate	☐	9:03 a.m.	11:20 a.m.
City of San Diego	Elo-Rivera	☒	Joe LaCava	☐	9:03 a.m.	11:20 a.m.
County of San Diego	Montgomery Steppe	☒	Vargas	☐	9:03 a.m.	11:20 a.m.
East County	Frank	☒	Hall	☐	9:03 a.m.	9:17 a.m.
SANDAG Transportation Committee	Moreno	☒	Bush	☐	9:03 a.m.	11:20 a.m.
South Bay	Bush	☒	Leyba-Gonzalez	☐	9:03 a.m.	11:20 a.m.
Vice Chair	Goble	☒	No Alternate	☐	9:03 a.m.	11:20 a.m.

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

Metropolitan Transit System

Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
JOINT AUDIT OVERSIGHT & EXECUTIVE COMMITTEE

June 13, 2024

SUBJECT:

The Pun Group Engagement Letter for the Fiscal Year (FY) 2024 Audit (Erin Dunn)

RECOMMENDATION:

That the San Diego Metropolitan System (MTS) Audit Oversight Committee (AOC) & Executive Committee review the audit engagement letter (Attachment A) and communication with those charged with governance (Attachment B) from The Pun Group.

Budget Impact

None at this time.

DISCUSSION:

Auditing standards require the auditor to present a written engagement letter and obtain a signature from an officer of the company. Attachment A is the engagement letter from The Pun Group for the fiscal year 2024 audit, as well as their most recent peer review. Attachment B is the letter from The Pun Group to those charged with governance. A representative from The Pun Group will be available for questions.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Engagement Letter
B. Communication with those Charged with Governance

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 PUN GROUP
ACCOUNTANTS & ADVISORS

200 E. Sandpointe Avenue, Suite 600
Santa Ana, California 92707

www.pungroup.cpa

April 1, 2024

Board of Directors
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

RE: Engagement of The Pun Group, LLP (the "Firm") as MTS's Independent Auditors'

We are pleased to confirm our understanding of the services we are to provide to the San Diego Metropolitan Transit System ("MTS") for the year ending June 30, 2024. The Firm's services are provided pursuant to MTS Contract No. G2788.0-24 ("Contract"). Nothing in this engagement letter is intended to modify or amend the terms and conditions set forth in the Contract. In the event a conflict arises between this letter and the Contract, the terms in the Contract shall prevail.

Audit Scope and Objectives

We will audit the financial statements of the business-type activities and the aggregate remaining fund information, including the disclosures, which collectively comprise the basic financial statements, of MTS as of and for the year ended June 30, 2024.

Accounting standards generally accepted in the United States of America ("GAAP") provide for certain required supplementary information ("RSI"), such as management's discussion and analysis ("MD&A"), to supplement MTS's basic financial statements. Such information, 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. As part of our engagement, we will apply certain limited procedures to MTS's RSI in accordance with auditing standards generally accepted in the United States of America ("GAAS"). These limited procedures will consist 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 will not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient appropriate evidence to express an opinion or provide any assurance. The following RSI is required by GAAP and will be subjected to certain limited procedures, but will not be audited:

1) Management's Discussion and Analysis
2) GASB Statement No. 68 Required Schedules:
   a) Schedule of Proportionate Share of the Net Pension Liability
   b) Schedule of Changes in Net Pension Liability and Related Ratios
   c) Schedule of Contributions - Pension
3) GASB Statement No. 75 Required Schedules:
   a) Schedule of Changes in Total OPEB Liability and Related Ratios

We have also been engaged to report on supplementary information other than RSI that accompanies MTS's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with GAAS, and we will provide an opinion on it in relation to the financial statements as a whole in a report combined with our auditor's report on the financial statements.

1) Combining Financial Statements
2) Schedules of Revenues, Expenses, and Changes in Net Position – Budget and Actual
3) Schedule of Expenditures of Federal Awards

In connection with our audit of the basic financial statements, we will read the following 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.

1) Introductory Section
2) Statistical Section

The objectives of our audit 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 issue an auditor's report that includes our opinions about whether your financial statements are fairly presented, in all material respects, in conformity with GAAP, and report on the fairness of the supplementary information referred to in the second paragraph when considered in relation to the financial statements as a whole. 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. Misstatements, including omissions, can arise from fraud or error and are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment of a reasonable user made based on the financial statements. The objectives also include reporting on:

- Internal control over financial reporting and compliance with provisions of laws, regulations, contracts, and award agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.

- Internal control over compliance related to major programs and an opinion (or disclaimer of opinion) on compliance with federal statutes, regulations, and the terms and conditions of federal awards that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and Title 2 U.S. *Code of Federal Regulations* (CFR) Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

Auditors' Responsibilities for the Audit of the Financial Statements and Single Audit

We will conduct our audit in accordance with GAAS; the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments of 1996; and the provisions of the Uniform Guidance, and will include tests of accounting records, a determination of major program(s) in accordance with Uniform Guidance, and other procedures we consider necessary to enable us to express such opinions. As part of an audit in accordance with GAAS and *Government Auditing Standards*, we exercise professional judgment and maintain professional skepticism throughout the audit.

We will evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management. We will also evaluate the overall presentation of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation. We will plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the government or to acts by management or employees acting on behalf of the government. Because the determination of waste and abuse is subjective, *Government Auditing Standards* do not expect auditors to perform specific procedures to detect waste or abuse in financial audits nor do they expect auditors to provide reasonable assurance of detecting waste or abuse.

Because of the inherent limitations of an audit, combined with the inherent limitations of internal control, and because we will not perform a detailed examination of all transactions, there is an unavoidable risk that some material misstatements or noncompliance may not be detected by us, even though the audit is properly planned and performed in accordance with GAAS and *Government Auditing Standards*. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements or on major programs. However, we will inform the appropriate level of management of any material errors, any fraudulent financial reporting, or misappropriation of assets that come to our attention. We will also inform the appropriate level of management of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. We will include such matters in the reports required for a Single Audit. Our responsibility as auditors is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

We will also conclude, based on the audit evidence obtained, 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 a reasonable period of time.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, tests of the physical existence of inventories, and direct confirmation of receivables and certain assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will also request written representations from your attorneys as part of the engagement.

We have identified the following significant risk(s) of material misstatement as part of our audit planning:

- According to GAAS, significant risks include management override of controls, and GAAS presumes that revenue recognition is a significant risk. Accordingly, we have considered these as significant risks. As planning for the current period audit has not concluded, modifications may be made. If new significant risks are identified after the date of this letter, we will communicate them in writing to those charged with governance in a timely manner.

We may, from time to time and depending on the circumstances, use third-party service providers in serving your account. We may share confidential information about you with these service providers but remain committed to maintaining the confidentiality and security of your information. Accordingly, we maintain internal policies, procedures, and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide your consent prior to the sharing of your confidential information with the third-party service provider. Furthermore, we will remain responsible for the work provided by any such third-party service providers.

Our audit of financial statements does not relieve you of your responsibilities.

Audit Procedures—Internal Control

We will obtain an understanding of the government and its environment, including the system of internal control, sufficient to identify and assess the risks of material misstatement of the financial statements, whether due to error or fraud, and to design and perform audit procedures responsive to those risks and obtain evidence that is sufficient and appropriate to provide a basis for our opinions. 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, misrepresentation, or the override of internal control. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our tests, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by the Uniform Guidance, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to the Uniform Guidance.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies or material weaknesses. Accordingly, we will express no such opinion. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards, *Government Auditing Standards*, and the Uniform Guidance.

Audit Procedures—Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of MTS's compliance with provisions of applicable laws, regulations, contracts, and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance, and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

The Uniform Guidance requires that we also plan and perform the audit to obtain reasonable assurance about whether the auditee has complied with federal statutes, regulations, and the terms and conditions of federal awards applicable to major programs. Our procedures will consist of tests of transactions and other applicable procedures described in the *OMB Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of MTS's major programs. For federal programs that are included in the Compliance Supplement, our compliance and internal control procedures will relate to the compliance requirements that the Compliance Supplement identifies as being subject to audit. The purpose of these procedures will be to express an opinion on MTS's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to the Uniform Guidance.

Responsibilities of Management for the Financial Statements and Single Audit

Our audit will be conducted on the basis that you acknowledge and understand your responsibility for (1) designing, implementing, establishing, and maintaining effective internal controls relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, including internal controls over federal awards, and for evaluating and monitoring ongoing activities to help ensure that appropriate goals and objectives are met; (2) following laws and regulations;

(3) ensuring that there is reasonable assurance that government programs are administered in compliance with compliance requirements; and (4) ensuring that management and financial information is reliable and properly reported. Management is also responsible for implementing systems designed to achieve compliance with applicable laws, regulations, contracts, and grant agreements. You are also responsible for the selection and application of accounting principles; for the preparation and fair presentation of the financial statements, schedule of expenditures of federal awards, and all accompanying information in conformity with accounting principles generally accepted in the United States of America; and for compliance with applicable laws and regulations (including federal statutes), rules, and the provisions of contracts and grant agreements (including award agreements). Your responsibilities also include identifying significant contractor relationships in which the contractor has responsibility for program compliance and for the accuracy and completeness of that information.

You are also responsible for making drafts of financial statements, schedule of expenditures of federal awards, all financial records, and related information available to us and for the accuracy and completeness of that information (including information from outside of the general and subsidiary ledgers); and for the evaluation of whether there are any conditions or events, considered in the aggregate, that raise substantial doubt about MTS's ability to continue as a going concern for the 12 months after the financial statements date or shortly thereafter (for example, within an additional three months if currently known).. You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, such as records, documentation, identification of all related parties and all related-party relationships and transactions, and other matters; (2) access to personnel, accounts, books, records, supporting documentation, and other information as needed to perform an audit under the Uniform Guidance; (3) additional information that we may request for the purpose of the audit; and (4) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence. At the conclusion of our audit, we will require certain written representations from you about the financial statements; schedule of expenditures of federal awards; federal award programs; compliance with laws, regulations, contracts, and grant agreements; and related matters.

Your responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the management representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements of each opinion unit taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the government complies with applicable laws, regulations, contracts, agreements, and grants. You are also responsible for taking timely and appropriate steps to remedy fraud and noncompliance with provisions of laws, regulations, contracts, and grant agreements that we report. Additionally, as required by the Uniform Guidance, it is management's responsibility to evaluate and monitor noncompliance with federal statutes, regulations, and the terms and conditions of federal awards; take prompt action when instances of noncompliance are identified including noncompliance identified in audit findings; promptly follow up and take corrective action on reported audit findings; and prepare a summary schedule of prior audit findings and a separate corrective action plan.

You are responsible for identifying all federal awards received and understanding and complying with the compliance requirements and for the preparation of the schedule of expenditures of federal awards (including notes and noncash assistance received, and COVID-19-related concepts, such as lost revenues, if applicable) in conformity with the Uniform Guidance. You agree to include our report on the schedule of expenditures of federal awards in any document that contains, and indicates that we have reported on, the schedule of expenditures of federal awards.

You also agree to make the audited financial statements readily available to intended users of the schedule of expenditures of federal awards no later than the date of the schedule of expenditures of federal awards is issued with our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the schedule of expenditures of federal awards in accordance with the Uniform Guidance; (2) you believe the schedule of expenditures of federal awards, including its form and content, is stated fairly in accordance with the Uniform Guidance; (3) the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the schedule of expenditures of federal awards.

You are also responsible for the preparation of the other Supplementary Information, which we have been engaged to report on, in conformity with U.S. generally accepted accounting principles (GAAP). You agree to include our report on the supplementary information in any document that contains and indicates that we have reported on the Supplementary Information. You also agree to include the audited financial statements with any presentation of the supplementary information that includes our report thereon. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the Supplementary Information in accordance with GAAP; (2) you believe the Supplementary Information, including its form and content, is fairly presented in accordance with GAAP; (3) that the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the Supplementary Information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying and providing report copies of previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Scope and Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions for the report, and for the timing and format for providing that information.

Assistance by Your Personnel

We will ask that your personnel, to the extent possible, prepare required schedules and analyses, and make selected invoices and other required documents available to our staff. This assistance by your personnel will serve to facilitate the progress of our work and minimize our time requirements.

Data Collection Form

At the conclusion of the engagement, we will complete the appropriate sections of the Data Collection Form that summarizes our audit findings. It is management's responsibility to electronically submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditor's reports, and corrective action plan) along with the Data Collection Form to the Federal Audit Clearinghouse. We will coordinate with you the electronic submission and certification. The Data Collection Form and the reporting package must be submitted within the earlier of 30 calendar days after receipt of the auditor's reports or nine months after the end of the audit period.

Independence

Professional standards require that a firm and its members maintain independence throughout the duration of the professional relationship with a client. In order to preserve the integrity of our relationship, no offer of employment shall be discussed with any of Firm's professionals assigned to the audit, during the one-year period prior to the commencement of the year end audit. Should such an offer of employment be made, or employment commences during the indicated time period, we will consider this an indication that our independence has been compromised. As such, we may be required to recall our auditors' report due to our lack of independence. In the event additional work is required to satisfy independence requirements, such work will be billed at our standard hourly rates.

Report Distribution and Other

We will provide copies of our reports to MTS; however, management is responsible for distribution of the reports and the financial statements. Unless restricted by law or regulation, or containing privileged and confidential information, copies of our reports are to be made available for public inspection.

Access to Working Papers

The audit documentation for this engagement is the property of The Pun Group, LLP, and constitutes confidential information. However, subject to applicable laws and regulations, audit documentation and appropriate individuals will be made available upon request and in a timely manner to the Oversight Agency for Audit or its designee, a federal agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of The Pun Group, LLP personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of seven (7) years after the report release date or for any additional period requested by the Oversight Agency for Audit . If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party(ies) contesting the audit finding for guidance prior to destroying the audit documentation.

The Firm is required to undergo a "peer review" every three years. During the course of a Peer Review engagement, selected working papers and financial reports, on a sample basis, will be inspected by an outside party on a confidential basis. Consequently, the accounting and/or auditing work we performed for you may be selected. Signing this letter represents your acknowledgement and permission to allow such access should your engagement be selected for review.

Timing

Coley Delaney, CPA is the engagement partner and is responsible for supervising the engagement and signing the reports or authorizing another individual to sign them. We expect to begin our audit on approximately April 15, 2024 and to issue our reports no later than November 15, 2024.

Fees

Our fees for these services are subject to the terms of MTS Contract No. G2788.0-24 for the year ending June 30, 2024. Our fees are based on certain assumptions, including the required assistance described above. To the extent that certain circumstances included but not limited to those listed in Appendix A, arise during the engagement, our fee estimate may be significantly affected and additional fees may be necessary. Additional services provided beyond the described scope of services will be billed separately.

Our invoices for these fees will be rendered as work progresses and are payable on presentation. In accordance with our firm policies, work may be suspended if your account becomes 60 days or more overdue and may not be resumed until your account is paid in full. If we elect to terminate our services for nonpayment, our engagement will be deemed to have been completed upon written notification of termination, even if we have not completed our report(s). You will be obligated to compensate us for all time expended and to reimburse us for all out-of-pocket costs through the date of termination.

The above fee is based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

Reporting

We will issue written reports upon completion of our Single Audit. Our reports will be addressed to the MTS Board of Directors. Circumstances may arise in which our report may differ from its expected form and content based on the results of our audit. Depending on the nature of these circumstances, it may be necessary for us to modify our opinions, add a separate section, or add an emphasis-of-matter or other-matter paragraph to our auditor's report, or if necessary, withdraw from this engagement. If our opinions are other than unmodified, we will discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or issue reports, or we may withdraw from this engagement.

The *Government Auditing Standards* report on internal control over financial reporting and on compliance and other matters will state that (1) the purpose of the report is solely to describe the scope of 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, and (2) the report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering MTS's internal control and compliance. The Uniform Guidance report on internal control over compliance will state that the purpose of the report on internal control over compliance is solely to describe the scope of testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Both reports will state that the report is not suitable for any other purpose.

Termination

We acknowledge MTS's right to terminate our services at any time, and MTS acknowledges our right to resign at any time (including instances where in our judgment, our independence has been impaired or we can no longer rely on the integrity of management), subject in either case to our right to payment for all direct and indirect charges incurred through the date of termination or resignation or thereafter as circumstances and this agreement may require, plus applicable interest, costs, fees and attorneys' fees.

Independence

Professional standards require that a firm and its members maintain independence throughout the duration of the professional relationship with a client. In order to preserve the integrity of our relationship, no offer of employment shall be discussed with any The Pun Group, LLP professionals assigned to the audit, during the one-year period prior to the commencement of the year end audit. Should such an offer of employment be made, or employment commences during the indicated time period, we will consider this an indication that our independence has been compromised.

As such, we may be required to recall our auditors' report due to our lack of independence. In the event additional work is required to satisfy independence requirements, such work will be billed at our standard hourly rates. Furthermore, we strive to staff your engagement with quality, superbly trained professionals. In recognition of the extensive investment we have made to recruit and develop our personnel, we ask that you agree to the following. In the event that any of our employees accepts a position of employment with MTS, or any of its related parties at any time while we are performing services for you or within one year thereafter, you agree to pay us a placement fee equal to the employee's annual compensation in effect on the date such employment was contracted. Such fee is payable when the employee accepts such a position.

Most Recent External Quality Control Review

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of the contract. A copy of our most recent external peer review report (2021) received by The Pun Group, LLP is included with this Engagement Letter.

****

Agreement

It is hereby understood and agreed that this engagement is being undertaken solely for the benefit of MTS and that no other person or entity shall be authorized to enforce the terms of this engagement.

If you agree with the terms of our engagement, as described in this letter, please sign below, and return it to us.

We appreciate the opportunity to be of service to MTS and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy, and return it to us.

Very truly yours,

The Pun Group LLP

Coley Delaney, CPA
Engagement Partner

RESPONSE:

This letter correctly sets forth the understanding of the San Diego Metropolitan Transit System.

By: _____

Title: CFO

Date: 4/10/2024

APPENDIX A

San Diego Metropolitan Transit System
Circumstances Affecting Timing and Fee Estimate

Circumstances may arise during the engagement that may significantly affect the targeted completion dates and our fee estimate. As a result, additional fees may be necessary. Such circumstances include but are not limited to the following:

1. Changes to the timing of the engagement at your request. Changes to the timing of the engagement usually require reassignment of personnel used by The Pun Group, LLP (the "Firm") in the performance of services hereunder. However, because it is often difficult to reassign individuals to other engagements, the Firm may incur significant unanticipated costs.

2. All requested schedules are not (a) provided by the accounting personnel on the date requested, (b) completed in a format acceptable to the Firm (c) mathematically correct, or (d) in agreement with the appropriate underlying records (e.g., general ledger accounts). The Firm will provide the accounting personnel with a separate listing of required schedules and deadlines.

3. Weaknesses in the internal control structure.

4. Significant new issues or unforeseen circumstances as follows:

    a. New accounting issues that require an unusual amount of time to resolve.

    b. Changes or transactions that occur prior to the issuance of our report.

    c. Changes in the entity's accounting personnel, their responsibilities, or their availability.

    d. Changes in auditing requirements set by regulators.

5. Significant delays in the accounting personnel's assistance in the engagement or delays by them in reconciling variances as requested by the Firm. All invoices, contracts and other documents which we will identify for the entity, are not located by the accounting personnel or made ready for our easy access.

6. A significant level of proposed audit adjustments is identified during our audit.

7. Changes in audit scope caused by events that are beyond our control.

8. Untimely payment of our invoices as they are rendered.

EFPR GROUP, CPAs PLLC

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Report on the Firm's System of Quality Control

February 14, 2022

To the Owners of
The Pun Group, LLP
And the National Peer Review Committee

We have reviewed the system of quality control for the accounting and auditing practice of The Pun Group, LLP (the firm) in effect for the year ended December 31, 2020. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants (Standards).

A summary of the nature, objectives, scope, limitations of, and the procedures performed in a System Review as described in the Standards may be found at www.aicpa.org/prsummary. The summary also includes an explanation of how engagements identified as not performed or reported in conformity with applicable professional standards, if any, are evaluated by a peer reviewer to determine a peer review rating.

Firm's Responsibility

The firm is responsible for designing a system of quality control and complying with it to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. The firm is also responsible for evaluating actions to promptly remediate engagements deemed as not performed or reported in conformity with professional standards, when appropriate, and for remediating weaknesses in it system of quality control, if any.

Peer Reviewer's Responsibility

Our responsibility is to express an opinion on the design of the system of quality control and the firm's compliance therewith based on our review.

Required Selections and Considerations

Engagements selected for review included engagements performed under *Government Auditing Standards*, compliance audits under the Single Audit Act and an audit of an employee benefit plan.

As a part of our peer review, we considered reviews by regulatory entities as communicated by the firm, if applicable, in determining the nature and extent of our procedures.

Opinion

In our opinion, the system of quality control for the accounting and auditing practice of The Pun Group, LLP in effect for the year ended December 31, 2020, has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of *pass*, *pass with deficiency(ies)* or *fail*. The Pun Group, LLP has received a peer review rating of *pass*.

EFPR Group, CPAs, PLLC

EFPR Group, CPAs, PLLC
Corning, NY

THE PUN GROUP
ACCOUNTANTS & ADVISORS

200 E. Sandpointe Avenue, Suite 600
Santa Ana, California 92707

www.pungroup.cpa

April 1, 2024

To the Board of Directors
of the San Diego Metropolitan Transit System
San Diego, California

We are engaged to audit the financial statements of the San Diego Metropolitan Transit System ("MTS") for the year ended June 30, 2024. Professional standards require that we provide you with the following information related to our audit. We would also appreciate the opportunity to meet with you to discuss this information further since a two-way dialogue can provide valuable information for the audit process.

Our Responsibility under U.S. Generally Accepted Auditing Standards, *Government Auditing Standards*, and Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the "Uniform Guidance")

As stated in our engagement letter dated April 1, 2024, our responsibility, as described by professional standards, is to express opinions about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

In planning and performing our audit, we will consider MTS's internal control over financial reporting in order to determine our auditing procedures for the purpose of expressing our opinions on the financial statements and not to provide assurance on the internal control over financial reporting. We will also consider internal control over compliance with requirements that could have a direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with the Uniform Guidance.

As part of obtaining reasonable assurance about whether MTS's financial statements are free of material misstatements, we will perform tests of its compliance with certain provisions of laws, regulations, contracts, and grants. However, providing an opinion on compliance with those provisions is not an objective of our audit. Also, in accordance with the Uniform Guidance, we will examine, on a test basis, evidence about MTS's compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) Compliance Supplement applicable to each of its major federal programs for the purpose of expressing an opinion on MTS's compliance with those requirements. While our audit will provide a reasonable basis for our opinion, it will not provide a legal determination on MTS's compliance with those requirements.

Generally accepted accounting principles provide for certain required supplementary information (RSI) to supplement the basic financial statements. Our responsibility with respect to the Management's Discussion and Analysis, the Schedule of Proportionate Share of the Net Pension Liability, Schedule of the Changes in Net Pension Liability and Related Ratios, the Schedule of Contributions - Pensions, and the Schedule of the Changes in Net OPEB Liability and Related Ratios which supplements the basic financial statements, is to apply certain limited procedures in accordance with generally accepted auditing standards. However, the RSI will not be audited and, because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance, we will not express an opinion or provide any assurance on the RSI.

We have been engaged to report on the Schedule of Expenditures of Federal Awards, Combining Schedule of Net Position, Combining Schedule of Revenues, Expenses, and Changes in Net Position, Combining Schedule of Cash Flows, and the Schedules of Revenues, Expenses and Changes in Net Position – Budget and Actual, which accompany the financial statements but are not RSI. Our responsibility for this supplementary information, as described by professional standards, is to evaluate the presentation of the supplementary information in relation to the financial statements as a whole and to report on whether the supplementary information is fairly stated, in all material respects, in relation to the financial statements as a whole.

We have not been engaged to report on the introductory section and the statistical section, which accompany the financial statements but are not RSI. Our responsibility with respect to this other information in documents containing the audited financial statements and auditor's report does not extend beyond the financial information identified in the report. We have no responsibility for determining whether this other information is properly stated. This other information will not be audited and we will not express an opinion or provide any assurance on it.

Planned Scope, Timing of the Audit, and Other

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested.

Our audit will include obtaining an understanding of the entity and its environment, including the system of internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Material misstatements may result from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity. Because the determination of waste and abuse is subjective, Government Auditing Standards do not expect auditors to perform specific procedures to detect waste or abuse in financial audits nor do they expect auditors to provide reasonable assurance of detecting waste or abuse. We will generally communicate our significant findings at the conclusion of the audit. However, some matters could be communicated sooner, particularly if significant difficulties are encountered during the audit where assistance is needed to overcome the difficulties or if the difficulties may lead to a modified opinion. We will also communicate any internal control related matters that are required to be communicated under professional standards.

We have identified the following significant risk(s) of material misstatement as part of our auditing planning:

- According to GAAS, significant risks include management override of controls, and GAAS presumes that revenue recognition is a significant risk. Accordingly, we have considered these as significant risks.

We expect to begin our audit on approximately April 15, 2024 and issue our report by November 15, 2024. Coley Delaney is the engagement partner and is responsible for supervising the engagement and signing the report or authorizing another individual to sign it.

This information is intended solely for the use of the 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

THE PUN GROUP
ACCOUNTANTS & ADVISORS

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

JOINT AUDIT OVERSIGHT AND EXECUTIVE COMMITTEE PRESENTATION

Agenda Item 4: Engagement Letter / Audit Scope



June 13, 2024

Presented by:

Coley Delaney, CPA

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
AUDIT OVERSIGHT COMMITTEE PRESENTATION

Contents

- Scope of Work
- Management's Responsibilities
- Auditors' Responsibilities
- Interim Audit Procedures
- Interim Audit Results

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Scope of Work

Financial Statement Audits	Compliance Audit	Agreed-Upon Procedures	Other
• MTS (ACFR), • San Diego Transit Corporation Employee Retirement Plan	• Single Audit – MTS – Federal Transit Cluster	• Indirect Cost Rate • National Transit Database • Transportation Development Act	• Management Letter (if necessary)

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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.

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 are solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

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.

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AUDIT OVERSIGHT COMMITTEE PRESENTATION
Agenda Item 4: Engagement Letter / Audit Scope

Questions?



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Phoenix, AZ 85016

Metropolitan Transit System

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
JOINT AUDIT OVERSIGHT & EXECUTIVE COMMITTEE

June 13, 2024

SUBJECT:

Interim Audit (Erin Dunn)

RECOMMENDATION:

That the San Diego Metropolitan System (MTS) Audit Oversight Committee (AOC) & Executive Committee receive a report on the interim audit work conducted by The Pun Group.

Budget Impact

None at this time.

DISCUSSION:

The Pun Group conducted an interim audit from April 15, 2024, through April 26, 2024, and tested MTS's internal controls.

The Pun Group will discuss the audit procedures performed during the interim audit and the results.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. MTS Interim Exit Memo - 2024

San Diego Metropolitan Transit System
Fiscal Year Ending June 30, 2024
Interim Exit Memo

INTERIM AUDIT PROCEDURES:

The purpose of our interim audit was to update our understanding of how MTS's internal control systems are designed and implemented in order to prevent and detect material misstatements, and to determine if opportunities for strengthening internal controls existed. To accomplish these objectives, we interviewed management and staff regarding policies and procedures, obtained supporting documentation, performed walkthroughs of significant transaction cycles, identified key controls, and, in certain instances, designed tests to evaluate the operating effectiveness of key internal controls over the following significant transaction cycles:

- Financial Reporting
  - Reporting to the board – update, walkthrough
  - Journal entry process – update, walkthrough, and test of controls
  - Bank reconciliation – update, walkthrough, and test of controls

- Revenues and Receipts
  - Farebox – update, walkthrough and test of controls
  - Ticket Vending Machines – update, walkthrough and test of controls
  - Transit Store – update and walkthrough
  - Invoicing – update, walkthrough and test of controls
  - Bank deposits – update, walkthrough and test of controls
  - PRONTO – update and walkthrough
  - Grant/Intergovernmental - update and walkthrough

- Purchasing, Expenses, and Cash Disbursements
  - Purchasing – update, walkthrough and test of controls
  - Accounts payable and cash disbursements – update, walkthrough and test of controls

- Payroll and Related Liabilities
  - Payroll process – update and walkthrough,
  - Rate/status change – update and walkthrough

- Inventory
  - Daily cycle count – update and walkthrough
  - Ordering – update and walkthrough
  - Receiving – update and walkthrough
  - Dispensing – update and walkthrough
  - SDTI inventory count scheduled for 6/28/2023

- Capital Assets
  - Additions/deletions – update and walkthrough
  - CIP – update and walkthrough

In addition to updating our understanding of MTS's design and implementation of internal control systems, we also performed the following activities:

- Perform fraud risk inquiries – Elo-Rivera response pending
- Update understanding of general IT controls and IT environment
- Reviewed fiscal year 2024 budget
- Reviewed the board, executive committee/audit oversight committee minutes
- Performed pension census data testing for MTS and SDTI
- Performed OPEB census data testing (to be completed once the data is available to us)
- Performed distributions testing for SDTC Pension
- Performed participant data testing for SDTC Pension
- Performed preliminary TDA compliance expenditure testing

CURRENT YEAR INTERIM RESULTS:

Based on the interim procedures performed, internal controls for the selected transaction cycles appeared to be both properly designed and effectively operating in order to prevent and detect material misstatements. No formal written exceptions were noted. Below communication items will be verbally communicated to the management.

IMPLEMENTATION OF NEW GASB PRONOUNCEMENTS

N/A for FY24

Interim Observation & Recommendation:

1. Revenue, Receivable & Cash receipts

Transit Farebox Revenue
Observation:
Key Control- Director of Fare Technology and Operations reviews and the daily Revenue Reconciliation summary spreadsheet and electronically signs their initials on the Revenue Reconciliation summary spreadsheet.

TPG noted that the "daily revenue reconciliation summary spreadsheet" is not reviewed & signed electronically on daily basis. The Director of Fare Technology & Operations reviews it everyday though, but the spreadsheet is initialed by him manually in the month end.

Recommendation:
TPG recommends to electronically sign the spreadsheet on daily basis along with date to strengthen the key control.

2. Capital Asset

Capital Asset Additions
Observation
Key Control: Controller Reviews and approves the Asset Capitalization Analysis after approved by TAM Program Manager

TPG noted for one capital asset addition- Siemens SD10 LRV - FTA 5337 with asset no. 1005680, MTS was not able locate the approval by Controller.

Recommendation:
TPG recommends MTS to have a proper records of the necessary approvals, to comply with the key controls requirements.

OPEN ITEMS:

1. SDTI inventory count – scheduled for June 28 – please provide updated inventory listing by 6/27 in the afternoon
2. Collection of items to be mailed after June 30
    a. Confirmations
    b. Attorney letters
3. Audit Oversight Committee meeting on June 13 at 9AM – live meeting
4. OPEB Listings from Suralink and samples will be picked from the data provided
5. **Expenditures TOC**: Will select 5 final samples at the end of FY 2024 since currently open covered through March 2024
6. **Revenue, receivables & cash receipts**

    TOC samples (5 each) for June-2024 will be selected during year end – please provide the cash receipts and fare revenue listing for June when it becomes available :
    - Regular Cash receipts Testing
    - SDTI TVM Revenue
    - SDTC Farebox Revenue
7. **Capital Assets**

    a. Walkthroughs pending for year-end & requirements:
    - Maintain Project Master data
    - Project Accounting & Settlement- List of Projects settled required
    - Project Closing- List of Projects closed required
    - Asset disposition- List of projects deleted required
    - CIP walkthrough, if any- Listing required

8. **Consideration of Fraud**

    a. Form 700 follow up (received an email about she is on leave. anything update since then)

Title	Name	Form 700 Status
Chief Information Officer	Outlaw, Emily	Pending

9. **JE sample testing-** additional 5 YE closing JEs will be picked.

10. An additional IT form to be completed (newly added to address new auditing standard)

Item No. 5, 06/13/2024

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

JOINT AUDIT OVERSIGHT AND EXECUTIVE COMMITTEE PRESENTATION
Agenda Item 5: Interim Audit

June 13, 2024

Presented by:

Coley Delaney, CPA



Interim Audit Procedures



- Initial risk assessment
- Obtain understanding and perform walkthrough and/or tests of control on significant transaction classes
  - Financial Reporting (Budgeting/Journal Entries, Reports to Board)
  - Revenue and Cash Receipts
  - Procurement and Cash Disbursements
  - Capital Assets
  - Inventory
  - Payroll and Human Resources
- Confirm risk assessment and design audit procedures
- IT system controls/cyber security
- Fraud risk inquiries
- Prepare attorney letters and confirmations
- Preliminary analytics – utilizing audit artificial intelligence tools (MindBridge)

Interim Audit Procedures (Continued)



- Census data testing – PERS/SDTC Pension/OPEB
- Related party testing
- TDA Compliance testing
- Inventory count
- SDTC Pension distribution testing
- Review board meeting minutes

Interim Audit Results



Based on the interim procedures performed, internal controls for the selected transaction cycles appeared to be properly designed, in place, and operating effectively in order to prevent and detect material misstatements.

No significant deficiencies or material weaknesses over internal control, compliance, or financial reporting noted.

We do not provide an opinion on the operating effectiveness of MTS's internal controls – data gathered is for risk assessment purposes.

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AUDIT OVERSIGHT COMMITTEE PRESENTATION
Agenda Item 5: Interim Audit

Questions?



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Metropolitan Transit System

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
JOINT AUDIT OVERSIGHT & EXECUTIVE COMMITTEE

June 13, 2024

SUBJECT:

Fiscal Year (FY) 2025 Proposed Operating Budget (Gordon Meyer)

RECOMMENDATION:

That the San Diego Metropolitan System (MTS) Audit Oversight Committee (AOC) & Executive Committee (EC) forward a recommendation to the MTS Board of Directors to:

1) Receive testimony, review, and comment on the FY 2025 MTS Operating Budget at a public hearing to be scheduled on June 20, 2024; and

2) Enact Resolution No. 24-06 (in substantially the same format as Attachment B) adopting the FY 2025 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.

Budget Impact

Board adoption would establish the FY 2025 operating budget totaling $448.2 million.

DISCUSSION:

Fiscal Year 2025 Budget Recap

The following is a recap of the FY 2025 budget process:

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

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.

- On February 28, 2024, staff had its first meeting with the BDC. During this meeting, staff reviewed and recommended approval of the FY 2024 midyear operating budget amendment and the FY 2025 Capital Improvement Program (CIP).

- On March 14, 2024, staff held a Finance Workshop at the Board of Directors meeting. During this meeting, staff reviewed and received Board approval of the FY 2024 amended operating budget and the FY 2025 CIP.

- On April 23, 2024, staff held its second meeting with the BDC. During this meeting, staff presented an initial draft of the FY 2025 operating budget. This presentation included a full discussion of expense and revenue assumptions, resulting in a projected structural deficit of $88.6 million. The initial draft also included significant service increases for bus and trolley operations originally planned for State Senate Bill (SB) 125 funds. During this meeting, future options for addressing the structural were also presented.

- On April 25, 2024, staff held its second Finance Workshop at the Board of Directors meeting. At this meeting, staff presented the initial draft of the FY 2025 operating budget, including a detailed discussion on expense and revenue assumptions, service level assumptions, the projected structural deficit of $88.6 million, as well as potential options for addressing the structural deficit in the future. In this meeting, staff also amended the FY 2025 CIP to include $6.7 million in additional funding from earmarks and increased appropriations of federal formula revenue sources.

- Staff originally expected to present a final version of the proposed FY 2025 operating budget to the BDC on May 8, 2024, however, on April 30th, staff was notified that State SB125 funds were being frozen indefinitely as the State continued to balance its budget. This was significant news to MTS as the initial draft of the FY 2025 operating budget included $19.7 million in SB125 Transit and Intercity Rail Capital (TIRCP) funds. During the BDC on May 8th, staff presented the SB125 funding news to the BDC and recommended postponing service increases funded by SB125 funds until the future of those funds was more certain. Staff also described other budget adjustments made since the initial draft was presented in April. Furthermore, staff presented a baseline 5-year forecast with all SB125 funds included in the projection, a version with all SB125 funds (and related expenses) removed, and a version that represented shifting funds from capital in future fiscal years to extend the timing of the fiscal cliff. Without SB125 funds and without implementing any measures to address the deficit, MTS was projected to have an operating deficit (hit fiscal cliff) in FY 2026. In the other scenario, where MTS shifted significant funding from the capital budget to operations, MTS could balance the budget through FY 2027 and would hit the fiscal cliff in FY 2028. During this meeting, the BDC approved staff recommendation to postpone bus and rail service increases related to SB125 funding.

- On May 16, 2024, staff held its third Finance Workshop with the Board of Directors. During this meeting, staff presented the news about the freezing of SB125 funds at the State, the projected impact to the FY 2025 operating budget, and the five-year forecasts scenarios presented to the BDC on May 8th. During the meeting, the Board approved staff recommendation to postpone bus and rail service increases related to SB125 funding. The Public Hearing, originally scheduled for May 16th, was moved to June 20th to allow more time to reflect the impact of the SB125 funding uncertainty.

- Since the Finance Workshop on May 16, 2024, staff has refined the estimated impact of removing SB125 revenue and related expenses from the proposed FY 2025 operating

budget. Staff finalized all expense and revenue assumptions for the draft FY 2025 operating budget described in the remaining sections below.

Fiscal Year 2025 Operating Budget

The FY 2025 total budgeted revenue is projected at $448.2 million, and total expenses are projected at $448.2 million, resulting in a balanced budget for FY 2025. Attachment A is the proposed FY 2025 Operating Budget.

Fiscal Year 2025 Revenues

Section 3.02 of Attachment A summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, FY 2025 combined revenues total $448.2 million, an increase from the FY 2024 amended budget of $34.3 million (8.3%).

Operating revenue totals $112.1 million, an increase from the FY 2024 amended budget of $6.4 million (6.1%). Passenger revenues are projected to increase by $4.4 million (5.9%) based on projected ridership of 80.6 million passengers and an average fare of $0.98. Other operating revenues are projected to increase by $2.0 million (6.6%), primarily due to increases in interest revenue, rental income from newly acquired properties, and other miscellaneous revenues. Energy credit revenue is projected to decrease by $1.1 million (-10.8%), primarily due to reducing the projected Renewable Identification Number System (RINS) credit price from $3.10 in the FY 2024 amended budget to $2.50, based on historical averages.

Non-operating revenue totals $336.1 million, an increase from the FY 2024 amended budget of $27.9 million (9.0%). Non-operating revenue includes both subsidy revenue and other revenue as detailed in Section 3.02 of Attachment A.

Section 3.05 details the subsidy revenues by funding source.

Federal Transit Administration (FTA) funding is structured on a reimbursement basis (after expenses are incurred), and funds both the CIP and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by $2.7 million (3.8%) from the FY 2024 amended budget to $73.1 million in total. This is due to increasing the preventive maintenance funds in the operating budget by $1.9 million and including $750,000 of federal planning funds from a previously awarded discretionary grant.

On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided $25 billion to the transit industry nationwide. MTS received $220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. On March 11, 2021, the President signed the American Rescue Plan (ARP) Act into law, providing $140 million in additional stimulus funding for MTS. In total, MTS has been awarded $360.0 million in stimulus funds. MTS has drawn $290.3 million of available stimulus funds to date and plans to draw the remaining $69.7 million by midway through FY 2025. The amount of federal stimulus funds included in the operating budget is $47.0 million for FY 2025, a decrease of $38.0 million from the FY 2024 amended budget. The overall amount of federal revenues in the operating budget is projected to decrease by $35.3 million (-22.7%).

Regional sales tax revenues in the MTS operating budget are expected to increase by $2.9 million (1.8%) year over year for FY 2025. Transportation Development Act (TDA) revenue in

the operating budget is decreasing by $48,000 (-0.1%) from the FY 2024 amended budget. MTS files an annual TDA claim based on San Diego Association of Governments (SANDAG) projections, and that claim amount is the amount received, regardless of actual sales tax performance. In FY 2025, MTS is claiming an additional $3.0 million above SANDAG's original projection for MTS to reflect a less conservative growth assumption (2.1% growth with additional $3.0 million, versus -0.1% growth reflected in SANDAG's projection). The overall amount of TDA projected for FY 2025, available for both capital and operations, is increasing by $2.8 million (2.1%) over the FY 2024 claim amount based on projected sales tax receipts by SANDAG and the additional $3.0 million included in the FY 2025 TDA claim.

TransNet revenue is projected to increase by $3.0 million (4.1%) versus the FY 2024 amended budget. Unlike TDA, TransNet revenues are not based on an annual claim process and are instead disbursed as the revenue is generated. The formula share of TransNet funding is expected to increase by $388,000 (0.9%) versus last year, based on economic growth assumptions provided by Avenu, a consultant used by SANDAG for forecasting sales tax revenue for the region. MTS also receives TransNet as operating assistance for TransNet funding services, which includes Superloop, I-15 BRT, Mid-City Rapid, South Bay BRT, and Mid-Coast. TransNet operating assistance is projected to be $33.5 million in FY 2025, an increase of $2.6 million (8.4%) from the FY 2024 amended budget. This is primarily due to increases in net subsidy for TransNet-funded services based on higher expenses for these services. In total, TransNet revenues are projected to increase by $3.0 million (4.1%) from the FY 2024 amended budget.

In the FY 2024 fiscal year to date, MTS has received $27.9 million of the projected $36.5 million of State Transit Assistance (STA) funding. This funding is primarily programmed in the CIP due to its volatile history, but a portion is also allocated to operations to fund service increases, replace lost Medi-Cal revenue, and address the structural deficit. The amount in the operating budget is typically static at $11.3 million but was reduced to $8.4 million in the FY 2024 budget to keep the capital budget whole while reflecting an anticipated $2.9 million shortfall in overall STA revenue. The share of STA in the operating budget is increasing back to $11.3 million in FY 2025, an increase of $2.9 million from the FY 2024 amended budget.

Other state revenue was originally projected to be $19.7 million in FY 2025, an increase of $15.2 million from the FY 2024 operating budget. However, the $19.7 million included SB125 TIRCP funds, which have been removed from the FY 2025 operating budget due to the uncertainty regarding the timing and amount of those funds. SB125, approved by the Governor on July 10, 2023, guides the distribution of $4 billion in General Fund through the TIRCP on a population-based formula to regional transportation planning agencies, which can use the funds for either capital or operations. MTS was originally expected to receive $283.7 million in SB125 funds over the next four years, including both capital and operations. The initial draft of the FY 2025 operating budget included $3.5 million for security enhancements, $12.0 million for bus and trolley frequency enhancements, $4.0 million for Iris Rapid operations, and $200,000 for a planning study for service improvements at the Otay Mesa border crossing. However, the SB125 revenue for these activities was removed in the final version of the FY 2025 proposed operating budget.

Other local funding is projected to be $4.3 million, a decrease of $181,000 (-4.0%) from the FY 2024 amended budget. This is primarily due to no longer receiving revenue from North County Transit District (NCTD) for providing the Sorrento Valley Coast Connection (SVCC) service since that service will no longer be operated by MTS beginning in FY 2025.

Consolidated subsidy revenue totals $304.5 million, a decrease of $34.2 million (-10.1%) from the FY 2024 amended budget.

Section 3.06 details the other non-operating revenues by funding source. Reserve revenue totals $31.6 million for FY 2025. The For-Hire Vehicle (FHV) Administration and San Diego & Arizona Eastern (SD&AE) are both self-funded activities. The FHV Administration is expected to utilize $26,000 in its contingency reserve funds in FY 2025, as expenses are projected to exceed revenues. SD&AE is expected to contribute $70,000 to its contingency reserve in FY 2025, as revenues are projected to exceed expenses. The creation of an operating budget deficit reserve was approved by the Board in April 2023. MTS contributed $57.0 million in excess revenues over expenses to the Operating Budget deficit reserve in FY 2023, with an additional $30.2 million contribution planned in the FY 2024 amended budget. As noted prior, federal stimulus funds are expected to be exhausted midway through FY 2025, at which point funds from the operating deficit reserve will be utilized to balance the structural deficit. The FY 2025 operating budget includes the usage of $31.7 million in operating deficit reserve funds to balance the proposed budget.

Fiscal Year 2025 Expenses

Section 2.01 contains the total revenues as detailed above and the total proposed expenses for FY 2025. FY 2025 combined expenses totaled $448.2 million, an increase from the FY 2024 amended budget of $34.3 million (8.3%). The initial draft of the proposed FY 2025 operating budget included significant increases in service levels across all modes, funded primarily by the new SB125 funding. However, most of these increases were removed in the final proposed draft due to the uncertainty surrounding SB125 funds. Rail operations service levels, with the SB125 service increases removed, are expected to increase by 3.3%. Directly operated bus service levels are expected to increase 0.9%. Contracted fixed route bus service levels are expected to increase by 3.4%. Paratransit service levels, based on demand, are projected to increase by 17.2% in FY 2025 as demand continues to increase toward pre-pandemic levels.

Within operating expenses, personnel expenses are projected to increase from the FY 2024 amended budget by $18.0 million (10.1%). Wages are expected to increase by $11.6 million (11.0%), primarily due to having a full year of 86.8 FTEs that were added in the FY 2024 amended budget. Another significant factor is that four out of five union CBAs are currently being negotiated, with significant salary increases assumed in the FY 2025 budget. Lastly, projected wages include most of the $2.2 million overall impact of the salary study approved by the Board in April, which also set the new salary grades and ranges. The projected expenses also include a 4.0% merit pool for non-bargaining unit employees and a 1.0% Performance Incentive Program for the fiscal year. Fringe expenses are projected to increase by $6.4 million (8.8%) versus the FY 2024 amended budget. This is primarily due to increasing healthcare expenses, paid absences, and pension expenses. Healthcare expenses are increasing by $3.3 million (18.0%) due to premium increases, enrollment increases due to added positions, as well as proposed increases to employer contributions in the latest round of labor agreement proposals. Paid absences are increasing $1.0 million (7.4%), primarily due to headcount changes and current wage increase assumptions. Pension costs are increasing by $1.9 million (6.1%) overall. Within pension costs, the estimated employer share of the SDTC defined contribution plan is increasing by $1.1 million (61.0%), based on contribution increases included in the most recent CBA proposals. Costs related to the SDTC defined benefit plan are projected to increase by $1.2 million (7.0%), primarily due to an increase in the unaccrued liability payment per the most recent actuary valuation. CalPERS related expenses, for management and Trolley employees, are projected to increase by $1.4 million (14.6%) based on projected payroll and contribution rates. Partially offsetting these increases in pension costs is a decrease

of $1.8 million in pension obligation bond (POB) costs. FY 2024 was the last year with bond payments, and there will be no further POB payments going forward.

Purchased transportation costs are projected to increase from the FY 2024 amended budget by $5.1 million (4.9%). This is mainly due to planned increases in the contract rates for the fixed route contract with Transdev and the paratransit and minibus contract with Transdev. Both contracts have fixed and variable rate components which together determine total contract costs. The fixed cost rate is not dependent on service levels and is a fixed monthly fee, whereas the variable rate is dependent on the volume of service operated. Transdev fixed costs decrease by $28,000 over the FY 2024 amended budget because the FY 2024 budget included one-time payments to Transdev for union negotiations which inflated the FY 2024 contract figures. Without these one-time extra payments, fixed costs are increasing by 3.2% over the base contract fixed costs in FY 2024. The variable rate for Transdev is increasing by 3.0% in FY 2025. Overall Transdev fixed route costs are projected to increase by $3.6 million (4.5%). The fixed cost rate on the paratransit and minibus contract is increasing by 4.2% for both minibus and paratransit. The minibus per-mile rate is increasing by 4.8%, and the paratransit per-hour rate is increasing by 1.8%. Overall, paratransit and minibus costs are projected to increase by $1.5 million (6.4%) primarily due to an estimated 18.7% increase in paratransit service demand (billable revenue hours), as well as the aforementioned contract increases.

Excluding purchased transportation, outside service expenses are projected to increase from the FY 2024 amended budget by $3.9 million (8.0%). Within outside services, security costs are increasing by 5.1%, primarily due to contractual 4.0% wage increases. Repair and maintenance costs are projected to decrease by $818,000 (-6.3%), primarily due to a reduction in the budget for tie replacement within the Track Maintenance department. Other outside services are increasing by $4.2 million (19.2%) due to a variety of projects. Of the $4.2 million increase, $1.4 million is due to new software initiatives within the IT department, $744,000 is for painting all Rail facilities at Fashion Valley, $951,000 is for Pronto system enhancement costs, $540,000 is for paving repairs at the South Bay Maintenance Facility, and $750,000 is for conducting multiple planning studies which are grant funded.

Materials and supplies costs are projected to increase by $1.9 million (10.4%), primarily due to including $1.1 million for SD8 light rail vehicle (LRV) drive unit overhauls within the LRV maintenance budget, and $830,000 for upgrading the credit card module on all existing ticket vending machines within the Revenue Maintenance department budget.

Energy costs are projected to increase by $2.0 million (4.2%). Electricity costs are projected to increase by $1.7 million (5.9%) due to a projected 4.9% increase in the rate year over year combined with a 1.1% increase in projected consumption of Trolley traction power. CNG costs are projected to decrease by $171,000 (-1.1%), primarily due to a projected decrease of -20.0% in the commodity rate versus the prior year ($4.99 per dekatherm in FY 2025 versus $6.24 in FY 2024). CNG consumption is projected to increase by 3.0% based on projected service levels.

Risk management costs are increasing by $2.8 million (33.3%). The increase is primarily driven by an increase of $2.2 million (33.6%) in insurance premiums, with property and excess liability insurance premiums driving the increase. Risk related legal expenses are increasing $387,000 (65.8%) due to anticipated litigation costs for the year and a return to spending similar to FY 2023 levels.

General and Administrative costs are increasing by $604,000 (9.7%) over the FY 2024 amended budget. The FY 2025 operating budget includes $276,000 for automatic passenger

counters (APCs) and radio equipment for the bus fleet as well as an increase of $136,000 on spending for organization laptops and desktop computers to replace aging devices.

Vehicle and Facility Lease costs are projected to increase by $14,000 (0.8%), primarily due to non-revenue vehicle leasing expenses.

Debt service costs have been reduced to zero in FY 2025 because the pension obligation bonds were fully paid in FY 2024. There are no other outstanding debt service obligations.

In total, expenses are projected to increase by $34.3 million (8.3%) versus the FY 2024 amended budget.

FY 2025 Other Information

Section 10 of Attachment A gives detail on the five-year forecast, key operating statistics, positional table information and the list of audited reserve balances as of June 30, 2023.

Five-Year Operating Forecast

Section 10.01 provides a look at MTS operations through FY 2029. In this version of the five-year forecast, all SB125 activities (revenue and expenses) are removed from the projections, and no measures to address the structural deficit are assumed in the projected figures (i.e. fare increase, service reductions, shifting funding from capital to operations, etc.). Operating revenues are projected to increase by an average of 3.7% from FY 2026 through FY 2029, primarily due to average assumed passenger revenue growth of 5.5% per year, partially offset by other operating revenue decreasing by an average of 1.5% per year with interest revenue expected to decrease over time. Subsidy revenue is projected to average 2.8% growth from FY 2026 through FY 2029, primarily reflecting projected sales tax growth. Funds from the Operating Deficit Reserve are projected to offset operating deficits through FY 2025 and part way through FY 2026 at which time MTS would have an operating deficit. In total, revenues are projected to increase by an average of 3.1% percent over the next four fiscal years. Expenses are projected to increase by an average of 3.4% during that same period.

With projected expense growth exceeding projected growth in recurring revenues, the current five-year operating forecast shows projected structural deficits in each subsequent fiscal year, beginning with a structural deficit of $78.6 million in FY 2026 and growing to $95.3 million in FY 2029. Funds from the Operating Deficit Reserve are expected to be depleted partway through FY 2026, resulting in projected operating deficits of $23.8 million in FY 2026 and growing to $95.2 million in FY 2029. SB125 funding has the potential to significantly change the five-year outlook and more information will be provided once the State budget is finalized in June. Furthermore, options such as shifting funding from capital to operations can greatly extend the fiscal cliff's timing. Updates around SB125 funding and discussions on options to address the projected deficits will be a focal point in early FY 2025 with both the BDC and the Board of Directors.

Recommendation

That the MTS AOC & EC forward a recommendation to the MTS Board of Directors to:

1) Receive testimony, review, and comment on the FY 2025 MTS Operating Budget at a public hearing to be scheduled on June 20, 2024; and

2) Enact Resolution No. 24-06 (in substantially the same format as Attachment B) adopting the FY 2025 operating budget for MTS, SDTC, SDTI, MTS Contract Services, and the Coronado Ferry.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Proposed FY 2025 Operating Budget
B. Resolution No. 24-06

Fiscal Year 2025

Proposed Budget

Executive Committee

June 13, 2024

Metropolitan Transit System

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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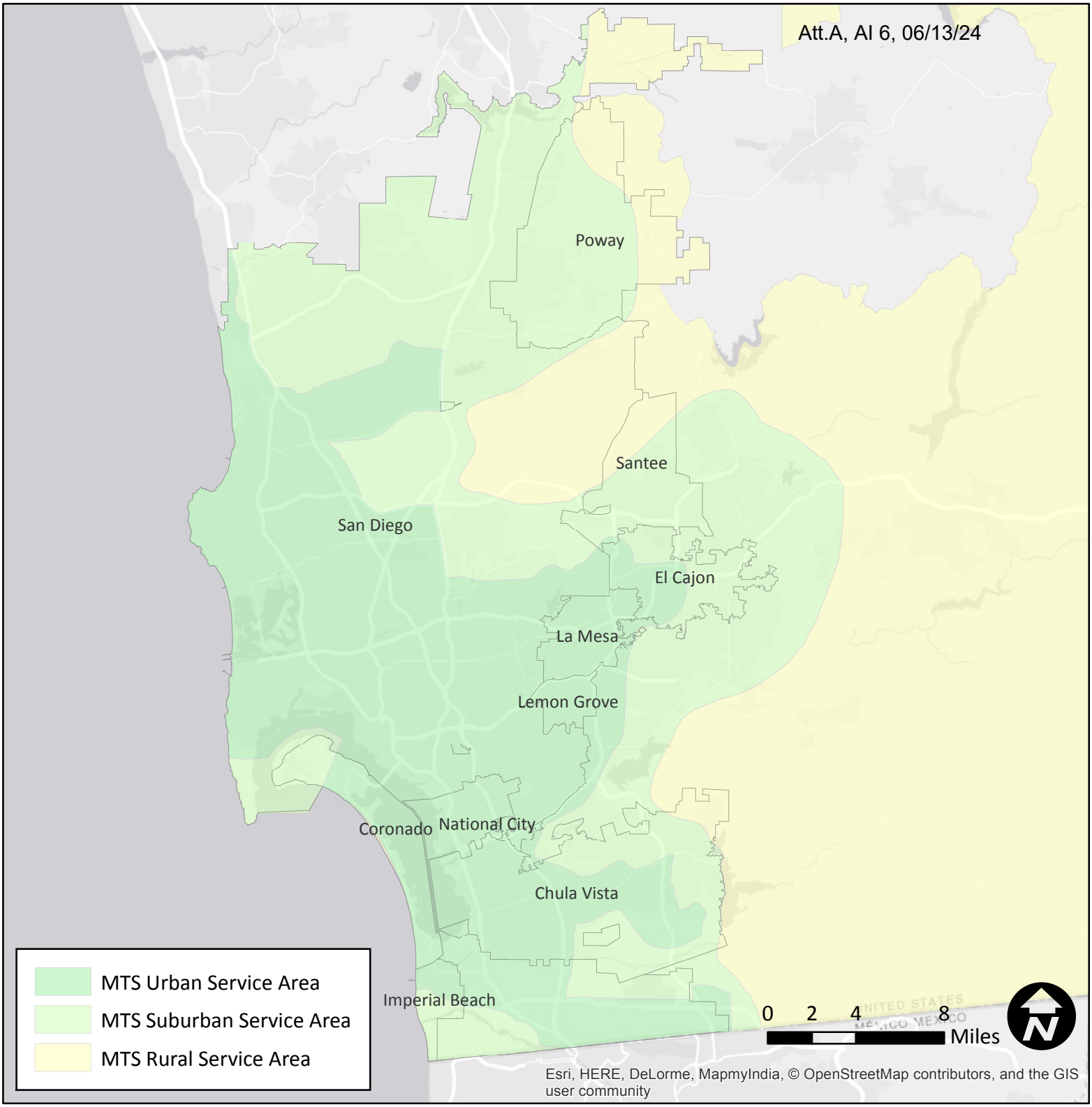
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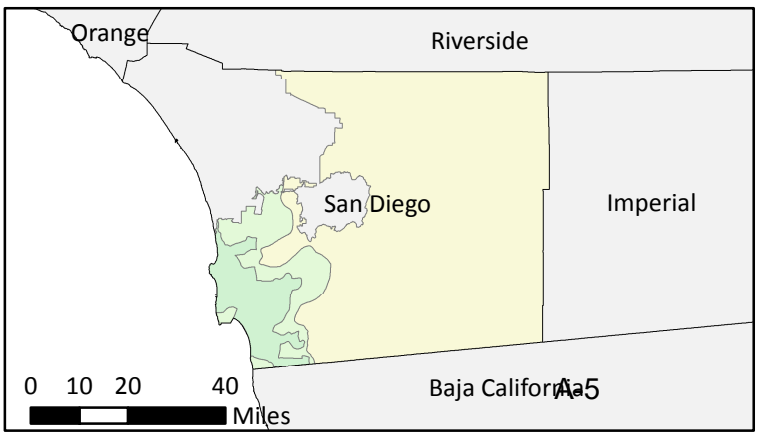
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San Diego Metropolitan Transit System

Area of Jurisdiction

June 2025



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
System Summary
Fiscal Year 2025
Section 1.03

The San Diego Metropolitan Transit System was created to provide the policy setting and overall management coordination of the public transportation system in the San Diego metropolitan service area. This service area encompasses approximately 3 million people residing in a 570 square mile area of San Diego County, including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, San Diego and the unincorporated area of the County of San Diego. A number of fixed-route operating entities provide the service and have banded together to form a federation of transit service providers called the Metropolitan Transit System (MTS). The purpose of MTS is to provide coordinated routes, fares and transfers among the different operating entities.

Bus Operations

MTS Bus Operations are a consolidation of services operated by San Diego Transit Corporation (SDTC) and MTS Contracted Services. These entities operate and maintain a fleet of 796 buses in total, of which 74.4% are powered by renewable compressed natural gas, 3.6% are electric, 2.9% are gas-powered, and 19.1% are light/medium duty propane buses. In fiscal year (FY) 2025, MTS bus services will operate over 100 fixed routes, including traditional urban shuttle-type routes, express routes and bus rapid transit routes, plus paratransit services. These bus services will log almost 2.0 million revenue hours while traveling 20.9 million revenue miles across San Diego County. FY25 ridership for all MTS bus services is projected at 36.7 million passengers.

Rail Operations

MTS Rail Operations (SDTI) operate and maintain a fleet of 168 light rail vehicles (LRVs) to provide transit service over four separate operating line segments. The Blue Line operates from the San Ysidro Transit Center through downtown San Diego and terminates at the University Towne Center (UTC) Transit Center. As of September 1, 2024, the Orange Line serves East County communities from the Courthouse Station in downtown San Diego through El Cajon Transit Center. The Green Line also connects passengers from downtown San Diego to El Cajon, but it starts at 12th & Imperial Transit Center and operates through the Bayside corridor (serving the Convention Center, major hotels, and Petco Park), before serving Old Town, Mission Valley, and SDSU on its alignment. At El Cajon, passengers from the Orange/Green Lines transfer to the new Copper Line, which serves the stations between El Cajon and Santee.

Regular trolley service is provided virtually around the clock with a 22-hour service window, and increased service is provided during special events throughout the year. FY25 ridership for the MTS rail system is projected at approximately 43.6 million passengers.

Other Operations

The City of Coronado sponsors a peak-period, fare-free commuter ferry service operating between downtown San Diego, Naval Air Station North Island, and Coronado. The service currently operates on weekdays only in the mornings for six trips departing from Broadway between the hours of 4:50 a.m. and 8:10 a.m. and six trips departing from Coronado Ferry Landing between the hours of 5:10 a.m. and 8:35 a.m. In the afternoons there are five trips departing from Broadway between 2:00 p.m. and 6:00 p.m. and five trips departing from Coronado Ferry Landing between 2:30 p.m. and 6:30 p.m.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Rail Operations Description of Activities
Fiscal Year 2025
Section 1.03

General System Summary

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

The LRT operation consists of four separate operating lines. The Blue Line operates from the San Ysidro Transit Center through downtown San Diego and terminates at the University Towne Center (UTC) Transit Center. As of September 1, 2024, the Orange Line serves East County communities from the Courthouse Station in downtown San Diego through El Cajon Transit Center. The Green Line also connects passengers from downtown San Diego to El Cajon, but it starts at 12th & Imperial Transit Center and operates through the Bayside corridor (serving the Convention Center, major hotels, and Petco Park), before serving Old Town, Mission Valley, and SDSU on its alignment. At El Cajon, passengers from the Orange/Green Lines transfer to the new Copper Line, which serves the stations between El Cajon and Santee (Prior to September 1, 2024, the Green Line extended to Santee; the Orange Line to Arnele Avenue, and the Copper Line did not exist).

The entire system provides low-floor service where on-time performance and service efficiencies continue to enhance the ridership experience.

The system operates and maintains a fleet of 168 Siemens light rail vehicles. Of the original 52 Siemens SD100 high-floor light rail vehicles, 13 have been decommissioned and recycled. 12 of 39 SD100 light rail vehicles have been decommissioned and delivered to the Province of Mendoza, Argentina and the remaining 27 will be delivered by December 2025. One Siemens U-2 light rail vehicle has been retained for delivery to the Karl Strauss Brewery (“original Red Trolley Ale”) for use at their newly planned facility in the City of Santee. The 1001 has been fully restored and recommissioned by MTS for heritage purposes. Two PCC cars have been fully restored and provide service as part of the MTS Vintage fleet on the Silver Line (Centre City Loop). The standard train consist is primarily S70-S70-S70 (low-floor), although a minimum of S70-SD100-S70 will continue to operate until fully replaced by the second procurement of 22 Siemens S70 light rail vehicles, with expected deliveries in the first and second quarters of Fiscal Year 2024. Low-floor, low-floor and high-floor combinations dramatically reduce system delays with the deployment of more efficient wheelchair boarding ramps. The general operating environment includes a combination of open stations at-grade with standard railroad crossing protection, downtown mixed street traffic operation, elevated guideways with aerial stations, open-cut sub-grade tracks and one 4,100-ft long tunnel and underground station at SDSU.

The MTS Rail System is projected to carry 43.6 million passengers in FY25. Light rail service is provided to 64 stations and transit centers across seven local jurisdictions, each with separate emergency response (police, fire and paramedic) services. Currently, MTS Rail Operations runs 585 weekday scheduled trips and many more during special events. While average weekday ridership is approximately 120,000, this number increases substantially when event service is provided. Major special events include those at PETCO Park (Padres), ComicCon, Oktoberfest, etc. Regular LRT service is provided virtually around the clock with a 22-hour service window.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Directly Operated Bus Services Description of Activities
Fiscal Year 2025
Section 1.03

General System Summary

Founded in 1886, San Diego Transit Corporation (SDTC) has been providing the citizens of San Diego with safe, efficient, and reliable public transportation for over 130 years. Its fleet of 269 buses is projected to carry 18.0 million passengers in FY25.

SDTC, now referred to as MTS Bus, directly operates 26 routes, 17 Urban/Local routes, 3 Express routes, and 6 Rapid routes. Three of the urban routes operate with a limited-stop component, serving only major stops for a faster trip. Service is offered throughout the City of San Diego and into surrounding communities in an area that stretches from National City in the South Bay as far north as the City of Escondido and from the Pacific Ocean to the College area. These routes meet a variety of customer needs providing transportation to work, school, shopping, medical appointments, and recreational activities.

Effective June 2014, MTS Bus initiated services for the Bus Rapid Transit (BRT) project. The BRT platform is based on a priority operating environment through the use of managed bus lanes and signal priority. MTS Bus operates the branded “Rapid” routes (215, 235, & 237) featuring high frequency, longer service duration, articulated buses and enhanced passenger facilities. Rapid services operate along several corridors, including: the I-15 corridor between Downtown San Diego and Escondido, the El Cajon Blvd corridor between San Diego State University (SDSU) and Downtown San Diego and along Mira Mesa Blvd corridor between I-15 (Miramar College) and University of California San Diego (UCSD). The Super-Loop, a locally branded form of BRT and part of the Rapid family, provides service to the community of University City, serving UCSD, UTC shopping center and La Jolla Colony on Routes 201, 202, and 204. These BRT services provide an entire new network of premium level services for the community.

The entire MTS Bus fleet is fully ramp accessible to persons with mobility impairments. Every bus has two securement areas to accommodate and secure wheelchairs. All buses also have a “kneeling” feature, which lowers the front of the bus for easier access to/from the curb. The entire fleet is comprised of low-floor buses, making entry and exit easier and faster. The fleet is also equipped with an Automatic Voice Annunciation (AVA) system, automating on-board passenger announcements and an onboard video camera system. All MTS buses are equipped with bicycle racks that allow cyclists to combine their modes of travel.

In FY20, MTS implemented a Zero Emission Bus Pilot Program and now has 13, 40-foot Battery Electric Buses (BEB’s). The pilot program will allow MTS to evaluate ZEB technology in preparation for the conversion of MTS’ fleet to zero-emission buses by 2040. The remainder of the MTS Bus fleet is powered by environmentally friendly compressed natural gas (CNG).

MTS Bus is committed to providing safe transportation with an emphasis on defensive driving. This commitment has resulted in a significant reduction in the preventable accident rate (AFR) over the last five years. APTA recognized MTS Bus with the top safety award among all large transit agencies in the US in 2015 and 2017. MTS Bus maintains an aggressive Preventive Maintenance Program to ensure the safety and reliability of its equipment and ensures fewer customers are inconvenienced due to bus malfunctions. MTS Bus is committed to providing its customers with a quality riding experience, employing programs to monitor driver performance, following through on customer input and provide continuous training to refresh drivers’ operating and customer service skills.

MTS Bus staff operates three customer call centers, assisting over 385,000 callers each year. The MTS Information & Trip Planning office provides complete route, schedule, and system information for all the fixed route bus and trolley services. The PRONTO Support Center provides customer

support for the entire San Diego region for PRONTO, including pass sales, troubleshooting, and account information. The Customer Service call center processes all customer feedback, including website submittals, phone calls, and emails, and assigns cases for further investigation by the appropriate divisions.

MTS Bus staff also operates the Transit Store, a downtown retail facility that assists with fare media sales, lost and found retrieval, ID cards for seniors/disabled/youth, as well as passenger education on our system.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Contract Bus Services' Description of Activities
Fiscal Year 2025
Section 1.03

General System Summary

MTS Contracted Bus Services directly contracts with private transportation providers to operate fixed-route, shuttle, minibus, and paratransit services. MTS manages this service through contract administration, operational, maintenance and fiscal performance management, incorporating a variety of operation service contracts. MTS began contracting bus operations in the region in the early 1980s. Various fixed-route and shuttle type services have been added over the past four decades.

Operationally, FY25 ridership for MTS contracted fixed routes is estimated at 18.7 million passengers. In FY25, contract bus services will operate a total of 77 traditional fixed and shuttle-type routes, logging approximately 1.1 million revenue hours while traveling approximately 11.3 million fixed-route revenue miles across San Diego County. Currently, MTS contracted bus operations have two long-term service contracts with Transdev North America, one for fixed route bus services, and another for paratransit and minibus services (formerly operated by First Transit Inc. which was acquired by Transdev in March of 2023).

Transdev North America – Fixed Route Services

Transdev North America, Inc. is headquartered in Lombard, Illinois near Chicago. Transdev North America is the largest private sector operator of multiple modes of transit in North America, providing bus, rail, paratransit, shuttle, sedan and taxi services. They manage over 200 transportation contracts for cities, transit authorities and airports, providing safe and sustainable mobility solutions. Their mission is to improve public transportation, to enhance quality of life and combat global warming. In California, Transdev operates 20+ contracts including San Francisco, Oakland, Los Angeles, San Diego, Napa, Sonoma, and more.

Transdev has developed a suite of specialized business procedures, processes, programs and proprietary technology in each area of transit operations. It is dedicated to providing safe, reliable, efficient and sustainable mobility that passengers, transit authorities and cities can trust.

Transdev is a global leader in passenger transportation and operates in 20 countries on five continents with 83,000 employees and provides more than 3.5 billion passenger trips annually in bus, paratransit, taxi, rail, and ferry services. Transdev is owned by Caisee des Depots, a financial institution that is a long-term investor in projects that serve the public interest, including affordable housing, energy efficiency, renewable energy, public transportation, and infrastructure.

Transdev has been a private transportation provider for MTS since July 1992. In early 2021, Transdev was awarded a renewal of its fixed-route contract by the MTS Board of Directors. Transdev operates MTS's South Bay Division located in Chula Vista, and MTS's East County Division located in El Cajon.

The South Bay, East County, Commuter Express, Rural and BRT bus service contract, effective June 27, 2021, has a value estimated to be $932 million over the full 10-year contract term (6 base years with two 2-year options available to MTS).

South Bay Division

MTS's South Bay Division operates 45 fixed routes in the south and central areas of San Diego County, including the South Bay Rapid, which was launched in January of 2019. These routes utilize 244 MTS-owned compressed natural gas (CNG) fueled transit buses and 14 MTS-owned battery electric buses (BEB). All of these buses are operated, serviced, fueled and charged at the MTS-owned South Bay Division located at 3650 A Main Street in Chula Vista. In 2024, MTS erected an expansive overhead charging system that supports large scale battery electric bus operations and MTS's zero emissions bus program. Additionally, this division has two (2) pedestal battery electric bus chargers.

From MTS' South Bay Division, Transdev operates the new South Bay Rapid (Route 225) and Iris Rapid (Route 227), all of the 700-series routes and the majority of the 900-series routes provides service to many communities within the City of San Diego, Ocean Beach, Point Loma, Kearny Mesa, Mission Valley, Serra Mesa, Emerald Hills, College Area, Valencia Park, Oak Park, Southcrest, City Heights, Hillcrest, Old Town, Mission Hills, South San Diego, Barrio Logan, Otay Mesa, Mira Mesa and San Ysidro. Transdev operates service in Coronado, Imperial Beach, National City, Chula Vista, Lemon Grove and some additional areas in the County of San Diego. Transdev also operates service between downtown San Diego and the airport.

South Bay Weekend/Holiday Service

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

East County Division

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

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

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

Transdev – Paratransit and Minibus Services

Prior to March of 2023, paratransit and minibus services were operated by First Transit, Inc. In March of 2023, Transdev completed the acquisition of First Transit, Inc. and it is now operating under the Transdev brand. In addition to providing fixed route bus services for MTS, Transdev now operates ADA paratransit service and minibus fixed route services.

Copley Park Division

ADA Paratransit Service

Transdev operates 121 propane and 14 gasoline powered paratransit buses, to provide ADA paratransit service throughout the entire MTS service area. All of these buses are owned by MTS and operated, serviced and fueled at the MTS-owned/leased Copley Park Division located at 7490/7550 Copley Park Place in Kearny Mesa. In addition, Transdev operates the reservation call center, scheduling, dispatching and maintenance for MTS's ADA paratransit services which provides approximately 492,000 annual trips but decreased to approximately 195,000 in FY22 due to COVID impacts.

Transdev (formerly First Transit Inc.) has been the contracted provider of Paratransit services to MTS since 2000 and was awarded a new contract for six base years and 4 option years in June 2020.

Fixed Route Service

Minibus service operates from the MTS Copley Park Division in Kearny Mesa. MTS will continue to realize significant cost savings over the duration of this contract by taking advantage of economies of scales presented by the opportunity to operate the ADA service contract jointly with the minibus operation at the same location, thus, taking full advantage of the many operating synergies.

Transdev began minibus operations on June 12, 2011, serving Mira Mesa, Linda Vista, Kearny Mesa, Poway, Tierrasanta, El Cajon, Santee, Spring Valley, and Mid-City. First Transit operates 31 propane and 6 MTS-owned gasoline powered minibuses on 15 weekday fixed routes (including one express route) and 16 weekend fixed routes.

In the past, Transdev also operated the Sorrento Valley Coaster Connection (SVCC) shuttle service, which utilizes MTS-owned minibuses. This service will no longer be operated by MTS begging in FY 2025, as this service will be provided by North County Transit District (NCTD) going forward.

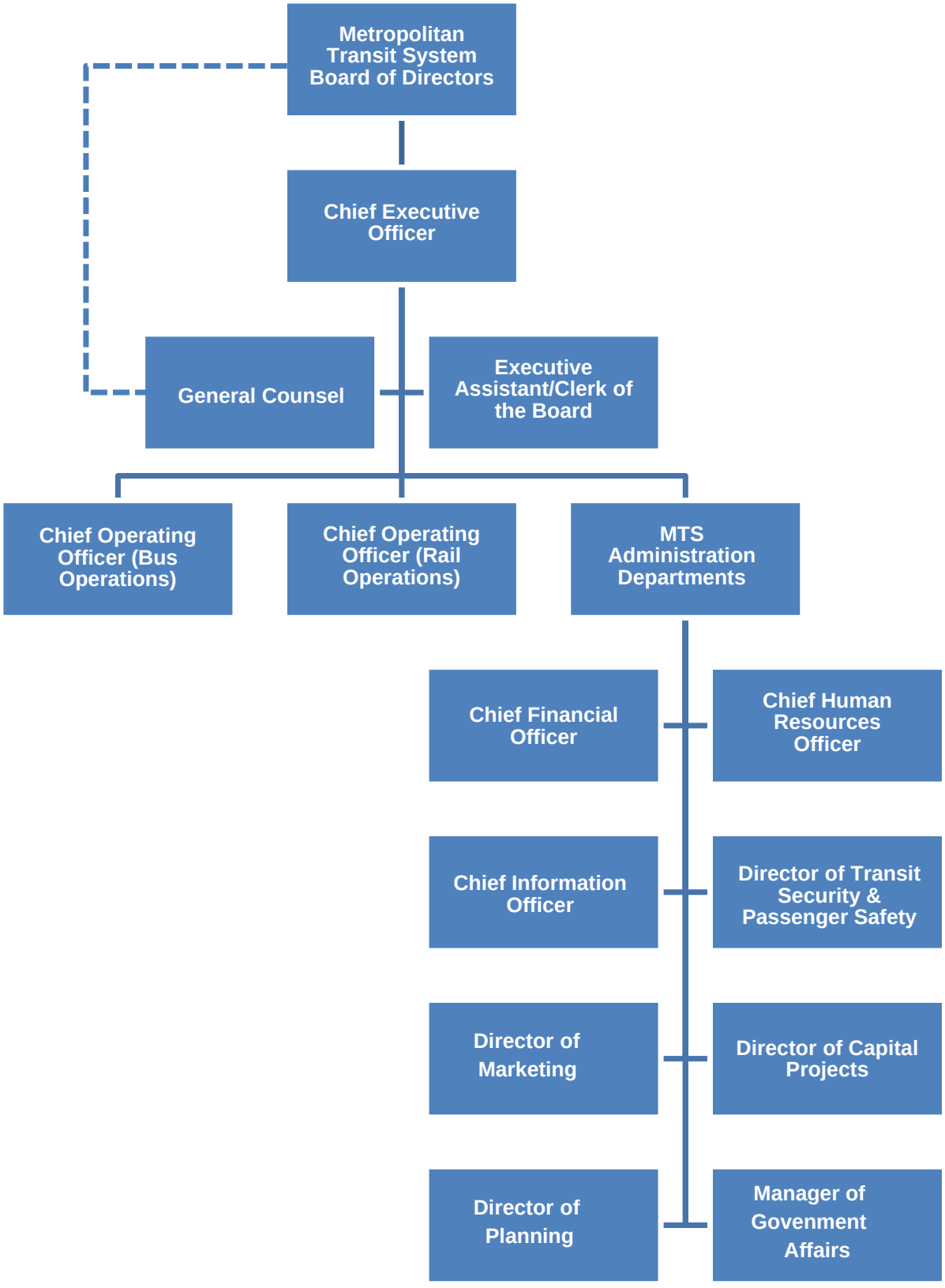
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Coronado Ferry Description of Activities
Fiscal Year 2025
Section 1.03

General System Summary

The City of Coronado sponsors a peak -period, fare-free commuter ferry service operating between downtown San Diego and Coronado. This ferry service transports approximately 79,000 passengers per year. The City of Coronado contracts with Flagship Cruises and Events to provide this peak period, fare-free commuter ferry service. Operating vessels include the Cabrillo, the Silvergate and the Marietta.

The service currently operates on weekdays only in the mornings for six trips departing from Broadway between the hours of 4:50 a.m. and 8:10 a.m. and six trips departing from Coronado Ferry Landing between the hours of 5:10 a.m. and 8:35 a.m. In the afternoons there are five trips departing from Broadway between 2:00 p.m. and 6:00 p.m. and five trips departing from Coronado Ferry Landing between 2:30 p.m. and 6:30 p.m.

San Diego Metropolitan Transit System
Executive Level Organization Chart
Fiscal Year 2025
Section 1.04



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 2.01

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	78,925,492	4,367,706	5.9%
OTHER OPERATING REVENUE	23,935,008	31,157,761	33,203,791	2,046,030	6.6%
TOTAL OPERATING REVENUES	**91,480,698**	**105,715,547**	**112,129,283**	**6,413,736**	**6.1%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	341,143,987	338,638,612	304,453,658	(34,184,954)	-10.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,336,099)	(30,399,173)	31,642,170	62,041,342	-204.1%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,336,099)	(30,399,173)	31,642,170	62,041,342	-204.1%
TOTAL NON OPERATING REVENUE	**287,807,888**	**308,239,439**	**336,095,827**	**27,856,388**	**9.0%**
TOTAL COMBINED REVENUES	**379,288,586**	**413,954,986**	**448,225,111**	**34,270,124**	**8.3%**
OPERATING EXPENSES					
LABOR EXPENSES	96,393,219	105,264,289	116,854,175	11,589,886	11.0%
FRINGE EXPENSES	68,374,361	72,683,649	79,076,224	6,392,575	8.8%
TOTAL PERSONNEL EXPENSES	**164,767,580**	**177,947,938**	**195,930,398**	**17,982,460**	**10.1%**
SECURITY EXPENSES	12,476,293	14,162,707	14,889,236	726,529	5.1%
REPAIR/MAINTENANCE SERVICES	7,960,588	12,893,884	12,075,538	(818,346)	-6.3%
ENGINE AND TRANSMISSION REBUILD	572,610	887,602	721,500	(166,102)	-18.7%
OTHER OUTSIDE SERVICES	17,878,355	21,695,819	25,851,012	4,155,193	19.2%
PURCHASED TRANSPORTATION	83,685,813	103,215,028	108,266,242	5,051,214	4.9%
TOTAL OUTSIDE SERVICES	**122,573,659**	**152,855,040**	**161,803,529**	**8,948,489**	**5.9%**
LUBRICANTS	440,435	529,020	524,020	(5,000)	-0.9%
TIRES	1,253,990	1,309,700	1,343,700	34,000	2.6%
OTHER MATERIALS AND SUPPLIES	14,737,624	16,798,512	18,713,402	1,914,890	11.4%
TOTAL MATERIALS AND SUPPLIES	**16,432,050**	**18,637,232**	**20,581,122**	**1,943,890**	**10.4%**
GAS/DIESEL/PROPANE	2,558,901	2,790,683	3,270,964	480,281	17.2%
CNG	18,974,494	15,166,101	14,995,219	(170,882)	-1.1%
TRACTION POWER	24,428,328	24,108,733	25,439,902	1,331,169	5.5%
UTILITIES	6,622,067	5,990,696	6,348,917	358,221	6.0%
TOTAL ENERGY	**52,583,790**	**48,056,213**	**50,055,002**	**1,998,789**	**4.2%**
RISK MANAGEMENT	**7,807,775**	**8,502,081**	**11,335,218**	**2,833,137**	**33.3%**
GENERAL AND ADMINISTRATIVE	**5,917,152**	**6,209,331**	**6,813,088**	**603,757**	**9.7%**
DEBT SERVICE	**161,436**	**54,149**	**-**	**(54,149)**	**-100.0%**
VEHICLE / FACILITY LEASE	**1,645,186**	**1,693,000**	**1,706,754**	**13,754**	**0.8%**
TOTAL OPERATING EXPENSES	**371,888,627**	**413,954,984**	**448,225,111**	**34,270,127**	**8.3%**
NET OPERATING SUBSIDY	**(280,407,929)**	**(308,239,437)**	**(336,095,827)**	**27,856,391**	**9.0%**
OVERHEAD ALLOCATION	**0**	**(0)**	**(0)**	**0**	**0.0%**
ADJUSTED NET OPERATING SUBSIDY	**(280,407,929)**	**(308,239,437)**	**(336,095,827)**	**27,856,391**	**9.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**7,399,959**	**3**	**0**	**3**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2025
SECTION 2.02

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	78,925,492	4,367,706	5.9%
OTHER OPERATING REVENUE	964,773	900,500	1,113,064	212,564	23.6%
TOTAL OPERATING REVENUES	**68,510,463**	**75,458,286**	**80,038,556**	**4,580,270**	**6.1%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	272,853,069	299,889,225	300,340,934	451,709	0.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	31,686,240	31,686,240	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	31,686,240	31,686,240	-
TOTAL NON OPERATING REVENUE	**272,853,069**	**299,889,225**	**332,027,174**	**32,137,949**	**10.7%**
TOTAL COMBINED REVENUES	**341,363,532**	**375,347,511**	**412,065,730**	**36,718,219**	**9.8%**
OPERATING EXPENSES					
LABOR EXPENSES	78,065,044	83,717,763	91,672,392	7,954,629	9.5%
FRINGE EXPENSES	59,817,546	63,842,613	68,743,125	4,900,512	7.7%
TOTAL PERSONNEL EXPENSES	**137,882,590**	**147,560,376**	**160,415,517**	**12,855,141**	**8.7%**
SECURITY EXPENSES	1,038,507	1,182,345	1,251,481	69,136	5.8%
REPAIR/MAINTENANCE SERVICES	7,749,656	12,711,484	11,872,538	(838,946)	-6.6%
ENGINE AND TRANSMISSION REBUILD	572,610	887,602	721,500	(166,102)	-18.7%
OTHER OUTSIDE SERVICES	6,482,663	7,625,479	9,655,685	2,030,206	26.6%
PURCHASED TRANSPORTATION	83,685,813	103,215,028	108,266,242	5,051,214	4.9%
TOTAL OUTSIDE SERVICES	**99,529,250**	**125,621,938**	**131,767,447**	**6,145,509**	**4.9%**
LUBRICANTS	440,435	529,020	524,020	(5,000)	-0.9%
TIRES	1,253,990	1,309,700	1,343,700	34,000	2.6%
OTHER MATERIALS AND SUPPLIES	14,599,467	16,462,262	18,653,270	2,191,008	13.3%
TOTAL MATERIALS AND SUPPLIES	**16,293,893**	**18,300,982**	**20,520,990**	**2,220,008**	**12.1%**
GAS/DIESEL/PROPANE	2,314,337	2,559,083	2,982,364	423,281	16.5%
CNG	18,974,494	15,166,101	14,995,219	(170,882)	-1.1%
TRACTION POWER	24,428,328	24,108,733	25,439,902	1,331,169	5.5%
UTILITIES	5,665,368	4,953,315	5,310,004	356,689	7.2%
TOTAL ENERGY	**51,382,527**	**46,787,232**	**48,727,489**	**1,940,257**	**4.1%**
RISK MANAGEMENT	**6,862,100**	**7,553,606**	**9,972,326**	**2,418,720**	**32.0%**
GENERAL AND ADMINISTRATIVE	**934,023**	**1,084,226**	**1,385,671**	**301,445**	**27.8%**
DEBT SERVICE	**161,436**	**54,149**	**-**	**(54,149)**	**-100.0%**
VEHICLE / FACILITY LEASE	**1,402,974**	**1,367,000**	**1,373,421**	**6,421**	**0.5%**
TOTAL OPERATING EXPENSES	**314,448,794**	**348,329,509**	**374,162,861**	**25,833,352**	**7.4%**
NET OPERATING SUBSIDY	**(245,938,330)**	**(272,871,223)**	**(294,124,304)**	**21,253,082**	**7.8%**
OVERHEAD ALLOCATION	**(29,899,737)**	**(27,018,000)**	**(37,902,870)**	**(10,884,870)**	**40.3%**
ADJUSTED NET OPERATING SUBSIDY	**(275,838,068)**	**(299,889,222)**	**(332,027,174)**	**32,137,952**	**10.7%**
TOTAL REVENUES LESS TOTAL EXPENSES	**(2,984,999)**	**3**	**0**	**3**	**-100.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2025
SECTION 2.03

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	21,978,425	29,266,261	31,100,727	1,834,466	6.3%
TOTAL OPERATING REVENUES	**21,978,425**	**29,266,261**	**31,100,727**	**1,834,466**	**6.3%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,290,918	38,749,387	4,112,724	(34,636,663)	-89.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
TOTAL NON OPERATING REVENUE	**15,251,159**	**8,567,341**	**4,112,724**	**(4,454,617)**	**-52.0%**
TOTAL COMBINED REVENUES	**37,229,584**	**37,833,602**	**35,213,451**	**(2,620,151)**	**-6.9%**
OPERATING EXPENSES					
LABOR EXPENSES	18,002,731	21,194,875	24,736,598	3,541,723	16.7%
FRINGE EXPENSES	8,382,820	8,638,223	10,097,669	1,459,446	16.9%
TOTAL PERSONNEL EXPENSES	**26,385,551**	**29,833,098**	**34,834,267**	**5,001,169**	**16.8%**
SECURITY EXPENSES	11,437,785	12,980,362	13,637,755	657,393	5.1%
REPAIR/MAINTENANCE SERVICES	208,224	178,400	198,000	19,600	11.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	11,375,508	14,016,140	16,138,027	2,121,887	15.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**23,021,517**	**27,174,902**	**29,973,782**	**2,798,880**	**10.3%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	137,953	335,750	59,632	(276,118)	-82.2%
TOTAL MATERIALS AND SUPPLIES	**137,953**	**335,750**	**59,632**	**(276,118)**	**-82.2%**
GAS/DIESEL/PROPANE	238,681	224,600	279,600	55,000	24.5%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	956,699	1,037,381	1,038,913	1,532	0.1%
TOTAL ENERGY	**1,195,381**	**1,261,981**	**1,318,513**	**56,532**	**4.5%**
RISK MANAGEMENT	**874,496**	**859,000**	**1,264,292**	**405,292**	**47.2%**
GENERAL AND ADMINISTRATIVE	**4,916,755**	**5,054,941**	**5,355,753**	**300,812**	**6.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**228,525**	**320,000**	**327,333**	**7,333**	**2.3%**
TOTAL OPERATING EXPENSES	**56,760,178**	**64,839,672**	**73,133,572**	**8,293,900**	**12.8%**
NET OPERATING SUBSIDY	**(34,781,752)**	**(35,573,411)**	**(42,032,845)**	**6,459,434**	**18.2%**
OVERHEAD ALLOCATION	**29,915,551**	**27,006,070**	**37,920,122**	**10,914,052**	**40.4%**
ADJUSTED NET OPERATING SUBSIDY	**(4,866,201)**	**(8,567,341)**	**(4,112,724)**	**(4,454,618)**	**-52.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**10,384,957**	**(0)**	**-**	**(0)**	**-100.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2025
SECTION 2.04

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	991,810	991,000	990,000	(1,000)	-0.1%
TOTAL OPERATING REVENUES	**991,810**	**991,000**	**990,000**	**(1,000)**	**-0.1%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(296,340)	(217,127)	(44,070)	173,057	-79.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(296,340)	(217,127)	(44,070)	173,057	-79.7%
TOTAL NON OPERATING REVENUE	**(296,340)**	**(217,127)**	**(44,070)**	**173,057**	**-79.7%**
TOTAL COMBINED REVENUES	**695,470**	**773,873**	**945,930**	**172,057**	**22.2%**
OPERATING EXPENSES					
LABOR EXPENSES	325,444	351,651	445,185	93,534	26.6%
FRINGE EXPENSES	173,995	202,813	235,429	32,616	16.1%
TOTAL PERSONNEL EXPENSES	**499,438**	**554,464**	**680,614**	**126,150**	**22.8%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,709	4,000	5,000	1,000	25.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	20,184	54,200	57,300	3,100	5.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**22,893**	**58,200**	**62,300**	**4,100**	**7.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	204	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**204**	**500**	**500**	**-**	**0.0%**
GAS/DIESEL/PROPANE	5,882	7,000	9,000	2,000	28.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**5,882**	**7,000**	**9,000**	**2,000**	**28.6%**
RISK MANAGEMENT	**71,178**	**89,475**	**98,600**	**9,125**	**10.2%**
GENERAL AND ADMINISTRATIVE	**66,374**	**70,164**	**71,664**	**1,500**	**2.1%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**13,686**	**6,000**	**6,000**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**679,656**	**785,803**	**928,678**	**142,875**	**18.2%**
NET OPERATING SUBSIDY	**312,154**	**205,197**	**61,322**	**143,875**	**-70.1%**
OVERHEAD ALLOCATION	**(15,814)**	**11,930**	**(17,252)**		**-244.6%**
ADJUSTED NET OPERATING SUBSIDY	**296,340**	**217,127**	**44,070**	**173,057**	**-79.7%**
TOTAL REVENUES LESS TOTAL EXPENSES	**0**	**(0)**	**-**	**(0)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL IMPROVEMENT PROGRAM
FY 2025 FUNDING SOURCES ($000s)
SECTION 2.05

Funding Description	FY23	FY24	FY25
Federal Funding Estimate	$ 105,845	$ 107,714	$ 113,590
Transportation Development Act	56,900	42,935	45,781
California State Transit Assistance (STA)	24,621	34,992	32,972
California Cap and Trade (TIRCP, LCTOP)	5,585	22,599	43,605
California Senate Bill 125 (TIRCP, ZETCP)	-	-	43,265
TransNet	-	-	15,000
Other Funding	28,830	32,653	25,423
Total Available Funding	**$ 221,781**	**$ 240,893**	**$ 319,636**
Preventive Maintenance	$ (59,000)	$ (60,000)	$ (63,000)
SANDAG Planning Study	(273)	(279)	(291)
Operation Usage	(4,593)	(6,008)	(6,269)
Total Preventative Maintenance/SANDAG Planning	**$ (63,866)**	**$ (66,287)**	**$ (69,560)**
Available Funding for Capital Program	**$ 157,915**	**$ 174,606**	**$ 250,076**

Capital Project Categories	FY23	FY24	FY25
Bus Revenue Vehicles	$ 70,828	$ 60,917	$ 60,577
Rail Revenue Vehicles	30,500	22,000	21,000
Facility & Construction Projects	18,691	10,913	21,938
Rail Infrastructure	15,565	19,080	69,472
Other Equipment & Installations	6,572	5,580	22,252
Other Initiatives	15,759	56,116	54,839
Grand Total	**$ 157,915**	**$ 174,606**	**$ 250,076**

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Summary of Significant Revenue Activities
Proposed Budget Fiscal Year 2025
Section 3.01

Fare Revenue

Fare revenue is detailed in Section 3.03.

Passenger fares make up approximately 17.6 percent of the system's $448.2 million operating budget. Passenger fare revenue is projected at $78.9 million for FY25, an increase of $4.4 million (5.9 percent) compared to amended FY24 levels. Total passenger levels for all operators are projected to total 80.6 million, an increase of 4.2 million (5.4 percent) from amended FY24 levels. Passenger revenue and passenger level forecasts assume steady growth, similar to the growth pattern realized in the first three quarters of FY25, and also reflect planned service levels for FY25. Average fare is assumed at $0.98 per passenger, the same level as included in the FY24 amended budget.

Other Operating Revenues

Other revenue is detailed in Section 3.04.

MTS receives a variety of operating revenues that are not received directly from passenger fares. The sources of these revenues are advertising, interest income, rental income, land management income, energy credits, income related to the For-Hire Vehicle (FHV) Administration, income from the San Diego and Arizona Eastern (SD&AE) Railway Company and other miscellaneous income.

Total other revenue is budgeted to increase by $2.0 million (6.6 percent) compared to amended FY24 levels. This is primarily due to increases in interest revenue, rental income from newly acquired properties, and other miscellaneous revenues. Energy credit revenue is projected to decrease by $1.1 million (10.8 percent), primarily due to reducing the projected Renewable Identification Number System (RINS) credit price from $3.10 in the FY24 amended budget to $2.50, based on historical averages.

Non-operating Revenues

MTS receives a variety of non-operating revenues that primarily consist of federal, state and local subsidy funds. These revenues fund both the operating and capital improvement program (CIP) budget. Additionally, there are reserve revenues, which reflect projected changes to the reserve balances of the For-Hire Vehicle (FHV) Administration and San Diego & Arizona Eastern (SD&AE), both self-funded entities.

Subsidy Revenue

Subsidy revenue included in the operating budget is detailed in Section 3.05. MTS is budgeting $304.5 million (a decrease of $34.2 million or 10.1 percent) in subsidy revenue for FY25.

Subsidy revenue included in the CIP budget is detailed in Section 8.02. MTS is budgeting $250.1 million in subsidy revenue in the FY25 CIP.

Federal Transit Administration (FTA) Recurring Revenues

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law, reauthorizing surface transportation programs through Federal FY (FFY) 2026. The legislation establishes the legal authority to commence and continue Federal Transit Administration (FTA) programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53. FTA funding is structured on a reimbursement basis (after expenses are incurred), and funds both the CIP and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by $2.1 million from the FY24 amended budget to $72.4 million in total.

The reauthorization provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventive maintenance
- 5337 State of Good Repair Funding for capital improvements and preventive maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements
- 5311 Formula Grants for Rural Areas Funding for rural service operations
- 5311(f) Inter-City Bus Program Funding for rural service operations connecting to inter-city network

Section 5307 / 5337 / 5339 Capital and Preventive Maintenance

As the region's Metropolitan Planning Organization (MPO), SANDAG apportions the 5307, 5337, and 5339 formula funds between MTS and the North County Transit District (NCTD) based on service area populations. Prior to the apportionments, SANDAG deducts funds from Section 5307 for funding the region's vanpool program. MTS receives approximately 70 percent while NCTD receives approximately 30 percent of these federal formula funds. The funding levels for each section are estimates.

The FY25 MTS operating and CIP budgets will serve as the basis for the federal formula grant applications. The FTA requires submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339.

Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit. The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs and may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA 21) expanded the definition of capital to include preventative maintenance, thereby, in effect, mitigating the relative lack of federal assistance for operations. In addition to the expanded definition of capital, the Section 5307 Urbanized Area Formula Program also allows for a 10 percent maximum of the allocation to support operations of ADA complementary paratransit service. For federal fiscal year 2024, the estimated allocation for the MTS Section 5307 program is $62.7 million.

Section 5337 State of Good Repair is also a formula-based program dedicated to repairing and upgrading the nation's rail transit systems, along with high-intensity motor bus systems, that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Section 5337 includes funding previously provided through Section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation or capital projects that are required to maintain public transportation systems in a state of good repair. For federal fiscal year 2024, the Section 5337 funds MTS allocation estimate is $46.7 million.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For federal fiscal year 2024, the Section 5339 funds MTS allocation estimate is $4.2 million.

In FY25, MTS will use both Section 5307 and 5337 funds for preventive maintenance totaling $65.0 million. The FTA also allows the utilization of up to 10 percent of Section 5307 funding for ADA operations, resulting in an allocation of $6.3 million in FY25. The remaining federal formula funding will fund the FY25 CIP.

FTA Stimulus Funding

On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided $25 billion to the transit industry nationwide. MTS was apportioned $220 million in CARES Act funding, which have allowed MTS to supplement lost revenues and increased expenses related to the pandemic.

On March 11, 2021, the President signed American Rescue Plan Act of 2021 (ARP) Act, which provided $30.5 billion to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. MTS was apportioned $140 million in ARP Act funding, which will also allow MTS to supplement lost revenues and increased expenses related to the pandemic.

The Board has directed staff to draw these funds as fast as possible and to keep excess funds in the operating deficit reserve until needed to address the structural deficit in current and future fiscal years. The proposed FY25 operating budget includes the final $47.0 million of available stimulus funds. In FY25, all available stimulus funds will have been drawn, and MTS will utilize funds in the operating deficit reserve to balance the operating budget until depleted.

Other Federal Revenue

Section 5311 formula funding is allocated to the state of California Department of Transportation, who then awards it to sub-recipients for rural capital improvements and to supplement operating costs. Funding for FY25 is projected to be $1,111,000.

MTS was awarded $750,000 in FTA Route Planning Restoration Program funds provided through a competitive grant award. The award is included in the FY25 operating budget and is providing funding for two planning studies in the Baltimore Junction and Euclid service areas.

The Transportation, Housing and Urban Development, and Related Agencies Appropriations Act 2024 was approved by Congress and then signed by the President on March 9, 2024. This bill included $3.0 million of community project funding that is earmarked for MTS projects. These funds are included in the FY25 CIP.

Transportation Development Act (TDA) Revenue

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

MTS files an annual TDA claim based on SANDAG projections, and that claim amount is the amount received, regardless of actual sales tax performance. If sales tax receipts outperform SANDAG's apportionment, then excess revenues are allocated to a TDA reserve at the County. If sales tax

receipts underperform SANDAG's apportionment, then reserve funds are used to ensure the full claim amount is received.

The overall amount of TDA projected for FY25, available for both capital and operations, is increasing by $2.8 million (2.1 percent) over the FY24 claim amount. SANDAG's apportionment for FY25 included a decrease of $208,000 versus the FY24 claim amount; however, MTS is utilizing $3 million in available TDA reserves to provide additional funding in FY25. TDA revenue in the FY25 operating budget is projected to decrease by $48,000 (-0.1 percent) over the FY24 amended budget. This is due to additional TDA funds being allocated to the CIP to provide required matching funds for federal grant awards.

State Transit Assistance (STA) Revenue

STA funding comes from the Public Transportation Act (PTA), which derives its revenue from the state sales tax on diesel fuel. This funding was augmented by the Road Repair and Accountability Act of 2017, or Senate Bill 1 (SB1), which was signed by the Governor on April 28, 2017. For FY25, the estimated STA funding is $39.0 million, of which $27.7 million is planned in the CIP with the remaining $11.3 million included in the operating budget.

MTS also receives a separate STA allocation for State of Good Repair (SGR) program funding from SB1, which is funded from a portion of a new transportation improvement fee on vehicle registration. Receipts for FY24 will provide $5.3 million to MTS's FY25 CIP.

Other State Revenue

The 2014-15 State of California Budget provides $832 million to the Greenhouse Gas Reduction Fund (GHGRF) from Cap-and-Trade auction proceeds to support existing and pilot programs that will reduce GHG emissions and benefit disadvantaged communities. Transit operators are eligible recipients for several of the programs which will be funded from the GHGRF, most of which are competitive programs.

Senate Bill (SB) 125 amended the Budget Act of 2023 to appropriate $4 billion of General Funds to the Transit and Intercity Rail Capital Program (TIRCP) over the next two fiscal years. SB125 also establishes a $1.1 billion Zero-Emission Transit Capital Program (ZETCP) over the next four fiscal years. MTS was estimated to receive approximately $284 million over the next four fiscal years per the original SB125 legislation. The May revision of the State budget indicates that MTS will still receive a similar amount, however the timing of the funds is still highly uncertain as the state continues to finalize the FY25 State budget. In the FY25 CIP, $43.3 million is budgeted, comprised of $26.0 million of TIRCP and $17.3 million of ZETCP. The initial draft of the FY 2025 operating budget included TIRCP funding of $3.5 million for security enhancements, $12.0 million for bus and trolley frequency enhancements, $4.0 million for Iris Rapid operations, and $200,000 for a planning study for service improvements at the Otay Mesa border crossing. However, all TIRCP funds were removed from the final proposed FY25 operating budget due to the uncertainty regarding the timing and amount of funds SB125 funds. The plan for spending SB125 funds will be revisited with the Budget Development Committee and Board of Directors after the State publishes its final budget in June 2024.

The Low Carbon Transit Operations Program (LCTOP) is an annual funding program that is distributed by the same formula as STA funding. The FY25 CIP includes $8.1 million in LCTOP funds for zero emission bus purchases.

Over the last few years, MTS has received multiple competitive grant awards from the Transit and Intercity Rail Capital Program (TIRCP). The FY25 CIP includes $35.5 million for zero emission charging

infrastructure, 12th/Imperial transit center improvements, variable message system modernization, and infrastructure enhancements on the orange line.

TransNet Revenue

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

For FY25, TransNet operating support funding is $41.2 million and ADA funding is $1.2 million. This totals $42.4 million for FY25, which is an increase of $388,000 (0.9 percent increase) from the FY24 amended budget. This increase is due to the projected increases in regional sales tax revenues.

MTS also receives TransNet as operating assistance for TransNet funded services, which includes Superloop, I-15 BRT, Mid-City Rapid, South Bay BRT, and Mid-Coast. TransNet operating assistance is projected to be $33.5 million in FY25, an increase of $2.6 million from the FY24 amended budget. This is primarily due to increased reimbursement for TransNet-funded services based on higher expenses for these services. In total, TransNet revenues are projected to increase by $3.0 million (4.1 percent) from the FY24 amended budget.

The FY25 capital budget includes a one-time funding transfer of $15.0 million in Transnet funding for the SD100 Light Rail Vehicle Replacement project.

Other Local Subsidies

The City of San Diego provides Maintenance of Effort funds to aid ADA efforts. For FY25, these funds total $120,000.

SANDAG provides funding, through FasTrak tolls, to operate services along the Interstate 15 corridor. The budgeted FasTrak funding supporting this operation totals $3.5 million, the same amount as included in the FY24 amended budget.

In April 2009, MTS and North County Transit District (NCTD) reached an agreement regarding the sharing of the net operating subsidy for the Sorrento Valley Coaster Connection (SVCC). Beginning in FY25, MTS will no longer operate the SVCC and the service will instead be operated by NCTD. Therefore, MTS will no longer receive reimbursement from NCTD in FY25 and forward.

In December 2018, MTS and the University of California, San Diego (UCSD) executed a contract in which the UCSD-operated City Shuttle service would be replaced by expanded frequency and span on MTS routes 201 and 202 between the La Jolla Colony area and the Gilman Transit Center on the UCSD campus. UCSD has agreed to reimburse MTS $5.74 per student per quarter. The FY25 budget for UCSD shuttle revenue is $690,000.

Other Non-Operating Revenue

Other non-operating revenue is detailed in Section 3.06. Non-operating revenue utilized in the FY25 operating budget is expected to increase by $62.0 million versus the prior year, particularly due utilizing funds from the Operating Deficit Reserve to balance the proposed budget.

Reserve Revenues

The FY25 operating budget projects a balanced budget, after utilizing $31.7 million in funds from the Operating Deficit Reserve. FY25 is the first year where funds will be utilized from the Operating Deficit Reserve to balance the budget, whereas in FY24, MTS contributed $30.2 million in excess revenues over expenses to the reserve.

The FY25 operating budget does not include any usage of or contribution to the MTS Contingency Reserve.

FHVA and SD&AE are self-funded entities who must balance their operating expenses with operating revenues or their contingency reserve revenue. FHVA is projected to utilize $26,000 from its contingency reserves as total FY25 projected expenses exceed projected revenues. SD&AE is projected to add $70,000 to its contingency reserves as total FY25 projected revenues exceed projected expenses.

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.02

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	78,925,492	4,367,706	5.9%
OTHER INCOME	23,935,008	31,157,761	33,203,791	2,046,030	6.6%
TOTAL OPERATING REVENUE	91,480,698	105,715,547	112,129,283	6,413,736	6.1%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	67,062,133	70,466,497	73,122,820	2,656,324	3.8%
FEDERAL REVENUE - CARES/ARP	90,300,000	85,000,000	47,000,000	(38,000,000)	-44.7%
TRANSPORTATION DEVELOPMENT ACT (TDA)	97,868,252	92,858,098	92,809,842	(48,256)	-0.1%
STATE TRANSIT ASSISTANCE (STA)	11,300,000	8,400,000	11,300,000	2,900,000	34.5%
STATE REVENUE - OTHER	46,125	4,500,000	0	(4,500,000)	-100.0%
TRANSNET	67,938,341	72,923,021	75,911,313	2,988,292	4.1%
OTHER LOCAL SUBSIDIES	6,629,135	4,490,994	4,309,683	(181,311)	-4.0%
TOTAL SUBSIDY REVENUE	341,143,986	338,638,609	304,453,658	(34,184,951)	-10.1%
OTHER REVENUE					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	(53,336,099)	(30,399,173)	31,642,170	62,041,342	-204.1%
TOTAL OTHER REVENUE	(53,336,099)	(30,399,173)	31,642,170	62,041,342	-204.1%
TOTAL NON OPERATING REVENUE	287,807,887	308,239,437	336,095,827	27,856,391	9.0%
GRAND TOTAL REVENUES	**379,288,585**	**413,954,984**	**448,225,111**	**34,270,127**	**8.3%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PASSENGER REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.03

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
PASSENGER REVENUE					
BUS OPERATIONS	19,666,167	20,688,183	21,238,954	550,772	2.7%
RAIL OPERATIONS - BASE	26,728,848	30,023,928	32,652,847	2,628,919	8.8%
MCS - FIXED ROUTE	20,023,028	22,275,937	23,398,149	1,122,212	5.0%
MCS - PARATRANSIT	1,127,646	1,569,739	1,635,542	65,803	4.2%
CHULA VISTA TRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
TOTAL PASSENGER REVENUE	**67,545,690**	**74,557,786**	**78,925,492**	**4,367,706**	**5.9%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.04

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OTHER INCOME					
BUS OPERATIONS	54,650	152,500	50,000	(102,500)	-67.2%
RAIL OPERATIONS - BASE	910,123	748,000	1,063,064	315,064	42.1%
MCS - FIXED ROUTE	0	0	0	0	-
MCS - PARATRANSIT	0	0	0	0	-
CORONADO FERRY	0	0	0	0	-
ADMINISTRATIVE	21,978,425	29,266,261	31,100,727	1,834,466	6.3%
TAXICAB	794,764	758,000	757,000	(1,000)	-0.1%
SD&AE	197,046	233,000	233,000	0	0.0%
TOTAL OTHER INCOME	23,935,008	31,157,761	33,203,791	2,046,030	6.6%
TOTAL OTHER OPERATING INCOME	**23,935,008**	**31,157,761**	**33,203,791**	**2,046,030**	**6.6%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SUBSIDY REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.05

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
FEDERAL					
FEDERAL OTHER	175,623	151,500	750,000	598,500	395.0%
FTA 5307/5309 - PREVENTITIVE MAINTENANCE	60,000,000	63,070,369	65,000,000	1,929,631	3.1%
FTA 5309 - PREVENTITIVE MAINTENANCE ADA	6,008,059	6,133,628	6,261,820	128,193	2.1%
FTA 5309 - PREVENTITIVE MAINTENANCE FUEL	0	0	0	0	-
FTA 5311 / 5311(f) - RURAL	878,451	1,111,000	1,111,000	0	0.0%
TOTAL FEDERAL FUNDS	67,062,133	70,466,497	73,122,820	2,656,324	3.8%
FEDERAL					
FTA CARES/ARP STIMULUS FUNDS	90,300,000	85,000,000	47,000,000	(38,000,000)	-44.7%
TOTAL FEDERAL FUNDS	90,300,000	85,000,000	47,000,000	(38,000,000)	-44.7%
TRANSPORTATION DEVELOPMENT ACT (TDA)					
TDA - ARTICLE 4.0 MTS AREA	90,885,332	84,646,197	85,070,988	424,791	0.5%
TDA - ARTICLE 4.0 MTS AREA - DEBT SERVICE	0	0	0	0	-
TDA - MATCH	0	0	0	0	-
TDA - ARTICLE 4.5 (ADA)	5,919,029	6,790,544	6,780,428	(10,116)	-0.1%
TDA - ARTICLE 8.0	1,063,891	1,421,357	958,426	(462,931)	-32.6%
TOTAL TDA FUNDS	97,868,252	92,858,098	92,809,842	(48,256)	-0.1%
STATE TRANSIT ASSISTANCE (STA)					
STA - FORMULA	11,300,000	8,400,000	11,300,000	2,900,000	34.5%
TOTAL STA FUNDS	11,300,000	8,400,000	11,300,000	2,900,000	34.5%
STATE REVENUE - OTHER					
CALTRANS	0	4,500,000	0	(4,500,000)	-100.0%
MEDICAL	46,125	0	0	0	-
TOTAL STATE FUNDS	46,125	4,500,000	0	(4,500,000)	(1)
TRANSNET					
TRANSNET - 40% OPERATING SUPPORT	40,232,572	40,823,190	41,180,157	356,967	0.9%
TRANSNET - ACCESS ADA	1,213,088	1,203,412	1,234,517	31,105	2.6%
TRANSNET - SUPERLOOP	2,083,356	2,658,010	3,207,105	549,096	20.7%
TRANSNET - BRT	24,409,325	28,238,410	30,289,534	2,051,124	7.3%
TOTAL TRANSNET FUNDS	67,938,341	72,923,021	75,911,313	2,988,292	4.1%
OTHER LOCAL					
CITY OF SAN DIEGO	191,311	191,311	120,000	(71,311)	-37.3%
SANDAG - INLAND BREEZE	5,500,000	3,500,000	3,500,000	0	0.0%
SANDAG - 4S RANCH	0	0	0	0	-
SANDAG - MURPHY CANYON	0	0	0	0	-
APCD	0	0	0	0	-
OTHER	937,824	799,683	689,683	(110,000)	-13.8%
CNG REBATES	0	0	0	0	-
OTHER LOCAL FUNDS	6,629,135	4,490,994	4,309,683	(181,311)	-4.0%
TOTAL SUBSIDY REVENUE	**341,143,986**	**338,638,609**	**304,453,658**	**(34,184,951)**	**-10.1%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER NON OPERATING REVENUE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 3.06

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
RESERVES REVENUE					
MTS CONTINGENCY RESERVE	-	-	-	-	-
OPERATING DEFICIT RESERVE	(53,039,759)	(30,182,046)	31,686,240		
TAXICAB RESERVES	(207,326)	(137,478)	26,294	163,772	-119.1%
CARRYOVERS	-	-	-	-	-
RISK INSURANCE RESERVE	-	-	-	-	-
SD&AE RESERVE	(89,013)	(79,649)	(70,364)	9,285	-11.7%
TOTAL RESERVES REVENUE	(53,336,099)	(30,399,173)	31,642,170	62,041,342	-204.1%
TOTAL OTHER NON OPERATING REVENUE	**(53,336,099)**	**(30,399,173)**	**31,642,170**	**62,041,342**	**-204.1%**

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2025
SECTION 4.01

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	67,545,690	74,557,786	78,925,492	4,367,706	5.9%
OTHER OPERATING REVENUE	964,773	900,500	1,113,064	212,564	23.6%
TOTAL OPERATING REVENUES	**68,510,463**	**75,458,286**	**80,038,556**	**4,580,270**	**6.1%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	272,853,069	299,889,225	300,340,934	451,709	0.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	31,686,240	31,686,240	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	31,686,240	31,686,240	-
TOTAL NON OPERATING REVENUE	**272,853,069**	**299,889,225**	**332,027,174**	**32,137,949**	**10.7%**
TOTAL COMBINED REVENUES	**341,363,532**	**375,347,511**	**412,065,730**	**36,718,219**	**9.8%**
OPERATING EXPENSES					
LABOR EXPENSES	78,065,044	83,717,763	91,672,392	7,954,629	9.5%
FRINGE EXPENSES	59,817,546	63,842,613	68,743,125	4,900,512	7.7%
TOTAL PERSONNEL EXPENSES	**137,882,590**	**147,560,376**	**160,415,517**	**12,855,141**	**8.7%**
SECURITY EXPENSES	1,038,507	1,182,345	1,251,481	69,136	5.8%
REPAIR/MAINTENANCE SERVICES	7,749,656	12,711,484	11,872,538	(838,946)	-6.6%
ENGINE AND TRANSMISSION REBUILD	572,610	887,602	721,500	(166,102)	-18.7%
OTHER OUTSIDE SERVICES	6,482,663	7,625,479	9,655,685	2,030,206	26.6%
PURCHASED TRANSPORTATION	83,685,813	103,215,028	108,266,242	5,051,214	4.9%
TOTAL OUTSIDE SERVICES	**99,529,250**	**125,621,938**	**131,767,447**	**6,145,509**	**4.9%**
LUBRICANTS	440,435	529,020	524,020	(5,000)	-0.9%
TIRES	1,253,990	1,309,700	1,343,700	34,000	2.6%
OTHER MATERIALS AND SUPPLIES	14,599,467	16,462,262	18,653,270	2,191,008	13.3%
TOTAL MATERIALS AND SUPPLIES	**16,293,893**	**18,300,982**	**20,520,990**	**2,220,008**	**12.1%**
GAS/DIESEL/PROPANE	2,314,337	2,559,083	2,982,364	423,281	16.5%
CNG	18,974,494	15,166,101	14,995,219	(170,882)	-1.1%
TRACTION POWER	24,428,328	24,108,733	25,439,902	1,331,169	5.5%
UTILITIES	5,665,368	4,953,315	5,310,004	356,689	7.2%
TOTAL ENERGY	**51,382,527**	**46,787,232**	**48,727,489**	**1,940,257**	**4.1%**
RISK MANAGEMENT	**6,862,100**	**7,553,606**	**9,972,326**	**2,418,720**	**32.0%**
GENERAL AND ADMINISTRATIVE	**934,023**	**1,084,226**	**1,385,671**	**301,445**	**27.8%**
DEBT SERVICE	**161,436**	**54,149**	**-**	**(54,149)**	**-100.0%**
VEHICLE / FACILITY LEASE	**1,402,974**	**1,367,000**	**1,373,421**	**6,421**	**0.5%**
TOTAL OPERATING EXPENSES	**314,448,794**	**348,329,509**	**374,162,861**	**25,833,352**	**7.4%**
NET OPERATING SUBSIDY	**(245,938,330)**	**(272,871,223)**	**(294,124,304)**	**21,253,082**	**7.8%**
OVERHEAD ALLOCATION	**(29,899,737)**	**(27,018,000)**	**(37,902,870)**	**(10,884,870)**	**40.3%**
ADJUSTED NET OPERATING SUBSIDY	**(275,838,068)**	**(299,889,222)**	**(332,027,174)**	**32,137,952**	**10.7%**
TOTAL REVENUES LESS TOTAL EXPENSES	**(2,984,999)**	**3**	**0**	**3**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.02

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	19,666,167	20,688,183	21,238,954	550,772	2.7%
OTHER OPERATING REVENUE	54,650	152,500	50,000	(102,500)	-67.2%
TOTAL OPERATING REVENUES	**19,720,817**	**20,840,683**	**21,288,954**	**448,272**	**2.2%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	92,171,697	95,649,424	93,539,349	(2,110,075)	-2.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	14,686,240	14,686,240	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	14,686,240	14,686,240	-
TOTAL NON OPERATING REVENUE	**92,171,697**	**95,649,424**	**108,225,589**	**12,576,165**	**13.1%**
TOTAL COMBINED REVENUES	**111,892,514**	**116,490,107**	**129,514,543**	**13,024,437**	**11.2%**
OPERATING EXPENSES					
LABOR EXPENSES	43,435,936	46,635,420	50,594,435	3,959,015	8.5%
FRINGE EXPENSES	42,345,933	45,315,190	48,453,243	3,138,053	6.9%
TOTAL PERSONNEL EXPENSES	**85,781,870**	**91,950,610**	**99,047,679**	**7,097,069**	**7.7%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	874,846	876,078	1,060,294	184,216	21.0%
ENGINE AND TRANSMISSION REBUILD	41,023	224,400	229,500	5,100	2.3%
OTHER OUTSIDE SERVICES	1,205,013	1,527,784	1,344,445	(183,339)	-12.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**2,120,882**	**2,628,262**	**2,634,239**	**5,977**	**0.2%**
LUBRICANTS	149,006	145,000	145,000	-	0.0%
TIRES	1,243,452	1,283,700	1,321,700	38,000	3.0%
OTHER MATERIALS AND SUPPLIES	5,211,937	6,001,668	6,218,694	217,026	3.6%
TOTAL MATERIALS AND SUPPLIES	**6,604,395**	**7,430,368**	**7,685,394**	**255,026**	**3.4%**
GAS/DIESEL/PROPANE	248,010	295,000	445,581	150,581	51.0%
CNG	10,002,035	7,601,246	7,449,189	(152,057)	-2.0%
TRACTION POWER	102,499	110,000	120,624	10,624	9.7%
UTILITIES	899,905	852,350	862,350	10,000	1.2%
TOTAL ENERGY	**11,252,448**	**8,858,596**	**8,877,744**	**19,148**	**0.2%**
RISK MANAGEMENT	**2,828,561**	**3,117,321**	**4,186,718**	**1,069,397**	**34.3%**
GENERAL AND ADMINISTRATIVE	**425,691**	**520,179**	**826,551**	**306,372**	**58.9%**
DEBT SERVICE	**161,436**	**54,149**	**-**	**(54,149)**	**-100.0%**
VEHICLE / FACILITY LEASE	**441,992**	**405,000**	**407,500**	**2,500**	**0.6%**
TOTAL OPERATING EXPENSES	**109,617,276**	**114,964,485**	**123,665,825**	**8,701,340**	**7.6%**
NET OPERATING SUBSIDY	**(89,896,459)**	**(94,123,802)**	**(102,376,870)**	**8,253,068**	**8.8%**
OVERHEAD ALLOCATION	**(5,260,238)**	**(1,525,621)**	**(5,848,719)**	**(4,323,097)**	**283.4%**
ADJUSTED NET OPERATING SUBSIDY	**(95,156,697)**	**(95,649,424)**	**(108,225,589)**	**12,576,165**	**13.1%**
TOTAL REVENUES LESS TOTAL EXPENSES	**(2,985,000)**	**0**	**(0)**	**0**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.03

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	26,728,848	30,023,928	32,652,847	2,628,919	8.8%
OTHER OPERATING REVENUE	910,123	748,000	1,063,064	315,064	42.1%
TOTAL OPERATING REVENUES	**27,638,971**	**30,771,928**	**33,715,911**	**2,943,983**	**9.6%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	97,684,683	105,524,392	102,193,535	(3,330,857)	-3.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	17,000,000	17,000,000	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	17,000,000	17,000,000	-
TOTAL NON OPERATING REVENUE	**97,684,683**	**105,524,392**	**119,193,535**	**13,669,143**	**13.0%**
TOTAL COMBINED REVENUES	**125,323,654**	**136,296,320**	**152,909,446**	**16,613,126**	**12.2%**
OPERATING EXPENSES					
LABOR EXPENSES	34,088,059	36,550,343	40,527,957	3,977,614	10.9%
FRINGE EXPENSES	16,938,818	17,895,353	19,695,419	1,800,066	10.1%
TOTAL PERSONNEL EXPENSES	**51,026,877**	**54,445,696**	**60,223,376**	**5,777,680**	**10.6%**
SECURITY EXPENSES	183,654	207,345	217,981	10,636	5.1%
REPAIR/MAINTENANCE SERVICES	6,854,723	11,826,406	10,737,244	(1,089,162)	-9.2%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,850,754	2,944,038	3,975,472	1,031,434	35.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**8,889,131**	**14,977,789**	**14,930,697**	**(47,092)**	**-0.3%**
LUBRICANTS	291,429	384,020	379,020	(5,000)	-1.3%
TIRES	10,538	26,000	22,000	(4,000)	-15.4%
OTHER MATERIALS AND SUPPLIES	9,313,709	10,417,212	12,378,884	1,961,672	18.8%
TOTAL MATERIALS AND SUPPLIES	**9,615,676**	**10,827,232**	**12,779,904**	**1,952,672**	**18.0%**
GAS/DIESEL/PROPANE	485,263	505,600	529,000	23,400	4.6%
CNG	-	-	-	-	-
TRACTION POWER	24,287,135	23,681,733	25,000,649	1,318,916	5.6%
UTILITIES	3,840,970	3,188,200	3,488,256	300,056	9.4%
TOTAL ENERGY	**28,613,368**	**27,375,533**	**29,017,905**	**1,642,372**	**6.0%**
RISK MANAGEMENT	**4,018,539**	**4,421,285**	**5,770,558**	**1,349,273**	**30.5%**
GENERAL AND ADMINISTRATIVE	**490,237**	**541,649**	**535,246**	**(6,403)**	**-1.2%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**597,130**	**599,000**	**601,843**	**2,843**	**0.5%**
TOTAL OPERATING EXPENSES	**103,250,958**	**113,188,184**	**123,859,528**	**10,671,344**	**9.4%**
NET OPERATING SUBSIDY	**(75,611,987)**	**(82,416,256)**	**(90,143,618)**	**7,727,361**	**9.4%**
OVERHEAD ALLOCATION	**(22,072,694)**	**(23,108,136)**	**(29,049,917)**	**(5,941,781)**	**25.7%**
ADJUSTED NET OPERATING SUBSIDY	**(97,684,681)**	**(105,524,392)**	**(119,193,534)**	**13,669,142**	**13.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**2**	**-**	**0**	**(0)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.04

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	20,023,028	22,275,937	23,398,149	1,122,212	5.0%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**20,023,028**	**22,275,937**	**23,398,149**	**1,122,212**	**5.0%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,795,121	79,612,451	83,151,484	3,539,033	4.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**68,795,121**	**79,612,451**	**83,151,484**	**3,539,033**	**4.4%**
TOTAL COMBINED REVENUES	**88,818,150**	**101,888,388**	**106,549,633**	**4,661,244**	**4.6%**
OPERATING EXPENSES					
LABOR EXPENSES	426,581	426,000	434,000	8,000	1.9%
FRINGE EXPENSES	331,730	286,500	229,626	(56,874)	-19.9%
TOTAL PERSONNEL EXPENSES	**758,311**	**712,500**	**663,626**	**(48,874)**	**-6.9%**
SECURITY EXPENSES	854,854	975,000	1,033,500	58,500	6.0%
REPAIR/MAINTENANCE SERVICES	20,086	9,000	75,000	66,000	733.3%
ENGINE AND TRANSMISSION REBUILD	531,587	663,202	492,000	(171,202)	-25.8%
OTHER OUTSIDE SERVICES	2,403,298	2,157,318	2,982,214	824,896	38.2%
PURCHASED TRANSPORTATION	71,306,920	85,693,710	89,257,431	3,563,721	4.2%
TOTAL OUTSIDE SERVICES	**75,116,745**	**89,498,230**	**93,840,145**	**4,341,915**	**4.9%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	73,821	43,382	55,692	12,310	28.4%
TOTAL MATERIALS AND SUPPLIES	**73,821**	**43,382**	**55,692**	**12,310**	**28.4%**
GAS/DIESEL/PROPANE	723,213	737,766	674,283	(63,483)	-8.6%
CNG	8,972,459	7,564,855	7,546,030	(18,825)	-0.2%
TRACTION POWER	38,694	317,000	318,629	1,629	0.5%
UTILITIES	924,493	912,765	959,398	46,633	5.1%
TOTAL ENERGY	**10,658,860**	**9,532,386**	**9,498,340**	**(34,046)**	**-0.4%**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**5,238**	**11,584**	**12,300**	**716**	**6.2%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**21,324**	**20,000**	**21,078**	**1,078**	**5.4%**
TOTAL OPERATING EXPENSES	**86,634,299**	**99,818,082**	**104,091,181**	**4,273,099**	**4.3%**
NET OPERATING SUBSIDY	**(66,611,270)**	**(77,542,145)**	**(80,693,032)**	**3,150,887**	**4.1%**
OVERHEAD ALLOCATION	**(2,183,851)**	**(2,070,305)**	**(2,458,452)**	**(388,147)**	**18.7%**
ADJUSTED NET OPERATING SUBSIDY	**(68,795,121)**	**(79,612,450)**	**(83,151,484)**	**3,539,034**	**4.4%**
TOTAL REVENUES LESS TOTAL EXPENSES	**(0)**	**1**	**(0)**	**1**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.05

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	1,127,646	1,569,739	1,635,542	65,803	4.2%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**1,127,646**	**1,569,739**	**1,635,542**	**65,803**	**4.2%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	13,543,065	18,256,048	20,601,708	2,345,660	12.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**13,543,065**	**18,256,048**	**20,601,708**	**2,345,660**	**12.8%**
TOTAL COMBINED REVENUES	**14,670,711**	**19,825,787**	**22,237,249**	**2,411,463**	**12.2%**
OPERATING EXPENSES					
LABOR EXPENSES	114,467	106,000	116,000	10,000	9.4%
FRINGE EXPENSES	85,648	58,000	71,142	13,142	22.7%
TOTAL PERSONNEL EXPENSES	**200,115**	**164,000**	**187,142**	**23,142**	**14.1%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	793,947	760,312	1,112,500	352,188	46.3%
PURCHASED TRANSPORTATION	12,065,458	17,198,005	18,688,701	1,490,696	8.7%
TOTAL OUTSIDE SERVICES	**12,859,405**	**17,958,317**	**19,801,201**	**1,842,884**	**10.3%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	857,851	1,020,717	1,333,500	312,783	30.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**857,851**	**1,020,717**	**1,333,500**	**312,783**	**30.6%**
RISK MANAGEMENT	**15,000**	**15,000**	**15,050**	**50**	**0.3%**
GENERAL AND ADMINISTRATIVE	**12,858**	**10,814**	**11,574**	**760**	**7.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**342,528**	**343,000**	**343,000**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**14,287,757**	**19,511,848**	**21,691,467**	**2,179,619**	**11.2%**
NET OPERATING SUBSIDY	**(13,160,111)**	**(17,942,109)**	**(20,055,926)**	**2,113,816**	**11.8%**
OVERHEAD ALLOCATION	**(382,954)**	**(313,938)**	**(545,782)**	**(231,844)**	**73.9%**
ADJUSTED NET OPERATING SUBSIDY	**(13,543,065)**	**(18,256,047)**	**(20,601,708)**	**2,345,661**	**12.8%**
TOTAL REVENUES LESS TOTAL EXPENSES	**0**	**1**	**0**	**1**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.06

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	313,435	323,313	320,110	(3,203)	-1.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**313,435**	**323,313**	**320,110**	**(3,203)**	**-1.0%**
TOTAL COMBINED REVENUES	**313,435**	**323,313**	**320,110**	**(3,203)**	**-1.0%**
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	**-**	**-**	**-**	**-**	**-**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	313,435	323,313	320,110	(3,203)	-1.0%
TOTAL OUTSIDE SERVICES	**313,435**	**323,313**	**320,110**	**(3,203)**	**-1.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**-**	**-**	**-**	**-**	**-**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**313,435**	**323,313**	**320,110**	**(3,203)**	**-1.0%**
NET OPERATING SUBSIDY	**(313,435)**	**(323,313)**	**(320,110)**	**(3,203)**	**-1.0%**
OVERHEAD ALLOCATION	**-**	**-**	**-**	**-**	**-**
ADJUSTED NET OPERATING SUBSIDY	**(313,435)**	**(323,313)**	**(320,110)**	**(3,203)**	**-1.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.07

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	345,069	523,597	534,749	11,152	2.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**345,069**	**523,597**	**534,749**	**11,152**	**2.1%**
TOTAL COMBINED REVENUES	**345,069**	**523,597**	**534,749**	**11,152**	**2.1%**
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	115,417	287,570	293,695	6,125	2.1%
TOTAL PERSONNEL EXPENSES	**115,417**	**287,570**	**293,695**	**6,125**	**2.1%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	229,652	236,027	241,054	5,027	2.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**229,652**	**236,027**	**241,054**	**5,027**	**2.1%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**-**	**-**	**-**	**-**	**-**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**345,069**	**523,597**	**534,749**	**11,152**	**2.1%**
NET OPERATING SUBSIDY	**(345,069)**	**(523,597)**	**(534,749)**	**11,152**	**2.1%**
OVERHEAD ALLOCATION	**-**	**-**	**-**	**-**	**-**
ADJUSTED NET OPERATING SUBSIDY	**(345,069)**	**(523,597)**	**(534,749)**	**11,152**	**2.1%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 4.08

	AVAILABLE FUNDING FY25
City of Poway	**93,439**
City of El Cajon	**141,468**
City of Lemon Grove	**188,611**
City of La Mesa	**80,160**
City of Coronado	**31,071**
Grand Total	**534,749**

Transportation Development Act (TDA) funding passed through to the above cities can be used for all purposes necessary and convenient to the operation and maintenance of the MTS public transportation system.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 5.01

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	21,978,425	29,266,261	31,100,727	1,834,466	6.3%
TOTAL OPERATING REVENUES	**21,978,425**	**29,266,261**	**31,100,727**	**1,834,466**	**6.3%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,290,918	38,749,387	4,112,724	(34,636,663)	-89.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
TOTAL NON OPERATING REVENUE	**15,251,159**	**8,567,341**	**4,112,724**	**(4,454,617)**	**-52.0%**
TOTAL COMBINED REVENUES	**37,229,584**	**37,833,602**	**35,213,451**	**(2,620,151)**	**-6.9%**
OPERATING EXPENSES					
LABOR EXPENSES	18,002,731	21,194,875	24,736,598	3,541,723	16.7%
FRINGE EXPENSES	8,382,820	8,638,223	10,097,669	1,459,446	16.9%
TOTAL PERSONNEL EXPENSES	**26,385,551**	**29,833,098**	**34,834,267**	**5,001,169**	**16.8%**
SECURITY EXPENSES	11,437,785	12,980,362	13,637,755	657,393	5.1%
REPAIR/MAINTENANCE SERVICES	208,224	178,400	198,000	19,600	11.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	11,375,508	14,016,140	16,138,027	2,121,887	15.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**23,021,517**	**27,174,902**	**29,973,782**	**2,798,880**	**10.3%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	137,953	335,750	59,632	(276,118)	-82.2%
TOTAL MATERIALS AND SUPPLIES	**137,953**	**335,750**	**59,632**	**(276,118)**	**-82.2%**
GAS/DIESEL/PROPANE	238,681	224,600	279,600	55,000	24.5%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	956,699	1,037,381	1,038,913	1,532	0.1%
TOTAL ENERGY	**1,195,381**	**1,261,981**	**1,318,513**	**56,532**	**4.5%**
RISK MANAGEMENT	**874,496**	**859,000**	**1,264,292**	**405,292**	**47.2%**
GENERAL AND ADMINISTRATIVE	**4,916,755**	**5,054,941**	**5,355,753**	**300,812**	**6.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**228,525**	**320,000**	**327,333**	**7,333**	**2.3%**
TOTAL OPERATING EXPENSES	**56,760,178**	**64,839,672**	**73,133,572**	**8,293,900**	**12.8%**
NET OPERATING SUBSIDY	**(34,781,752)**	**(35,573,411)**	**(42,032,845)**	**6,459,434**	**18.2%**
OVERHEAD ALLOCATION	**29,915,551**	**27,006,070**	**37,920,122**	**10,914,052**	**40.4%**
ADJUSTED NET OPERATING SUBSIDY	**(4,866,201)**	**(8,567,341)**	**(4,112,724)**	**(4,454,618)**	**-52.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**10,384,957**	**(0)**	**-**	**(0)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS BUDGET
FISCAL YEAR 2025
SECTION 5.02

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	**-**	**-**	**-**	**-**	**-**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	5,590	5,900	6,000	100	1.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**5,590**	**5,900**	**6,000**	**100**	**1.7%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**55,113**	**75,500**	**75,500**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**60,703**	**81,400**	**81,500**	**100**	**0.1%**
NET OPERATING SUBSIDY	**(60,703)**	**(81,400)**	**(81,500)**	**100**	**0.1%**
OVERHEAD ALLOCATION	**70,100**	**81,400**	**81,500**	**100**	**0.1%**
ADJUSTED NET OPERATING SUBSIDY	**9,397**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**9,397**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS ADMINISTRATION BUDGET
FISCAL YEAR 2025
SECTION 5.03

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	179,369	191,000	203,185	12,185	6.4%
FRINGE EXPENSES	27,032	34,300	31,677	(2,623)	-7.6%
TOTAL PERSONNEL EXPENSES	**206,401**	**225,300**	**234,862**	**9,562**	**4.2%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**-**	**-**	**-**	**-**	**-**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**42**	**29**	**-**	**(29)**	**-100.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**206,443**	**225,329**	**234,862**	**9,533**	**4.2%**
NET OPERATING SUBSIDY	**(206,443)**	**(225,329)**	**(234,862)**	**9,533**	**4.2%**
OVERHEAD ALLOCATION	**205,398**	**225,329**	**234,862**	**9,533**	**4.2%**
ADJUSTED NET OPERATING SUBSIDY	**(1,045)**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**(1,045)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS BENCH/SHELTER BUDGET
FISCAL YEAR 2025
SECTION 5.04

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,602,897	1,700,432	1,655,045	(45,387)	-2.7%
TOTAL OPERATING REVENUES	**1,602,897**	**1,700,432**	**1,655,045**	**(45,387)**	**-2.7%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**1,602,897**	**1,700,432**	**1,655,045**	**(45,387)**	**-2.7%**
OPERATING EXPENSES					
LABOR EXPENSES	53,746	63,000	64,000	1,000	1.6%
FRINGE EXPENSES	47,254	58,400	58,306	(94)	-0.2%
TOTAL PERSONNEL EXPENSES	**101,000**	**121,400**	**122,306**	**906**	**0.7%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	(829)	3,000	3,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**(829)**	**3,000**	**3,000**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**-**	**-**	**-**	**-**	**-**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**100,171**	**124,400**	**125,306**	**906**	**0.7%**
NET OPERATING SUBSIDY	**1,502,726**	**1,576,032**	**1,529,739**	**46,293**	**-2.9%**
OVERHEAD ALLOCATION	**(1,593,181)**	**(1,576,032)**	**(1,529,739)**	**46,293**	**-2.9%**
ADJUSTED NET OPERATING SUBSIDY	**(90,455)**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**(90,455)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL PROJECTS
FISCAL YEAR 2025
SECTION 5.05

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	836,735	960,000	1,185,690	225,690	23.5%
FRINGE EXPENSES	(303,565)	(278,800)	(381,150)	(102,350)	36.7%
TOTAL PERSONNEL EXPENSES	**533,170**	**681,200**	**804,540**	**123,340**	**18.1%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,200	1,400	12,000	10,600	757.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**1,200**	**1,400**	**12,000**	**10,600**	**757.1%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**7,169**	**9,600**	**8,600**	**(1,000)**	**-10.4%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**541,539**	**692,200**	**825,140**	**132,940**	**19.2%**
NET OPERATING SUBSIDY	**(541,539)**	**(692,200)**	**(825,140)**	**132,940**	**19.2%**
OVERHEAD ALLOCATION	**452,800**	**692,200**	**825,140**	**132,940**	**19.2%**
ADJUSTED NET OPERATING SUBSIDY	**(88,739)**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**(88,739)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE BUDGET
FISCAL YEAR 2025
SECTION 5.06

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	552,303	580,000	652,122	72,122	12.4%
FRINGE EXPENSES	94,008	103,808	114,247	10,439	10.1%
TOTAL PERSONNEL EXPENSES	**646,311**	**683,808**	**766,370**	**82,562**	**12.1%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	29,450	30,500	30,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**29,450**	**30,500**	**30,500**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**10,014**	**20,500**	**23,500**	**3,000**	**14.6%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**685,775**	**734,808**	**820,370**	**85,562**	**11.6%**
NET OPERATING SUBSIDY	**(685,775)**	**(734,808)**	**(820,370)**	**85,562**	**11.6%**
OVERHEAD ALLOCATION	**650,716**	**734,808**	**820,370**	**85,562**	**11.6%**
ADJUSTED NET OPERATING SUBSIDY	**(35,059)**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**(35,059)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FARE SYSTEM BUDGET
FISCAL YEAR 2025
SECTION 5.07

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,002,009	1,161,246	2,093,000	931,754	80.2%
TOTAL OPERATING REVENUES	**1,002,009**	**1,161,246**	**2,093,000**	**931,754**	**80.2%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	486,120	528,021	41,901	8.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**486,120**	**528,021**	**41,901**	**8.6%**
TOTAL COMBINED REVENUES	**1,002,009**	**1,647,366**	**2,621,021**	**973,655**	**59.1%**
OPERATING EXPENSES					
LABOR EXPENSES	696,250	889,385	950,926	61,541	6.9%
FRINGE EXPENSES	(149,438)	106,651	304,433	197,782	185.4%
TOTAL PERSONNEL EXPENSES	**546,812**	**996,036**	**1,255,359**	**259,323**	**26.0%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,201,633	1,593,143	2,544,226	951,083	59.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**1,201,633**	**1,593,143**	**2,544,226**	**951,083**	**59.7%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	66,243	61,881	62,968	1,087	1.8%
TOTAL ENERGY	**66,243**	**61,881**	**62,968**	**1,087**	**1.8%**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**1,571,938**	**1,819,373**	**1,830,232**	**10,859**	**0.6%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**3,386,626**	**4,470,433**	**5,692,785**	**1,222,352**	**27.3%**
NET OPERATING SUBSIDY	**(2,384,617)**	**(3,309,187)**	**(3,599,785)**	**290,598**	**8.8%**
OVERHEAD ALLOCATION	**2,604,605**	**2,823,067**	**3,071,765**	**248,698**	**8.8%**
ADJUSTED NET OPERATING SUBSIDY	**219,988**	**(486,120)**	**(528,021)**	**41,900**	**8.6%**
TOTAL REVENUES LESS TOTAL EXPENSES	**219,988**	**(0)**	**-**	**(0)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FINANCE BUDGET
FISCAL YEAR 2025
SECTION 5.08

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	1,772,573	1,871,000	2,113,586	242,586	13.0%
FRINGE EXPENSES	330,061	360,000	374,985	14,985	4.2%
TOTAL PERSONNEL EXPENSES	**2,102,634**	**2,231,000**	**2,488,571**	**257,571**	**11.5%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	43,856	10,000	10,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**43,856**	**10,000**	**10,000**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**21,233**	**19,500**	**19,500**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**2,167,723**	**2,260,500**	**2,518,071**	**257,571**	**11.4%**
NET OPERATING SUBSIDY	**(2,167,723)**	**(2,260,500)**	**(2,518,071)**	**257,571**	**11.4%**
OVERHEAD ALLOCATION	**2,186,200**	**2,260,500**	**2,518,071**	**257,571**	**11.4%**
ADJUSTED NET OPERATING SUBSIDY	**18,477**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**18,477**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FRINGE BENEFITS BUDGET
FISCAL YEAR 2025
SECTION 5.09

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	13,121	-	-	-	-
FRINGE EXPENSES	6,310,621	6,626,245	7,721,954	1,095,709	16.5%
TOTAL PERSONNEL EXPENSES	**6,323,742**	**6,626,245**	**7,721,954**	**1,095,709**	**16.5%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**-**	**-**	**-**	**-**	**-**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**8,764**	**11,725**	**11,725**	**-**	**0.0%**
GENERAL AND ADMINISTRATIVE	**(65)**	**(100)**	**(100)**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**6,332,441**	**6,637,870**	**7,733,579**	**1,095,709**	**16.5%**
NET OPERATING SUBSIDY	**(6,332,441)**	**(6,637,870)**	**(7,733,579)**	**1,095,709**	**16.5%**
OVERHEAD ALLOCATION	**6,070,638**	**6,637,870**	**7,733,579**	**1,095,709**	**16.5%**
ADJUSTED NET OPERATING SUBSIDY	**(261,803)**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**(261,803)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
GENERAL EXPENSES BUDGET
FISCAL YEAR 2025
SECTION 5.10

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	1,655	2,000	2,000	-	0.0%
FRINGE EXPENSES	(512,165)	(704,000)	(730,714)	(26,714)	3.8%
TOTAL PERSONNEL EXPENSES	**(510,510)**	**(702,000)**	**(728,714)**	**(26,714)**	**3.8%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	126,435	130,000	135,000	5,000	3.8%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	958,341	986,000	979,150	(6,850)	-0.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**1,084,776**	**1,116,000**	**1,114,150**	**(1,850)**	**-0.2%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	853	1,500	1,554	54	3.6%
TOTAL MATERIALS AND SUPPLIES	**853**	**1,500**	**1,554**	**54**	**3.6%**
GAS/DIESEL/PROPANE	3,251	4,000	4,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	844,199	940,000	941,451	1,451	0.2%
TOTAL ENERGY	**847,450**	**944,000**	**945,451**	**1,451**	**0.2%**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**1,989,686**	**1,948,062**	**2,034,064**	**86,002**	**4.4%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**227,333**	**320,000**	**327,333**	**7,333**	**2.3%**
TOTAL OPERATING EXPENSES	**3,639,586**	**3,627,562**	**3,693,838**	**66,276**	**1.8%**
NET OPERATING SUBSIDY	**(3,639,586)**	**(3,627,562)**	**(3,693,838)**	**66,276**	**1.8%**
OVERHEAD ALLOCATION	**3,538,600**	**3,627,562**	**3,693,838**	**66,276**	**1.8%**
ADJUSTED NET OPERATING SUBSIDY	**(100,986)**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**(100,986)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
HUMAN RESOURCES BUDGET
FISCAL YEAR 2025
SECTION 5.11

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	1,373,626	1,510,500	1,740,285	229,785	15.2%
FRINGE EXPENSES	216,925	232,000	278,646	46,646	20.1%
TOTAL PERSONNEL EXPENSES	**1,590,551**	**1,742,500**	**2,018,930**	**276,430**	**15.9%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	389,839	938,019	774,606	(163,413)	-17.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**389,839**	**938,019**	**774,606**	**(163,413)**	**-17.4%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	345	(100)	(100)	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**345**	**(100)**	**(100)**	**-**	**0.0%**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**30,743**	**53,317**	**67,002**	**13,685**	**25.7%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**2,011,478**	**2,733,736**	**2,860,438**	**126,702**	**4.6%**
NET OPERATING SUBSIDY	**(2,011,478)**	**(2,733,736)**	**(2,860,438)**	**126,702**	**4.6%**
OVERHEAD ALLOCATION	**2,123,809**	**2,733,736**	**2,860,438**	**126,702**	**4.6%**
ADJUSTED NET OPERATING SUBSIDY	**112,331**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**112,331**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
INFORMATION TECHNOLOGY BUDGET
FISCAL YEAR 2025
SECTION 5.12

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	2,676,359	3,043,565	3,346,047	302,482	9.9%
FRINGE EXPENSES	435,602	462,490	499,393	36,903	8.0%
TOTAL PERSONNEL EXPENSES	**3,111,961**	**3,506,055**	**3,845,440**	**339,385**	**9.7%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	6,292,056	6,901,574	8,239,990	1,338,416	19.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**6,292,056**	**6,901,574**	**8,239,990**	**1,338,416**	**19.4%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	69,480	6,000	10,000	4,000	66.7%
TOTAL MATERIALS AND SUPPLIES	**69,480**	**6,000**	**10,000**	**4,000**	**66.7%**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	10,210	12,000	12,000	-	0.0%
TOTAL ENERGY	**10,210**	**12,000**	**12,000**	**-**	**0.0%**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**409,533**	**445,800**	**581,450**	**135,650**	**30.4%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**9,893,240**	**10,871,429**	**12,688,881**	**1,817,452**	**16.7%**
NET OPERATING SUBSIDY	**(9,893,240)**	**(10,871,429)**	**(12,688,881)**	**1,817,452**	**16.7%**
OVERHEAD ALLOCATION	**9,959,453**	**10,871,429**	**12,688,881**	**1,817,452**	**16.7%**
ADJUSTED NET OPERATING SUBSIDY	**66,213**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**66,213**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LAND MANAGEMENT BUDGET
FISCAL YEAR 2025
SECTION 5.13

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	2,365,466	2,520,000	3,422,128	902,128	35.8%
TOTAL OPERATING REVENUES	**2,365,466**	**2,520,000**	**3,422,128**	**902,128**	**35.8%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**2,365,466**	**2,520,000**	**3,422,128**	**902,128**	**35.8%**
OPERATING EXPENSES					
LABOR EXPENSES	199,082	203,000	208,021	5,021	2.5%
FRINGE EXPENSES	44,835	35,925	36,743	818	2.3%
TOTAL PERSONNEL EXPENSES	**243,917**	**238,925**	**244,764**	**5,839**	**2.4%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	76,815	5,000	5,000	(0)	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	607,433	1,467,847	831,700	(636,147)	-43.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**684,248**	**1,472,847**	**836,700**	**(636,147)**	**-43.2%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	33,619	20,500	19,494	(1,006)	-4.9%
TOTAL ENERGY	**33,619**	**20,500**	**19,494**	**(1,006)**	**-4.9%**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**88,292**	**112,110**	**102,555**	**(9,555)**	**-8.5%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**1,050,074**	**1,844,382**	**1,203,513**	**(640,869)**	**-34.7%**
NET OPERATING SUBSIDY	**1,315,392**	**675,618**	**2,218,615**	**(1,542,997)**	**228.4%**
OVERHEAD ALLOCATION	**(811,991)**	**(675,618)**	**(2,218,615)**	**(1,542,997)**	**228.4%**
ADJUSTED NET OPERATING SUBSIDY	**503,401**	**0**	**-**	**0**	**-100.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**503,401**	**0**	**-**	**0**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
LEGAL BUDGET
FISCAL YEAR 2025
SECTION 5.14

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	334,858	357,000	494,293	137,293	38.5%
FRINGE EXPENSES	62,498	77,018	89,503	12,485	16.2%
TOTAL PERSONNEL EXPENSES	**397,356**	**434,018**	**583,796**	**149,778**	**34.5%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	558,165	810,500	830,500	20,000	2.5%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**558,165**	**810,500**	**830,500**	**20,000**	**2.5%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**24,050**	**122,000**	**130,000**	**8,000**	**6.6%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**979,571**	**1,366,518**	**1,544,296**	**177,778**	**13.0%**
NET OPERATING SUBSIDY	**(979,571)**	**(1,366,518)**	**(1,544,296)**	**177,778**	**13.0%**
OVERHEAD ALLOCATION	**1,023,634**	**1,366,518**	**1,544,296**	**177,778**	**13.0%**
ADJUSTED NET OPERATING SUBSIDY	**44,063**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**44,063**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MARKETING BUDGET
FISCAL YEAR 2025
SECTION 5.15

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	671,843	742,981	799,163	56,182	7.6%
FRINGE EXPENSES	107,031	123,713	129,070	5,357	4.3%
TOTAL PERSONNEL EXPENSES	**778,874**	**866,694**	**928,233**	**61,539**	**7.1%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	640,693	658,841	1,032,996	374,155	56.8%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**640,693**	**658,841**	**1,032,996**	**374,155**	**56.8%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	1,917	1,600	1,728	128	8.0%
TOTAL MATERIALS AND SUPPLIES	**1,917**	**1,600**	**1,728**	**128**	**8.0%**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**594,071**	**284,000**	**321,000**	**37,000**	**13.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**2,015,555**	**1,811,135**	**2,283,957**	**472,822**	**26.1%**
NET OPERATING SUBSIDY	**(2,015,555)**	**(1,811,135)**	**(2,283,957)**	**472,822**	**26.1%**
OVERHEAD ALLOCATION	**2,426,140**	**1,811,135**	**2,283,957**	**472,822**	**26.1%**
ADJUSTED NET OPERATING SUBSIDY	**410,585**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**410,585**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PLANNING BUDGET
FISCAL YEAR 2025
SECTION 5.16

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	660,224	724,000	804,069	80,069	11.1%
FRINGE EXPENSES	129,953	133,399	140,975	7,576	5.7%
TOTAL PERSONNEL EXPENSES	**790,177**	**857,399**	**945,044**	**87,645**	**10.2%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	146,174	41,000	223,000	182,000	443.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**146,174**	**41,000**	**223,000**	**182,000**	**443.9%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**12,079**	**8,250**	**23,250**	**15,000**	**181.8%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**948,429**	**906,649**	**1,191,294**	**284,645**	**31.4%**
NET OPERATING SUBSIDY	**(948,429)**	**(906,649)**	**(1,191,294)**	**284,645**	**31.4%**
OVERHEAD ALLOCATION	**829,259**	**906,649**	**1,191,294**	**284,645**	**31.4%**
ADJUSTED NET OPERATING SUBSIDY	**(119,170)**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**(119,170)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
PURCHASING BUDGET
FISCAL YEAR 2025
SECTION 5.17

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	1,023,011	1,200,000	1,367,410	167,410	14.0%
FRINGE EXPENSES	185,916	170,000	183,795	13,795	8.1%
TOTAL PERSONNEL EXPENSES	**1,208,927**	**1,370,000**	**1,551,206**	**181,206**	**13.2%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	34,713	50,500	50,500	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**34,713**	**50,500**	**50,500**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	172	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**172**	**500**	**500**	**-**	**0.0%**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**7,856**	**44,400**	**40,100**	**(4,300)**	**-9.7%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**1,251,669**	**1,465,400**	**1,642,306**	**176,906**	**12.1%**
NET OPERATING SUBSIDY	**(1,251,669)**	**(1,465,400)**	**(1,642,306)**	**176,906**	**12.1%**
OVERHEAD ALLOCATION	**1,267,316**	**1,465,400**	**1,642,306**	**176,906**	**12.1%**
ADJUSTED NET OPERATING SUBSIDY	**15,647**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**15,647**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET
FISCAL YEAR 2025
SECTION 5.18

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	17,002,828	23,879,283	23,925,254	45,971	0.2%
TOTAL OPERATING REVENUES	**17,002,828**	**23,879,283**	**23,925,254**	**45,971**	**0.2%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	68,115,295	38,111,767	3,584,703	(34,527,064)	-90.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(53,039,759)	(30,182,046)	-	30,182,046	-100.0%
TOTAL NON OPERATING REVENUE	**15,075,536**	**7,929,721**	**3,584,703**	**(4,345,018)**	**-54.8%**
TOTAL COMBINED REVENUES	**32,078,363**	**31,809,004**	**27,509,957**	**(4,299,047)**	**-13.5%**
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	344,855	-	-	-	-
TOTAL PERSONNEL EXPENSES	**344,855**	**-**	**-**	**-**	**-**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**-**	**-**	**-**	**-**	**-**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**-**	**-**	**-**	**-**	**-**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**344,855**	**-**	**-**	**-**	**-**
NET OPERATING SUBSIDY	**16,657,972**	**23,879,283**	**23,925,254**	**(45,971)**	**0.2%**
OVERHEAD ALLOCATION	**(22,256,793)**	**(31,809,004)**	**(27,509,957)**	**4,299,047**	**-13.5%**
ADJUSTED NET OPERATING SUBSIDY	**(5,598,821)**	**(7,929,721)**	**(3,584,703)**	**(4,345,018)**	**-54.8%**
TOTAL REVENUES LESS TOTAL EXPENSES	**9,476,715**	**(0)**	**-**	**(0)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RISK BUDGET
FISCAL YEAR 2025
SECTION 5.19

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	321,916	334,000	346,636	12,636	3.8%
FRINGE EXPENSES	65,806	61,000	58,374	(2,626)	-4.3%
TOTAL PERSONNEL EXPENSES	**387,722**	**395,000**	**405,010**	**10,010**	**2.5%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	1,492	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**1,492**	**-**	**-**	**-**	**-**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**790,918**	**784,275**	**1,189,567**	**405,292**	**51.7%**
GENERAL AND ADMINISTRATIVE	**318**	**3,300**	**6,800**	**3,500**	**106.1%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**1,180,450**	**1,182,575**	**1,601,377**	**418,802**	**35.4%**
NET OPERATING SUBSIDY	**(1,180,450)**	**(1,182,575)**	**(1,601,377)**	**418,802**	**35.4%**
OVERHEAD ALLOCATION	**1,307,343**	**1,182,575**	**1,601,377**	**418,802**	**35.4%**
ADJUSTED NET OPERATING SUBSIDY	**126,893**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**126,893**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SECURITY BUDGET
FISCAL YEAR 2025
SECTION 5.20

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	175,623	151,500	-	(151,500)	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**175,623**	**151,500**	**-**	**(151,500)**	**-100.0%**
TOTAL COMBINED REVENUES	**175,623**	**151,500**	**-**	**(151,500)**	**-100.0%**
OPERATING EXPENSES					
LABOR EXPENSES	4,512,247	6,206,164	8,011,642	1,805,478	29.1%
FRINGE EXPENSES	586,362	693,500	840,795	147,295	21.2%
TOTAL PERSONNEL EXPENSES	**5,098,610**	**6,899,664**	**8,852,437**	**1,952,773**	**28.3%**
SECURITY EXPENSES	11,437,785	12,980,362	13,637,755	657,393	5.1%
REPAIR/MAINTENANCE SERVICES	2,287	43,400	58,000	14,600	33.6%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	307,725	334,916	386,259	51,343	15.3%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**11,747,797**	**13,358,678**	**14,082,014**	**723,336**	**5.4%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	55,278	316,450	35,450	(281,000)	-88.8%
TOTAL MATERIALS AND SUPPLIES	**55,278**	**316,450**	**35,450**	**(281,000)**	**-88.8%**
GAS/DIESEL/PROPANE	235,075	220,000	275,000	55,000	25.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	2,429	3,000	3,000	-	0.0%
TOTAL ENERGY	**237,504**	**223,000**	**278,000**	**55,000**	**24.7%**
RISK MANAGEMENT	**74,815**	**63,000**	**63,000**	**-**	**0.0%**
GENERAL AND ADMINISTRATIVE	**68,705**	**56,300**	**63,800**	**7,500**	**13.3%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**1,193**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**17,283,900**	**20,917,092**	**23,374,701**	**2,457,609**	**11.7%**
NET OPERATING SUBSIDY	**(17,283,900)**	**(20,917,092)**	**(23,374,701)**	**2,457,609**	**11.7%**
OVERHEAD ALLOCATION	**17,192,211**	**20,765,592**	**23,374,701**	**2,609,109**	**12.6%**
ADJUSTED NET OPERATING SUBSIDY	**(91,689)**	**(151,500)**	**-**	**(151,500)**	**-100.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**83,934**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STORES BUDGET
FISCAL YEAR 2025
SECTION 5.21

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	1,108,927	1,228,577	1,284,884	56,307	4.6%
FRINGE EXPENSES	179,031	168,786	174,618	5,832	3.5%
TOTAL PERSONNEL EXPENSES	**1,287,957**	**1,397,363**	**1,459,502**	**62,139**	**4.4%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,687	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	155,537	180,000	180,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**158,224**	**180,000**	**180,000**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	9,908	9,800	10,500	700	7.1%
TOTAL MATERIALS AND SUPPLIES	**9,908**	**9,800**	**10,500**	**700**	**7.1%**
GAS/DIESEL/PROPANE	356	600	600	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**356**	**600**	**600**	**-**	**0.0%**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**8,338**	**13,500**	**13,500**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**1,464,782**	**1,601,263**	**1,664,102**	**62,839**	**3.9%**
NET OPERATING SUBSIDY	**(1,464,782)**	**(1,601,263)**	**(1,664,102)**	**62,839**	**3.9%**
OVERHEAD ALLOCATION	**1,464,033**	**1,601,263**	**1,664,102**	**62,839**	**3.9%**
ADJUSTED NET OPERATING SUBSIDY	**(749)**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**(749)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TELEPHONE INFORMATION SERVICES BUDGET
FISCAL YEAR 2025
SECTION 5.22

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**-**	**-**	**-**	**-**	**-**
OPERATING EXPENSES					
LABOR EXPENSES	657,532	714,500	771,042	56,542	7.9%
FRINGE EXPENSES	110,422	105,900	101,420	(4,480)	-4.2%
TOTAL PERSONNEL EXPENSES	**767,954**	**820,400**	**872,462**	**52,062**	**6.3%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	(0)	-	-	-	-
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**(0)**	**-**	**-**	**-**	**-**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**-**	**1,000**	**1,000**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**767,954**	**821,400**	**873,462**	**52,062**	**6.3%**
NET OPERATING SUBSIDY	**(767,954)**	**(821,400)**	**(873,462)**	**52,062**	**6.3%**
OVERHEAD ALLOCATION	**761,606**	**821,400**	**873,462**	**52,062**	**6.3%**
ADJUSTED NET OPERATING SUBSIDY	**(6,348)**	**-**	**-**	**-**	**-**
TOTAL REVENUES LESS TOTAL EXPENSES	**(6,348)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
TRANSIT STORE BUDGET
FISCAL YEAR 2025
SECTION 5.23

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	5,225	5,300	5,300	-	0.0%
TOTAL OPERATING REVENUES	**5,225**	**5,300**	**5,300**	**-**	**0.0%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**-**	**-**	**-**	**-**	**-**
TOTAL COMBINED REVENUES	**5,225**	**5,300**	**5,300**	**-**	**0.0%**
OPERATING EXPENSES					
LABOR EXPENSES	357,352	374,203	391,595	17,392	4.6%
FRINGE EXPENSES	69,778	67,888	70,599	2,711	4.0%
TOTAL PERSONNEL EXPENSES	**427,130**	**442,091**	**462,195**	**20,104**	**4.5%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	2,440	3,000	3,600	600	20.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**2,440**	**3,000**	**3,600**	**600**	**20.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**17,642**	**18,500**	**14,000**	**(4,500)**	**-24.3%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**447,211**	**463,591**	**479,795**	**16,204**	**3.5%**
NET OPERATING SUBSIDY	**(441,986)**	**(458,291)**	**(474,495)**	**16,204**	**3.5%**
OVERHEAD ALLOCATION	**443,655**	**458,291**	**474,495**	**16,204**	**3.5%**
ADJUSTED NET OPERATING SUBSIDY	**1,669**	**(0)**	**-**	**(0)**	**-100.0%**
TOTAL REVENUES LESS TOTAL EXPENSES	**1,669**	**(0)**	**-**	**(0)**	**0.0%**

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET SUMMARY
FISCAL YEAR 2025
SECTION 6.01

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	991,810	991,000	990,000	(1,000)	-0.1%
TOTAL OPERATING REVENUES	**991,810**	**991,000**	**990,000**	**(1,000)**	**-0.1%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(296,340)	(217,127)	(44,070)	173,057	-79.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(296,340)	(217,127)	(44,070)	173,057	-79.7%
TOTAL NON OPERATING REVENUE	**(296,340)**	**(217,127)**	**(44,070)**	**173,057**	**-79.7%**
TOTAL COMBINED REVENUES	**695,470**	**773,873**	**945,930**	**172,057**	**22.2%**
OPERATING EXPENSES					
LABOR EXPENSES	325,444	351,651	445,185	93,534	26.6%
FRINGE EXPENSES	173,995	202,813	235,429	32,616	16.1%
TOTAL PERSONNEL EXPENSES	**499,438**	**554,464**	**680,614**	**126,150**	**22.8%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,709	4,000	5,000	1,000	25.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	20,184	54,200	57,300	3,100	5.7%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**22,893**	**58,200**	**62,300**	**4,100**	**7.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	204	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**204**	**500**	**500**	**-**	**0.0%**
GAS/DIESEL/PROPANE	5,882	7,000	9,000	2,000	28.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**5,882**	**7,000**	**9,000**	**2,000**	**28.6%**
RISK MANAGEMENT	**71,178**	**89,475**	**98,600**	**9,125**	**10.2%**
GENERAL AND ADMINISTRATIVE	**66,374**	**70,164**	**71,664**	**1,500**	**2.1%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**13,686**	**6,000**	**6,000**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**679,656**	**785,803**	**928,678**	**142,875**	**18.2%**
NET OPERATING SUBSIDY	**312,154**	**205,197**	**61,322**	**143,875**	**-70.1%**
OVERHEAD ALLOCATION	**(15,814)**	**11,930**	**(17,252)**	**(29,182)**	**-244.6%**
ADJUSTED NET OPERATING SUBSIDY	**296,340**	**217,127**	**44,070**	**173,057**	**-79.7%**
TOTAL REVENUES LESS TOTAL EXPENSES	**0**	**(0)**	**-**	**(0)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FOR-HIRE VEHICLE (FHV) ADMINISTRATION BUDGET
FISCAL YEAR 2025
SECTION 6.02

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	794,764	758,000	757,000	(1,000)	-0.1%
TOTAL OPERATING REVENUES	**794,764**	**758,000**	**757,000**	**(1,000)**	**-0.1%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(207,327)	(137,478)	26,294	163,772	-119.1%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(207,327)	(137,478)	26,294	163,772	-119.1%
TOTAL NON OPERATING REVENUE	**(207,327)**	**(137,478)**	**26,294**	**163,772**	**-119.1%**
TOTAL COMBINED REVENUES	**587,437**	**620,522**	**783,294**	**162,772**	**26.2%**
OPERATING EXPENSES					
LABOR EXPENSES	325,444	349,651	443,185	93,534	26.8%
FRINGE EXPENSES	171,476	199,462	231,793	32,331	16.2%
TOTAL PERSONNEL EXPENSES	**496,920**	**549,113**	**674,978**	**125,865**	**22.9%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	2,709	4,000	5,000	1,000	25.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	6,999	19,200	22,300	3,100	16.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**9,708**	**23,200**	**27,300**	**4,100**	**17.7%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	204	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**204**	**500**	**500**	**-**	**0.0%**
GAS/DIESEL/PROPANE	5,882	7,000	9,000	2,000	28.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**5,882**	**7,000**	**9,000**	**2,000**	**28.6%**
RISK MANAGEMENT	**8,504**	**9,475**	**9,600**	**125**	**1.3%**
GENERAL AND ADMINISTRATIVE	**36,719**	**37,164**	**38,664**	**1,500**	**4.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**13,686**	**6,000**	**6,000**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**571,624**	**632,452**	**766,042**	**133,590**	**21.1%**
NET OPERATING SUBSIDY	**223,140**	**125,548**	**(9,042)**	**134,590**	**-107.2%**
OVERHEAD ALLOCATION	**(15,814)**	**11,930**	**(17,252)**	**(29,182)**	**-244.6%**
ADJUSTED NET OPERATING SUBSIDY	**207,327**	**137,478**	**(26,294)**	**163,772**	**-119.1%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**(0)**	**-**	**(0)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SAN DIEGO AND ARIZONA EASTERN RAILROAD BUDGET
FISCAL YEAR 2025
SECTION 6.03

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	197,046	233,000	233,000	-	0.0%
TOTAL OPERATING REVENUES	**197,046**	**233,000**	**233,000**	**-**	**0.0%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(89,013)	(79,649)	(70,364)	9,285	-11.7%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(89,013)	(79,649)	(70,364)	9,285	-11.7%
TOTAL NON OPERATING REVENUE	**(89,013)**	**(79,649)**	**(70,364)**	**9,285**	**-11.7%**
TOTAL COMBINED REVENUES	**108,032**	**153,351**	**162,636**	**9,285**	**6.1%**
OPERATING EXPENSES					
LABOR EXPENSES	-	2,000	2,000	-	0.0%
FRINGE EXPENSES	2,519	3,351	3,636	285	8.5%
TOTAL PERSONNEL EXPENSES	**2,519**	**5,351**	**5,636**	**285**	**5.3%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	13,185	35,000	35,000	-	0.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**13,185**	**35,000**	**35,000**	**-**	**0.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**62,675**	**80,000**	**89,000**	**9,000**	**11.3%**
GENERAL AND ADMINISTRATIVE	**29,654**	**33,000**	**33,000**	**-**	**0.0%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**108,032**	**153,351**	**162,636**	**9,285**	**6.1%**
NET OPERATING SUBSIDY	**89,013**	**79,649**	**70,364**	**9,285**	**-11.7%**
OVERHEAD ALLOCATION	**-**	**-**	**-**	**-**	**-**
ADJUSTED NET OPERATING SUBSIDY	**89,013**	**79,649**	**70,364**	**9,285**	**-11.7%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**-**	**-**	**-**	**0.0%**

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Summary of Debt-Service Activities
Proposed Budget Fiscal Year 2025
Section 7.01

Overview

This section reviews the debt service activities of MTS's operating budget. The final payment on the pension of the 2004 pension obligation bonds was made in FY24. There are no further debt service payments scheduled for FY25 or beyond.

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
Summary of Significant Capital Activities
Proposed Budget Fiscal Year 2025
Section 8.01

Development of the MTS Fiscal Year 2025 Capital Improvement Program (CIP)

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

The CIP process began in September 2023 with the "call for projects". Each MTS agency, MTS Administration, San Diego Transit Corporation, San Diego Trolley, Inc., and SANDAG, submitted its capital project requests in priority order. The lists were consolidated for review by Finance staff. A meeting of members of the CIP Budget Development Committee was held to review and to develop a CIP recommendation for FY25 ensuring that operationally critical projects were funded. The Chief Executive Officer (CEO) approved the prioritization of those capital requests. The FY25 MTS CIP was approved by the MTS Board of Directors on March 14, 2024.

The approved budget included funding $63.0 million for preventative maintenance, $6.3 million for ADA Operations, and $291,000 in SANDAG planning studies. The remaining projects compete for the balance of available funding after the preventive maintenance has been taken into consideration.

CIP Revenues

For FY25, there is $250.1 million in federal, state, and local funding sources available for the CIP, which are detailed in Section 8.02. Recurring revenue sources total $130.9 million in the FY25 CIP in the form of federal formula revenues, TDA, STA, and LCTOP. Descriptions of these recurring revenue sources are included in Section 3.01.

Non-recurring funding of $119.2 million makes up the balance of the CIP revenues. Non-recurring funding includes $26.0 million in new SB125 TIRCP funds as well as $17.3 million in new SB125 ZETCP funds. These funds are awarded on a formula basis but considered non-recurring in nature. Other sources of one-time funding include $31.5 million in TIRCP competitive grant awards, $15.0 million in Transnet funds, $12.4 million in STA/SB1 carryover funds, and $4.0 million in alternative fuel credits that are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. An additional $6.5 million of other one-time funding has also been included in the FY25 CIP. This balance includes transfers from older closed capital projects, proceeds from land sales, and federal Community Project Funding (earmark).

Section 8.04 details the cumulative funding by revenue source for the approved projects. Final decisions on the funding sources were made during the FY25 CIP implementation process in order to maximize the availability and flexibility of funding.

CIP Project List

The capital project list in Section 8.03 represents the five-year, unconstrained need for the MTS operators. After the most critical projects for FY25 were funded, the remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years. The FY25 funding level represents 79.2 percent of the total project needs after funding preventative maintenance.

Section 8.05 lists the descriptions of MTS administered projects that were determined to be the most critical to fund for the upcoming fiscal year. Of the $250.1 million available after preventative maintenance and SANDAG planning studies, $82.2 million (or 33 percent) has been dedicated to Revenue Vehicle replacement for the ongoing upkeep of the MTS fleet of service vehicles. $21.3 million (or 9 percent) has been dedicated to Facility and Construction projects, $70.5 million (or 28 percent) has been dedicated to Rail Infrastructure projects, $21.2 million (or 8 percent) has been dedicated to equipment purchases, and $54.8 million (or 22 percent) has been dedicated to Major Initiatives. Major Initiatives include installing Zero Emission Bus (ZEB) infrastructure at each division, purchasing land for and construction of the Clean Transit Advancement Campus (CTAC, also known as “Division Six”) bus facility to accommodate service expansion and the ZEB transition plan.

Five-Year Capital Program Projections

Section 8.06 summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected by SANDAG to increase by 2.1 percent through FY 2029. Cumulative total capital needs for the five-year period exceed the available projected funding levels. Total project needs over the five-year term are projected to be $1.3 billion. Projected deficits from FY 2025 to FY 2029 total $459.0 million. The ratio of total funding to total capital needs over the five-year term is projected at 65.3 percent.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - REVENUES (in 000's)
FISCAL YEAR 2025
SECTION 8.02

Funding Description		Total
Federal FFY24 - 5307 Funding Estimate	$	62,685
Federal FFY24 - 5337 Funding Estimate		46,677
Federal FFY24 - 5339 Funding Estimate		4,227
Federal FFY24 - Community Project Funding		3,020
California Transportation Development Act (TDA)		45,781
California State Transit Assistance (STA)		27,700
California State of Good Repair (SGR)		5,272
California Cap and Trade (TIRCP)		35,504
California Cap and Trade (LCTOP)		8,101
California SB125 Formula (ZETCP)		17,265
California SB125 Formula (TIRCP)		26,000
TransNet		15,000
Other Funds		22,403
Total Available Funding	**$**	**319,636**
Preventive Maintenance - Federal 5307	$	(32,000)
Preventive Maintenance - Federal 5337		(31,000)
ADA Operation - Federal 5307		(6,269)
SANDAG Planning Study - Local Match		(291)
Total Preventative Maintenance/SANDAG Planning	**$**	**(69,560)**
Available Funding for Capital Program	**$**	**250,076**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS (in 000's)
FISCAL YEAR 2025
SECTION 8.03

PROJECT SUBMITTALS:

Division	Project Name	Funded Thru FY 2024	FY25 Request	FY 2025 Funded	FY 2026	FY 2027	FY 2028	FY 2029	BUDGET FY25 - FY29	TOTAL BUDGET
SDTC	Bus Procurement - FY25	-	60,576,600	60,576,600	60,000,000	60,000,000	83,000,000	87,000,000	350,576,600	350,576,600
SDTC	Kearny Mesa Division ZEB Overhead Charging	-	20,599,000	20,599,000	-	-	-	-	20,599,000	20,599,000
SDTC	Imperial Avenue Division ZEB Overhead Charging	9,580,000	11,130,000	11,130,000	-	-	-	1,500,000	12,630,000	22,210,000
SDTC	Kearny Mesa Division Bus Wash Replacement	-	4,108,000	4,108,000	-	-	-	-	4,108,000	4,108,000
SDTC	Imperial Avenue Division Construction Site Preparation	500,000	2,200,000	2,200,000	-	-	-	-	2,200,000	2,700,000
SDTC	East County Division ZEB Overhead Charging	-	1,705,263	1,705,263	21,857,737	-	-	-	23,563,000	23,563,000
SDTC	Southbay Division ZEB Overhead Charging Phase II	-	1,457,000	1,457,000	18,000,000	-	-	-	19,457,000	19,457,000
SDTC	Southbay Division ZEB Overhead Charging	-	1,354,000	1,354,000	-	-	-	-	1,354,000	1,354,000
SDTC	Imperial Avenue Division Roof Replacement	-	1,137,000	1,137,000	-	-	-	-	1,137,000	1,137,000
SDTC	Imperial Avenue Division Non-Revenue Vehicle Charging	-	840,000	840,000	-	-	-	-	840,000	840,000
SDTC	Kearny Mesa Division Chassis Wash Hoist Replacement	4,957,000	718,000	718,000	-	-	-	-	718,000	5,675,000
SDTC	Service Fluid Distribution System Replacement	-	683,000	683,000	-	-	-	-	683,000	683,000
SDTC	Kearny Mesa Division HVAC Replacement	-	681,000	681,000	-	-	-	-	681,000	681,000
SDTC	Imperial Avenue Division CNG Dryer Replacement	-	625,000	625,000	-	-	-	-	625,000	625,000
SDTC	Southbay Division Mobile Column Lift Replacement	-	593,000	593,000	-	-	-	-	593,000	593,000
SDTC	Copley Park Division ZEB Master Plan	-	342,000	342,000	-	-	-	-	342,000	342,000
SDTC	Copley Park Division Modular Building Replacement	-	289,000	289,000	-	-	-	-	289,000	289,000
SDTC	Imperial Avenue Division Server Room HVAC Replacement	-	261,000	261,000	-	-	-	-	261,000	261,000
SDTC	Clean Transit Advancement Campus	84,000,087	61,666,279	1,666,279	60,000,000	60,000,000	60,000,000	-	181,666,279	265,666,366
SDTC	Vacuum Replacement	-	250,000	-	-	-	-	-	-	-
SDTC	Service Trucks Replacement	-	-	-	665,000	-	-	-	665,000	665,000
SDTC	RTMS & HASTUS Upgrades	-	-	-	-	750,000	2,100,000	-	2,850,000	2,850,000
SDTC	Imperial Avenue Division Upgrades	-	-	-	500,000	1,125,000	4,250,000	1,650,000	7,525,000	7,525,000
SDTC	Kearny Mesa Division Upgrades	-	-	-	1,685,000	400,000	625,000	-	2,710,000	2,710,000
SDTC	East County Division Upgrades	-	-	-	-	100,000	-	-	100,000	100,000
SDTC	Southbay Division Upgrades	-	-	-	150,000	-	300,000	-	450,000	450,000
SDTC	Copley Park Division Upgrades	-	-	-	2,535,000	2,665,000	910,000	3,500,000	9,610,000	9,610,000
SDTC	Hydrogen Infrastructure	-	-	-	1,120,000	5,095,000	5,220,000	-	11,435,000	11,435,000
SDTI	Orange Line Improvement Phase 1	-	42,347,000	42,347,000	6,694,000	-	-	-	49,041,000	49,041,000
SDTI	SD100 Light Rail Vehicle Procurement	189,834,212	21,000,000	21,000,000	5,000,000	-	-	-	26,000,000	215,834,212
SDTI	Substation Replacement	-	8,100,000	8,100,000	20,000,000	12,500,000	16,000,000	16,000,000	72,600,000	72,600,000
SDTI	Special Trackwork Replacement	-	5,550,000	5,550,000	6,050,000	1,250,000	1,200,000	800,000	14,850,000	14,850,000
SDTI	Rio Vista Platform Construction	1,000,000	5,000,000	5,000,000	2,500,000	-	-	-	7,500,000	8,500,000
SDTI	Grade Crossing Replacement	-	3,525,000	3,525,000	5,600,000	6,908,000	3,785,000	1,238,000	21,056,000	21,056,000
SDTI	Orange Line Improvement Phase 2	-	3,000,000	3,000,000	42,000,000	42,000,000	-	-	87,000,000	87,000,000
SDTI	Signal Replacement - Broadway Wye/India St	-	2,000,000	2,000,000	2,000,000	2,000,000	-	-	6,000,000	6,000,000
SDTI	Orange & Green Line Elevator Modernization	-	1,500,000	1,500,000	-	1,500,000	-	-	3,000,000	3,000,000
SDTI	Wheel Truing Machine Replacement	1,584,016	1,200,000	1,200,000	-	-	-	-	1,200,000	2,784,016
SDTI	Southbay Transit Beautification	-	1,001,000	1,001,000	-	-	-	-	1,001,000	1,001,000
SDTI	Green Line Imperial Ave Double Track	15,314,000	1,000,000	1,000,000	-	-	-	-	1,000,000	16,314,000
SDTI	A-yard Catenary Replacement	1,300,000	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	-	5,000,000	6,300,000
SDTI	Paint Booth Modernization	-	1,650,000	1,650,000	-	-	-	-	1,650,000	1,650,000
SDTI	S85 Retaining Wall	1,400,000	900,000	900,000	-	-	-	-	900,000	2,300,000
SDTI	El Cajon Transit Center Third Track	12,750,000	850,000	850,000	-	-	-	-	850,000	13,600,000
SDTI	Beyer Track and Slope	6,542,000	750,000	750,000	-	-	-	-	750,000	7,292,000
SDTI	On-Track Equipment Replacement	-	750,000	750,000	-	650,000	550,000	-	1,950,000	1,950,000
SDTI	HVAC Replacement	-	700,000	700,000	110,000	-	100,000	-	910,000	910,000

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS (in 000's)
FISCAL YEAR 2025
SECTION 8.03

PROJECT SUBMITTALS:

Division	Project Name	Funded Thru FY 2024	FY25 Request	FY 2025 Funded	FY 2026	FY 2027	FY 2028	FY 2029	BUDGET FY25 - FY29	TOTAL BUDGET
SDTI	INT E26 Signal Upgrade	-	650,000	650,000	-	-	-	-	650,000	650,000
SDTI	Blue Line Fence Improvements	-	600,000	600,000	350,000	350,000	350,000	350,000	2,000,000	2,000,000
SDTI	WABTEC (ARINC) Integration	-	500,000	500,000	-	-	-	-	500,000	500,000
SDTI	Street Trackage Pavement Replacement - Park to Island	-	500,000	500,000	-	-	-	-	500,000	500,000
SDTI	Sicas S7 System Wide Replacement	-	500,000	500,000	1,500,000	8,000,000	8,000,000	8,000,000	26,000,000	26,000,000
SDTI	Stadium Station 2nd Elevator	-	350,000	350,000	2,500,000	-	-	-	2,850,000	2,850,000
SDTI	Shop Hoists Control Replacement	-	300,000	300,000	-	-	-	-	300,000	300,000
SDTI	Old Town Storage Room Replacement	-	255,000	255,000	-	-	-	-	255,000	255,000
SDTI	Washington Station Pedestrian Enhancements	-	250,000	250,000	1,250,000	-	-	-	1,500,000	1,500,000
SDTI	Stadium Station Platform	-	250,000	250,000	2,500,000	-	-	-	2,750,000	2,750,000
SDTI	Station Cleaning Equipment	-	175,000	175,000	100,000	100,000	100,000	100,000	575,000	575,000
SDTI	AC Switchgear Replacement	525,000	150,000	150,000	-	-	-	-	150,000	675,000
SDTI	Street Trackage Pavement Replacement	-	3,000,000	-	6,000,000	6,000,000	6,000,000	3,000,000	21,000,000	21,000,000
SDTI	Siemens 1st Generation Upgrade	-	1,500,000	-	5,000,000	-	-	-	5,000,000	5,000,000
SDTI	Building C and Paint Booth Door Replacement	-	650,000	-	-	-	-	-	-	-
SDTI	Yard Switch Automation	-	500,000	-	-	-	-	-	-	-
SDTI	Building C Crane & Expansion	-	500,000	-	5,000,000	-	-	-	5,000,000	5,000,000
SDTI	Station Trackway Replacement	-	350,000	-	2,500,000	-	100,000	1,200,000	3,800,000	3,800,000
SDTI	Paint Booth Roof Replacement	-	350,000	-	-	-	-	-	-	-
SDTI	Downtown Parallel Feeder Cable	-	-	-	5,000,000	5,000,000	5,000,000	5,000,000	20,000,000	20,000,000
SDTI	Orange Line Contact Wire	-	-	-	750,000	5,000,000	5,000,000	5,000,000	15,750,000	15,750,000
SDTI	Drainage Improvements	-	-	-	500,000	3,750,000	5,350,000	4,500,000	14,100,000	14,100,000
SDTI	Rail Replacement	-	-	-	300,000	-	-	250,000	550,000	550,000
SDTI	Grade Crossing Warning System	-	-	-	-	-	-	300,000	300,000	300,000
SDTI	SDSU Underground Station	-	-	-	-	-	1,700,000	-	1,700,000	1,700,000
SDTI	System Wide UPS and Batteries Replacement	-	-	-	-	-	-	200,000	200,000	200,000
SDTI	SD7 Light Rail Vehicle Procurement	-	-	-	10,566,000	10,566,000	10,566,000	10,566,000	42,264,000	42,264,000
SDTI	Rerail Truck Replacement	-	-	-	-	200,000	-	-	200,000	200,000
SDTI	Building A Roll Up Door Replacement	-	-	-	350,000	350,000	-	-	700,000	700,000
SDTI	Fashion Valley Replacement Elevator	-	-	-	350,000	2,500,000	-	-	2,850,000	2,850,000
SDTI	Building A & C and Yard Tower Roof Replacement	-	-	-	-	2,400,000	2,000,000	-	4,400,000	4,400,000
SDTI	Yard Tower Roof and Interior Upgrades	-	-	-	-	400,000	-	-	400,000	400,000
SDTI	Paint Booth Blowers	-	-	-	-	-	-	175,000	175,000	175,000
MTS Admin	Imperial Ave Transit Center - Construction	1,335,000	12,315,000	12,315,000	-	-	-	-	12,315,000	13,650,000
MTS Admin	Variable Message System Modernization Project	505,000	5,675,000	5,675,000	1,890,000	1,350,000	670,000	-	9,585,000	10,090,000
MTS Admin	PRONTO Mobile App Enhancements	-	2,145,000	2,145,000	1,100,000	-	-	-	3,245,000	3,245,000
MTS Admin	Enterprise Resource Planning System Upgrade	-	2,000,000	2,000,000	3,000,000	-	-	-	5,000,000	5,000,000
MTS Admin	Miscellaneous Capital	-	2,000,000	2,000,000	-	2,000,000	-	2,000,000	6,000,000	6,000,000
MTS Admin	IAD-KMD-Building B High Pile	-	1,611,000	1,611,000	-	-	-	-	1,611,000	1,611,000
MTS Admin	Beyer Blvd Pathway Beautification	-	1,604,000	1,604,000	-	-	-	-	1,604,000	1,604,000
MTS Admin	MTS Server Refresh	-	1,000,000	1,000,000	940,000	890,000	860,000	620,000	4,310,000	4,310,000
MTS Admin	Trolley Station Network Communication Equipment	-	750,000	750,000	800,000	850,000	900,000	950,000	4,250,000	4,250,000
MTS Admin	Network Communication Equipment Replacement	-	700,000	700,000	750,000	800,000	850,000	900,000	4,000,000	4,000,000
MTS Admin	Systemwide CCTV Upgrade	-	650,000	650,000	500,000	550,000	600,000	650,000	2,950,000	2,950,000
MTS Admin	Lemon Grove Depot Rehab	-	451,000	451,000	-	-	-	-	451,000	451,000
MTS Admin	Rail Yard Management System	-	360,000	360,000	-	-	-	-	360,000	360,000
MTS Admin	BRT Stations Network Replacement-Southbay	-	265,000	265,000	-	300,000	-	-	565,000	565,000

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - PROJECTS (in 000's)
FISCAL YEAR 2025
SECTION 8.03

PROJECT SUBMITTALS:

Division	Project Name	Funded Thru FY 2024	FY25 Request	FY 2025 Funded	FY 2026	FY 2027	FY 2028	FY 2029	BUDGET FY25 - FY29	TOTAL BUDGET
MTS Admin	12th & Imperial Enabling Project	-	220,000	220,000	-	-	-	-	220,000	220,000
MTS Admin	Wireless Network Communication Equipment - Copley	-	200,000	-	300,000	350,000	350,000	350,000	1,350,000	1,350,000
MTS Admin	Communication Cabinet and UPS and Batteries	-	-	-	-	-	-	100,000	100,000	100,000
MTS Admin	MTS Data Storage Replacement	-	-	-	-	540,000	170,000	155,000	865,000	865,000
MTS Admin	Davra System Enhancements	-	-	-	-	600,000	-	600,000	1,200,000	1,200,000
MTS Admin	CTC Technology Refresh (AIM)	-	-	-	-	-	300,000	1,500,000	1,800,000	1,800,000
MTS Admin	Central Control BARCO Wall &Technology Refresh	-	-	-	-	-	-	750,000	750,000	750,000
MTS Admin	Transit Enforcement Office Expansion	-	-	-	200,000	2,000,000	2,000,000	2,000,000	6,200,000	6,200,000
MTS Admin	Bus Stop Shelters	-	-	-	1,300,000	1,365,000	1,440,000	1,505,000	5,610,000	5,610,000
MTS Admin	System Sign Upgrade/Replacement	-	-	-	250,000	250,000	400,000	-	900,000	900,000
MTS Admin	Trolley Onboard Monitors	-	-	-	-	2,000,000	2,000,000	-	4,000,000	4,000,000
MTS Admin	San Ysidro Transit Center Planning & Design	-	-	-	-	15,000,000	15,000,000	-	30,000,000	30,000,000
MTS Admin	Southwestern Rapid	-	-	-	1,000,000	5,000,000	6,000,000	-	12,000,000	12,000,000
MTS Admin	Public Announcement System	-	1,062,500	1,062,500	-	-	-	-	1,062,500	1,062,500
	Totals	**$ 331,126,315**	**$ 317,376,642**	**$ 250,076,642**	**$ 314,012,737**	**$ 276,404,000**	**$ 255,746,000**	**$ 162,409,000**	**$ 1,258,648,379**	**$ 1,589,774,694**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - CUMMULATIVE THROUGH FISCAL YEAR 2025 (in 000's)
FISCAL YEAR 2025
SECTION 8.04

			FUNDING SOURCES									
Project Name	**Funded thru FY24**	**FY25 Funded**	**5307**	**5337**	**5339**	**TDA**	**STA/SB1 SGR**	**SB-125 TIRCP**	**SB-125 ZETCP**	**LCTOP**	**TIRCP**	**Other**
Bus Procurement - FY25	$ -	$ 60,576,600	$ 24,416,891	$ -	$ 4,227,462	$ -	$ 16,929,798	$ -	$ -	$ 8,100,849	$ -	$ 6,901,600
Kearny Mesa Division ZEB Overhead Charging	-	20,599,000	$ -	$ -	$ -	$ -	$ 3,033,000	$ -	$ 5,434,000	$ -	$ 12,132,000	$ -
Imperial Avenue Division ZEB Overhead Charging	9,580,000	11,130,000	$ -	$ -	$ -	$ 1,004,000	$ -	$ -	$ 10,126,000	$ -	$ -	$ -
Kearny Mesa Division Bus Wash Replacement	-	4,108,000	$ -	$ -	$ -	$ -	$ 4,108,000	$ -	$ -	$ -	$ -	$ -
Imperial Avenue Division Construction Site Preparation	500,000	2,200,000	$ -	$ -	$ -	$ 2,200,000	$ -	$ -	$ -	$ -	$ -	$ -
East County Division ZEB Overhead Charging	-	1,705,263	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,705,263	$ -	$ -	$ -
Southbay Division ZEB Overhead Charging Phase II	-	1,457,000	$ -	$ -	$ -	$ -	$ 1,457,000	$ -	$ -	$ -	$ -	$ -
Southbay Division ZEB Overhead Charging	-	1,354,000	$ -	$ -	$ -	$ 1,354,000	$ -	$ -	$ -	$ -	$ -	$ -
Imperial Avenue Division Roof Replacement	-	1,137,000	$ -	$ -	$ -	$ 1,137,000	$ -	$ -	$ -	$ -	$ -	$ -
Imperial Avenue Division Non-Revenue Vehicle Charging	-	840,000	$ -	$ -	$ -	$ 840,000	$ -	$ -	$ -	$ -	$ -	$ -
Kearny Mesa Division Chassis Wash Hoist Replacement	4,957,000	718,000	$ -	$ -	$ -	$ 718,000	$ -	$ -	$ -	$ -	$ -	$ -
Service Fluid Distribution System Replacement	-	683,000	$ -	$ -	$ -	$ 683,000	$ -	$ -	$ -	$ -	$ -	$ -
Kearny Mesa Division HVAC Replacement	-	681,000	$ -	$ -	$ -	$ 681,000	$ -	$ -	$ -	$ -	$ -	$ -
Imperial Avenue Division CNG Dryer Replacement	-	625,000	$ -	$ -	$ -	$ 625,000	$ -	$ -	$ -	$ -	$ -	$ -
Southbay Division Mobile Column Lift Replacement	-	593,000	$ -	$ -	$ -	$ 593,000	$ -	$ -	$ -	$ -	$ -	$ -
Copley Park Division ZEB Master Plan	-	342,000	$ -	$ -	$ -	$ 342,000	$ -	$ -	$ -	$ -	$ -	$ -
Copley Park Division Modular Building Replacement	-	289,000	$ -	$ -	$ -	$ 289,000	$ -	$ -	$ -	$ -	$ -	$ -
Imperial Avenue Division Server Room HVAC Replacement	-	261,000	$ -	$ -	$ -	$ 261,000	$ -	$ -	$ -	$ -	$ -	$ -
Clean Transit Advancement Campus	84,000,087	1,666,279	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,666,279
Orange Line Improvement Phase 1	-	42,347,000	$ -	$ -	$ -	$ -	$ 4,027,000	$ 26,000,000	$ -	$ -	$ 12,320,000	$ -
SD100 Light Rail Vehicle Procurement	189,834,212	21,000,000	$ -	$ -	$ -	$ 727,983	$ 5,272,017	$ -	$ -	$ -	$ -	$ 15,000,000
Substation Replacement	-	8,100,000	$ -	$ 5,817,278	$ -	$ 2,282,722	$ -	$ -	$ -	$ -	$ -	$ -
Special Trackwork Replacement	-	5,550,000	$ -	$ 4,440,000	$ -	$ 1,110,000	$ -	$ -	$ -	$ -	$ -	$ -
Rio Vista Platform Construction	1,000,000	5,000,000	$ -	$ -	$ -	$ -	$ 5,000,000	$ -	$ -	$ -	$ -	$ -
Grade Crossing Replacement	-	3,525,000	$ -	$ 2,820,000	$ -	$ 705,000	$ -	$ -	$ -	$ -	$ -	$ -
Orange Line Improvement Phase 2	-	3,000,000	$ -	$ -	$ -	$ -	$ 3,000,000	$ -	$ -	$ -	$ -	$ -
Signal Replacement - Broadway Wye/India St	-	2,000,000	$ -	$ -	$ -	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -
Orange & Green Line Elevator Modernization	-	1,500,000	$ -	$ 1,200,000	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -
Wheel Truing Machine Replacement	1,584,016	1,200,000	$ -	$ -	$ -	$ 1,200,000	$ -	$ -	$ -	$ -	$ -	$ -
Southbay Transit Beautification	-	1,001,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,001,000
Green Line Imperial Ave Double Track	15,314,000	1,000,000	$ -	$ -	$ -	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -
A-yard Catenary Replacement	1,300,000	1,000,000	$ -	$ -	$ -	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -
Paint Booth Modernization	-	1,650,000	$ -	$ 800,000	$ -	$ 200,000	$ 650,000	$ -	$ -	$ -	$ -	$ -
S85 Retaining Wall	1,400,000	900,000	$ -	$ -	$ -	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 500,000
El Cajon Transit Center Third Track	12,750,000	850,000	$ -	$ -	$ -	$ 850,000	$ -	$ -	$ -	$ -	$ -	$ -
Beyer Track and Slope	6,542,000	750,000	$ -	$ -	$ -	$ 750,000	$ -	$ -	$ -	$ -	$ -	$ -
On-Track Equipment Replacement	-	750,000	$ -	$ 600,000	$ -	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ -
HVAC Replacement	-	700,000	$ -	$ -	$ -	$ 700,000	$ -	$ -	$ -	$ -	$ -	$ -
INT E26 Signal Upgrade	-	650,000	$ -	$ -	$ -	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ -
Blue Line Fence Improvements	-	600,000	$ -	$ -	$ -	$ 600,000	$ -	$ -	$ -	$ -	$ -	$ -
WABTEC (ARINC) Integration	-	500,000	$ -	$ -	$ -	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -
Street Trackage Pavement Replacement - Park to Island	-	500,000	$ -	$ -	$ -	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -
Sicas S7 System Wide Replacement	-	500,000	$ -	$ -	$ -	$ 500,000	$ -	$ -	$ -	$ -	$ -	$ -
Stadium Station 2nd Elevator	-	350,000	$ -	$ -	$ -	$ 350,000	$ -	$ -	$ -	$ -	$ -	$ -
Shop Hoists Control Replacement	-	300,000	$ -	$ -	$ -	$ 300,000	$ -	$ -	$ -	$ -	$ -	$ -
Old Town Storage Room Replacement	-	255,000	$ -	$ -	$ -	$ 255,000	$ -	$ -	$ -	$ -	$ -	$ -
Washington Station Pedestrian Enhancements	-	250,000	$ -	$ -	$ -	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -
Stadium Station Platform	-	250,000	$ -	$ -	$ -	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ -
Station Cleaning Equipment	-	175,000	$ -	$ -	$ -	$ 175,000	$ -	$ -	$ -	$ -	$ -	$ -
AC Switchgear Replacement	525,000	150,000	$ -	$ -	$ -	$ 150,000	$ -	$ -	$ -	$ -	$ -	$ -
Imperial Ave Transit Center - Construction	1,335,000	12,315,000	$ -	$ -	$ -	$ 2,463,000	$ -	$ -	$ -	$ -	$ 9,852,000	$ -
Variable Message System Modernization Project	505,000	5,675,000	$ -	$ -	$ -	$ 1,479,763	$ 1,891,237	$ -	$ -	$ -	$ 1,200,000	$ 1,104,000
PRONTO Mobile App Enhancements	-	2,145,000	$ -	$ -	$ -	$ 2,145,000	$ -	$ -	$ -	$ -	$ -	$ -

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - CUMMULATIVE THROUGH FISCAL YEAR 2025 (in 000's)
FISCAL YEAR 2025
SECTION 8.04

			FUNDING SOURCES									
Project Name	**Funded thru FY24**	**FY25 Funded**	**5307**	**5337**	**5339**	**TDA**	**STA/SB1 SGR**	**SB-125 TIRCP**	**SB-125 ZETCP**	**LCTOP**	**TIRCP**	**Other**
Enterprise Resource Planning System Upgrade	-	2,000,000	$ -	$ -	$ -	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -
Miscellaneous Capital	-	2,000,000	$ -	$ -	$ -	$ 2,000,000	$ -	$ -	$ -	$ -	$ -	$ -
IAD-KMD-Building B High Pile	-	1,611,000	$ -	$ -	$ -	$ 1,611,000	$ -	$ -	$ -	$ -	$ -	$ -
Beyer Blvd Pathway Beautification	-	1,604,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,604,000
MTS Server Refresh	-	1,000,000	$ -	$ -	$ -	$ 1,000,000	$ -	$ -	$ -	$ -	$ -	$ -
Trolley Station Network Communication Equipment	-	750,000	$ -	$ -	$ -	$ 750,000	$ -	$ -	$ -	$ -	$ -	$ -
Network Communication Equipment Replacement	-	700,000	$ -	$ -	$ -	$ 700,000	$ -	$ -	$ -	$ -	$ -	$ -
Systemwide CCTV Upgrade	-	650,000	$ -	$ -	$ -	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ -
Lemon Grove Depot Rehab	-	451,000	$ -	$ -	$ -	$ 451,000	$ -	$ -	$ -	$ -	$ -	$ -
Rail Yard Management System	-	360,000	$ -	$ -	$ -	$ 360,000	$ -	$ -	$ -	$ -	$ -	$ -
BRT Stations Network Replacement-Southbay	-	265,000	$ -	$ -	$ -	$ 265,000	$ -	$ -	$ -	$ -	$ -	$ -
12th & Imperial Enabling Project	-	220,000	$ -	$ -	$ -	$ 220,000	$ -	$ -	$ -	$ -	$ -	$ -
Public Announcement System	-	1,062,500	$ -	$ -	$ -	$ 812,500	$ -	$ -	$ -	$ -	$ -	$ 250,000
Totals	**$ 331,126,315**	**$ 250,076,642**	**$ 24,416,891**	**$ 15,677,278**	**$ 4,227,462**	**$ 45,489,968**	**$ 45,368,052**	**$ 26,000,000**	**$ 17,265,263**	**$ 8,100,849**	**$ 35,504,000**	**$ 28,026,879**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2025 (in 000's)
Section 8.05

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY25 Budget	Federal	State/Local	Other
2149	Bus Ops - Bus Procurement - FY25 Bus Procurement - Fiscal Year 2025	60,576	28,644	31,932	-
2150	Bus Ops - Kearny Mesa Division ZEB Overhead Charging Kearny Mesa Division ZEB Overhead Charging	20,599	-	3,033	17,566
2090	Bus Ops - Imperial Avenue Division ZEB Overhead Charging Imperial Avenue Division ZEB Overhead Charging	11,130	-	1,004	10,126
2086	Bus Ops - Kearny Mesa Division Bus Wash Replacement Kearny Mesa Division Bus Wash Replacement	4,108	-	4,108	-
2013	Bus Ops - Imperial Avenue Division Construction Site Preparation Imperial Avenue Division Construction Site Preparation	2,200	-	2,200	-
2094	Bus Ops - East County Division ZEB Overhead Charging East County Division ZEB Overhead Charging	1,705	-	-	1,705
2092	Bus Ops - Southbay Division ZEB Overhead Charging Phase II Southbay Division ZEB Overhead Charging Phase II	1,457	-	1,457	-
2095	Bus Ops - Southbay Division ZEB Overhead Charging Southbay Division ZEB Overhead Charging	1,354	-	1,354	-
2078	Bus Ops - Imperial Avenue Division Roof Replacement Imperial Avenue Division Roof Replacement	1,137	-	1,137	-
2091	Bus Ops - Imperial Avenue Division Non-Revenue Vehicle Charging Imperial Avenue Division Non-Revenue Vehicle Charging	840	-	840	-
2047	Bus Ops - Kearny Mesa Division Chassis Wash Hoist Replacement Kearny Mesa Division Chassis Wash Hoist Replacement	718	-	718	-
2077	Bus Ops - Service Fluid Distribution System Replacement Service Fluid Distribution System Replacement	683	-	683	-
2089	Bus Ops - Kearny Mesa Division HVAC Replacement Kearny Mesa Division HVAC Replacement	681	-	681	-
2088	Bus Ops - Imperial Avenue Division CNG Dryer Replacement Imperial Avenue Division CNG Dryer Replacement	625	-	625	-
2081	Bus Ops - Southbay Division Mobile Column Lift Replacement Southbay Division Mobile Column Lift Replacement	593	-	593	-
2105	Bus Ops - Copley Park Division ZEB Master Plan Copley Park Division ZEB Master Plan	342	-	342	-
2106	Bus Ops - Copley Park Division Modular Building Replacement Copley Park Division Modular Building Replacement	289	-	289	-
2102	Bus Ops - Imperial Avenue Division Server Room HVAC Replacement Imperial Avenue Division Server Room HVAC Replacement	261	-	261	-
2033	Rail Ops - Orange Line Improvement Phase 1 Orange Line Improvement Phase 1	42,347	-	4,027	38,320
1001	Rail Ops - SD100 Light Rail Vehicle Procurement SD100 Light Rail Vehicle Procurement	21,000	-	15,728	5,272
2031	Rail Ops - Substation Replacement	8,100	5,817	2,283	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2025 (in 000's)
Section 8.05

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY25 Budget	Federal	State/Local	Other
	Substation Replacement				
2026	Rail Ops - Special Trackwork Replacement	5,550	4,440	1,110	-
	Special Trackwork Replacement				
2123	Rail Ops - Rio Vista Platform Construction	5,000	-	5,000	-
	Rio Vista Platform Construction				
2024	Rail Ops - Grade Crossing Replacement	3,525	2,820	705	-
	Grade Crossing Replacement				
2034	Rail Ops - Orange Line Improvement Phase 2	3,000	-	3,000	-
	Orange Line Improvement Phase 2				
2035	Rail Ops - Signal Replacement - Broadway Wye/India St	2,000	-	2,000	-
	Signal Replacement - Broadway Wye/India St				
2051	Rail Ops - Orange & Green Line Elevator Modernization	1,500	1,200	300	-
	Orange & Green Line Elevator Modernization				
2113	Rail Ops - Wheel Truing Machine Replacement	1,200	-	1,200	-
	Wheel Truing Machine Replacement				
2133	Rail Ops - Southbay Transit Beautification	1,001	-	-	1,001
	Southbay Transit Beautification				
2093	Rail Ops - Green Line Imperial Ave Double Track	1,000	-	1,000	-
	Green Line Imperial Ave Double Track				
2036	Rail Ops - A-yard Catenary Replacement	1,000	-	1,000	-
	A-yard Catenary Replacement				
2111	Rail Ops - Paint Booth Modernization	1,650	800	850	-
	Paint Booth Modernization				
2122	Rail Ops - S85 Retaining Wall	900	-	400	500
	S85 Retaining Wall				
2125	Rail Ops - El Cajon Transit Center Third Track	850	-	850	-
	El Cajon Transit Center Third Track				
2022	Rail Ops - Beyer Track and Slope	750	-	750	-
	Beyer Track and Slope				
2028	Rail Ops - On-Track Equipment Replacement	750	600	150	-
	On-Track Equipment Replacement				
2063	Rail Ops - HVAC Replacement	700	-	700	-
	HVAC Replacement				
2124	Rail Ops - INT E26 Signal Upgrade	650	-	650	-
	INT E26 Signal Upgrade				
2053	Rail Ops - Blue Line Fence Improvements	600	-	600	-
	Blue Line Fence Improvements				
2108	Rail Ops - WABTEC (ARINC) Integration	500	-	500	-
	WABTEC (ARINC) Integration				
2027	Rail Ops - Street Trackage Pavement Replacement - Park to Island	500	-	500	-
	Street Trackage Pavement Replacement - Park to Island				
2037	Rail Ops - Sicas S7 System Wide Replacement	500	-	500	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2025 (in 000's)
Section 8.05

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY25 Budget	Federal	State/Local	Other
	Sicas S7 System Wide Replacement				
2050	Rail Ops - Stadium Station 2nd Elevator	350	-	350	-
	Stadium Station 2nd Elevator				
2112	Rail Ops - Shop Hoists Control Replacement	300	-	300	-
	Shop Hoists Control Replacement				
2049	Rail Ops - Old Town Storage Room Replacement	255	-	255	-
	Old Town Storage Room Replacement				
2126	Rail Ops - Washington Station Pedestrian Enhancements	250	-	250	-
	Washington Station Pedestrian Enhancements				
2048	Rail Ops - Stadium Station Platform	250	-	250	-
	Stadium Station Platform				
2052	Rail Ops - Station Cleaning Equipment	175	-	175	-
	Station Cleaning Equipment				
2109	Rail Ops - AC Switchgear Replacement	150	-	150	-
	AC Switchgear Replacement				
2134	Admin - Imperial Ave Transit Center - Construction	12,315	-	2,463	9,852
	Imperial Ave Transit Center - Construction				
2107	Admin - Variable Message System Modernization Project	5,675	1,104	3,371	1,200
	Variable Message System Modernization Project				
2082	Admin - PRONTO Mobile App Enhancements	2,145	-	2,145	-
	PRONTO Mobile App Enhancements				
2141	Admin - Enterprise Resource Planning System Upgrade	2,000	-	2,000	-
	Enterprise Resource Planning System Upgrade				
2154	Admin - Miscellaneous Capital	2,000	-	2,000	-
	Miscellaneous Capital				
2138	Admin - IAD-KMD-Building B High Pile	1,611	-	1,611	-
	IAD-KMD-Building B Storage Rack Replacement				
2132	Admin - Beyer Blvd Pathway Beautification	1,604	-	-	1,604
	Beyer Blvd Pathway Beautification				
2115	Admin - MTS Server Refresh	1,000	-	1,000	-
	MTS Server Refresh				
2083	Admin - Trolley Station Network Communication Equipment	750	-	750	-
	Trolley Station Network Communication Equipment Replacement				
2084	Admin - Network Communication Equipment Replacement	700	-	700	-
	Network Communication Equipment Replacement				
2110	Admin - Systemwide CCTV Upgrade	650	-	650	-
	Systemwide CCTV Upgrade				
2070	Admin - Lemon Grove Depot Rehab	451	-	451	-
	Lemon Grove Depot Rehab				
2072	Admin - Rail Yard Management System	360	-	360	-
	Rail Yard Management System				
2076	Admin - BRT Stations Network Replacement-Southbay	265	-	265	-

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2025 (in 000's)
Section 8.05

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY25 Budget	Federal	State/Local	Other
	BRT Stations Network Replacement-Southbay				
2071	Admin - 12th & Imperial Enabling Project 12th & Imperial Enabling Project	220	-	220	-
N/A	Rail Ops - Public Announcement System Blue and Green Line Public Announcement System	1,063	250	813	-
2156	Bus Ops - Clean Transit Advancement Campus Clean Transit Advancement Campus	1,666	1,666	-	-
	Totals	**250,076**	**47,342**	**115,588**	**87,146**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
APPROVED CAPITAL BUDGET - FIVE YEAR PROJECTION (000's)
FISCAL YEARS 2025-2029
SECTION 8.06

	Proposed FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	Total FY25 to FY29
Total Revenues						
Recurring Dedicated CIP Revenues	$ 200,444	$ 196,286	$ 198,554	$ 204,874	$ 209,248	$ 1,009,407
Other Non Recurring Revenues	119,192	67,000	18,685	14,685	5,000	224,563
Total Capital Revenues	$ 319,636	$ 263,287	$ 217,239	$ 219,560	$ 214,248	$ 1,233,970
Less: "Off the Top" Expenses						
SANDAG Planning Studies	$ (291)	$ (297)	$ (303)	$ (309)	$ (316)	$ (1,515)
ADA Operations	(6,269)	(6,400)	(6,533)	(6,670)	(6,809)	(32,681)
Preventative Maintenance	(63,000)	(65,000)	(67,000)	(69,000)	(71,000)	(335,000)
Total "Off The Top" Expenses	$ (69,559)	$ (71,696)	$ (73,836)	$ (75,979)	$ (78,125)	$ (369,196)
Adjusted Available CIP Revenues	**$ 250,077**	**$ 191,591**	**$ 143,403**	**$ 143,580**	**$ 136,123**	**$ 864,774**
Project Needs						
State of Good Repair	$ 200,723	$ 212,035	$ 191,309	$ 169,526	$ 160,909	$ 934,502
Other Initiatives	114,839	101,978	85,095	86,220	1,500	389,631
Total Project Needs	**$ 315,562**	**$ 314,013**	**$ 276,404**	**$ 255,746**	**$ 162,409**	**$ 1,324,133**
Total Deficit	**$ (65,485)**	**$ (122,422)**	**$ (133,001)**	**$ (112,166)**	**$ (26,286)**	**$ (459,359)**
% of Funding / Needs	79.2%	61.0%	51.9%	56.1%	83.8%	65.3%
Accumulated Deficit	$ (65,485)	$ (187,907)	$ (320,908)	$ (433,074)	$ (459,359)	

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2025
SECTION 9.01

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	36,894,027	705,109	11,300,000	-	41,450,530	3,189,683	-	14,686,240	108,225,589
SDTI	46,316,817	31,249,856	-	-	24,626,862	-	-	17,000,000	119,193,535
MCS 801 - South Central	21,829,520	24,182,842	-	-	-	-	-	-	46,012,361
MCS 802 - South Bay BRT	-	821,418	-	-	4,804,036	-	-	-	5,625,454
MCS 803 - South Bay Iris Rapid	-	5,527,193	-	-	-	-	-	-	5,527,193
MCS 820 - East County	2,973,789	10,475,854	-	-	-	-	-	-	13,449,643
MCS 825 - Rural	911,000	203,639	-	-	-	-	-	-	1,114,639
MCS 830 - Commuter Express	-	639,117	-	-	-	1,000,000	-	-	1,639,117
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	1,351,144	4,711,183	-	-	-	-	-	-	6,062,327
MCS 840 - Regional Transit Center Maintenance	-	496,729	-	-	-	-	-	-	496,729
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	422,887	-	-	-	422,887
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,230,741	-	-	-	1,230,741
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	321,207	-	-	-	321,207
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,228,592	-	-	-	1,228,592
MCS 850 - ADA Access	6,261,820	12,297,326	-	-	1,298,437	120,000	-	-	19,977,584
MCS 856 - ADA Certification	-	624,124	-	-	-	-	-	-	624,124
MCS 875 - Coaster Connection	-	20,592	-	-	-	-	-	-	20,592
Coronado Ferry	-	320,110	-	-	-	-	-	-	320,110
Administrative Pass Thru	-	534,749	-	-	-	-	-	-	534,749
Subtotal Operations	116,538,117	92,809,842	11,300,000	-	75,383,292	4,309,683	-	31,686,240	332,027,174
FHV Administration	-	-	-	-	-	-	-	26,294	26,294
SD&AE	-	-	-	-	-	-	-	(70,364)	(70,364)
Subtotal Other Activities	-	-	-	-	-	-	-	(44,070)	(44,070)
Administrative	3,584,703	-	-	-	528,021	-	-	-	4,112,724
Grand Total	120,122,820	92,809,842	11,300,000	0	75,911,313	4,309,683	0	31,642,170	336,095,827

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2025
SECTION 9.02

	FTA 5307 Preventative Maintenance	FTA 5307 CARES/ARP Act	Federal Other	FTA 5311/ 5311(f) Rural	TDA Article 4.0	TDA Article 4.5 ADA
SDTC	21,500,000	15,394,027	-	-	705,109	-
SDTI	33,500,000	12,066,817	750,000	-	31,249,856	-
MCS 801 - South Central	10,000,000	11,829,520	-	-	24,182,842	-
MCS 802 - South Bay BRT	-	-	-	-	821,418	-
MCS 803 - South Bay Iris Rapid	-	-	-	-	5,527,193	-
MCS 820 - East County	-	2,973,789	-	-	10,475,854	-
MCS 825 - Rural	-	-	-	911,000	203,639	-
MCS 830 - Commuter Express	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	1,151,144	-	200,000	4,711,183	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	496,729	-
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-
MCS 850 - ADA Access	6,261,820	-	-	-	6,141,022	6,156,304
MCS 856 - ADA Certification	-	-	-	-	-	624,124
MCS 875 - Coaster Connection	-	-	-	-	20,592	-
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	534,749	-
Subtotal Operations	71,261,820	43,415,297	750,000	1,111,000	85,070,187	6,780,428
FHV Administration	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	3,584,703	-	-	-	-
Grand Total	71,261,820	47,000,000	750,000	1,111,000	85,070,187	6,780,428

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2025
SECTION 9.02

	TDA Article 8.0	STA Formula	TIRCP	Medical	TransNet Operating	TransNet Access ADA	TransNet Other
SDTC	-	11,300,000	-	-	26,842,431	-	14,608,099
SDTI	-	-	-	-	14,337,726	-	10,289,136
MCS 801 - South Central	-	-	-	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	-	4,804,036
MCS 803 - South Bay Iris Rapid	-	-	-	-	-	-	-
MCS 820 - East County	-	-	-	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	639,117	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-	-
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-	422,887
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-	1,230,741
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-	321,207
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-	1,228,592
MCS 850 - ADA Access	-	-	-	-	-	1,234,517	63,920
MCS 856 - ADA Certification	-	-	-	-	-	-	-
MCS 875 - Coaster Connection	-	-	-	-	-	-	-
Coronado Ferry	320,110	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	959,227	11,300,000	-	-	41,180,157	1,234,517	32,968,618
FHV Administration	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-
Administrative	-	-	-	-	-	-	528,021
Grand Total	959,227	11,300,000	0	0	41,180,157	1,234,517	33,496,639

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2025
SECTION 9.02

	City of San Diego	SANDAG FasTrak	Other Local	Reserves/ Carryovers	Total
SDTC	-	2,500,000	689,683	14,686,240	108,225,589
SDTI	-	-	-	17,000,000	119,193,535
MCS 801 - South Central	-	-	-	-	46,012,361
MCS 802 - South Bay BRT	-	-	-	-	5,625,454
MCS 803 - South Bay Iris Rapid	-	-	-	-	5,527,193
MCS 820 - East County	-	-	-	-	13,449,643
MCS 825 - Rural	-	-	-	-	1,114,639
MCS 830 - Commuter Express	-	1,000,000	-	-	1,639,117
MCS 835 - Central Routes 961-965	-	-	-	-	6,062,327
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	496,729
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	422,887
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,230,741
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	321,207
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,228,592
MCS 850 - ADA Access	120,000	-	-	-	19,977,584
MCS 856 - ADA Certification	-	-	-	-	624,124
MCS 875 - Coaster Connection	-	-	-	-	20,592
Coronado Ferry	-	-	-	-	320,110
Administrative Pass Thru	-	-	-	-	534,749
Subtotal Operations	120,000	3,500,000	689,683	31,686,240	332,027,174
FHV Administration	-	-	-	26,294	26,294
SD&AE	-	-	-	(70,364)	(70,364)
Subtotal Other Activities	-	-	-	(44,070)	(44,070)
Administrative	-	-	-	-	4,112,724
Grand Total	120,000	3,500,000	689,683	31,642,170	336,095,827

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
SECTION 9.03 - FUNDING SOURCES BY ACTIVITY
MTS CONSOLIDATED

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
MTS Consolidated		
Operating Revenue		
Passenger Revenue	78,925,492	401100-409235
Other Income	33,203,791	409150-429900
Total Operating Revenue	**112,129,283**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	71,261,820	451250
FTA 5307 - CARES/ARP	47,000,000	459900
FTA - Other	750,000	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	**120,122,820**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	85,070,187	461100
TDA - Article 4.5 (ADA)	6,780,428	461200
TDA - Article 8.0	959,227	461300
Total TDA Revenue	**92,809,842**	
TransNet Revenue		
TransNet - Operating Support	41,180,157	471100
TransNet - Access ADA	1,234,517	471300
TransNet - SuperLoop, Other	33,496,639	471400
Total TransNet Revenue	**75,911,313**	
State Transit Assistance (STA) Revenue		
STA - Formula	11,300,000	462200
Total STA Revenue	**11,300,000**	
Other State Revenue		
TIRCP	-	463910
MediCal	-	463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak	3,500,000	481100
City of San Diego	120,000	481200
Other Local	689,683	481400
CNG Credits	-	424100
Total Other Local Revenue	**4,309,683**	
Total Subsidy Revenue	**304,453,658**	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	31,642,170	491100
Carryovers	-	
Total Other Funds / Reserves	**31,642,170**	
Total Non Operating Revenue	**336,095,827**	
Total Revenue	448,225,111	
Total Expenses	448,225,111	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Administrative		
Operating Revenue		
Passenger Revenue		401100-409235
Other Income	31,100,727	409150-429900
Total Operating Revenue	**31,100,727**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	3,584,703	459900
FTA - Other	-	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**3,584,703**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**-**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	528,021	471400
Total TransNet Revenue	**528,021**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**4,112,724**	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves		491100
Carryovers	-	
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**4,112,724**	
Total Revenue	35,213,451	
Total Expenses	35,213,451	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Operations Consolidated		
Operating Revenue		
Passenger Revenue	78,925,492	401100-409235
Other Income	1,113,064	409150-429900
Total Operating Revenue	**80,038,556**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	71,261,820	451250
FTA 5307 - CARES/ARP	43,415,297	459900
FTA - Other	750,000	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	**116,538,117**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	85,070,187	461100
TDA - Article 4.5 (ADA)	6,780,428	461200
TDA - Article 8.0	959,227	461300
Total TDA Revenue	**92,809,842**	
TransNet Revenue		
TransNet - Operating Support	41,180,157	471100
TransNet - Access ADA	1,234,517	471300
TransNet - SuperLoop, Other	32,968,618	471400
Total TransNet Revenue	**75,383,292**	
State Transit Assistance (STA) Revenue		
STA - Formula	11,300,000	462200
Total STA Revenue	**11,300,000**	
Other State Revenue		
TIRCP	-	463910
MediCal	-	463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak	3,500,000	481100
City of San Diego	120,000	481200
Other Local	689,683	481400
CNG Credits	-	424100
Total Other Local Revenue	**4,309,683**	
Total Subsidy Revenue	**300,340,934**	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	31,686,240	491100
Carryovers	-	
Total Other Funds / Reserves	**31,686,240**	
Total Non Operating Revenue	**332,027,174**	
Total Revenue	412,065,730	
Total Expenses	412,065,730	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Bus Operations (San Diego Transit Corp)		
Operating Revenue		
Passenger Revenue	21,238,954	401100-409235
Other Income	50,000	409150-429900
Total Operating Revenue	**21,288,954**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	21,500,000	451250
FTA 5307 - CARES/ARP	15,394,027	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**36,894,027**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	705,109	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	-	461300
Total TDA Revenue	**705,109**	
TransNet Revenue		
TransNet - Operating Support	26,842,431	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	14,608,099	471400
Total TransNet Revenue	**41,450,530**	
State Transit Assistance (STA) Revenue		
STA - Formula	11,300,000	462200
Total STA Revenue	**11,300,000**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak	2,500,000	481100
City of San Diego	-	481200
Other Local	689,683	481400
CNG Credits	-	424100
Total Other Local Revenue	**3,189,683**	
Total Subsidy Revenue	**93,539,349**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	14,686,240	491100
Carryovers	-	
Total Other Funds / Reserves	**14,686,240**	
Total Non Operating Revenue	**108,225,589**	
Total Revenue	129,514,543	
Total Expenses	129,514,543	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Rail Operations (San Diego Trolley)		
Operating Revenue		
Passenger Revenue	32,652,847	401100-409235
Other Income	1,063,064	409150-429900
Total Operating Revenue	**33,715,911**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	33,500,000	451250
FTA 5307 - CARES/ARP	12,066,817	459900
FTA - Other	750,000	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**46,316,817**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	31,249,856	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**31,249,856**	
TransNet Revenue		
TransNet - Operating Support	14,337,726	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	10,289,136	471400
Total TransNet Revenue	**24,626,862**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**102,193,535**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	17,000,000	491100
Carryovers		
Total Other Funds / Reserves	**17,000,000**	
Total Non Operating Revenue	**119,193,535**	
Total Revenue	152,909,446	
Total Expenses	152,909,445	
Net of Revenues over Expense	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations Consolidated		
Operating Revenue		
Passenger Revenue	25,033,691	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**25,033,691**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	16,261,820	451250
FTA 5307 - CARES/ARP	15,954,453	459900
FTA - Other	-	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	**33,327,273**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	52,580,473	461100
TDA - Article 4.5 (ADA)	6,780,428	461200
TDA - Article 8.0	639,117	461300
Total TDA Revenue	**60,000,018**	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	1,234,517	471300
TransNet - SuperLoop, Other	8,071,383	471400
Total TransNet Revenue	**9,305,900**	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP	-	463910
MediCal	-	463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak	1,000,000	481100
City of San Diego	120,000	481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	**1,120,000**	
Total Subsidy Revenue	**103,753,191**	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**103,753,191**	
Total Revenue	128,786,882	
Total Expenses	128,786,882	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations - Fixed Route Consolidated		
Operating Revenue		
Passenger Revenue	23,398,149	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**23,398,149**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	10,000,000	451250
FTA 5307 - CARES/ARP	15,954,453	459900
FTA - Other	-	451800
FTA 5311 - Rural	1,040,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	**27,065,453**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	46,439,451	461100
TDA - Article 4.5 (ADA)	-	461200
TDA - Article 8.0	639,117	461300
Total TDA Revenue	**47,078,568**	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	-	471300
TransNet - SuperLoop, Other	8,007,463	471400
Total TransNet Revenue	**8,007,463**	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP	-	463910
MediCal	-	463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak	1,000,000	481100
City of San Diego	-	481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	**1,000,000**	
Total Subsidy Revenue	**83,151,484**	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**83,151,484**	
Total Revenue	106,549,633	
Total Expenses	106,549,633	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (801 - South Bay)		
Operating Revenue		
Passenger Revenue	16,612,186	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**16,612,186**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	10,000,000	451250
FTA 5307 - CARES/ARP	11,829,520	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**21,829,520**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	24,182,842	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**24,182,842**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**46,012,361**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**46,012,361**	
Total Revenue	62,624,547	
Total Expenses	62,624,547	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (802 - South Bay BRT)		
Operating Revenue		
Passenger Revenue	807,880	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**807,880**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other	-	451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	821,418	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**821,418**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	4,804,036	471400
Total TransNet Revenue	**4,804,036**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**5,625,454**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**5,625,454**	
Total Revenue	6,433,334	
Total Expenses	6,433,334	
Net of Revenues over Expense	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (803 - South Bay Iris Rapid Operations)		
Operating Revenue		
Passenger Revenue	816,469	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**816,469**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	5,527,193	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**5,527,193**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**5,527,193**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**5,527,193**	
Total Revenue	6,343,662	
Total Expenses	6,343,662	
Net of Revenues over Expense	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (820 - East County)		
Operating Revenue		
Passenger Revenue	3,768,176	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**3,768,176**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	2,973,789	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**2,973,789**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	10,475,854	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**10,475,854**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**13,449,643**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**13,449,643**	
Total Revenue	17,217,819	
Total Expenses	17,217,819	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (825 - Rural)		
Operating Revenue		
Passenger Revenue	150,643	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**150,643**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural	840,000	451900
FTA 5311(f) - Rural	71,000	451950
Total Federal Revenue	**911,000**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	203,639	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**203,639**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**1,114,639**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**1,114,639**	
Total Revenue	1,265,283	
Total Expenses	1,265,283	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (830 - Commuter Express)		
Operating Revenue		
Passenger Revenue	384,825	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**384,825**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	-	459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	639,117	461300
Total TDA Revenue	**639,117**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak	1,000,000	481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**1,000,000**	
Total Subsidy Revenue	**1,639,117**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**1,639,117**	
Total Revenue	2,023,942	
Total Expenses	2,023,942	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (835 - Minibus)		
Operating Revenue		
Passenger Revenue	857,971	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**857,971**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP	1,151,144	459900
FTA - Other		451800
FTA 5311 - Rural	200,000	451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**1,351,144**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	4,711,183	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**4,711,183**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**6,062,327**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**6,062,327**	
Total Revenue	6,920,298	
Total Expenses	6,920,298	
Net of Revenues over Expense	(0)	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (875 - Coaster Connection (SVCC))		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**-**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	20,592	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**20,592**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local	-	481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**20,592**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**20,592**	
Total Revenue	20,592	
Total Expenses	20,592	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (840 - Transit Center Maintenance)		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**-**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	496,729	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**496,729**	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	-	471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**496,729**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**496,729**	
Total Revenue	496,729	
Total Expenses	496,729	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (841 - Iris Rapid Transit Center Maintenance)		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	-	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	-	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	-	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	-	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	-	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	-	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	-	
Total Subsidy Revenue	-	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	-	
Total Non Operating Revenue	-	
Total Revenue	-	
Total Expenses	-	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (845 - BRT Superloop)		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**-**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**-**	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	422,887	471400
Total TransNet Revenue	**422,887**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**422,887**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**422,887**	
Total Revenue	422,887	
Total Expenses	422,887	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (846 - I15 Transit Center Maintenance)		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**-**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**-**	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	1,230,741	471400
Total TransNet Revenue	**1,230,741**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**1,230,741**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**1,230,741**	
Total Revenue	1,230,741	
Total Expenses	1,230,741	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (847 - Mid City Transit Center Maintenance)		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**-**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**-**	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	321,207	471400
Total TransNet Revenue	**321,207**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**321,207**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**321,207**	
Total Revenue	321,207	
Total Expenses	321,207	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (848 - South Bay BRT Transit Center Maintenance)		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**-**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**-**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other	1,228,592	471400
Total TransNet Revenue	**1,228,592**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**1,228,592**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**1,228,592**	
Total Revenue	1,228,592	
Total Expenses	1,228,592	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations - Paratransit Consolidated		
Operating Revenue		
Passenger Revenue	1,635,542	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**1,635,542**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	6,261,820	451250
FTA 5307 - CARES/ARP	-	459900
FTA - Other	-	451800
FTA 5311 - Rural	-	451900
FTA 5311(f) - Rural	-	451950
Total Federal Revenue	**6,261,820**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	6,141,022	461100
TDA - Article 4.5 (ADA)	6,780,428	461200
TDA - Article 8.0	-	461300
Total TDA Revenue	**12,921,450**	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	1,234,517	471300
TransNet - SuperLoop, Other	63,920	471400
Total TransNet Revenue	**1,298,437**	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal	-	463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak	-	481100
City of San Diego	120,000	481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	**120,000**	
Total Subsidy Revenue	**20,601,708**	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	-	491100
Carryovers	-	
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**20,601,708**	
Total Revenue	22,237,249	
Total Expenses	22,237,249	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (850 - ADA Access)		
Operating Revenue		
Passenger Revenue	1,635,542	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**1,635,542**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance	6,261,820	451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**6,261,820**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	6,141,022	461100
TDA - Article 4.5 (ADA)	6,156,304	461200
TDA - Article 8.0		461300
Total TDA Revenue	**12,297,326**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA	1,234,517	471300
TransNet - SuperLoop, Other	63,920	471400
Total TransNet Revenue	**1,298,437**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal	-	463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego	120,000	481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**120,000**	
Total Subsidy Revenue	**19,977,584**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**19,977,584**	
Total Revenue	21,613,125	
Total Expenses	21,613,125	
Net of Revenues over Expense	0	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Contracted Bus Operations (856 - ADA Certification)		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**-**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)	624,124	461200
TDA - Article 8.0		461300
Total TDA Revenue	**624,124**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**624,124**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**624,124**	
Total Revenue	624,124	
Total Expenses	624,124	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Coronado Ferry		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**-**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0	320,110	461300
Total TDA Revenue	**320,110**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**320,110**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**320,110**	
Total Revenue	320,110	
Total Expenses	320,110	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Administrative Pass Thru		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	-	409150-429900
Total Operating Revenue	**-**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	534,749	461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**534,749**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**534,749**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves		491100
Carryovers		
Total Other Funds / Reserves	**-**	
Total Non Operating Revenue	**534,749**	
Total Revenue	534,749	
Total Expenses	534,749	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
Other Activities - Consolidated		
Operating Revenue		
Passenger Revenue	-	401100-409235
Other Income	990,000	409150-429900
Total Operating Revenue	**990,000**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning	-	451100
FTA 5307/5309 - Preventative Maintenance	-	451250
FTA 5307 - CARES/ARP	-	459900
FTA - Other	-	451800
FTA 5311 - Rural	-	451900
FTA 5311(f) - Rural	-	451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area	-	461100
TDA - Article 4.5 (ADA)	-	461200
TDA - Article 8.0	-	461300
Total TDA Revenue	**-**	
TransNet Revenue		
TransNet - Operating Support	-	471100
TransNet - Access ADA	-	471300
TransNet - SuperLoop, Other	-	471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula	-	462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal	-	463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak	-	481100
City of San Diego	-	481200
Other Local	-	481400
CNG Credits	-	424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**-**	
Other Funds / Reserves		
Contingency Reserves	-	491100
Other Reserves	(44,070)	491100
Carryovers	-	
Total Other Funds / Reserves	**(44,070)**	
Total Non Operating Revenue	**(44,070)**	
Total Revenue	945,930	
Total Expenses	945,930	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
FHV Administration		
Operating Revenue		
Passenger Revenue		401100-409235
Other Income	757,000	409150-429900
Total Operating Revenue	**757,000**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**-**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**-**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	26,294	491100
Carryovers		
Total Other Funds / Reserves	**26,294**	
Total Non Operating Revenue	**26,294**	
Total Revenue	783,294	
Total Expenses	783,294	
Net of Revenues over Expense	-	

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

FUNDING SOURCE DESCRIPTION	AMOUNT	INTERNAL MTS CODE
San Diego and Arizona Eastern Railroad		
Operating Revenue		
Passenger Revenue		401100-409235
Other Income	233,000	409150-429900
Total Operating Revenue	**233,000**	
Non Operating/Subsidy Revenue		
Federal Revenue		
FTA 5307 - Planning		451100
FTA 5307/5309 - Preventative Maintenance		451250
FTA 5307 - CARES/ARP		459900
FTA - Other		451800
FTA 5311 - Rural		451900
FTA 5311(f) - Rural		451950
Total Federal Revenue	**-**	
Transportation Development Act (TDA Revenue)		
TDA - Article 4.0 MTS Area		461100
TDA - Article 4.5 (ADA)		461200
TDA - Article 8.0		461300
Total TDA Revenue	**-**	
TransNet Revenue		
TransNet - Operating Support		471100
TransNet - Access ADA		471300
TransNet - SuperLoop, Other		471400
Total TransNet Revenue	**-**	
State Transit Assistance (STA) Revenue		
STA - Formula		462200
Total STA Revenue	**-**	
Other State Revenue		
TIRCP		463910
MediCal		463400
Total Other State Revenue	**-**	
Other Local Revenue		
SANDAG - FasTrak		481100
City of San Diego		481200
Other Local		481400
CNG Credits		424100
Total Other Local Revenue	**-**	
Total Subsidy Revenue	**-**	
Other Funds / Reserves		
Contingency Reserves		491100
Other Reserves	(70,364)	491100
Carryovers		
Total Other Funds / Reserves	**(70,364)**	
Total Non Operating Revenue	**(70,364)**	
Total Revenue	162,636	
Total Expenses	162,636	
Net of Revenues over Expense	-	

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FIVE YEAR FINANCIAL PROJECTIONS ($000s)
FISCAL YEAR 2025
SECTION 10.01

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	PROJECTED FY26	PROJECTED FY27	PROJECTED FY28	PROJECTED FY29
TOTAL OPERATING REVENUES	$ 91,481	$ 105,716	$ 112,129	$ 117,080	$ 121,464	$ 125,421	$ 129,767
RECURRING SUBSIDY FUNDING	269,044	249,139	257,454	268,441	275,015	281,616	287,965
TOTAL RECURRING REVENUES	**$ 360,525**	**$ 354,854**	**$ 369,583**	**$ 385,521**	**$ 396,479**	**$ 407,037**	**$ 417,733**
PERSONNEL EXPENSES	$ 164,768	$ 177,948	$ 195,930	$ 203,882	$ 212,173	$ 218,935	$ 225,923
OUTSIDE SERVICES	122,574	152,855	161,804	168,129	174,435	179,135	184,039
MATERIALS AND SUPPLIES	16,432	18,637	20,581	21,290	21,945	22,620	23,267
ENERGY	52,584	48,056	50,055	50,975	52,790	55,030	57,670
RISK MANAGEMENT	7,808	8,502	11,335	11,732	12,084	12,446	12,789
OTHER	7,724	7,956	8,520	8,752	8,958	9,171	9,371
TOTAL OPERATING EXPENSES	**$ 371,889**	**$ 413,955**	**$ 448,225**	**$ 464,760**	**$ 482,385**	**$ 497,338**	**$ 513,059**
RECURRING OPERATING INCOME (DEFICIT)	**$ (11,364)**	**$ (59,101)**	**$ (78,642)**	**$ (79,239)**	**$ (85,906)**	**$ (90,300)**	**$ (95,327)**
FEDERAL STIMULUS REVENUES	72,100	85,000	47,000				
SB125 Funding		4,500	-	-	-	-	-
Capital TDA to Operations							
One-time flexible funding from CIP to Ops							
Shift STA from CIP to Ops							
NON RECURRING REVENUES	(53,336)	(30,399)	31,642	55,423	57	111	160
TOTAL OPERATING INCOME (DEFICIT)	**$ 7,400**	**$ -**	**$ -**	**$ (23,816)**	**$ (85,850)**	**$ (90,189)**	**$ (95,167)**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025
SECTION 10.02

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	VARIANCE	% CHANGE BUDGET/ AMENDED
PASSENGER REVENUE					
BUS OPERATIONS	19,666,167	20,688,183	21,238,954	550,771	2.7%
RAIL OPERATIONS	26,728,848	30,023,928	32,652,847	2,628,919	8.8%
CONTRACTED SERVICES - FIXED ROUTE	20,023,028	22,275,937	23,398,149	1,122,212	5.0%
CONTRACTED SERVICES - PARATRANSIT	1,127,646	1,569,739	1,635,542	65,803	4.2%
TOTAL PASSENGER REVENUES	**67,545,689**	**74,557,787**	**78,925,492**	**4,367,705**	**5.9%**
PASSENGERS					
BUS OPERATIONS	16,519,032	17,536,469	17,981,601	445,132	2.5%
RAIL OPERATIONS	36,046,988	40,751,759	43,597,642	2,845,883	7.0%
CONTRACTED SERVICES - FIXED ROUTE	15,695,309	17,836,247	18,696,207	859,960	4.8%
CONTRACTED SERVICES - PARATRANSIT	249,662	345,279	359,116	13,837	4.0%
TOTAL PASSENGERS	**68,510,991**	**76,469,754**	**80,634,567**	**4,164,813**	**5.4%**
AVERAGE FARE					
BUS OPERATIONS	1.191	1.180	1.181	-	0.0%
RAIL OPERATIONS	0.742	0.737	0.749	0.010	1.4%
CONTRACTED SERVICES - FIXED ROUTE	1.276	1.249	1.251	-	0.0%
CONTRACTED SERVICES - PARATRANSIT	4.517	4.546	4.554	0.010	0.2%
TOTAL AVERAGE FARE	**0.986**	**0.975**	**0.979**	**-**	**0.4%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025
SECTION 10.02

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	VARIANCE	% CHANGE BUDGET/ AMENDED
REVENUE MILES					
BUS OPERATIONS	8,826,407	9,070,213	9,148,475	78,262	0.9%
RAIL OPERATIONS	12,700,201	12,559,916	12,978,906	418,990	3.3%
CONTRACTED SERVICES - FIXED ROUTE	9,933,536	11,344,096	11,733,477	389,381	3.4%
CONTRACTED SERVICES - PARATRANSIT	2,408,559	3,289,874	3,855,929	566,055	17.2%
TOTAL REVENUE MILES	**33,868,703**	**36,264,099**	**37,716,787**	**1,452,688**	**4.0%**
TOTAL MILES					
BUS OPERATIONS	10,021,542	10,303,181	10,405,466	102,285	1.0%
RAIL OPERATIONS	12,983,570	12,861,417	13,293,817	432,400	3.4%
CONTRACTED SERVICES - FIXED ROUTE	11,790,689	13,367,872	13,748,027	380,154	2.8%
CONTRACTED SERVICES - PARATRANSIT	3,316,429	3,986,751	4,726,604	739,853	18.6%
TOTAL MILES	**38,112,230**	**40,519,221**	**42,173,914**	**1,654,693**	**4.1%**
REVENUE HOURS					
BUS OPERATIONS	761,678	784,268	792,826	8,558	1.1%
RAIL OPERATIONS	692,769	685,110	703,411	18,301	2.7%
CONTRACTED SERVICES - FIXED ROUTE	989,488	1,079,170	1,111,887	32,718	3.0%
CONTRACTED SERVICES - PARATRANSIT	122,633	150,124	178,138	28,015	18.7%
TOTAL REVENUE HOURS	**2,566,568**	**2,698,671**	**2,786,262**	**87,591**	**3.2%**
TOTAL HOURS					
BUS OPERATIONS	815,637	829,246	838,765	9,518	1.1%
RAIL OPERATIONS	715,355	704,472	727,667	23,195	3.3%
CONTRACTED SERVICES - FIXED ROUTE	1,080,300	1,150,243	1,183,430	33,187	2.9%
CONTRACTED SERVICES - PARATRANSIT	162,085	201,089	238,315	37,227	18.5%
TOTAL HOURS	**2,773,377**	**2,885,050**	**2,988,177**	**103,127**	**3.6%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025
SECTION 10.02

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	VARIANCE	% CHANGE BUDGET/ AMENDED
TOTAL OPERATING COSTS *					
BUS OPERATIONS	109,617,276	114,964,485	123,665,825	8,701,340	7.6%
RAIL OPERATIONS	103,250,958	113,188,184	123,859,528	10,671,344	9.4%
CONTRACTED SERVICES - FIXED ROUTE	86,634,299	99,818,082	104,091,181	4,273,099	4.3%
CONTRACTED SERVICES - PARATRANSIT	14,287,757	19,511,848	21,691,467	2,179,619	11.2%
CORONADO FERRY	313,435	323,313	320,110	(3,203)	-1.0%
ADMINISTRATIVE PASS THROUGH	345,069	523,597	534,749	11,152	2.1%
TOTAL OPERATING COSTS	**314,448,794**	**348,329,509**	**374,162,861**	**25,833,352**	**7.4%**
TOTAL PASSENGERS / REVENUE HOUR					
BUS OPERATIONS	21.7	22.4	22.7	0.3	1.4%
RAIL OPERATIONS	52.0	59.5	62.0	2.5	4.2%
CONTRACTED SERVICES - FIXED ROUTE	15.9	16.5	16.8	0.3	1.7%
CONTRACTED SERVICES - PARATRANSIT	2.0	2.3	2.0	(0.3)	-12.3%
TOTAL PASSENGERS / REVENUE HOUR	**26.7**	**28.3**	**28.9**	**0.6**	**2.1%**
TOTAL FAREBOX RECOVERY					
BUS OPERATIONS	17.9%	18.0%	17.2%	-0.8%	-4.6%
RAIL OPERATIONS	25.9%	26.5%	26.4%	-0.2%	-0.6%
CONTRACTED SERVICES - FIXED ROUTE	23.1%	22.3%	22.5%	0.2%	0.7%
CONTRACTED SERVICES - PARATRANSIT	7.9%	8.0%	7.5%	-0.5%	-6.3%
TOTAL FAREBOX RECOVERY	**21.5%**	**21.4%**	**21.1%**	**-0.3%**	**-1.5%**

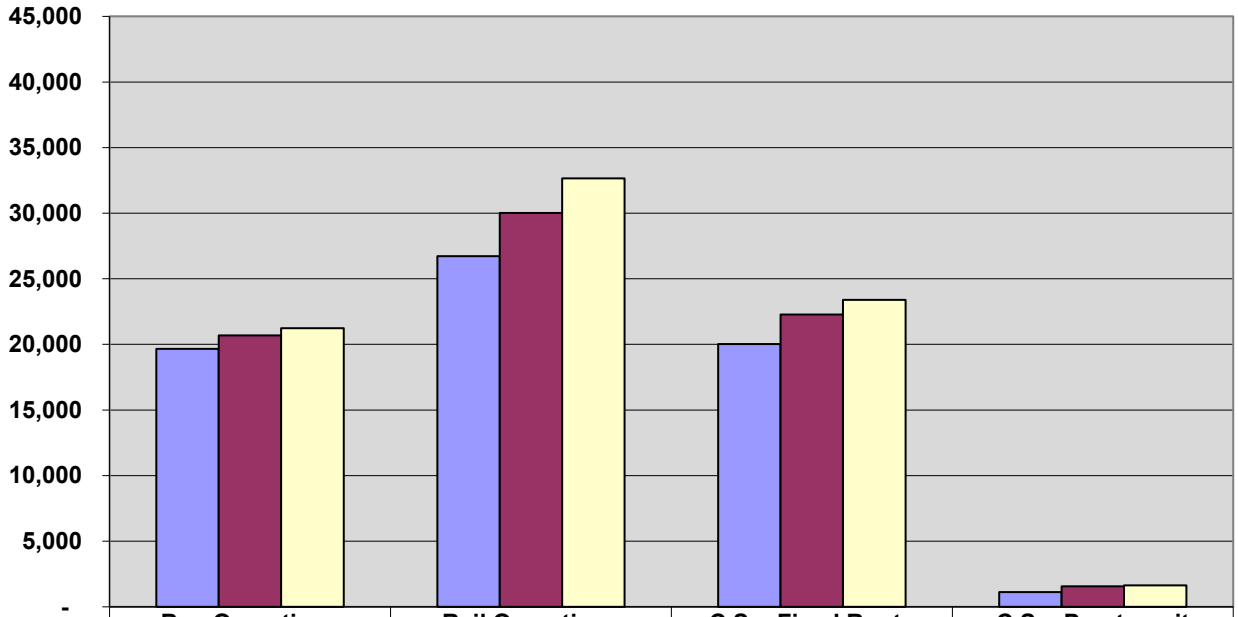
*** Includes the administrative overhead allocation of expenses.**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025
SECTION 10.02

	ACTUAL FY23	AMENDED BUDGET FY24	PROPOSED BUDGET FY25	VARIANCE	% CHANGE BUDGET/ AMENDED
TOTAL OPERATING SUBSIDY					
BUS OPERATIONS	92,171,697	95,649,424	93,539,349	(2,110,075)	-2.2%
RAIL OPERATIONS	97,684,683	105,524,392	102,193,535	(3,330,857)	-3.2%
CONTRACTED SERVICES - FIXED ROUTE	68,795,121	79,612,451	83,151,484	3,539,033	4.4%
CONTRACTED SERVICES - PARATRANSIT	13,543,065	18,256,048	20,601,708	2,345,660	12.8%
CORONADO FERRY	313,435	323,313	320,110	(3,203)	-1.0%
ADMINISTRATIVE PASS THROUGH	345,069	523,597	534,749	11,152	2.1%
TOTAL OPERATING SUBSIDY	**272,853,069**	**299,889,225**	**300,340,934**	**451,709**	**0.2%**
TOTAL SUBSIDY / PASSENGER					
BUS OPERATIONS	5.58	5.45	5.20	(0.25)	-4.6%
RAIL OPERATIONS	2.71	2.59	2.34	(0.25)	-9.5%
CONTRACTED SERVICES - FIXED ROUTE	4.38	4.46	4.45	(0.02)	-0.4%
CONTRACTED SERVICES - PARATRANSIT	54.25	52.87	57.37	4.49	8.5%
TOTAL SUBSIDY / PASSENGER	**3.98**	**3.92**	**3.72**	**(0.20)**	**-5.0%**

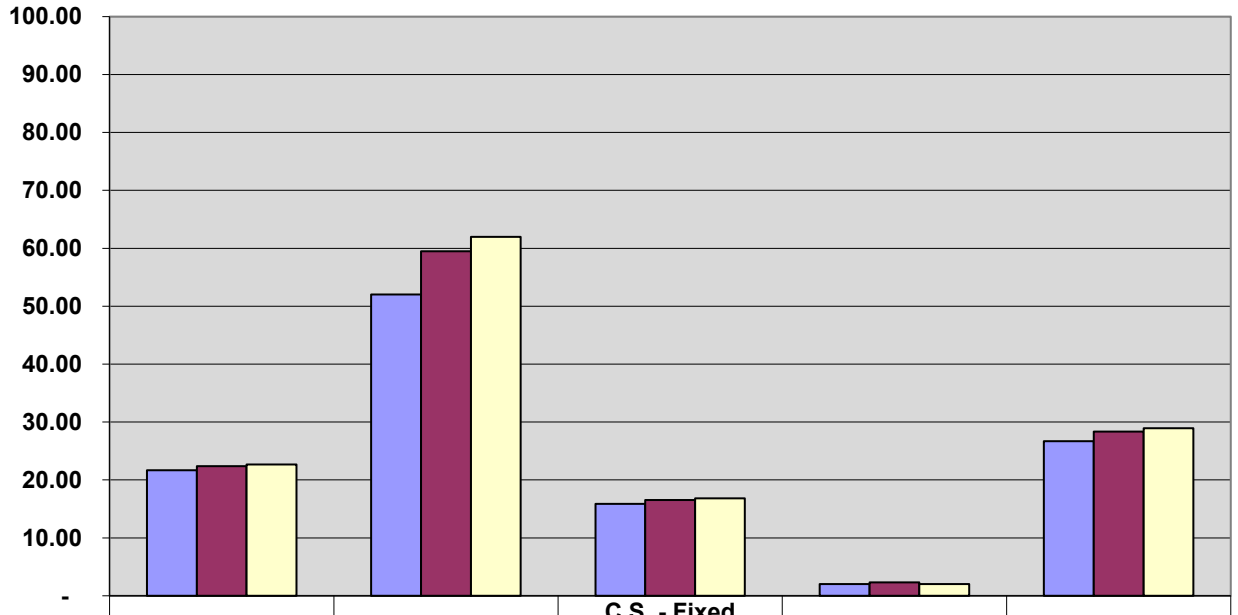
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025

Passenger Revenue (in 000's)



	Bus Operations	Rail Operations	C.S. - Fixed Route	C.S. - Paratransit
Actual FY23	19,666	26,729	20,023	1,128
Amended FY24	20,688	30,024	22,276	1,570
Budget FY25	21,239	32,653	23,398	1,636

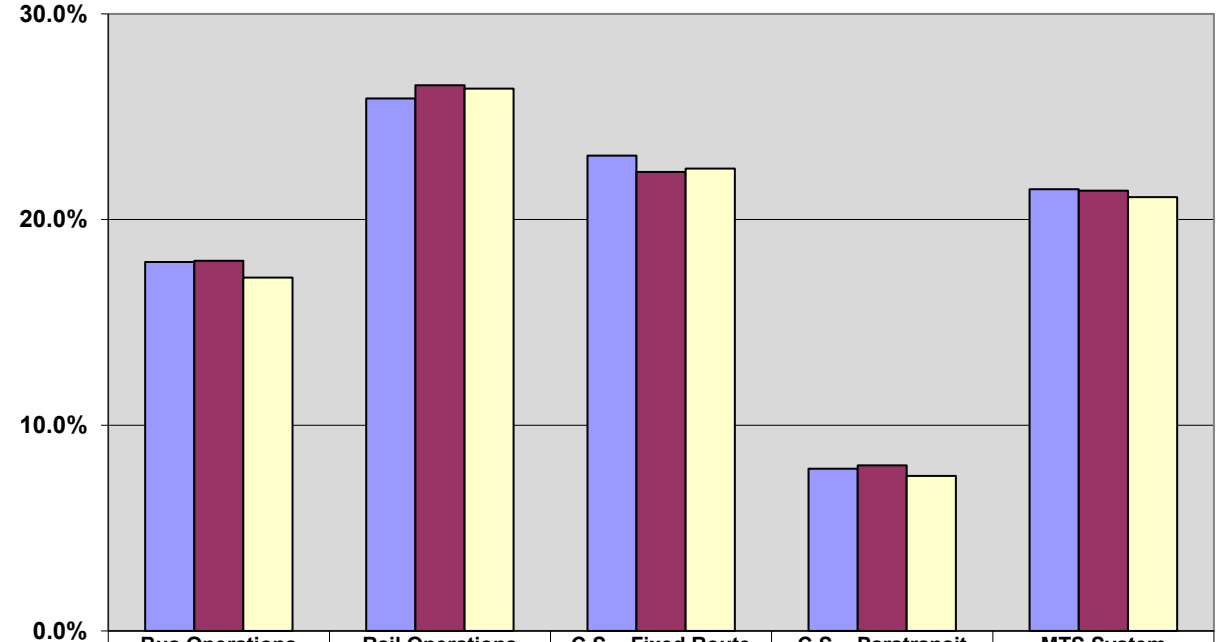
Passengers Per Revenue Hour



	Bus Operations	Rail Operations	C.S. - Fixed Route	C.S. - Paratransit	MTS System
Actual FY23	21.69	52.03	15.86	2.04	26.69
Amended FY24	22.36	59.48	16.53	2.30	28.34
Budget FY25	22.68	61.98	16.81	2.02	28.94

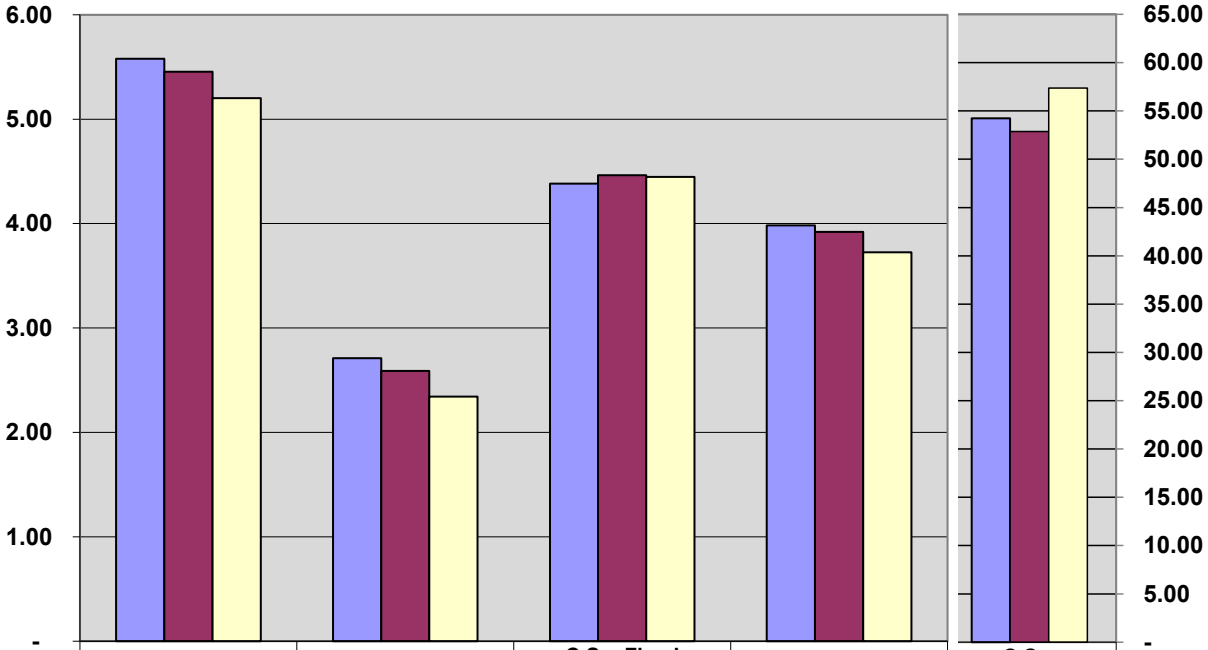
SAN DIEGO METROPOLITAN TRANSIT SYSTEM
STATISTICAL SUMMARY
FISCAL YEAR 2025

Farebox Recovery Ratio



	Bus Operations	Rail Operations	C.S. - Fixed Route	C.S. - Paratransit	MTS System
Actual FY23	17.9%	25.9%	23.1%	7.9%	21.5%
Amended FY24	18.0%	26.5%	22.3%	8.0%	21.4%
Budget FY25	17.2%	26.4%	22.5%	7.5%	21.1%

Operating Subsidy Per Passenger



	Bus Operations	Rail Operations	C.S. - Fixed Route	MTS System	C.S. - Paratransit
Actual FY23	5.58	2.71	4.38	3.98	54.25
Amended FY24	5.45	2.59	4.46	3.92	52.87
Budget FY25	5.20	2.34	4.45	3.72	57.37

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.03

	Amended Budget FY 2024	Position Shifts	Net Positons Requiring Funding Adjs	Proposed FY 2025	Frozen Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
MTS Administration					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	10.0	0.0	0.0	10.0	0.0
COMPASS CARD	14.5	0.0	0.0	14.5	0.0
EXECUTIVE	5.0	0.0	0.0	5.0	0.0
FINANCE	23.5	0.0	0.0	23.5	0.0
HUMAN RESOURCES	19.0	0.0	0.0	19.0	0.0
INFORMATION SECURITY	3.0	0.0	0.0	3.0	0.0
INFORMATION TECHNOLOGY	32.0	0.0	0.0	32.0	0.0
LEGAL	3.0	0.0	0.0	3.0	0.0
MARKETING	11.0	0.0	0.0	11.0	0.0
PLANNING	9.5	0.0	0.0	9.5	0.0
PROCUREMENT	16.0	0.0	0.0	16.0	0.0
RIGHT OF WAY	2.0	0.0	0.0	2.0	0.0
RISK	4.0	0.0	0.0	4.0	0.0
SECURITY	139.0	0.0	0.0	139.0	0.0
STORES (ADMIN)	2.0	0.0	0.0	2.0	0.0
STORES (BUS)	13.0	0.0	0.0	13.0	0.0
STORES (RAIL)	7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICES	17.0	0.0	0.0	17.0	0.0
TRANSIT STORES	8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration	**340.5**	**0.0**	**0.0**	**340.5**	**0.0**
Bus Operations					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)	3.5	0.0	0.0	3.5	0.0
MAINTENANCE	189.0	0.0	0.0	189.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	8.0	0.0	0.0	8.0	0.0
REVENUE (BUS)	6.0	0.0	0.0	6.0	0.0
SAFETY	2.0	0.0	0.0	2.0	0.0
TRAINING	11.0	0.0	0.0	11.0	0.0
TRANSPORTATION (BUS)	609.0	0.0	0.0	609.0	0.0
Subtotal Bus Operations	**842.0**	**0.0**	**0.0**	**842.0**	**0.0**
Rail Operations					
EXECUTIVE (RAIL)	4.5	0.0	0.0	4.5	0.0
FACILITIES	81.0	0.0	0.0	81.0	0.0
LIGHT RAIL VEHICLES	107.0	0.0	0.0	107.0	0.0
MAINTENANCE OF WAYSIDE	46.0	0.0	0.0	46.0	0.0
REVENUE (RAIL)	56.5	0.0	0.0	56.5	0.0
TRACK	22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)	282.2	0.0	0.0	282.2	0.0
Subtotal Rail Operations	**599.2**	**0.0**	**0.0**	**599.2**	**0.0**
Other MTS Operations					
FHV ADMINISTRATION	6.0	0.0	1.0	7.0	0.0
Subtotal Other MTS Operations	**6.0**	**0.0**	**1.0**	**7.0**	**0.0**
Grand Total	**1,787.7**	**0.0**	**1.0**	**1,788.7**	**0.0**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
MTS Administration						
BOD ADMINISTRATION						
Exec Asst GC/Asst Board Clrk	8	1.0	0.0	0.0	1.0	0.0
Internal Auditor	12	1.0	0.0	0.0	1.0	0.0
BOD ADMINISTRATION TOTAL		2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS						
Administrative Assistant	2	1.0	0.0	0.0	1.0	0.0
Director of Capital Projects	17	1.0	0.0	0.0	1.0	0.0
Project Engineer	12	2.0	0.0	0.0	2.0	0.0
Project Manager	13	2.0	0.0	0.0	2.0	0.0
Senior Project Manager	14	3.0	0.0	0.0	3.0	0.0
Sr. Project Manager - Rail Sys	14	1.0	0.0	0.0	1.0	0.0
CAPITAL PROJECTS TOTAL		10.0	0.0	0.0	10.0	0.0
COMPASS CARD						
Call/Service Center Rep (FT)	1	4.0	0.0	0.0	4.0	0.0
Call/Service Center Rep (PT)	1	1.5	0.0	0.0	1.5	0.0
Director of Fare Technology &	14	1.0	0.0	0.0	1.0	0.0
Fare Systems Administrator	9	1.0	0.0	0.0	1.0	0.0
Mgr of PRONTO & Passenger Supp	9	1.0	0.0	0.0	1.0	0.0
Service Center Specialist (FT)	2	5.0	0.0	0.0	5.0	0.0
Supervisor of Pronto Support	7	1.0	0.0	0.0	1.0	0.0
COMPASS CARD TOTAL		14.5	0.0	0.0	14.5	0.0
EXECUTIVE						
Chief Executive Officer		1.0	0.0	0.0	1.0	0.0
Exec Asst/Clerk of the Board	9	1.0	0.0	0.0	1.0	0.0
Grants Administrator	9	1.0	0.0	0.0	1.0	0.0
Grants Analyst	8	1.0	0.0	0.0	1.0	0.0
Manager of Government Affairs	13	1.0	0.0	0.0	1.0	0.0
EXECUTIVE TOTAL		5.0	0.0	0.0	5.0	0.0
FINANCE						
Chief Financial Officer	20	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	3	3.0	0.0	0.0	3.0	0.0
Accounting Manager	12	1.0	0.0	0.0	1.0	0.0
Controller	17	1.0	0.0	0.0	1.0	0.0
Deputy Chief Financial Officer	18	1.0	0.0	0.0	1.0	0.0
Finance Assistant	6	1.0	0.0	0.0	1.0	0.0
Finance Intern	1	0.5	0.0	0.0	0.5	0.0
Financial Analyst	9	2.0	0.0	0.0	2.0	0.0
Manager of Financial Planning	13	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	7	3.0	0.0	0.0	3.0	0.0
Payroll Manager	12	1.0	0.0	0.0	1.0	0.0
Payroll Supervisor	10	1.0	0.0	0.0	1.0	0.0
Senior Accountant	10	2.0	0.0	0.0	2.0	0.0
Staff Accountant I	7	2.0	0.0	0.0	2.0	0.0
Staff Accountant II	8	2.0	0.0	0.0	2.0	0.0
Transit Asset Mgmt Program Mgr	11	1.0	0.0	0.0	1.0	0.0
FINANCE TOTAL		23.5	0.0	0.0	23.5	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
HUMAN RESOURCES						
Admin Assistant (Copy Center)	2	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	10	3.0	0.0	0.0	3.0	0.0
Chief Human Resources Officer	19	1.0	0.0	0.0	1.0	0.0
Director of Human Resources	16	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant	3	3.0	0.0	0.0	3.0	0.0
Human Resources Specialist	6	1.0	0.0	0.0	1.0	0.0
Leadership Dev Specialist	12	1.0	0.0	0.0	1.0	0.0
Manager of Benefits & Comp	13	1.0	0.0	0.0	1.0	0.0
Manager of Talent Acquisition	13	1.0	0.0	0.0	1.0	0.0
Senior Human Resources Analyst	11	1.0	0.0	0.0	1.0	0.0
Talent Acquisition Specialist	10	5.0	0.0	0.0	5.0	0.0
HUMAN RESOURCES TOTAL		19.0	0.0	0.0	19.0	0.0
INFORMATION SECURITY						
Info Security & Intel Eng	12	2.0	0.0	0.0	2.0	0.0
Information Security Manager	14	1.0	0.0	0.0	1.0	0.0
INFORMATION SECURITY TOTAL		3.0	0.0	0.0	3.0	0.0
INFORMATION TECHNOLOGY						
Business Systems Analyst (SAP)	13	1.0	0.0	0.0	1.0	0.0
Chief Information Officer	19	1.0	0.0	0.0	1.0	0.0
Database Administrator	13	1.0	0.0	0.0	1.0	0.0
ETL Developer	13	1.0	0.0	0.0	1.0	0.0
Executive Assistant (CIO)	8	1.0	0.0	0.0	1.0	0.0
IT Development Manager	14	1.0	0.0	0.0	1.0	0.0
IT Enterprise Architect (IoT)	13	1.0	0.0	0.0	1.0	0.0
IT Operations Manager	14	1.0	0.0	0.0	1.0	0.0
IT Support Specialist	7	4.0	0.0	0.0	4.0	0.0
Network Engineer I	10	2.0	0.0	0.0	2.0	0.0
Network Engineer II	11	2.0	0.0	0.0	2.0	0.0
Network Engineer III	12	1.0	0.0	0.0	1.0	0.0
Network Operations Manager	14	1.0	0.0	0.0	1.0	0.0
Project Administrator	8	1.0	0.0	0.0	1.0	0.0
Report Development Analyst	10	1.0	0.0	0.0	1.0	0.0
Senior Systems Administrator	12	3.0	0.0	0.0	3.0	0.0
Service Desk Supervisor	10	1.0	0.0	0.0	1.0	0.0
Software Developer	13	3.0	0.0	0.0	3.0	0.0
Systems Administrator	11	4.0	0.0	0.0	4.0	0.0
Technical Project Manager	13	1.0	0.0	0.0	1.0	0.0
INFORMATION TECHNOLOGY TOTAL		32.0	0.0	0.0	32.0	0.0
LEGAL						
General Counsel	19	1.0	0.0	0.0	1.0	0.0
Deputy General Counsel	15	1.0	0.0	0.0	1.0	0.0
Staff Attorney-Reg Compliance	13	1.0	0.0	0.0	1.0	0.0
LEGAL TOTAL		3.0	0.0	0.0	3.0	0.0
MARKETING						
Dir Marketing & Communications	16	1.0	0.0	0.0	1.0	0.0
Community Engagement Specialis	8	1.0	0.0	0.0	1.0	0.0
Creative Design Manager	11	1.0	0.0	0.0	1.0	0.0
Digital Content Developer	8	1.0	0.0	0.0	1.0	0.0
Graphic Designer	7	2.0	0.0	0.0	2.0	0.0
Marketing Assistant	2	1.0	0.0	0.0	1.0	0.0
Mgr of Marketing & Communicati	12	1.0	0.0	0.0	1.0	0.0
Multimedia Designer	8	1.0	0.0	0.0	1.0	0.0
Public Relations Specialist	10	1.0	0.0	0.0	1.0	0.0
Social Media Coordinator	3	1.0	0.0	0.0	1.0	0.0
MARKETING TOTAL		11.0	0.0	0.0	11.0	0.0

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
PLANNING						
Assoc Transportation Planner	8	3.0	0.0	0.0	3.0	0.0
Dir of Planning & Scheduling	15	1.0	0.0	0.0	1.0	0.0
Manager of Scheduling	13	1.0	0.0	0.0	1.0	0.0
Planning Intern	1	0.5	0.0	0.0	0.5	0.0
Senior Data Analyst	9	1.0	0.0	0.0	1.0	0.0
Senior Scheduler	8	2.0	0.0	0.0	2.0	0.0
Senior Transportation Planner	10	1.0	0.0	0.0	1.0	0.0
PLANNING TOTAL		9.5	0.0	0.0	9.5	0.0
PROCUREMENT						
Manager of Procurement	13	1.0	0.0	0.0	1.0	0.0
Buyer	7	1.0	0.0	0.0	1.0	0.0
Contract Specialist	7	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	9	1.0	0.0	0.0	1.0	0.0
Director of Supply Chain & Ops	15	1.0	0.0	0.0	1.0	0.0
Principal Contract Admin	11	1.0	0.0	0.0	1.0	0.0
Procurement Specialist	10	9.0	0.0	0.0	9.0	0.0
Senior Procurement Specialist	11	1.0	0.0	0.0	1.0	0.0
PROCUREMENT TOTAL		16.0	0.0	0.0	16.0	0.0
RIGHT OF WAY						
Manager of Real Estate Assets	14	1.0	0.0	0.0	1.0	0.0
Right of Way Permit Coord	9	1.0	0.0	0.0	1.0	0.0
RIGHT OF WAY TOTAL		2.0	0.0	0.0	2.0	0.0
RISK						
Claims Specialist	7	1.0	0.0	0.0	1.0	0.0
Liability Claims Supervisor	10	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	13	1.0	0.0	0.0	1.0	0.0
Workers' Compensation Analyst	8	1.0	0.0	0.0	1.0	0.0
RISK TOTAL		4.0	0.0	0.0	4.0	0.0
SECURITY						
Asst Mgr of Field Operations	10	2.0	0.0	0.0	2.0	0.0
Clerk Typist/Data Entry TSS	BU	3.0	0.0	0.0	3.0	0.0
Code Compl Insp-Canine Handler	BU	3.0	0.0	0.0	3.0	0.0
Code Compliance Dispatcher	BU	5.0	0.0	0.0	5.0	0.0
Code Compliance Inspector	BU	95.0	0.0	0.0	95.0	0.0
Code Compliance Supervisor	8	20.0	0.0	0.0	20.0	0.0
Code Compliance Train Sup (MC)	9	1.0	0.0	0.0	1.0	0.0
Dep Dir of Transit Sec & Pass	13	1.0	0.0	0.0	1.0	0.0
Dir of Transit Security & Pass	17	1.0	0.0	0.0	1.0	0.0
Dispatch Sup - Transit Enf	8	2.0	0.0	0.0	2.0	0.0
Mgr of Ops-Transit Sec & Pass	11	1.0	0.0	0.0	1.0	0.0
Operational and Crime Data Ana	8	1.0	0.0	0.0	1.0	0.0
Professional Standards Manager	10	1.0	0.0	0.0	1.0	0.0
Records Manager	10	1.0	0.0	0.0	1.0	0.0
Records Specialist	7	1.0	0.0	0.0	1.0	0.0
Security Systems Administrator	9	1.0	0.0	0.0	1.0	0.0
SECURITY TOTAL		139.0	0.0	0.0	139.0	0.0
STORES (ADMIN)						
Inventory Planning and Forecas	9	1.0	0.0	0.0	1.0	0.0
Manager of Inventory Ops	12	1.0	0.0	0.0	1.0	0.0
STORES (ADMIN) TOTAL		2.0	0.0	0.0	2.0	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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STORES (BUS)						
Storeroom Clerks - IAD	BU	5.0	0.0	0.0	5.0	0.0
Storeroom Clerks - KMD	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	8	2.0	0.0	0.0	2.0	0.0
STORES (BUS) TOTAL		13.0	0.0	0.0	13.0	0.0
STORES (RAIL)						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	8	1.0	0.0	0.0	1.0	0.0
STORES (RAIL) TOTAL		7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICES						
Asst Supvr of Info & Trip Plan	7	1.0	0.0	0.0	1.0	0.0
Info & Trip Planning Supvr	8	1.0	0.0	0.0	1.0	0.0
Info and Trip Planning Clerk	BU	15.0	0.0	0.0	15.0	0.0
TELEPHONE INFORMATION SERVICES TO		17.0	0.0	0.0	17.0	0.0
TRANSIT STORES						
Transit Store Supervisor	7	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	7	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	5.0	0.0	0.0	5.0	0.0
TRANSIT STORES TOTAL		8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration		**340.5**	**0.0**	**0.0**	**340.5**	**0.0**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
Bus Operations						
CONTRACT SERVICES						
Director of Contract Services	15	1.0	0.0	0.0	1.0	0.0
Contract Operations Administra	6	1.0	0.0	0.0	1.0	0.0
Intern - Transit Services	0	0.5	0.0	0.0	0.5	0.0
Mgr of Paratransit & Mini Bus	13	1.0	0.0	0.0	1.0	0.0
Passenger Facilities Coord.	2	2.0	0.0	0.0	2.0	0.0
Sr Contract Operations Adminis	9	1.0	0.0	0.0	1.0	0.0
Supervisor of Para-Transit	7	1.0	0.0	0.0	1.0	0.0
Supvr of Passenger Facilities	10	1.0	0.0	0.0	1.0	0.0
CONTRACT SERVICES TOTAL		8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)						
Chief Op Officer-Transit Servs	20	1.0	0.0	0.0	1.0	0.0
Envi Health & Safety Intern	1	0.5	0.0	0.0	0.5	0.0
Envi Health & Safety Spec	10	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	8	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (BUS) TOTAL		3.5	0.0	0.0	3.5	0.0
MAINTENANCE						
Admin Asst II - Maintenance	3	1.0	0.0	0.0	1.0	0.0
Administrative Assistant - Mai	2	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice I - KMD	BU	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice II - KMD	BU	2.0	0.0	0.0	2.0	0.0
Bus Maintenance Trainer	11	1.0	0.0	0.0	1.0	0.0
Communications Tech - IAD	BU	2.0	0.0	0.0	2.0	0.0
Dir of Fleet & Facility Maint	16	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - IAD	13	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - KMD	13	1.0	0.0	0.0	1.0	0.0
Foreman - IAD	11	9.0	0.0	0.0	9.0	0.0
Foreman - KMD	11	7.0	0.0	0.0	7.0	0.0
Maintenance Analyst	7	1.0	0.0	0.0	1.0	0.0
Mechanic A - IAD	BU	20.0	0.0	0.0	20.0	0.0
Mechanic A - KMD	BU	26.0	0.0	0.0	26.0	0.0
Mechanic Apprentice I - IAD	BU	8.0	0.0	0.0	8.0	0.0
Mechanic Apprentice I - KMD	BU	11.0	0.0	0.0	11.0	0.0
Mechanic Apprentice II - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice II - KMD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic C - IAD	BU	17.0	0.0	0.0	17.0	0.0
Mechanic C - KMD	BU	9.0	0.0	0.0	9.0	0.0
Quality Assurance Inspector	10	1.0	0.0	0.0	1.0	0.0
Quality Assurance Supervisor	11	1.0	0.0	0.0	1.0	0.0
Servicer A - IAD	BU	48.0	0.0	0.0	48.0	0.0
Servicer A - KMD	BU	12.0	0.0	0.0	12.0	0.0
Sign Truck Operator	BU	1.0	0.0	0.0	1.0	0.0
Sup of Maintenance Training	12	1.0	0.0	0.0	1.0	0.0
ZEV and Sustainability Manager	13	1.0	0.0	0.0	1.0	0.0
MAINTENANCE TOTAL		189.0	0.0	0.0	189.0	0.0

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	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
MAINTENANCE-FACILITY						
Bldng Maint Apprentice - IAD	BU	2.0	0.0	0.0	2.0	0.0
Facilities Supervisor - Bus	7	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	2.0	0.0	0.0	2.0	0.0
MAINTENANCE-FACILITY TOTAL		5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES						
Customer Service Supervisor	6	2.0	0.0	0.0	2.0	0.0
Director of Support Services	14	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	0	1.0	0.0	0.0	1.0	0.0
Passenger Support Supervisor	7	1.0	0.0	0.0	1.0	0.0
Support Services Analyst	6	1.0	0.0	0.0	1.0	0.0
Support Services Coordinator	2	2.0	0.0	0.0	2.0	0.0
PASSENGER SERVICES TOTAL		8.0	0.0	0.0	8.0	0.0
REVENUE (BUS)						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
REVENUE (BUS) TOTAL		6.0	0.0	0.0	6.0	0.0
SAFETY						
Manager of Safety (Bus)	13	1.0	0.0	0.0	1.0	0.0
Transit Safety Specialist	9	1.0	0.0	0.0	1.0	0.0
SAFETY TOTAL		2.0	0.0	0.0	2.0	0.0
TRAINING						
Bus Op Training Instructor	8	8.0	0.0	0.0	8.0	0.0
Manager of Training (Transp)	11	1.0	0.0	0.0	1.0	0.0
Training Administrator	5	1.0	0.0	0.0	1.0	0.0
Training Development Specialis	8	1.0	0.0	0.0	1.0	0.0
TRAINING TOTAL		11.0	0.0	0.0	11.0	0.0
TRANSPORTATION (BUS)						
Director of Transportation	17	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	3	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	565.0	0.0	0.0	565.0	0.0
Comm/Ops Supv-Dispatch IAD	10	8.0	0.0	0.0	8.0	0.0
Comm/Ops Supv-Radio	10	8.0	0.0	0.0	8.0	0.0
Dispatch Clerk	BU	4.0	0.0	0.0	4.0	0.0
Dispatch Clerk - KMD	BU	2.0	0.0	0.0	2.0	0.0
Manager of Service Operations	12	1.0	0.0	0.0	1.0	0.0
Manager of Transp Comm & Tech	12	1.0	0.0	0.0	1.0	0.0
Service Operations Supervisor	10	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	13	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	13	1.0	0.0	0.0	1.0	0.0
Transp Comm & Technology Supvr	11	1.0	0.0	0.0	1.0	0.0
Transp Service Quality Spec	7	1.0	0.0	0.0	1.0	0.0
TRANSPORTATION (BUS) TOTAL		609.0	0.0	0.0	609.0	0.0
Subtotal Bus Operations		**842.0**	**0.0**	**0.0**	**842.0**	**0.0**

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
Rail Operations						
EXECUTIVE (RAIL)						
Chief Operating Officer (Rail)	20	1.0	0.0	0.0	1.0	0.0
Engineering Intern	0	0.5	0.0	0.0	0.5	0.0
Mgr of Service Quality & Speci	12	1.0	0.0	0.0	1.0	0.0
System Safety Manager (Rail)	13	1.0	0.0	0.0	1.0	0.0
System Safety Specialist	10	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (RAIL) TOTAL		4.5	0.0	0.0	4.5	0.0
FACILITIES						
Admin Asst II - Facilities	3	1.0	0.0	0.0	1.0	0.0
Director of Rail Facilities	16	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	7	6.0	0.0	0.0	6.0	0.0
Manager of Rail Facilities	11	1.0	0.0	0.0	1.0	0.0
Serviceperson	BU	72.0	0.0	0.0	72.0	0.0
FACILITIES TOTAL		81.0	0.0	0.0	81.0	0.0
LIGHT RAIL VEHICLES						
Assistant Training Sup - LRV	11	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry LRV	BU	2.0	0.0	0.0	2.0	0.0
Director of LRV Maintenance	16	1.0	0.0	0.0	1.0	0.0
LRV Asst Lineman	BU	23.0	0.0	0.0	23.0	0.0
LRV Electromechanic	BU	47.0	0.0	0.0	47.0	0.0
LRV Lineman	BU	19.0	0.0	0.0	19.0	0.0
LRV Maint Supervisor	11	10.0	0.0	0.0	10.0	0.0
LRV Project Cordinator/Analyst	10	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (LRV)	6	1.0	0.0	0.0	1.0	0.0
Manager of LRV Maintenance	13	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	12	1.0	0.0	0.0	1.0	0.0
LIGHT RAIL VEHICLES TOTAL		107.0	0.0	0.0	107.0	0.0
MAINTENANCE OF WAYSIDE						
Asst Training Supervisor - MOW	11	1.0	0.0	0.0	1.0	0.0
Manager of MOW	13	1.0	0.0	0.0	1.0	0.0
MOW Contracts & Budget Analyst	9	1.0	0.0	0.0	1.0	0.0
Superintendent Wayside Maint	16	1.0	0.0	0.0	1.0	0.0
Training Supervisor - MOW	12	1.0	0.0	0.0	1.0	0.0
Wayside Assistant Lineman	BU	11.0	0.0	0.0	11.0	0.0
Wayside Electromechanic	BU	17.0	0.0	0.0	17.0	0.0
Wayside Lineman	BU	8.0	0.0	0.0	8.0	0.0
Wayside Maintenance Supervisor	11	5.0	0.0	0.0	5.0	0.0
MAINTENANCE OF WAYSIDE TOTAL		46.0	0.0	0.0	46.0	0.0

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REVENUE (RAIL)						
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Passenger Support Rep	2	2.0	0.0	0.0	2.0	0.0
Lead Revenue Maint Supervisor	12	1.0	0.0	0.0	1.0	0.0
Passenger Support Rep	1	21.5	0.0	0.0	21.5	0.0
Revenue Analyst (Rail)	7	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer I	BU	4.0	0.0	0.0	4.0	0.0
Revenue Maintainer II	BU	5.0	0.0	0.0	5.0	0.0
Revenue Maintainer III	BU	9.0	0.0	0.0	9.0	0.0
Revenue Maintenance Supervisor	11	1.0	0.0	0.0	1.0	0.0
Revenue Operations Assistant	1	1.0	0.0	0.0	1.0	0.0
Ridership Surveyor	BU	2.0	0.0	0.0	2.0	0.0
Supervisor Revenue Operations	11	1.0	0.0	0.0	1.0	0.0
REVENUE (RAIL) TOTAL		56.5	0.0	0.0	56.5	0.0
TRACK						
Manager of Track and Structure	12	1.0	0.0	0.0	1.0	0.0
Track Supervisor	11	2.0	0.0	0.0	2.0	0.0
Trackperson	BU	14.0	0.0	0.0	14.0	0.0
Trackperson Equip Op	BU	5.0	0.0	0.0	5.0	0.0
TRACK TOTAL		22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)						
Assignments Supervisor	10	5.0	0.0	0.0	5.0	0.0
Central Control Info Rep	7	1.0	0.0	0.0	1.0	0.0
Central Control Supervisor	11	2.0	0.0	0.0	2.0	0.0
Construction Safety Flagperson	PT	42.5	0.0	0.0	42.5	0.0
Construction Safety Supervisor	7	4.0	0.0	0.0	4.0	0.0
Dir of Rail Transportation	17	1.0	0.0	0.0	1.0	0.0
Lead Transportation Sup	11	1.0	0.0	0.0	1.0	0.0
Manager of Rail Transportation	13	1.0	0.0	0.0	1.0	0.0
Train Operator	BU	137.0	0.0	0.0	137.0	0.0
Train Operator - PT	BU	52.7	0.0	0.0	52.7	0.0
Training Supervisor - Trans	11	3.0	0.0	0.0	3.0	0.0
Transportation Controller	10	16.0	0.0	0.0	16.0	0.0
Transportation Supervisor	10	16.0	0.0	0.0	16.0	0.0
TRANSPORTATION (RAIL) TOTAL		282.2	0.0	0.0	282.2	0.0
Subtotal Rail Operations		**599.2**	**0.0**	**0.0**	**599.2**	**0.0**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2025 PROPOSED BUDGET
SECTION 10.04

	Salary Grade	Amended Budget FY 2024 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Proposed FY 2025 (FTE's)	Frozen Positions (FTE's)
Other MTS Operations						
FHV ADMINISTRATION						
For-Hire Vehicle Administratio	11	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	7	1.0	0.0	0.0	1.0	0.0
Regulatory Assistant	7	1.0	0.0	0.0	1.0	0.0
Regulatory Inspector	3	3.0	0.0	0.0	3.0	0.0
Regulatory Inspector Supervisor	8	0.0	0.0	1.0	1.0	0.0
FHV ADMINISTRATION TOTAL		6.0	0.0	1.0	7.0	0.0
Subtotal Other MTS Operations		**6.0**	**0.0**	**1.0**	**7.0**	**0.0**
Grand Total		**1,787.7**	**0.0**	**1.0**	**1,788.7**	**0.0**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
SALARY GRADE RANGES
PROPOSED FISCAL YEAR 2025 BUDGET
SECTION 10.05

Range	FTE Count	Minimum	Midpoint	Maximum
BU	1,407.0	Bargaining Unit Position, Not Applicable		
00	2.0	$ 35,048	$ 42,408	$ 49,768
01	44.0	$ 42,913	$ 51,924	$ 60,936
02	11.0	$ 45,058	$ 54,521	$ 63,983
03	13.0	$ 47,311	$ 57,247	$ 67,182
04	-	$ 49,677	$ 60,109	$ 70,541
05	3.0	$ 53,154	$ 64,317	$ 75,479
06	5.0	$ 56,875	$ 68,819	$ 80,763
07	33.0	$ 60,856	$ 73,636	$ 86,416
08	48.0	$ 66,333	$ 80,263	$ 94,193
09	22.0	$ 72,303	$ 87,487	$ 102,671
10	99.0	$ 78,811	$ 95,361	$ 111,911
11	55.0	$ 87,480	$ 105,851	$ 124,222
12	20.0	$ 97,103	$ 117,494	$ 137,886
13	27.0	$ 107,784	$ 130,419	$ 153,053
14	11.0	$ 119,640	$ 144,765	$ 169,889
15	3.0	$ 132,801	$ 160,689	$ 188,577
16	6.0	$ 147,409	$ 178,365	$ 209,320
17	6.0	$ 163,624	$ 197,985	$ 232,346
18	-	$ 181,622	$ 219,763	$ 257,904
19	3.0	$ 201,601	$ 243,937	$ 286,273
20	3.0	$ 223,777	$ 270,770	$ 317,763

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RESERVE BALANCES
AS OF JUNE 30, 2023
SECTION 10.06

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	$ 56,965,992	For balancing structural deficits in 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**	

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San Diego Metropolitan Transit System

Resolution Number 24-06

Authorizing Resolution Budget Fiscal Year 2025
Resolution Approving the Fiscal Year 2025 Budget

WHEREAS, San Diego Metropolitan Transit System (MTS) staff has coordinated with the staff of San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services and Coronado Ferry (hereafter collectively referred to as MTS Operators) throughout the budget preparation process to ensure consistent budget assumptions; and

WHEREAS, the budgets have been prepared using the budget assumptions approved by the MTS Board of Directors;

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

1. That the Budget for fiscal year (FY) 2025, on file with the Clerk of the Board, is hereby adopted (including MTS, SDTC, SDTI, MTS Contract Services and Coronado Ferry); and

2. That the Chief Executive Officer (CEO) is authorized to transfer appropriate amounts up to $500,000 between object accounts, so long as the total amount authorized to be spent for an object account by the FY 2025 Budget is not exceeded by more than $500,000, the total amount authorized to be spent by the FY 2025 Budget is not exceeded, and all such transfers are reported to the Board in the monthly Budget Monitoring Report; and

3. That the CEO is authorized to approve expenditures up to a maximum of $150,000; and

4. That the check-signing authority on behalf of the Board shall be governed by MTS Policy No. 41, Signature Authority; and

5. That the annual lease and debt service payments are included in the FY 2025 Budget as set forth in Section 7.02; and

6. That the MTS Budget establishes absolute spending limits, and that the budgeted expenditures cannot be exceeded without prior written approval of the Board; and

7. That any budget variances will be reported to the Board; and

8. That MTS is authorized to withhold monthly subsidy payments to those operators who do not provide the information according to an established schedule; and

9. That the salary grade ranges and position schedules of MTS, SDTC and SDTI as contained in the FY 2025 budget Section 10 are approved.

PASSED AND ADOPTED, by the Board this 20th day of June 2024, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

General Counsel
San Diego Metropolitan Transit System

Resolution 24-06

FY 2025 Proposed Operating Budget

Joint Audit Oversight and Executive Committee

Fiscal Year 2025 Operating Budget Overview

Overview

- Presented initial draft of FY 2025 operating budget to Board on April 25th
- On April 30th, staff were alerted that State Senate Bill (SB) 125 funds were frozen for distribution
- Discussed SB-125 news and potential impact to budget with Board on May 16th
  - Reviewed estimated impact to FY 2025 operating budget and 5-year forecast
  - Board approved recommendation to postpone planned service increases until future of SB-125 funds known
- Since May 16th, staff has refined and finalized expense and revenue assumptions
  - All SB-125 revenue removed
  - Reduced service levels and related expenses
  - Updated 5-year forecast based on final proposed FY 2025 budget

Agenda

- Review final service level assumptions
- Review final expenses and revenues, discuss changes versus prior presentation
- Updated 5-year forecast
- Discuss most recent SB-125 news and plan for moving forward

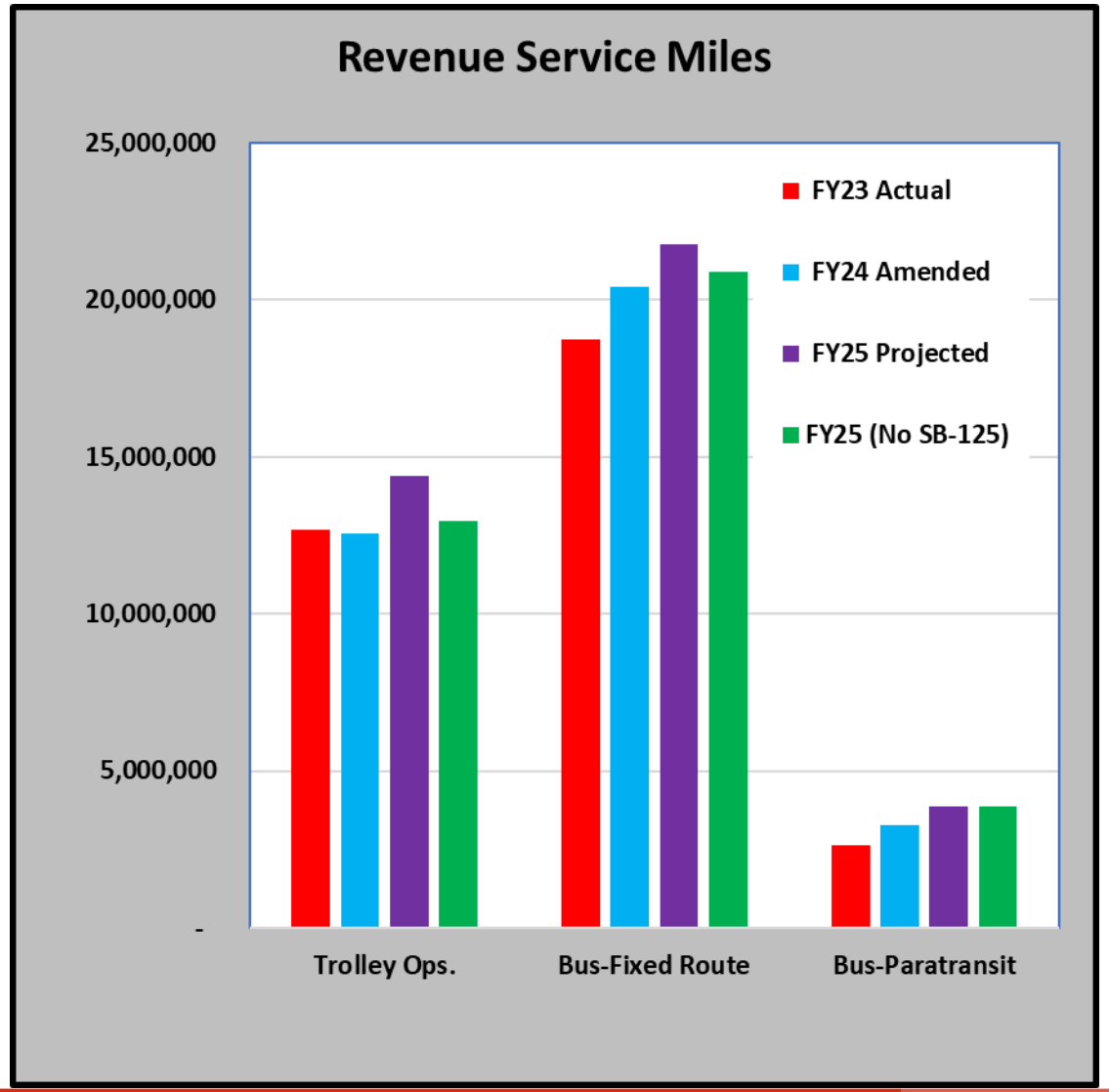
Fiscal Year 2025 Operating Budget
Revenue Summary ($000s)

	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Passenger Revenue	$ 74,558	$ 78,925	$ 4,368	5.9%
Other Operating Revenue	31,158	33,204	2,046	6.6%
Total Operating Revenue	**$ 105,716**	**$ 112,129**	**$ 6,414**	**6.1%**
Federal	$ 70,466	$ 73,123	$ 2,656	3.8%
Federal Stimulus Funds	$ 85,000	$ 47,000	$ (38,000)	-44.7%
TDA	92,858	92,810	(48)	-0.1%
TransNet Formula	42,027	42,415	388	0.9%
TransNet Operating	30,896	33,497	2,600	8.4%
STA	8,400	11,300	2,900	34.5%
SB 125 TIRCP	4,500	-	(4,500)	-100.0%
Other	4,491	4,310	(181)	-4.0%
Total Subsidy	**$ 338,639**	**$ 304,454**	**$ (34,185)**	**-10.1%**
Reserves	$ (30,399)	$ 31,642	$ 62,041	-
Total Revenue	**$ 413,955**	**$ 448,225**	**$ 34,270**	**8.3%**

- Reflects reduced passenger revenue, interest revenue and energy credits from removing SB-125
- $19.7M in SB-125 funds removed from Subsidy
- $31.6M in Operating Deficit Reserve funds to balance budget

Fiscal Year 2025 Operating Budget
Service Levels (SB-125 Removed)

- Service Level Assumptions:
  - Rail:
    - Increasing 3.3% versus 14.7% with SB-125
  - Bus-Fixed Route:
    - Increasing 2.3% versus 6.6% with SB-125
  - Bus-Paratransit:
    - No change due to SB-125
    - 17.2% higher than FY 2024 forecast



Fiscal Year 2025 Operating Budget
Expenses Summary ($000s)

	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Personnel Expenses	$ 177,948	$ 195,930	$ 17,982	10.1%
Purchased Transportation	103,215	108,266	5,051	4.9%
Outside Services	49,640	53,537	3,897	7.9%
Materials and Supplies	18,637	20,581	1,944	10.4%
Energy	48,056	50,055	1,999	4.2%
Risk Management	8,502	11,335	2,833	33.3%
Other	7,956	8,520	563	7.1%
Total Expenses	**$ 413,955**	**$ 448,225**	**$ 34,270**	**8.3%**

- Reflects $11.1M reduction in expenses from removing SB-125 activities
- No other material changes since prior presentation

Fiscal Year 2025 Operating Budget
Consolidated Revenues less Expenses ($000s)

	FY 2024 Amended	FY 2025 Proposed	Var.	Var. %
Operating Revenues	$ 105,716	$ 112,129	$ 6,414	6.1%
Recurring Subsidy	249,139	257,454	8,315	3.3%
Total Recurring Revenues	**$ 354,854**	**$ 369,583**	**$ 14,729**	**4.2%**
Total Expenses	**413,955**	**448,225**	**$ 34,270**	**8.3%**
Structural Deficit	**$ (59,101)**	**$ (78,642)**	**$ (19,541)**	**-33.1%**
Reserves	(30,399)	31,642	62,041	204.1%
Federal Stimulus	85,000	47,000	(38,000)	-44.7%
SB-125 Funding	4,500	-	(4,500)	-100.0%
Revenues Less Expenses	**$ -**	**$ -**	**$ -**	

- $78.6M structural deficit
- $31.6M in Operating Deficit Reserve funds to balance FY 2025 budget

Fiscal Year 2025 Operating Budget
5 Year Projection - Updated

	FY 2025 Proposed	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected
Operating Revenues	$ 112,129	$ 117,080	$ 121,464	$ 125,421	$ 129,767
Recurring Subsidy	257,454	268,441	275,015	281,616	287,965
Total Recurring Revenues	**$ 369,583**	**$ 385,521**	**$ 396,479**	**$ 407,037**	**$ 417,733**
Total Expenses	**448,225**	**464,760**	**482,385**	**497,338**	**513,059**
Structural Deficit	**$ (78,642)**	**$ (79,239)**	**$ (85,906)**	**$ (90,300)**	**$ (95,327)**
Reserves	31,642	55,423	57	111	160
Federal Stimulus	47,000	-	-	-	-
SB-125 Funding	-	-	-	-	-
Revenues Less Expenses	**$ -**	**$ (23,816)**	**$ (85,850)**	**$ (90,189)**	**$ (95,167)**

- Updated with final expense and revenue forecasts for FY 2025, applied same growth factors as prior versions
- SB-125 revenue and related expenses removed from all 5-years
- Balanced through FY 2025, hit fiscal cliff in FY 2026

Fiscal Year 2025 Operating Budget
Structural Deficit

- Identified Strategies for delaying fiscal cliff:
  - Shift $30M of identified flexible funding from FY 2025 CIP to operations (one-time)
  - Change preventive maintenance sharing methodology between capital/ops ($38M per year)
  - Shift State Transit Assistance (STA) funding from capital to operations (up to $20M per year)
    - Shifting STA and TDA has significant impact on upcoming projects and State of Good Repair, and ZEB transition
  - Change fare diversion program to increase compliance
  - Fare increase
  - Service reductions
  - Ballot measure in November 2026?
  - New state sales tax?
  - Other?
- Top 3 options combined get us through FY 2028

Fiscal Year 2025 Operating Budget
5 Year Projection – Remove SB-125
*Remove all SB-125 planned service increases, shift funding from capital

	FY 2025 Proposed	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected
Operating Revenues	$ 112,129	$ 117,080	$ 121,464	$ 125,421	$ 129,767
Recurring Subsidy	257,454	268,441	275,015	281,616	287,965
Total Recurring Revenues	**$ 369,583**	**$ 385,521**	**$ 396,479**	**$ 407,037**	**$ 417,733**
Total Expenses	**448,225**	**464,760**	**482,385**	**497,338**	**513,059**
Structural Deficit	**$ (78,642)**	**$ (79,239)**	**$ (85,906)**	**$ (90,300)**	**$ (95,327)**
Reserves	31,642	(8,761)	27,907	32,300	5,746
Federal Stimulus	47,000	-	-	-	-
Capital TDA to Operations	-	38,000	38,000	38,000	38,000
One-time flexible funding from CIP to Ops	-	30,000	-	-	-
Shift STA from CIP to Ops	-	20,000	20,000	20,000	20,000
SB-125 Funding	-	-	-	-	-
Revenues Less Expenses	**$ -**	**$ -**	**$ -**	**$ -**	**$ (31,581)**

Results:

- Balanced through FY 2028, fiscal cliff in FY 2029
- $58M annual reduction to CIP, significant impact to CIP

Fiscal Year 2025 Operating Budget
Next Steps

- Most recent communication with CalSTA suggests agencies will receive entire SB-125 allocation, but timing of disbursement delayed
- Final State budget will be available in late June
- Future funding years will still require annual appropriation
- Need to re-visit SB125 funding plan and timing/priority of activities
- Hold BDC in July to provide updated information on approved State Budget, re-visit SB-125 plan, and discuss options for addressing structural deficit

Fiscal Year 2025 Operating Budget
Staff Recommendation

That the Executive Committee forward a recommendation to the Board of Directors to:

1) Receive testimony, review, and comment on the FY 2025 MTS Operating Budget at a public hearing; and

2) Enact Resolution No. 24-06 (in substantially the same format as Attachment B) adopting the FY 2025 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.

Metropolitan Transit System

Board of Directors

Agenda

June 20, 2024 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.	
	CONSENT ITEMS	
3.	**Approval of Minutes** Action would approve the May 16, 2024 Board of Director meeting minutes.	Approve
4.	**Chief Executive Officer (CEO) Report** Agenda Item will be provided prior to Board Meeting.	Informational
5.	**Policy No. 26, Disadvantaged Business Enterprise Program – Policy Revisions** Action would approve revisions to Board Policy No. 26, Disadvantaged Business Enterprise Program	Approve
6.	**Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments**	Informational
7.	**Operations Budget Status Report for April 2024**	Informational
8.	**Renewal of City Agreements to Regulate For-Hire Vehicle Services** Action would approve a five-year extension of existing agreements for For-Hire Vehicle Regulation with the cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee.	Approve

DRAFT

9. **PRONTO Operations Technical Support – Sole Source Contract Amendment** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 11 to MTS Doc. No. G1923.0-16, as a Sole Source extension, with Jacobs Engineering Group Inc. (Jacobs), to provide operations technical support services for the PRONTO fare payment system in the amount of $361,063.00 from June 30, 2024 to June 30, 2026.

10. **Mission San Diego Station Fence Repair – Work Order Agreement** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-07 under Job Order Contract (JOC) to MTS Doc. No. PWG348.0-22, with Veterans Engineering Inc. (Veterans), a Disabled Veteran Business Enterprise (DVBE), in the amount of $228,001.06 for removing and replacing the coping on top of the Mechanically Stabilized Earth (MSE) wall near Mission San Diego Station.

11. **Architecture and Engineering (A&E) On-Call Services – Capacity Increase** — Approve

Action would approve a capacity increase in the amount of $20,000,000 for MTS A&E On-Call Work Orders based on the following seven (7) Master Agreements: PWL352.0-22, PWL353.0-22, PWL354.0-22, PWL355.0-22, PWL356.0-22, PWL357.0-22, and PWL358.0-22 for the provision of On-Call A&E Services through the remaining duration of the current five-year contract period, expiring June 30, 2027.

12. **Orange Line Improvement Project (Project) – Special Trackwork Materials – Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1672.0-24, with Progress Rail Services (Progress Rail), for the one-time supply of special trackwork materials, in the amount of $1,077,473.06 inclusive of 7.75% CA Sales Tax.

13. **Fenton Parkway Grade Crossing and Wyyerd Fiber Installation Construction Management (CM) Services – Work Order Amendment** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2496-CM02.01 under MTS Doc. No. G2496.0-21 with AECOM Technical Services Inc. (AECOM) for the Fenton Parkway Grade Crossing and Wyyerd Fiber Installation CM services in the amount of $40,002.94.

14. **Hitech Maintenance and Support Services for UTC and Nobel Transit Parking Structures – Sole Source Contract Award** — Approve

Agenda Item will be provided prior to Board Meeting.

15. **Construction Management (CM) Services for South Bay Zero Emission Bus (ZEB) Overheard (OH) Charging Infrastructure Installation and Iris Rapid Station Infrastructure – Work Order Amendment** — Approve
Agenda Item will be provided prior to Board Meeting.

16. **Transit Enforcement and PRONTO Hand-Held Units (HHU) – Contract Award** — Approve
Action would authorize the Chief Executive Officer (CEO) to Execute MTS Doc. No G2869.0-24 (in substantially the same format as Attachment A), with Vantage ID Applications, Inc. (Vantage), a Small Business (SB), in the amount of $537,204.69 for a period of five (5) years for the purchase of Transit Enforcement and PRONTO HHUs.

17. **Revisions to Ordinance No. 5 Relating to The Enforcement Authorities of Designated MTS Employees** — Approve
Agenda Item will be provided prior to Board Meeting.

18. **Transit Enforcement Body Worn Cameras (BWC) – Sole Source Contract Award** — Approve
Agenda Item will be provided prior to Board Meeting.

19. **Amendment to Chief Executive Officer Employment Agreement** — Approve
Agenda Item will be provided prior to Board Meeting.

PUBLIC HEARING

20. **Fiscal Year (FY) 2025 Operating Budget** — Approve
Agenda Item will be provided prior to Board Meeting.

21. **Proposed Trolley System Changes – Copper Line** — Approve
Agenda Item will be provided prior to Board Meeting.

DISCUSSION AND REPORT ITEMS

22. **Fare Evasion Diversion Program Modifications** — Approve
Agenda Item will be provided prior to Board Meeting.

23. **Market Research Update** — Informational
Agenda Item will be provided prior to Board Meeting.

24. **Reduced Fare Portal Update/Tap to Pay** — Informational
Agenda Item will be provided prior to Board Meeting.

25. Zero Emission Bus (ZEB) Update Informational

Agenda Item will be provided prior to Board Meeting.

OTHER ITEMS

26. Chair, Board Member and Chief Executive Officer's (CEO's) Communications

27. 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

28. Public Comment for Closed Session

29. *Agenda Item will be provided prior to Board Meeting.* Possible Action

ADJOURNMENT

30. Next Meeting Date

The next Board of Director's meeting is scheduled for July 18, 2024 at 9:00am.

31. Adjournment

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Chief Executive Officer (CEO) Report

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

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

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



Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Policy No. 26, Disadvantaged Business Enterprise Program – Policy Revisions

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve revisions to Board Policy No. 26, Disadvantaged Business Enterprise Program (Attachment A).

Budget Impact

None with this action.

DISCUSSION:

As a recipient of Federal Transit Administration (FTA) funds, MTS must comply with the Department of Transportation's (DOT's) Disadvantaged Business Enterprise (DBE) Regulations at 49 CFR Part 26. One such requirement is to maintain a DBE Program, which outlines how MTS intends to implement the DOT's DBE Regulations. MTS's DBE Program includes: MTS's objectives towards utilization of DBEs and other small businesses; the staff person responsible for the DBE Program implementation; how MTS aims to increase DBE and other small businesses participation on its DOT-assisted contracts; and how MTS ensures its prime contractors and subcontractors are complying with MTS's DBE Program.

The DOT recently revised DBE Regulations as of April 9, 2024, involving the following areas:

- Expanding the information that agencies must require proposers and bidders to provide at the time of bid or submission of proposal (i.e. Bidder List Form);

- How much agencies can count towards DBE utilization when awarding contracts to DBE (i.e. 60% of dollar value of contract for DBE regular dealer of materials and supplies can be counted toward DBE participation, while 100% of dollar value of DBE construction prime contract can be counted toward DBE participation);

- How agencies must review that DBEs are performing a commercially useful function before counting towards DBE participation (i.e. DBE firm must be responsible for

executing, performing, managing, and supervising the work of the contract before an agency can count the dollar value award/paid to the DBE firm towards its achievement of a DBE overall goal); and

- Ensuring agencies proactively monitor, oversee and as necessary enforce, prime contractors and subcontractors prompt payment and return of retainage to subcontractors and lower-tier subcontractors on federally funded contracts.

The proposed revisions to MTS Board Policy No. 26 reflect how MTS will comply with these changes, as well as making other minor, non-substantive revisions to reflect MTS's practices in implementing its DBE Program (Attachment A). Therefore, it is staff's recommendation that the MTS Board of Directors approve revisions to Board Policy No. 26, Disadvantaged Business Enterprise Program.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. MTS Board Policy No. 26 (revisions shown in red-line track changes)

Metropolitan Transit System

Policies and Procedures No. 26

Board Approval: ~~10/14/2021~~6/20/2024

SUBJECT:

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

PURPOSE:

To provide a program to ensure nondiscrimination in the award and administration of federally-assisted contracts and create a level playing field on which disadvantaged business enterprises (DBEs) can compete fairly for those contracts.

POLICY:

26.1 POLICY STATEMENT AND PROGRAM OBJECTIVES

Policy Statement/Objectives (49 CFR § 26.3, § 26.7, § 26.21, § 26.23)

San Diego Metropolitan Transit System (MTS) has established and adopted a ~~Disadvantaged Business Enterprise (~~DBE~~)~~ program in accordance with regulations of the U.S. Department of Transportation (DOT), Title 49, Code of Federal Regulations, Part 26 "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs (49 CFR Part 26)." MTS has received Federal financial assistance from the ~~Department of Transportation~~DOT~~,~~ and as a condition of receiving this assistance, MTS has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of MTS to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to receive and participate in MTS's DOT-assisted contracts. It is also our policy to:

1. Ensure nondiscrimination in the award and administration of all MTS contracts and subcontracts;

2. Create a level playing field by which DBEs can compete for and perform in MTS's DOT-assisted contracts;

3. Ensure that the MTS DBE Program is narrowly tailored in accordance with applicable law and current legal standards, including the Ninth Circuit Ruling in *Western States Paving vs. Washington State Department of Transportation*;

4. Ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;

5. Help remove procurement and contracting barriers, which impede DBE participation in MTS DOT-assisted contracts;

6. Monitor and enforce contractors' compliance in meeting established goal objectives and program requirements;

7. Assist in the development of DBEs and Small Businesses to increase their ability to compete successfully in the market place outside the DBE Program; and

8. Ensure MTS contractors and subcontractors take all necessary and reasonable steps to comply with these policy objectives.

As evidence of MTS's commitment to pursue these policy objectives, the Chief Executive Officer has designated Deputy General Counsel as the DBE Liaison Officer (DBELO). In this capacity, the DBELO is responsible for implementing all aspects of the DBE program. The DBELO has direct access to the Chief Executive Officer for DBE-related matters. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by MTS in its financial assistance agreements with DOT. MTS will disseminate this policy statement (See Exhibit A) to all of the departments of our organization through its intranet. Additionally, MTS will distribute this policy statement to DBE and non-DBE business communities that perform or are interested in performing work on MTS projects through its website. Through such efforts, MTS will ensure DOT-assisted contracting and procurement related processes promote equity in access, consideration and opportunity for DBEs and other small businesses in response to requirements set forth under 49 CFR Part 26, DOT Directives and Final Rules.

26.2 APPLICABILITY (49 CFR § 26.3, § 26.21)

MTS~~,~~ ~~as~~ is a direct recipient of federal funds from the DOT and considered a Federal Transit Administration (FTA) Tier I recipient, as defined at 49 CFR §26.5. ~~, and a~~As a condition of Federal financial assistance, MTS is required to submit for approval to the DOT Operating Administration from which it receives the majority of its funding, a DBE Program developed in accordance with federal regulations published under ~~Title~~ 49 CFR Part 26 and subsequent guidance. This DBE Program sets forth the policies and procedures to be implemented by MTS to ensure that DBEs have an equitable opportunity to participate in DOT-assisted contracting opportunities.

In direct response to these regulatory requirements, MTS hereby establishes a DBE Program, which will:

1. Comply with federal regulations and financial assistance agreements;
2. Meet legal standards for narrow-tailoring requirements;
3. Ensure nondiscrimination in the award of DOT-assisted contracts; and
4. Reaffirm MTS's commitment to fairness and the principles of equal opportunity.

In conformance with 49 CFR Part 26, MTS will continue to carry out its DBE Program until all DOT funds have been expended.

MTS additionally complies with the California Department of Transportation's (Caltrans') DBE Program on projects on which it is a sub-recipient of federal funds through Caltrans.

MTS will advise all applicable DOT Operating Administrations of any significant updates and/or changes to this DBE Program.

26.3 DEFINITION OF TERMS (49 CFR § 26.5)

Race-Conscious Measure or Program: A program or portion thereof that focuses specifically on assisting only DBEs, including minority and women-owned DBEs, by the development and inclusion of participation goals or Good-Faith Effort activities.

Race-Neutral Measure or Program: A program or portion thereof that assists all small businesses, including DBEs, regardless of ownership status, in successfully participating in MTS's procurement program. For the purposes of the DBE Program, "race-neutral' includes gender-neutrality.

Any other term used in this DBE Program shall have the meaning set forth in 49 CFR Part 26.

26.4 RESPONSIBILITIES FOR DBE PROGRAM IMPLEMENTATION

A. DBE Liaison Officer (49 CFR § 26.25)

MTS has designated the following individual as the ~~Disadvantaged Business Enterprise Liaison Officer (~~DBELO~~)~~:

~~Samantha Leslie~~
Deputy General Counsel
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Telephone: (619) 557-4539; Fax: (619) 814-1559
E-mail: ~~Samantha.Leslie@sdmts.com~~DBEProgram@sdmts.com

In this capacity, the DBELO is responsible for implementing all aspects ofthe DBE Program and ensuring that MTS complies with all provisions of 49 CFR Part 26 and subsequent DOT-issued directives and final rules. The DBELO has direct, independent access to the MTS Chief Executive Officer concerning DBE Program matters. The DBELO has sufficient support personnel who devote a portion of their time to implement the Program. The DBELO is responsible for developing, implementing and monitoring the DBE Program, in coordination with other appropriate officials.

The DBELO's and/or designee's duties include, but are not limited to, the following activities:

1. Gathers and reports statistical data and other information as required by the DBE Program, including preparation of semiannual DBE reports and related analysis for submission to the applicable DOT Operating Administration.

2. Reviews applicable contracts, purchase requisitions, advertisements, boilerplate language specifications and other related documentation specific to implementing applicable DBE requirements.

3. Consults with all affected departments in developing overall DBE goals.

4. Ensures that bid notices and requests for proposals are made available to DBEs in a timely manner.

5. Reviews DOT-assisted contracts and procurements for purposes of applying applicable race-neutral measures.

6. Analyzes MTS's progress towards meeting overall DBE goals by monitoring individual contract DBE attainments.

7. Ensures that pre-bid meetings inform potential bidders and/or offerors regarding MTS's DBE Program.

8. Advises the Chief Executive Officer and/or the MTS Board on DBE matters and achievements.

9. Assesses DBE participation eligibility towards MTS's overall DBE goal.

Additionally, the DBELO and/or designee is charged with implementing the race-neutral measures listed in this DBE Program document.

B. Reconsideration Official (49 CFR § 26.53)

Should MTS implement a race-conscious component to this DBE Program, the DBE Program will be amended to provide the procedures for the administrative reconsideration process and to specify MTS's Reconsideration Official.

26.5 ADMINISTRATIVE REQUIREMENTS

A. Non-Discrimination Requirements (49 CFR § 26.7)

MTS will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, or national origin.

In administering its DBE program, MTS will not, directly or through contractual or other arrangements, use criteria or methods of

administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, or national origin.

B. Federal Financial Assistance Agreement Assurance (49 CFR § 26.13 {a})

MTS will sign the following assurance as a condition of financial assistance agreements with the DOT, and which is hereby made applicable to all of MTS's DOT-assisted contracts:

"MTS shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. DOTassisted contract or in the administration of its DBE Program or the requirements of 49 CFR Part 26. MTS shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of U.S. DOTassisted contracts. MTS's DBE Program, as required by 49 CFR Part 26 and as approved by U.S. DOT, is incorporated by reference in this agreement. Implementation of this Program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to MTS of its failure to carry out its approved program, the Department may impose sanctions as provided under 49 CFR Part 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 of 1986 (31 U.S.C. 3801 et seq.)."

C. DBE Financial Institutions (49 CFR § 26.27)

It is the policy of MTS to investigate the full extent of services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in the community, to make reasonable efforts to utilize these institutions, as available, and to encourage prime contractors on MTS's DOT-assisted contracts to make use of these institutions.

The Federal Reserve Board compiles data on financial institutions that participate in the Department of the Treasury's Minority Bank Deposit Program. When MTS competitively procures financial services, MTS will notify any identified minority and women-owned financial institutions in MTS's geographic market area of the upcoming procurement. Through MTS's website and MTS's contract solicitations, MTS will also encourage contractors to use the services of minority and women-owned financial institutions identified from the listings. The Internet address of this listing is http://www.federalreserve.gov/releases/mob/.

D. DBE Directory (49 CFR § 26.31)

MTS refers interested parties to the California Unified Certification Program (CUCP) Database of Certified DBE Firms (DBE Directory) to assist in identifying certified DBEs. The DBE Directory is published at https://dot.ca.gov/programs/civil-rights/dbe~~http://dot.ca.gov/hq/bep/find_certified.htm~~.

E. Overconcentration (49 CFR § 26.33)

MTS has not identified any types of work that have a burdensome overconcentration of DBE participation. However, should MTS determine that overconcentration exists in a work classification, MTS will obtain the approval of the concerned DOT Operating Administration of its determination and the measures devised to address it. Once these measures are approved, they will become part of MTS's DBE Program.

F. Business Development Programs (49 CFR § 26.35)

MTS has not established a business development program. The DBELO will continually evaluate the need and assess whether MTS should establish a Business Development Program and/or a Mentor Protege Program. If MTS establishes either program, the program will be guided by the applicable Appendix of 49 CFR Part 26 and approved by the cognizant DOT Operating Administration before being implemented.

G. Fostering Small Business Participation (49 CFR § 26.39)

MTS will structure contracting requirements to facilitate competition by small businesses by advising the contracting community of the benefits of becoming SB certified, the eligibility requirements to become certified as a SB, and the online directory of certified SBs, found at the California Department of General Services (DGS) website: https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx.

MTS may also implement a Small Business Set Aside (i.e. competition among only small businesses) on certain contracts. The MTS Procurement Manager or designee shall consider whether there is a reasonable expectation of obtaining offers from three (3) or more responsible small business concerns that are competitive in terms of market prices, quality, and delivery before applying a Small Business Set Aside to a procurement. MTS will define a small business as a business that meets the definition of small business concern set out in 49 CFR § 26.5. A certified DBE will be presumed eligible to participate in a small business set aside, as all certified DBEs must meet the definition of a small business concern. To avoid program fraud, MTS will verify eligibility of a firm to participate in a small business set aside.

26.6 DETERMINING, MEETING, AND COUNTING DBE PARTICIPATION TOWARDS THE OVERALL DBE GOAL (49 CFR § 26.45; § 26.51; § 26.55)

MTS is currently operating a strictly race-neutral DBE Program in accordance with DOT guidance following the *Western States Paving* decision of the 9th Circuit Court of Appeals. Should MTS incorporate a race-conscious DBE Program in the future, the breakout of estimated race-neutral and race-conscious participation in MTS's DBE goal will be updated.

As MTS is currently operating a strictly race-neutral DBE Program, contract goals are not applicable to MTS procurements. Should MTS, at a future date, incorporate a race-conscious component to its DBE Program, it will then use contract goals to meet any portion of the overall goal MTS does not project being able to meet using race-neutral means. As required by *Western States Paving*, if

MTS incorporates a race-concious DBE Progam, MTS will gather evidence to determine if discrimination in the transportation contracting industry is present. MTS will make a determination at that time what type of evidence gathering is appropriate, based on DBE regulations and case law.

A. Methodology for Setting Overall DBE Goals (49 CFR § 26.45; 26.49)

In accordance with § 26.45(e)(3), and with FTA approval, MTS will establish an overall program goal on a triennial basis. The overall program goal will represent the amount of DOT-assisted funds MTS anticipates expending on DBE firms over three years, and will be presented as a percentage of the total DOTassistance received.

The overall program goal will be developed in accordance with the 2-step process specified in § 26.45 (c) & (d). The first step is to determine the goal "base figure" based on the relative availability of DBEs in ,MTS's market area. The second step is to adjust the goal "base figure" from Step 1 so that it reflects as accurately as possible the DBE participation MTS would expect in the absence of discrimination based on past participation, a disparity study and/or information about barriers to DBE participation. Annual projections on DBE participation during each fiscal year will be developed as specified by § 26.45 (e)(3)(iii).

Additionally, MTS will provide for public participation in establishing an overall program goal. MTS will publish a notice of the proposed overall program goal on MTS's website and a newspaper of general circulation, informing the public that the proposed goal and its rationale are available for inspection and comment.

Additionally, MTS will consult with minority, women's and general contractor groups, community organizations, and other officials or organizations to solicit information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and MTS's efforts to establish a level playing field for the participation of DBEs.

MTS will submit the overall program goal to DOT in accordance with § 26.45 (f)(2). The overall goal submission to DOT will include a summary of information and comments received during this public comment/participation process and any MTS responses.

MTS will begin using our overall goal on October 1 of each year, unless we have received other instructions from DOT. If we establish a goal on a project basis, we will begin using our goal by the time of the first solicitation for a DOT-assisted contract for the project.

B. Shortfall Analysis and Corrective Action Plan (49 CFR § 26.47)

If at the end of each year, awards/commitments are less than the applicable overall goal, MTS will analyze the reasons for the shortfall and establish specific steps that may enable MTS to meets its overall goal in the next year. MTS will submit its Shortfall Analysis and Corrective Action Plan to the FTA by December 29 for any applicable year.

C. Transit Vehicle Manufacturers (TVM) Certifications (49 CFR § 26.49)

In accordance with § 26.49, MTS will not include TVM vehicle procurements in its overall goal calculation or semiannual reports. MTS will require each TVM, as a condition of being authorized to bid or propose on DOT-assisted transit vehicle procurements, to certify that it has complied with the requirements of this section. Only TVMs listed on FTA's list of eligible TVMs or that have a submitted goal methodology that has been approved by the FTA or has not been disapproved at the time of solicitation, are eligible to bid on MTS's transit vehicle procurements. Alternatively, MTS may, at its discretion and with DOT approval, establish project-specific goals for DBE participation in the procurement of transit vehicles in lieu of the TVM complying with this element of the program. Within 30 calendar days of making a contract~~n~~ award to a TVM, MTS will submit notice to the FTA regarding the name of the TVM successful bidder and the total dollar value (including the federal share if so requested) of the contract. MTS will also submit additional notifications if options are exercised in subsequent years.

D. Race-Neutral Measures (49 CFR § 26.51)

MTS will implement the following race-neutral measures which are aimed at increasing DBE and other small business participation.

1. MTS will hold and/or participate in conferences, which include a networking component to promote teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community. MTS will also actively promote the Small Business conferences, programs, and support services offered by other agencies that have established DBE and Small Business Programs.

2. MTS will provide assistance in overcoming limitations such as inability to obtain bonding or financing. Specifically, MTS will, through its website, refer the DBE and Small Business contracting community to the U.S. Small Business Administration Bonding Assistance Program and San Diego Small Business Development Center.

3. MTS will solicit DBEs and other small business participation by carrying out information on specific contract opportunities. Specifically, MTS will: ensure the inclusion of DBEs and other small businesses on MTS's mailing lists of bidders and/or MTS's e-procurement web based vendor list; make available to prime contractors information on how to view a listing of potential DBE and other small business subcontractors; and provide contracting information in languages other than English, where appropriate and upon request.

4. MTS will advise its contracting community of the benefits of becoming DBE certified, the eligibility requirements to become certified as a DBE, and the online directory of certified DBEs, found at the CUCP website: https://dot.ca.gov/programs/civil-rights/dbe~~http://dot.ca.gov/hq/bep/find_certified.htm~~.

E. Use of Set-Asides or Quotas (49 CFR *§* 26.43)

Except as otherwise provided for in Section 26.5(G) (i.e. small business set aside), MTS shall not permit the use of quotas for DBEs on DOT-assisted contracts in accordance with 49 CFR Part 26. Further, MTS shall not set aside contracts for DBEs on DOT-assisted contracts subject to the regulatory provisions, except in limited and extreme circumstances where no other method could be reasonably expected to redress egregious instances of discrimination.

F. Counting DBE Participation ~~and Commercially Useful Function~~ (49 CFR § 26.55)

MTS will count DBE participation toward overall ~~and contract specific~~ goals as provided in 49 CFR Part 26.55.

MTS will count the value of the work actually performed by the DBE. MTS will not count the participation of a DBE subcontract toward a contractor's final compliance with its DBE obligations on a contract until the amount being counted has actually been paid to the DBE subcontractor.

MTS will count the dollar value of work performed by DBE if currently certified at the time of execution of the contract. MTS will not count the dollar value of work performed under a contract if the DBE is no longer certified.

G. Commercially Useful Function (49 CFR §26.55)

MTS will count expenditures to a DBE firm if the DBE is performing a commercially useful function on that contract. A DBE performs a commercially useful function when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved, and as futher described at §26.55.

1. Construction Services

MTS will count the entire amount of that portion of a construction contract that is performed by the DBE's own forces, including the cost of supplies and materials obtained by the DBE for the work of the contract, including supplies purchased or equipment leased by the DBE (except if supplies

and equipment is purchased or leases from the prime contractor or its affiliate to a DBE subcontractor in which labor costs will only be counted).

2. Bona Fide Services

MTS will count the entire amount of fees or commissions charged by a DBE firm for providing a bona fide service, such as professional, technical, consultant, or managerial services, or for providing bonds or insurance specifically required for the performance of a DOT-assisted contract, provided MTS determines the fee to be reasonable and not excessive as compared with fees customarily allowed for similar services. If services are of a broker, packger or manufacturer representative nature, only the fees or commissions will be counted.

3. Subcontracted Work

When a DBE firm subcontracts part of the work of its contract to another firm, the value of the subcontracted work will be counted only if the DBE's subcontractor is itself a DBE. Work that a DBE subcontracts to a non-DBE firm will not be counted.

4. Joint Venture

When a DBE performs as a participant in a joint venture, MTS will count a portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work of the contract that the DBE performs with its own forces.

5. Trucking

When a DBE owns and operates trucking services, MTS will count the entire amount awarded to the DBE firm if it is responsible for the management and supervision of the entire trucking operation for which it is responsible on a particular contract. When a DBE firm leases trucks from another DBE firm, including an owner-operator who is certified as a DBE, MTS will count the total value of the transportation services the lessee DBE provides on the contract.

6. Materials and Supplies

MTS will determine the amount of credit awarded to a DBE firm for the provisions of materials and supplies (e.g., whether a firm is acting as a manufacturer, regular dealer, distributor, or a transaction facilitator) on a contract by contract basis. MTS’s system to determine compliance with 49 CFR Section 26.55 will include review of Bidder List responses and/or direct contact by email or phone to determine whether each DBE supplier has the demonstrated capacity to perform a commercially useful function prior to its participation.

If the materials or supplies are obtained from a DBE manufacturer, MTS will count 100 percent of the cost of the materials or supplies.

If the materials or supplies are purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies (including transportation costs.

If the materials or supplies are purchased from a DBE distributor that neither maintains sufficient inventory nor uses its own distribution equipment for the products in question, MTS will count 40 percent of the cost of materials or supplies (including transportation costs).

With respect to materials or supplies purchased from a DBE that is neither a manufacturer, a regular dealer, nor a distributor, MTS will count the entire amount of fees or commissions charged that is deemed to be reasonable, including transportation charges for the delivery of materials or supplies. MTS will not count any portion of the cost of the materials and supplies themselves.

26.7 REQUIRED CONTRACT PROVISIONS AND ENFORCEMENT

A. Contractor's Assurance Clause Reggarding Non-Discrimination (49 CFR § 26.13)

MTS will ensure includethat the followinga clause is placed in all its DOT-assisted contracts and subcontractsthat complies with 49 CFR 26.13 and will state, in substantially the same language: *"The contractor 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 *Title 49, CFR, Part 26 in the award and administration of MTS's U.S. 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 contract or such other remedy as MTS 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. Contractor shall be required to include this clause in its subcontracts.*"

B. Prompt Payment Provisions (49 CFR § 26.29)

The DBE Program found at Title 49 CFR Part 26 requires that any delay or postponement of payment over 30 calendar days from the prime contractor to any subcontractor, or from subcontractor to any lower-tier subcontractor, for work performed pursuant to their agreements may take place only for good cause and with MTS's prior written approval.

1. Prompt Progress Payments to Subcontractors

In accordance with 49 CFR 26.29, MTS will include a contract clause that will require the prime contractor to pay each subcontractor participating on the contract for satisfactory performance completion of accepted work of its contract no later than 30 calendar days on DOT assisted contracts, or 7 calendar days if a construction contract as required by state law, from the

receipt of each payment the prime contractor receives from MTS. Any subcontractor will also be required to pay any lower-tier subcontractors no later than 30 calendar days, or 7 calendar days if a construction contract as required by state law, from the receipt of each payment from the prime contractor. Any delay or postponement of payment over 30 calendar days may occur only for good cause following written approval of MTS. This clause applies to both DBE and non-DBE subcontractors. MTS will also require that the Prime Contractor include this clause in its subcontracts and lower-tier subcontracts related to the performance of a DOT assisted contract.

2. Payment of Retention Withheld from Subcontractor

When MTS elects to hold retainage from the prime contractor, MTS will provide prompt and regular incremental acceptances of portions of the work on each contract and pay retainage to the prime contractor based on these acceptances.

In accordance with 49 CFR 26.29, MTS will include a contract clause that will require the prime contractor to make prompt and full payment of any retainage owed to subcontractors, for satisfactory completion of the subcontractors work within 30 calendar days on DOT assisted contracts, or seven (7) calendar days if a construction contract as required by state law, after subcontractor's work has been satisfactorily completed. Subcontractors will also be required to make prompt and full payment of any retainage owed to any lower-tier subcontractors, for satisfactory completion of the subcontractors work, no later than 30 calendar days, or 7 calendar days if a construction contract as required by state law, from the receipt of each payment from the prime contractor. Any delay or postponement of payment over 30 calendar days may occur only for good cause following written approval of MTS. This clause applies to both DBE and non-DBE subcontractors. MTS will also require that the Prime Contractor include this clause in its subcontracts and lower-tier subcontracts related to the performance of a DOT assisted contract.

26.8 DBE CERTIFICATION STANDARDS (49 CFR § 26.61-3 26.73; § 26.81; § 26.83a)

As a non-certifying member of the CUCP, MTS will accept DBE certifications from certifying member agencies of the CUCP.

For more information about the certification process or to apply for certification, firms should visit the CUCP website at: https://dot.ca.gov/programs/civil-rights/dbe~~http://www.dot.ca.gov/hq/bep/business_forms.htm~~.

26.9 RECORD KEEPING AND MONITORING (49 CFR § 26.11, §29.29, § 26.37)

A. Bidders List (49 CFR § 26.11)

MTS will ~~develop and maintain~~obtain ~~b~~a ~~B~~idder~~s l~~~~L~~ist information consisting of all firms bidding on prime contracts~~,~~ and ~~bidding or quoting~~ subcontracts on MTS's DOT-assisted projects/contracts. MTS will enter this data in the DOT's designated system as prescribed at 49 CFR § 26.11. The following information will be included in the bidders list:

1. Firm Name;
2. Full Address (including zip code);
3. Year~~s in~~ Business was established / years in business;
4. Status as a DBE or non-DBE;
5. North American Industry Classification System (NAICS) code for the ~~T~~type of Work bidding on; ~~and~~
6. Race and gender of firm's majority owner; and
~~6.~~7. Annual Range of Gross Receipts.

B. Reporting to DOT (49 CFR § 26.11)

MTS will submit to the applicable DOT Operating Administration the "Uniform Report of DBE Awards or Commitments and Payments" semiannually on June 1 and December 1 of each year, as required. The June 1 report will include DBE activity from October 1 through March 31. The December 1 report will include DBE activity from April 1 through September 30. This report presents a summary of DOT-assisted prime contracts and subcontracts that are: awarded or committed to; open; and completed during the applicable reporting period.

Upon request, MTS will compile and submit ad-hoc DBE contract award and progress reports for DOT-assisted projects. Furthermore, MTS will continue to provide reports relative to MTS's DBE Program, as directed. These reports will provide DBE participation information on MTS's race-neutral and gender-neutral contracts on all DOT assisted procurement activities.

C. Information, Confidentiality, Cooperation (49 CFR § 26.109)

MTS will safeguard from disclosure to third parties information that may reasonably be regarded as confidential business information, consistent with Federal Freedom of Information and Privacy Acts (5 U.S.C. 552 and 552a), California Public Records Act (Government Code § 6250 et seq) state, and local law. Notwithstanding the preceding provision, MTS will not release any information that may reasonably be construed as confidential business information to any third party (other than DOT) without the written consent of the firm that submitted the information.

D. Monitoring and Enforcement Mechanisms (49 CFR § 26.29, 26.37)

MTS will implement appropriate mechanisms to ensure compliance with 49 CFR Part 26 requirements by all program participants (e.g., applying legal and contract remedies available under Federal, state and local law).

1. Monitoring Work Committed to DBE

MTS's DBE Program will include a monitoring and enforcement mechanism to ensure that work committed to DBE prime or DBE subcontractors ares ~~is~~ actually performed by DBEs. This will include a written ~~certification~~ verification by MTS that contract records have been reviewed and work sites have been monitored to ensure ~~work~~ the counting of each DBE's participation is consistent with its function on the contract and that the work is actually performed by the DBE. ~~In addition,~~

2. Running Tally

MTS will use a running tally that provides for a frequent comparison of cumulative DBE awards/commitments to DOT-assisted prime contract awards to determine whether current race-neutral measures are projected to be sufficient to meet MTS's overall goal, on an annual basis. MTS utilizes a report within its enterprise resource program that tallies all cumulative DBE awards/commitments to DOT assisted prime contracts to show DBE participation utiliziation. MTS will run this report monthly and will identify whether adjustments to its race-neutral measures may be necessary.
~~MTS will maintain a running tally of actual DBE attainments (e.g., payments actually made to DBE firms)to compare against the prime contractor's commitments to use a DBE, when applicable.~~

~~2.~~3. Termination or Substitution of DBE subcontractors

Should MTS implement a race-conscious component to this DBE Program, MTS ~~includes a contract clause in each federally assisted contract that~~will require~~s~~ the prime contractor to notify and receive consent from MTS whenever a DBE subcontractor is terminated or substituted. ~~For construction contracts, MTS shall follow applicable state law for terminations or substitutions of subcontractors.~~

~~3.~~4. Monitoring Prompt Payments and Return of Retainage to DBE and Non-DBE subcontractors

MTS ~~undertakes monitoring~~proactively oversees ~~of~~ ~~prime~~ prompt payments and return of retainage to subcontractors and lower-tier subcontractors over the course of any DOT- assisted contract. Such monitoring activities will be accomplished through the following methods: ~~MTS includes~~ a contract clause in each federally assisted contract that the prime contractor must provide subcontractor payment information to ~~the~~ MTS ~~Contract Adminstrator~~ monthly, ~~if any payments were made to subcontractors~~, as well as a contract clause that requires prime contractors and subcontractors to maintain records of payments to non-DBE and DBE subcontractors and lower-tier subcontractors, for a minimum of three (3) years. In addition, MTS reviews contract payments to ~~bi-annually requests~~ subcontractor~~-~~s and lower-tier subcontractors monthly by requesting prime provide subcontractor payment information. ~~payment information from the~~

~~prime contractor to ensure MTS has accurate listing of subcontractor payment information within its records.~~ Lastly, MTS may use a monthly prompt payment certification form that requires prime contractor and/or subcontractor to certify prompt payments were made to subcontractor or lower-tier subcontactor, as required by the contract.

~~4.~~5. Prompt Payment Dispute Resolution

The obligations of prompt payment and release of retainage does not arise if there is a legitimate dispute over a subcontractor's or lower-tier subcontractor's performance. Subcontractor should first attempt to work with the prime contractor regarding whether subcontractor's work has been satisfactorily performed. If a dispute remains as to whether work has been satisfactorily completed for purposes of prompt payment requirements, notice should be given to the DBELO to take further action. Steps to resolve dispute may include, but are not limited to, conducting a meeting between prime contractor, subcontractor, and MTS project manager to review whether subcontractor work was completed in accordance with contract, plans and spec~~i~~ifcations.

~~5.~~6. Prompt Payment Complaints

Complaints by subcontractors or lower-tier subcontractors regarding prompt payment should first be directed to the prime contractor and their payment bond surety, if applicable. If affected subcontractor needs assistance in communicating with the prime contractor regarding payment or is unable to resolve payment discrepancies with prime, subcontractor should contact DBELO in writing to initiate the complaint. The complaint should identify specifics regarding the subcontract payment language, items of work in question, and the subcontractor's attempts to obtain payment from the prime contractor and payment bond surety, if applicable.

Upon receipt of a subcontractor's written complaint that contains the above described information, DBELO will contact prime contractor directly, advising them of MTS's receipt of a prompt payment complaint, of prime contractor's responsibility to work with the subcontractor to resolve the dispute and potential enforcement action, as further described in Section 26.9 (D)(5) of this Board Policy. If after notice to the prime there is still no timely and meaningful action by the prime to resolve prompt payment disputes, affected subcontractor may refer the complaint to the responsible FTA contact.

~~6.~~7. Enforcement Action for Noncompliance of Prompt Payment and Return of Retainage

MTS will include a contract clause in its DOT- assisted contracts that any violation of prompt payment requirements, as defined in Section 26.27 (B) of this Board Policy, shall subject the violating

prime contractor or subcontractor to ~~the penalties,~~ prime contractor not being reimbursed for work performed by subcontractors unless and until the prime contractor ensures that the subcontractors are promptly paid for the work they have satisfactorily completed, contract termination and/or other remedy as deemed appropriate by MTS. If a construction project, then also the sanctions ~~and~~ and other remedies specified in Section 7108.5 of the Business and Professions Code may apply. ~~, if applicable. It may also result in the application of appropriate administrative sanctions, including, but not limited to, prime contractor not being reimbursed for work performed by subcontractors unless and until the prime contractor ensures that the subcontractors are promptly paid for the work they have performed.~~

~~7.~~8. Enforcement Action for False, Fraudulent or Dishonest Conduct

MTS will bring to the attention of the DOT any false, fraudulent, or dishonest conduct in connection with the program, so that DOT can take the steps provided in § 26.107 (e.g., referral to the Department of Justice for criminal prosecution, referral to the DOT Inspector General, action under suspension and debarment or Program Fraud and Civil Penalties rules). ~~Additionally, MTS will consider similar action under its own legal authorities, including responsibility determinations in future contracts.~~

9. Procurement Protests Alleging Noncompliance with DBE Regulations

MTS Board Policy No. 52 “Procurement of Goods and Services”, Section 52.7, describes MTS’s procurement protest procedures. If there is a procurement protest alleging noncompliance with DBE regulations on a DOT assisted project, the MTS Procurement Manager will notify the DBELO of the allegation. The DBELO or its designee will investigate and provide findings to the MTS Procurement Manager. The MTS Procurement Manager will respond to the procurement protest accordingly.

Additional DBE Documents (Available from DBELO upon request)

A. DBE Program Regulations
B. DBE Program Organizational Chart
C. Listing of DBE Financial Institutions located within MTS’s geographic market area
D. MTS Goal Setting Methodology
~~E. CUCP DBE Certification Application~~
~~F~~E. Uniform Report of DBE Awards or Commitments and Payments
F. DBE Program Related Third-Party Contractor Clauses and Forms

Original Policy approved on 12/6/84.
Policy revised on 4/28/88.
Policy revised on 4/25/91.
Policy revised on 1/26/95.
Policy revised on 10/16/97.

Policy revised on 8/12/99.
Policy revised on 8/10/00.
Policy revised on 9/27/01.
Policy revised on 7/25/02.
Policy revised on 3/11/04.
Policy revised on 7/22/04.
Policy revised on 2/16/12.
Policy revised on 7/16/15.
Policy revised on 7/26/18.
Policy revised on 7/25/19
Policy revised on 10/14/21
Policy revised on 6/20/2024

Attachments: Exhibit A – DBE Policy Statement

Exhibit A – MTS Board Policy No. 26

DBE POLICY STATEMENT

San Diego Metropolitan Transit System (MTS) has established and adopted a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), Title 49, Code of Federal Regulations, Part 26 "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs (49 CFR Part 26)." MTS has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, MTS has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of MTS to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to receive and participate in MTS's DOT-assisted contracts.

It is also MTS policy to:

1. Ensure nondiscrimination in the award and administration of all MTS contracts and subcontracts;

2. Create a level playing field by which DBEs can compete for and perform in MTS's DOT-assisted contracts;

3. Ensure that the MTS DBE Program is narrowly tailored in accordance with applicable law and current legal standards, including the Ninth Circuit Ruling in *Western States Paving vs. Washington State Department of Transportation*;

4. Ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;

5. Help remove procurement and contracting barriers, which impede DBE participation in MTS DOT-assisted contracts;

6. Monitor and enforce contractors' compliance in meeting established goal objectives and program requirements;

7. Assist in the development of DBEs and Small Businesses to increase their ability to compete successfully in the market place outside the DBE Program; and

8. Ensure MTS contractors and subcontractors take all necessary and reasonable steps to comply with these policy objectives.

MTS has designated Deputy General Counsel as the DBE Liaison Officer (DBELO). In this capacity, the DBELO is responsible for implementing all aspects of the DBE program.

This signed and dated policy statement expresses MTS's commitment to pursuing the objectives of the DBE Program.

_____ _____

Sharon Cooney Date
Chief Executive Officer

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

As a Federal Transit Administration (FTA) grantee, San Diego Metropolitan Transit System (MTS) complies with the federal regulations set forth in 49 CFR Part 26 regarding participation by DBEs in the U.S. Department of Transportation (DOT) Program.

I. Goals of MTS's DBE Program

The goals of MTS's race-neutral DBE program are:

1. to ensure nondiscrimination in the award and administration of DOT-assisted contracts;
2. to create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
3. to ensure that the DBE program is narrowly tailored in accordance with applicable law;
4. to ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. to help remove barriers to the participation of DBEs in DOT-assisted contracts;
6. to assist the development of firms that can compete successfully in the marketplace outside of the DBE program; and
7. to provide appropriate flexibility to recipients of federal financial assistance in establishing and providing opportunities for DBEs.

II. MTS's DBE Triennial Overall Goal for FFY 2022-2024

The DBE regulations require MTS to prepare a DBE Triennial Overall Goal. The DBE Triennial Overall Goal is established upon the number of ready, willing, and able DBE contractors within MTS's geographic market area that are available to bid on MTS's federally assisted procurements (excludes transit vehicle procurements). For FFY 2022-2024 (October 1, 2021 to September 30, 2024), MTS's aspirational DBE Overall Goal is **6.3%** on federally funded contracts.

III. Participation by certified DBEs

For purposes of reporting DBE participation to the FTA, MTS may only count participation by certified DBE contractors. In order to be certified as a DBE through the California Unified Certification Program, contractors must:

(1) have a majority owner who is **socially and economically disadvantaged** (Native Americans, African Americans, Hispanics, Asian-Pacific, Subcontinent Asian Americans and women are currently presumed to be socially and economically disadvantaged by the DOT);

(2) the majority owner must have a personal net worth of less than **$1,320,000**; and

(3) the business must be a **small business** and, for *most* types of businesses, have average annual gross receipts less than **$30,400,000**.

Per DOT DBE Regulations, MTS *may not* count participation from certified minority owned businesses (MBE), disabled veteran owned businesses (DVBE), women owned businesses (WBE), small businesses (SB), lesbian gay bisexual transgender owned businesses (LGBTBE), or persons with disabilities businesses (PDBE) (collectively referred to as SBEs) toward meeting its DBE Triennial Overall Goal. Nonetheless, MTS encourages participation from, conducts outreach to, and tracks awards to SBEs.

IV. Race-Neutral Outreach Measures to Increase DBE and SBE Participation

A race-neutral DBE program means that there are no DBE contract specific goals and no advantages provided to interested DBE contractors when submitting bids or proposals. Successful bidders are chosen using race-neutral means, generally through a low-bid or best-value procurement process.

To increase DBE participation on MTS's federally assisted procurements, as well as SBE participation on all MTS's contracts, MTS conducts outreach to DBEs and SBEs in an effort to inform them of upcoming MTS procurements. The following are some of the race-neutral measures MTS has implemented:

1. outreach to new vendors to discuss the benefits of DBE, MBE, DVBE, WBE, SB, PDBE and/or LGBTBE certification and what qualifications are necessary to become certified, as some may already qualify;

2. outreach to vendors requesting that they register on PlanetBids so they can receive automatic notification of upcoming MTS formal procurements;

3. for small purchase procurements in which MTS must seek out three (3) bids, MTS aims to advertise more of these procurement on PlanetBids so as to increase the potential of DBEs, and SBEs learning of the procurement, if such a contractor is available to perform the work;

4. for small purchase procurements in which MTS must seek out three (3) bids, seeking at least one (1) of those bids from a DBE or SBE, if available; and

5. attend and actively promote small business conferences and programs to alert DBEs and SBEs of upcoming MTS contracting opportunities and to educate about MTS's DBE program.

MTS also continued to attend San Diego Public Agency Consortium (PAC) bi-monthly meetings, as well as the Local Small Business Council bi-monthly meetings, virtually. At these meetings, public agencies discuss upcoming planned outreach events amongst the members and best practices regarding their agency's DBE and SB programs.

V. Federally Funded Procurements

Only contracts awarded and paid by MTS using federal funds (or a portion of federal funds) are reported to the FTA per DOT DBE Regulations. MTS generally reserves federal funds for transit vehicle procurements, transit facility improvements, state-of-good-repair vehicle or system preventative maintenance projects, and contracted fixed route and paratransit bus services. MTS generally uses local and state funds for administrative costs and other expenses (e.g. marketing, land management, office supplies).

VI. Summary of Semi-Annual DBE Report Achievement (Federal Funds Only)

The FTA Semi-Annual Report for October 1, 2023 to March 31, 2024 is the fifth of six reports in the triennial period of FFY 2022-2024.

a. Contracts Awarded

For this reporting period, MTS **did not achieve** its DBE Triennial Overall Goal of 6.3% for contracts awarded. MTS achieved **2.11%** DBE participation for contracts awarded, as shown below in Table 1.

Table 1: Federal Contracts Awarded

Federal Contract Awards/Commitments				**Goal**
REPORTING PERIOD	Total Federal $	DBE $	DBE %	vs 6.3%
Federal Funds: Oct 1, 2023 to Mar 31, 2024	$11,394,054.87	$240,626.03	**2.11%**	-4.19%

The main reason for why MTS was not able to meet its DBE Triennial Overall Goal for contracts awarded was due to awarding a large contract to a non-DBE firm. MTS awarded a large contract to **Balfour Beatty**, a **non-DBE firm**, relating to grade crossing and crosstie replacements, in the amount of $8,884,454.00 (65% federally funded). This contract award to a non-DBE substantially diluted the participation that was achieved through a contract award to

Carlos Guzman, a **DBE firm**, relating to non-revenue vehicle bodywork repair services in the amount of $623,765.24 (42% federally funded).

b. Contracts Open

For this reporting period, MTS **did not achieve** its DBE Triennial Overall Goal of 6.3% for contracts opened. MTS achieved **2.57%** DBE participation for contracts open, as shown below in Table 2.

Table 2: Federal Contracts Open

Federal Contracts Open/Payments During Reporting Period				**Goal**
REPORTING PERIOD	Total Federal $	DBE $	DBE %	vs 6.3%
Federal Funds: Oct 1, 2023 to Mar 31, 2024	$32,992,748.41	$848,754.56	**2.57%**	-3.73%

The main reason why MTS was not able to meet its DBE Triennial Overall Goal for contracts opened was due to ongoing payments to **Transdev,** a **non-DBE firm**, for fixed route bus service, in the amount of $18,508,002.64 (federal portion only) paid between October 1st, 2023 to March 31st, 2024. These payments substantially diluted ongoing payments on large contracts to **NMS Management**, a **DBE firm**, for janitorial services, in the amount of $821,634.14 (federal portion only) paid between October 1st, 2023 to March 31st, 2024.

c. Contracts Completed

For this reporting period, MTS **did not achieve** its DBE Triennial Overall Goal of 6.3% for contracts completed. MTS achieved **0.12%** DBE participation for contracts completed, as shown below in Table 3.

Table 3: Federal Contracts Completed

Federal Contracts Completed/Total Payments				**Goal**
REPORTING PERIOD	Total Federal $	DBE $	DBE %	vs 6.3%
Federal Funds: Oct 1, 2023 to Mar 31, 2024	$4,082,024.43	$4,773.00	**0.12%**	--6.18%

The main reason for why MTS was not able to meet its DBE Triennial Overall Goal for contracts completed was due to closing out MTS's previous bus engine overhaul services contract to **Cummins**, a **non-DBE firm**. Total payments made during the life of this contract totaled $1,051,400.68 (80% federally funded). In addition, MTS decides contract performance periods based on MTS business and operational needs. Every reporting period will differ on the number, type and dollar amount of contracts closed out. No large contracts with a DBE firm were closed out during this reporting period.

VII. Summary of Achievement Toward Meeting MTS's DBE Triennial Overall Goal

While the specific DBE participation rate for each six (6) month reporting period may fluctuate, the goal of the MTS DBE program is to achieve the 6.3% DBE Triennial Overall Goal as an average for the FFY 2022-2024 triennial period. Despite having one (1) reporting period left in the triennial period, MTS has currently **achieved** its DBE Triennial Overall Goal of 6.3% for FFY

2022-2024, thus far. MTS achieved **20.07%** DBE participation for FFY 2022-2024 thus far, as shown below in Table 4.

Table 4: DBE Achievement for FFY 2022-2024

DBE Achievement for FFY 2022-2024				
FFY	**Reporting Period**	**Total Federal Awarded**	**Total DBE Awarded**	**DBE %**
FFY 2022	Oct 1 21 to Mar 31 22	$7,843,315.85	$234,599.40	**2.99%**
FFY 2022	April 1 22 to Sept 30 22	$6,977,851.08	$92,523.71	**1.33%**
FFY 2023	Oct 1 22 to Mar 31 23	$17,806,277.45	$7,965,351.88	**44.73%**
FFY 2023	April 1 23 to Sept 30 23	$9,630,377.28	$2,237,323.28	**23.23%**
FFY 2024	Oct 1 23 to Mar 31 24	$11,394,054.87	$240,626.03	**2.11%**
FFY 2024	April 1 24 to Sept 30 24	*Not yet completed*		
Achievement Toward Meeting FFY 2022-2024 DBE Triennial Overall Goal of 6.3% (FFY 2022-2024 Total DBE Awarded ÷ FFY 2022-2024 Total Fed Awarded)		IN PROGRESS: **20.07%** Achieved 20.07% *thus far* towards DBE Overall Triennial Goal of 6.3%		

VIII. Development of MTS's new DBE Triennial Overall Goal

MTS is currently working on its new DBE Triennial Overall Goal for FFY 2025 – 2027. MTS is accepting public comment until June 13, 2024 on its draft MTS DBE Triennial Overall Goal Methodology, which can be found at https://www.sdmts.com/business-center/procurement/dbe. MTS will present its proposed DBE Triennial Overall Goal for FFY 2025 – 2027 for MTS Board approval on July 18, 2024.

IX. Summary of DBE, WBE, MBE, DVBE, PDBE, LGBTBE and SB Participation for all Contracts (Regardless of Funding Source)

Although MTS may not count participation of MBE, DVBE, WBE, SB, PDBE and LGBTBE (collectively referred to as SBEs) towards achievement of its DBE Overall Triennial Goal, MTS does record the participation of these businesses to gauge the success of its program to foster small business participation. MTS encourages the participation of DBEs and SBEs on all of its contracts, no matter the funding source.

MTS's DBE and SBE participation rates for the reporting period, *using both local and federal funds*, are included below in Table 5.

Table 5: All Contracts Awarded (All Funding Sources)

All Contract Awards/Commitments (All Funding Sources)					
REPORTING PERIOD	**Total $**	**DBE $**	**DBE %**	**SBE $ (MBE, DVBE, WBE, SB, PDBE and LGBTBE)**	**SBE %**
Total Funds: Oct 1 2023 to Mar 31, 2024	$77,886,701.74	$4,246,084.11	5.45%	$8,310,162.54	10.67%

To compare MTS's current achievements with past reporting periods, enclosed is a History of Semi-Annual Reports (Attachment A).

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. History of Semi-Annual DBE Reports

MTS History of DBE Semi Annual Reports

Contract Awards/Commitments*

	Federal DBE GOAL	REPORTING PERIOD	TOTAL DOLLARS AWARDED (fed & local)	Total DBE $$	Total DBE %	Total SBE $$	Total SBE %	Total Federal $$	Federal DBE $$	Federal DBE %	Federal SBE $$	Federal SBE %	Total Local $$	Local DBE $$	Local DBE %	Local SBE $	LOCAL SBE %
FFY16	3.75%	Oct 1 15 to Mar 31 16	$ 63,883,438.52	$ 298,902.02	0.47%	$ 2,929,504.04	4.59%	$ 4,094,298.13	$ 11,859.89	**0.29%**	$ 246,645.99	6.02%	$ 59,789,140.39	$ 287,042.13	0.48%	$ 2,682,858.05	4.49%
		Apr 1 16 to Sept 30 16	$ 32,178,592.14	$ 976,115.34	3.03%	$ 996,434.97	3.10%	$ 6,418,545.41	$ 255,760.97	**3.98%**	$ 148,325.08	2.31%	$ 25,760,046.73	$ 720,354.37	2.80%	$ 848,109.89	3.29%
FFY17**		Oct 1 16 to Mar 31 17	$ 92,516,929.91	$ 5,611,166.70	6.07%	$ 3,735,641.71	4.04%	$ 19,827,518.60	$ 3,781,098.94	**19.07%**	$ 196,188.57	0.99%	$ 72,689,411.31	$ 1,830,067.76	2.52%	$ 3,539,453.14	4.87%
		Apr 1 17 to Sept 30 17	$ 40,939,010.42	$ 478,288.92	1.17%	$ 1,622,764.06	3.96%	$ 3,326,175.53	$ 31,444.62	**0.95%**	$ 405,594.52	12.19%	$ 37,612,834.89	$ 446,844.30	1.19%	$ 1,217,169.54	3.24%
FFY18		Oct 1 17 to Mar 31 18	$ 31,874,559.08	$ 754,167.60	2.37%	$ 3,002,750.48	9.42%	$ 5,888,603.26	$ 107,876.47	**1.83%**	$ 716,139.92	12.16%	$ 25,985,955.82	$ 646,291.13	2.49%	$ 2,286,610.56	8.80%
		Apr 1 18 to Sept 30 18	$ 68,024,202.91	$ 1,725,734.24	2.54%	$ 4,982,014.37	7.32%	$ 5,453,720.86	$ 977,533.90	**17.92%**	$ 267,303.01	4.90%	$ 62,570,482.05	$ 748,200.34	1.20%	$ 4,714,711.36	7.54%
FFY16-18	**3.75%**	**Oct 1, 2015 thru Sept 30, 2018 (6 semi-annual reports)**	**$ 329,416,732.98**	**$ 9,844,374.82**	**2.99%**	**$ 17,269,109.63**	**5.24%**	**$ 45,008,861.79**	**$ 5,165,574.79**	**11.48%**	**$ 1,980,197.09**	**4.40%**	**$284,407,871.19**	**$ 4,678,800.03**	**1.65%**	**$ 15,288,912.54**	**5.38%**
FFY19	2.9%	Oct 1 18 to Mar 31 19	$ 73,790,097.91	$ 606,817.10	0.82%	$ 5,715,068.36	7.75%	$ 8,603,476.55	$ 204,022.26	**2.37%**	$ 182,110.81	2.12%	$ 65,186,621.36	$ 402,794.84	0.62%	$ 5,532,957.55	8.49%
		Apr 1 19 to Sept 30 19	$ 40,005,268.47	$ 6,243,719.33	15.61%	$ 1,796,894.06	4.49%	$ 9,005,016.32	$ 3,884,727.66	**43.14%**	$ 644,406.58	7.16%	$ 31,000,252.15	$ 2,358,991.67	7.61%	$ 1,152,487.48	3.72%
FFY20		Oct 1 19 to Mar 31 20	$ 52,022,126.82	$ 4,330,163.32	8.32%	$ 4,831,911.79	9.29%	$ 7,065,591.07	$ 84,861.22	**1.20%**	$ 1,309,065.78	18.53%	$ 44,956,535.75	$ 4,245,302.10	9.44%	$ 3,522,846.01	7.84%
		Apr 1 20 to Sept 30 20	$ 230,588,830.67	$ 636,712.08	0.28%	$ 2,322,909.77	1.01%	$ 130,881,224.89	$ 135,337.29	**0.10%**	$ 242,071.52	0.18%	$ 99,707,605.78	$ 501,374.79	0.50%	$ 2,080,838.25	2.09%
		*Apr 1 20 to Sept 30 20 w/o First Transit contract (*for reference only*)*	*$ 47,280,121.00*	*$ 636,712.08*	*1.35%*	*$ 2,322,909.77*	*4.91%*	*$ 14,306,408.31*	*$ 135,337.29*	*0.95%*	*$ 242,071.52*	*1.69%*	*$ 32,973,712.69*	*$ 501,374.79*	*1.52%*	*$ 2,080,838.25*	*6.31%*
FFY21		Oct 1 20 to Mar 31 21	$ 546,248,722.19	$ 428,054.08	0.08%	$ 5,511,166.79	1.01%	$ 182,514,682.65	$ 45,759.00	**0.03%**	$ 369,213.11	0.20%	$ 363,734,039.54	$ 382,295.08	0.11%	$ 5,141,953.68	1.41%
		*Oct 1 20 to Mar 31 21 w/o Transdev contract (*for reference only*)*	*$ 39,863,273.69*	*$ 428,054.08*	*1.07%*	*$ 5,511,166.79*	*13.83%*	*$ 1,059,896.95*	*$ 45,759.00*	*4.32%*	*$ 369,213.11*	*34.83%*	*$ 38,803,376.74*	*$ 382,295.08*	*0.99%*	*$ 5,141,953.68*	*13.25%*
		Apr 1 21 to Sept 30 21	$ 96,111,004.32	$ 461,370.54	0.48%	$ 44,133,244.11	45.92%	$ 14,952,198.32	$ 44,380.72	**0.30%**	$ 712,640.36	4.77%	$ 81,158,806.00	$ 416,989.82	0.51%	$ 43,420,603.75	53.50%
FFY19-21	**2.9%**	**Oct 1, 2018 thru Sept 30, 2021 (6 semi-annual reports)**	**$ 1,038,766,050.38**	**$ 12,706,836.45**	**1.22%**	**$ 64,311,194.88**	**6.19%**	**$ 353,022,189.80**	**$ 4,399,088.15**	**1.25%**	**$ 3,459,508.16**	**0.98%**	**$ 685,743,860.58**	**$ 8,307,748.30**	**1.21%**	**$ 60,851,686.72**	**8.87%**
		*Oct 1, 2018 thru Sept 30, 2021 (6 semi-annual reports) w/o First Transit or Transdev contract (*for reference only*)*	*$ 349,071,892.21*	*$ 12,706,836.45*	*3.64%*	*$ 64,311,194.88*	*18.42%*	*$ 54,992,587.52*	*$ 4,399,088.15*	*8.00%*	*$ 3,459,508.16*	*6.29%*	*$ 294,079,304.69*	*$ 8,307,748.30*	*2.83%*	*$ 60,851,686.72*	*20.69%*
FFY22	6.3%	Oct 1 21 to Mar 31 22	$ 58,074,628.88	$ 637,356.70	1.10%	$ 6,907,845.36	11.89%	$ 7,843,315.85	$ 234,599.40	**2.99%**	$ 760,885.51	9.70%	$ 50,231,313.03	$ 402,757.30	0.80%	$ 6,146,959.85	12.24%
		Apr 1 22 to Sept 30 22	$ 45,351,112.49	$ 670,801.19	1.48%	$ 1,810,431.39	3.99%	$ 6,977,851.08	$ 92,523.71	**1.33%**	$ 231,078.11	3.31%	$ 38,373,261.41	$ 578,277.48	1.51%	$ 1,579,353.28	4.12%
FFY23		Oct 1 22 to Mar 31 23	$ 67,365,767.07	$ 10,440,863.02	15.50%	$ 12,221,020.20	18.14%	$ 17,806,277.45	$ 7,965,351.88	**44.73%**	$ 1,029,876.32	5.78%	$ 49,559,489.62	$ 2,475,511.14	5.00%	$ 11,191,143.88	22.58%
		Apr 1 23 to Sept 30 23	$ 53,799,232.47	$ 5,446,585.33	10.12%	$ 1,208,807.09	2.25%	$ 9,630,377.28	$ 2,237,323.28	**23.23%**	$ 126,527.09	1.31%	$ 44,168,855.19	$ 3,209,262.05	7.27%	$ 1,082,280.00	2.45%
FFY24		Oct 1 23 to Mar 31 24	$ 77,886,701.74	$ 4,246,084.11	5.45%	$ 8,310,162.54	10.67%	$ 11,394,054.87	$ 240,626.03	**2.11%**	$ 1,832,026.03	16.08%	$ 66,492,646.87	$ 4,005,458.08	6.02%	$ 6,478,136.51	9.74%
		Apr 1 24 to Sept 30 24	*In Progress*														
FFY22-24	**6.3%**	**Oct 1, 2021 thru Sept 30, 2024 (6 semi-annual reports *IN PROGRESS*)**	**$ 302,477,442.65**	**$ 21,441,690.35**	**7.09%**	**$ 30,458,266.58**	**10.07%**	**$ 53,651,876.53**	**$ 10,770,424.30**	**20.07%**	**$ 3,980,393.06**	**7.42%**	**$ 248,825,566.12**	**$ 10,671,266.05**	**4.29%**	**$ 26,477,873.52**	**10.64%**

***Transit Vehicle Procurements (buses, trolleys) from Transit Vehicle Manufacturers (TVM) are not included in this Report per DOT DBE Regulations. TVMs have their own DBE Program, Goals and Reporting requirements. Inventory procurements are also not included. Only at time an inventory item is issued from store room will the federal/local breakdown be known, not at the time of purchase. ***

****In FY17, MTS began using the U.S. Small Business Administration Database, which provides a listing of Small Businesses. This Database tracks firms in which revenues and/or number of employees do not exceed the North American Industry Classifcation System (NAICS) code's small business size standards, which is used to determine whether a DBE is a small business or not.****

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Operations Budget Status Report for April 2024

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

This report summarizes the year-to-date operating results for April 2024 compared to the Fiscal Year (FY) 2024 amended budget for the San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for April 2024. Attachment A-2 details the April 2024 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 April 2024 results for MTS's other activities (For Hire Vehicle Administration (FHV)/San Diego and Arizona Eastern Railway Company (SD&AE)).

MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending April 2024, MTS's net-operating income favorable variance totaled $3,239,000 (1.3%). Operations produced a $1,875,000 (0.8%) favorable variance and the administrative/other activities areas were favorable by $1,363,000.

MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through April 2024 were $86,538,000 compared to the year-to-date budget of $86,723,000, representing a $186,000 (-0.2%) unfavorable variance. Year-to-date passenger revenue was unfavorable to budget by $1,097,000 (-1.8%) through April. Passenger revenue was $3,067,000 (5.4%) higher than the prior year.



Other operating revenue was favorable by $911,000 (3.5%), primarily due to favorable interest income.

Operating Expenses. Year-to-date combined expenses through April 2024 were $335,162,000 compared to the budget of $338,586,000, resulting in a $3,424,000 (1.0%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled $145,774,000, compared to a budgetary figure of $147,478,000, producing a favorable variance of $1,704,000 (1.2%). This is primarily due to favorable paid absences and worker's compensation within Bus Operations as well as favorable Security wages within Administration. Additional wages were included in the midyear amendment for 47 new security positions, but hiring has been slower than anticipated.

Outside Services and Purchased Transportation. Outside services in total through April 2024 were $122,610,000, compared to a budget of $122,631,000, resulting in a favorable variance of $21,000. This is primarily due to favorable purchased transportation services for fixed route, favorable FHV pass-through, and favorable performance bonuses for paratransit services. This is partially offset by unfavorable purchased transportation services for paratransit services and revenue vehicle general repair services within Rail Operations.

Materials and Supplies. Total year-to-date materials and supplies expenses were $15,554,000, compared to a budgetary figure of $15,392,000, resulting in an unfavorable variance of $163,000 (-1.1%). This is primarily due to unfavorable revenue vehicle parts and maintenance supplies within both Rail and Bus Operations.

Energy. Total year-to-date costs were $38,195,000, compared to the budget of $39,733,000, resulting in a favorable variance of $1,538,000 (3.9%). This is primarily due to favorable commodity rates and consumption for compressed natural gas (CNG). Electricity costs are also favorable due to lower consumption versus budget.

Risk Management. Total year-to-date expenses for risk management were $6,516,000 compared to the budget of $6,844,000, resulting in a favorable variance totaling $328,000 (4.8%). This is primarily due to favorable claims recoveries within Rail Operations and favorable liability claims payouts and legal costs within Administrative, Bus, and Rail Operations.

General and Administrative. The year-to-date general and administrative costs were $4,981,000 through April 2024, compared to a budget of $5,068,000, resulting in a favorable variance of $88,000 (1.7%).

Vehicle and Facility Leases. The year-to-date vehicle and facilities lease costs were $1,531,000 compared to the budget of $1,439,000, resulting in an unfavorable variance of $92,000 (-6.4%).

YEAR-TO-DATE SUMMARY

The April 2024, year-to-date net-operating income totaled a favorable variance of $3,239,000 (1.3%). These factors include favorable variances in other operating revenue, personnel costs, energy, and risk management, partially offset by unfavorable passenger revenue, materials and supplies, general and administrative, 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
APRIL 30, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 59,633	$ 60,730	$ (1,097)	-1.8%
Other Revenue	26,905	25,993	911	3.5%
Total Operating Revenue	**$ 86,538**	**$ 86,723**	**$ (186)**	**-0.2%**
Personnel costs	$ 145,774	$ 147,478	$ 1,704	1.2%
Outside services	122,610	122,631	21	0.0%
Materials and supplies	15,554	15,392	(163)	-1.1%
Energy	38,195	39,733	1,538	3.9%
Risk management	6,516	6,844	328	4.8%
General & administrative	4,981	5,068	88	1.7%
Vehicle/facility leases	1,531	1,439	(92)	-6.4%
Administrative Allocation	0	0	(0)	0.0%
Total Operating Expenses	**$ 335,162**	**$ 338,586**	**$ 3,424**	**1.0%**
Operating Income (Loss)	**$ (248,624)**	**$ (251,863)**	**$ 3,239**	**1.3%**
Total Non-Operating Activities	**814**	**2,730**	**(1,915)**	**-70.2%**
Income (Loss) before Capital Contributions	**$ (247,810)**	**$ (249,133)**	**$ 1,323**	**-0.5%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 59,633	$ 60,730	$ (1,097)	-1.8%
Other Revenue	892	801	91	11.4%
Total Operating Revenue	**$ 60,525**	**$ 61,530**	**$ (1,006)**	**-1.6%**
Personnel costs	$ 121,256	$ 122,406	$ 1,150	0.9%
Outside services	100,090	100,274	183	0.2%
Materials and supplies	15,516	15,351	(165)	-1.1%
Energy	37,145	38,682	1,537	4.0%
Risk management	5,937	6,120	182	3.0%
General & administrative	788	861	73	8.5%
Vehicle/facility leases	1,238	1,158	(80)	-7.0%
Administrative Allocation	24,258	24,258	0	0.0%
Total Operating Expenses	**$ 306,228**	**$ 309,109**	**$ 2,881**	**0.9%**
Operating Income (Loss)	**$ (245,703)**	**$ (247,579)**	**$ 1,875**	**0.8%**
Total Non-Operating Activities	**220**	**2,640**	**(2,420)**	**-91.7%**
Income (Loss) before Capital Contributions	**$ (245,484)**	**$ (244,939)**	**$ (545)**	**0.2%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)
COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 16,287	$ 16,676	$ (389)	-2.3%
Other Revenue	116	133	(17)	-12.8%
Total Operating Revenue	**$ 16,403**	**$ 16,809**	**$ (406)**	**-2.4%**
Personnel costs	$ 75,906	$ 76,426	$ 521	0.7%
Outside services	1,884	1,962	78	4.0%
Materials and supplies	6,379	6,263	(116)	-1.9%
Energy	6,696	7,202	506	7.0%
Risk management	2,598	2,621	23	0.9%
General & administrative	374	418	44	10.6%
Vehicle/facility leases	457	379	(78)	-20.5%
Administrative Allocation	2,513	2,513	(0)	0.0%
Total Operating Expenses	**$ 96,807**	**$ 97,785**	**$ 978**	**1.0%**
Operating Income (Loss)	**$ (80,404)**	**$ (80,976)**	**$ 573**	**0.7%**
Total Non-Operating Activities	**(49)**	**293**	**(342)**	**-116.9%**
Income (Loss) before Capital Contributions	**$ (80,453)**	**$ (80,683)**	**$ 230**	**-0.3%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
RAIL (SAN DIEGO TROLLEY INC.)
COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 24,470	$ 24,684	$ (214)	-0.9%
Other Revenue	776	668	108	16.2%
Total Operating Revenue	**$ 25,246**	**$ 25,352**	**$ (106)**	**-0.4%**
Personnel costs	$ 44,675	$ 45,268	$ 594	1.3%
Outside services	9,703	9,386	(317)	-3.4%
Materials and supplies	9,093	9,047	(46)	-0.5%
Energy	22,286	22,810	524	2.3%
Risk management	3,324	3,483	159	4.6%
General & administrative	402	426	25	5.8%
Vehicle/facility leases	493	482	(11)	-2.3%
Administrative Allocation	19,591	19,591	(0)	0.0%
Total Operating Expenses	**$ 109,567**	**$ 110,495**	**$ 928**	**0.8%**
Operating Income (Loss)	**$ (84,321)**	**$ (85,143)**	**$ 822**	**1.0%**
Total Non-Operating Activities	**0**	**-**	**0**	**-**
Income (Loss) before Capital Contributions	**$ (84,321)**	**$ (85,143)**	**$ 822**	**-1.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
BUS - CONTRACTED SERVICES (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 17,716	$ 18,138	$ (422)	-2.3%
Other Revenue	-	-	-	-
Total Operating Revenue	**$ 17,716**	**$ 18,138**	**$ (422)**	**-2.3%**
Personnel costs	$ 583	$ 583	$ (0)	-0.1%
Outside services	73,914	74,076	162	0.2%
Materials and supplies	44	41	(3)	-6.8%
Energy	7,354	7,836	482	6.2%
Risk management	-	-	-	-
General & administrative	5	8	3	36.0%
Vehicle/facility leases	3	11	8	74.4%
Administrative Allocation	1,866	1,866	0	0.0%
Total Operating Expenses	**$ 83,769**	**$ 84,421**	**$ 652**	**0.8%**
Operating Income (Loss)	**$ (66,053)**	**$ (66,283)**	**$ 230**	**0.3%**
Total Non-Operating Activities	**-**	**2,078**	**(2,078)**	**-**
Income (Loss) before Capital Contributions	**$ (66,053)**	**$ (64,206)**	**$ (1,848)**	**2.9%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS
BUS - CONTRACTED SERVICES (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ 1,160	$ 1,232	$ (72)	-5.9%
Other Revenue	-	-	-	-
Total Operating Revenue	**$ 1,160**	**$ 1,232**	**$ (72)**	**-5.9%**
Personnel costs	$ 92	$ 128	$ 36	28.1%
Outside services	14,321	14,581	260	1.8%
Materials and supplies	-	-	-	-
Energy	809	834	25	3.0%
Risk management	15	15	-	0.0%
General & administrative	7	8	1	17.9%
Vehicle/facility leases	285	286	0	0.1%
Administrative Allocation	287	287	(0)	0.0%
Total Operating Expenses	**$ 15,816**	**$ 16,138**	**$ 323**	**2.0%**
Operating Income (Loss)	**$ (14,656)**	**$ (14,907)**	**$ 250**	**1.7%**
Total Non-Operating Activities	**-**	**-**	**-**	**-**
Income (Loss) before Capital Contributions	**$ (14,656)**	**$ (14,907)**	**$ 250**	**-1.7%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

OPERATIONS
CORONADO FERRY

COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	**$ -**	**$ -**	**$ -**	**-**
Personnel costs	$ -	$ -	$ -	-
Outside services	269	269	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	**$ 269**	**$ 269**	**$ -**	**0.0%**
Operating Income (Loss)	**$ (269)**	**$ (269)**	**$ -**	**0.0%**
Total Non-Operating Activities	**269**	**269**	**-**	**0.0%**
Income (Loss) before Capital Contributions	**$ -**	**$ -**	**$ -**	**-**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATION
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	25,083	24,262	821	3.4%
Total Operating Revenue	**$ 25,083**	**$ 24,262**	**$ 821**	**3.4%**
Personnel costs	$ 24,055	$ 24,609	$ 554	2.3%
Outside services	22,507	22,325	(182)	-0.8%
Materials and supplies	38	40	2	5.2%
Energy	1,046	1,046	(0)	0.0%
Risk management	537	664	127	19.2%
General & administrative	4,142	4,149	7	0.2%
Vehicle/facility leases	289	278	(11)	-3.9%
Administrative Allocation	(24,257)	(24,257)	(0)	0.0%
Total Operating Expenses	**$ 28,358**	**$ 28,855**	**$ 498**	**1.7%**
Operating Income (Loss)	**$ (3,275)**	**$ (4,593)**	**$ 1,318**	**28.7%**
Total Non-Operating Activities	**828**	**90**	**738**	**822.2%**
Income (Loss) before Capital Contributions	**$ (2,447)**	**$ (4,503)**	**$ 2,057**	**-45.7%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES
CONSOLIDATED
COMPARISON TO BUDGET - FISCAL YEAR 2024
APRIL 30, 2024
(in $000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	$ -	$ -	$ -	-
Other Revenue	930	931	(1)	-0.1%
Total Operating Revenue	**$ 930**	**$ 931**	**$ (1)**	**-0.1%**
Personnel costs	$ 463	$ 464	$ 0	0.1%
Outside services	13	33	20	61.1%
Materials and supplies	0	0	(0)	-82.8%
Energy	4	5	1	21.2%
Risk management	42	60	18	30.2%
General & administrative	51	58	7	11.9%
Vehicle/facility leases	3	3	(0)	-15.1%
Administrative Allocation	(1)	(1)	0	0.0%
Total Operating Expenses	**$ 576**	**$ 622**	**$ 46**	**7.4%**
Operating Income (Loss)	**$ 354**	**$ 309**	**$ 45**	**14.6%**
Total Non-Operating Activities	**(234)**	**-**	**(234)**	**-**
Income (Loss) before Capital Contributions	**$ 120**	**$ 309**	**$ (189)**	**-61.0%**

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Renewal of City Agreements to Regulate For-Hire Vehicle Services

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve a five-year extension of existing agreements for For-Hire Vehicle Regulation with the cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee (in substantially the same format as in Attachments A, B, C, D, E, F, G, H, and I).

Budget Impact

None with this action.

DISCUSSION:

Per MTS's enabling legislation, MTS may enter into agreements with cities or the County of San Diego to regulate for-hire vehicles, such as taxicabs, non-emergency medical vehicles, low-speed vehicles, sightseeing vehicles, charter vehicles and jitneys, in their jurisdiction. For-hire vehicle regulation includes: ensuring each vehicle has undergone a safety inspection; each vehicle has valid liability insurance; each permit holder (i.e. business owner) has passed a fingerprint-based criminal background check; confirming drivers have been validly licensed by the Sheriff's Department; investigating passenger complaints; and in the field monitoring and enforcement. The MTS For-Hire Vehicle Administration is statutorily required to be full cost recovery. The cost to administer for-hire vehicle regulations is covered by fees assessed on permit holders.

MTS first contracted to administer and regulate for-hire vehicles with the City of San Diego in 1988, the cities of El Cajon, Imperial Beach, Lemon Grove, and Santee in 1990, the City of Poway in 1991, the City of La Mesa in 1999, the City of National City in 2017, and City of Chula Vista in 2018. All of these cities' For-Hire Vehicle Administration agreements are set to expire on June 30, 2024. Please note, last year MTS entered into an agreement with the City of Oceanside for For-Hire Vehicle Regulation (see Agenda Item No. 7, MTS Board of Directors Meeting October 19, 2023) that expires on June 30, 2029, and thus it is not included in today's action.

The respective City Councils for the Cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, Poway, and Santee have approved the five-year extension agreement, which will expire on June 30, 2029. The cities of Chula Vista and Lemon Grove Agreements are still pending signature. The cities of National City and San Diego will be taking this five-year extension to their respective City Councils in the coming weeks.

In the event that any of these city agreements are not executed by July 1, 2024, MTS will continue to administer for-hire vehicles on their behalf unless a city communicates its desire to take over for-hire vehicle regulation. If any substantive changes to the draft agreements are requested by those cities, it will be presented to the Board at a subsequent meeting for its approval.

Therefore, it is staff's recommendation that the MTS Board of Directors approve a five-year extension of existing agreements for For-Hire Vehicle Regulation with the cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee (in substantially the same format as in Attachments A, B, C, D, E, F, G, H, and I).

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Chula Vista Agreement Extension (Pending Signature from Chula Vista)
B. El Cajon Agreement Extension (Signed by El Cajon)
C. Imperial Beach Agreement Extension (Signed by Imperial Beach)
D. La Mesa Agreement Extension (Signed by La Mesa)
E. Lemon Grove Agreement Extension (Pending Signature by Lemon Grove)
F. National City Agreement Extension (Not yet approved by National City)
G. Poway Agreement Extension (Signed by Poway)
H. San Diego Agreement Extension (Not yet approved by San Diego)
I. Santee Agreement Extension (Signed by Santee)

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SECOND AMENDMENT TO AGREEMENT FOR ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN SAN DIEGO METROPOLITAN TRANSIT SYSTEM AND CITY OF CHULA VISTA

THIS AGREEMENT is entered into by and between the City of Chula Vista, a charter city and municipal corporation, 276 4th Avenue, Chula Vista, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;

B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters, and sightseeing vehicles;

C. CITY regulated taxicab and other for-hire vehicles in accordance with the Chula Vista City Municipal Code, Chapter 5.54;

D. CITY desires that MTS regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;

E. CITY and MTS entered into an agreement for the period of November 1, 2018 through June 30, 2019; and a first amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and

F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate such For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now

or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this second amendment to the Agreement is executed by the CITY acting by and through its Mayor pursuant to Council Resolution No. 2024-056, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF CHULA VISTA

John McCann
Mayor

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

Marco A. Verdugo
City Attorney

Date: _____

General Counsel

Date: _____

Attest: _____

Kerry K. Bigelow, MMC
City Clerk

EIGHTH AMENDMENT TO AGREEMENT FOR ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN SAN DIEGO METROPOLITAN TRANSIT SYSTEM AND CITY OF EL CAJON

THIS AGREEMENT is entered into by and between the City of El Cajon, a charter city and municipal corporation, 200 Civic Center Way, El Cajon, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;

B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters, and sightseeing vehicles;

C. CITY regulated taxicab and other for-hire vehicles in accordance with the El Cajon Municipal Code, Chapter 5.68;

D. CITY desires that MTS regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;

E. CITY and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1995; a first amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a second amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a third amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fourth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a fifth amendment to that agreement for the period of July 1, 2013, through June 30, 2014; a sixth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a seventh amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and

F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY's City Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the CITY and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this eighth amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. 036-24, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF EL CAJON

Graham Mitchell
City Manager

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

Morgan L. Foley
City Attorney

Date: 10. APRIL '24

General Counsel

Date:

Attest:
Angela L. Cortez, CMC, City Clerk

EIGHTH AMENDMENT TO AGREEMENT FOR ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN SAN DIEGO METROPOLITAN TRANSIT SYSTEM AND CITY OF IMPERIAL BEACH

THIS AGREEMENT is entered into by and between the City of Imperial Beach, a municipal corporation, 825 Imperial Beach Boulevard, Imperial Beach, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;

B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charts and sightseeing vehicles;

C. The City of Imperial Beach regulated taxicab and other for-hire vehicles in accordance with the Imperial Beach Municipal Code, Chapter 4.44;

D. The City of Imperial Beach desires that MTS regulate For-Hire Vehicles Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;

E. The City of Imperial Beach and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1995; a first amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a second amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a third amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fourth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a fifth amendment to that agreement for the period of July 1, 2013 through June 30, 2014; a sixth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a seventh amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and

F. The City of Imperial Beach and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicles Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicles Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this eighth amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. 2024-025, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF IMPERIAL BEACH

City Manager

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

City Attorney

Date: 5/8/24

General Counsel

Date:

Attest: Jacqueline M. Kelly

RESOLUTION NO. 2024-033

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, APPROVING AN EIGHTH AMENDMENT TO AN AGREEMENT BETWEEN THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) AND THE CITY OF IMPERIAL BEACH FOR THE ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT

WHEREAS, MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county; and

WHEREAS, For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charts and sightseeing vehicles; and

WHEREAS, the City of Imperial Beach regulated taxicab and other for-hire vehicles in accordance with the Imperial Beach Municipal Code, Chapter 4.44; and

WHEREAS, The City of Imperial Beach desires that MTS regulate For-Hire Vehicles Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations; and

WHEREAS, The City of Imperial Beach and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1995; a first amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a second amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a third amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fourth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a fifth amendment to that agreement for the period of July 1, 2013 through June 30, 2014; a sixth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a seventh amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and

WHEREAS, The City of Imperial Beach and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial Beach as follows:

1. The above recitals are true and correct.
2. MTS will administer and enforce For-Hire Vehicle Services through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicles Services rendered wholly within the City's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.
3. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

4. The City Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicles Services regulation and to provide for reimbursable staff and legal support services.

5. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its meeting held on the 1st day of May 2024, by the following vote:

AYES:	**COUNCILMEMBERS:**	**LEYBA-GONZALEZ, FISHER, SEABURY, MCKAY, AGUIRRE**
NOES:	**COUNCILMEMBERS:**	**NONE**
ABSENT:	**COUNCILMEMBERS:**	**NONE**

PALOMA AGUIRRE, MAYOR

ATTEST:

JACQUELINE M. KELLY, MMC
CITY CLERK

SIXTH AMENDMENT TO AGREEMENT FOR ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN SAN DIEGO METROPOLITAN TRANSIT SYSTEM AND CITY OF LA MESA

THIS AGREEMENT is entered into by and between the City of La Mesa, a municipal corporation, 8130 Allison Avenue, La Mesa, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;

B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters and sightseeing vehicles;

C. CITY regulated taxicab and other for-hire vehicles in accordance with the La Mesa Municipal Code, Sections 6.24.030, 6.24.080, and 6.24.110;

D. CITY desires that MTS regulate For-Hire Vehicle and Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;

E. CITY and MTS entered into an agreement for the period of July 1, 1999, through June 30, 2003; a first amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a second amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a third amendment to that agreement for the period of July 1, 2013, through June 30, 2014; a fourth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a fifth amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and

F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as

thereafter from time to time amended by MTS, and thereby regulate such For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this sixth amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF LA MESA

City Manager

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

City Attorney

General Counsel

Date: 3/19/24

Date: _____

Attest: _____

RESOLUTION NO. 2024-017

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA MESA AUTHORIZING THE EXECUTION OF A SIXTH AMENDMENT TO AN AGREEMENT BETWEEN THE CITY OF LA MESA AND SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) FOR ADMINISTRATION OF TAXICAB AND OTHER FOR-HIRE VEHICLE REGULATIONS

WHEREAS, the San Diego Metropolitan Transit System (MTS) is authorized to enter into contracts to regulate transportation services in the City of La Mesa;

WHEREAS, the City of La Mesa desires that MTS regulate taxicabs and other for-hire vehicles and services such as charter vehicles, sight-seeing vehicles, nonemergency medical vehicles, and jitney vehicles pursuant to Public Utilities Code Section 120266 and in accordance with MTS Ordinance No. 11 "An Ordinance Providing for the Licensing and Regulation of Transportation Services Within the City";

WHEREAS, the City and MTS have previously agreed to this arrangement in 1999, 2003, 2008, 2013, 2014, and 2019; and

WHEREAS, the City and MTS now desire to extend this arrangement from July 1, 2024 to June 30, 2029.

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by the City Council of the City of La Mesa, California, that the City Manager is hereby authorized to execute the Sixth Amendment to the Agreement for Administration of Taxicab and Other For-Hire Vehicle Regulations between MTS and the City of La Mesa.

PASSED AND ADOPTED at a Regular meeting of the City Council of the City of La Mesa, California, held the 27th day of February 2024, by the following vote, to wit:

AYES: Councilmembers Dillard, Lothian, Parent, Shu, and Mayor Arapostathis

NOES: None

ABSENT: None

CERTIFICATE OF CITY CLERK

I, MEGAN WIEGELMAN, City Clerk of the City of La Mesa, California, do hereby certify the foregoing to be a true and exact copy of Resolution No. 2024-017, duly passed and adopted by the City Council of said City on the date and by the vote therein recited.

MEGAN WIEGELMAN, CMC, City Clerk

(SEAL OF CITY)

NINTH AMENDMENT TO AGREEMENT FOR ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN SAN DIEGO METROPOLITAN TRANSIT SYSTEM AND CITY OF LEMON GROVE

THIS AGREEMENT is entered into by and between the City of Lemon Grove, a municipal corporation, 3232 Main Street, Lemon Grove, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;

B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters, and sightseeing vehicles;

C. CITY regulated taxicab and other for-hire vehicles in accordance with the Lemon Grove Municipal Code, Chapter 5.64;

D. CITY desires that MTS regulate For-Hire Vehicles Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other polices and regulations;

E. CITY and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1991; a first amendment to that agreement, correcting Section 1 to reflect the intention that the period was from July 1, 1990, through June 30, 1995; a second amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a third amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a fourth amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fifth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a sixth amendment to that agreement for the period of July 1, 2013 through June 30, 2014; a seventh amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and an eighth amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and

A. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies, and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this ninth amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF LEMON GROVE	SAN DIEGO METROPOLITAN TRANSIT SYSTEM
_____	_____
City Manager	Sharon Cooney Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

_____	_____
City Attorney	General Counsel
Date: _____	Date: _____

Attest: _____

SECOND AMENDMENT TO AGREEMENT FOR ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN SAN DIEGO METROPOLITAN TRANSIT SYSTEM AND CITY OF NATIONAL CITY

THIS AGREEMENT is entered into by and between the City of National City, a municipal corporation, 1243 National City Boulevard, National City, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;

B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-seed vehicles, charters, and sightseeing vehicles;

C. CITY regulated taxicab and other for-hire vehicles in accordance with the National City Municipal Code, Chapter 11.70;

D. CITY desires that MTS regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;

E. CITY and MTS entered into an agreement for the period of March 21, 2017 through June 30, 2019; and a first amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and

F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicles Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through July 31, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicles Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this second amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024

CITY OF NATIONAL CITY	SAN DIEGO METROPOLITAN TRANSIT SYSTEM
_____	_____
Mayor	Sharon Cooney Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

_____	_____
City Attorney	General Counsel
Date: _____	Date: _____

Attest: _____

EIGHTH AMENDMENT TO AGREEMENT FOR ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN SAN DIEGO METROPOLITAN TRANSIT SYSTEM AND CITY OF POWAY

THIS AGREEMENT is entered into by and between the City of Poway, a municipal corporation, 13325 Civic Center Drive, Poway, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;

B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters, and sightseeing vehicles;

C. CITY desires that MTS regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;

D. CITY and MTS entered into an agreement for the period of July 1, 1991, through June 30, 1995; a first amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a second amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a third amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fourth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a fifth amendment to that agreement for the period of July 1, 2013, through June 30, 2014; a sixth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a seventh amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and

E. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies, and regulations as in effect on July 1, 2024, and as

thereafter from time to time amended by MTS, and thereby regulate For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until the expiration date of June 30, 2029. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this eighth amendment to the Agreement is executed by the CITY acting by and through its City Manager, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF POWAY

Chris Hazeltine
City Manager

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

City Attorney

General Counsel

Date: _____

Date: _____

ELEVENTH AMENDED AND RESTATED AGREEMENT FOR ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN SAN DIEGO METROPOLITAN TRANSIT SYSTEM AND CITY OF SAN DIEGO

THIS AGREEMENT is entered into by and between the City of San Diego, a municipal corporation, 202 C Street, San Diego, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the County;

B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes, taxicabs, non-emergency medical vehicles, as defined under PUC Section 120266, passenger jitney service, low-speed vehicles, charters, and sightseeing vehicles;

C. Pursuant to a series of agreements beginning on July 1, 1988, City has contracted with MTS to regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" ("MTS Ordinance No. 11") and its other policies and regulations;

D. CITY regulated taxicabs and other vehicles in accordance with San Diego Municipal Code, Chapter 7, Article 5, Divisions 1 through 6, "Paratransit Code", which provided for CITY regulation prior to 1988, and was repealed in 1989;

E. Under this Agreement, CITY continues to set the fundamental public policy pursuant to regulation of taxicabs through Council Policy 500-02 "Taxicab Permits", which, MTS shall implement through MTS Ordinance No. 11 and its other policies and regulations;

F. MTS does not desire to expand its regulatory role to include oversight of the taxicab permit holder and subcontractor (e.g., lease drivers) relationships;

G. The current agreement between CITY and MTS for MTS regulation of For-Hire Vehicle Services expires on June 30, 2024; and

H. CITY and MTS desire to extend the agreement (MTS Doc. No. G0225.0-95 to G0225.10-95) through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Service regulations through MTS Ordinance No. 11, and its other policies and regulations as in effect on July 1, 2024, and

as thereafter from time to time amended by MTS, and thereby regulate such For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266. City or MTS may terminate this Agreement with 12 months' notice.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11, and its other policies and regulations. PUC section 120266, subdivision (b) requires MTS to levy the fees necessary to recover the full cost of regulating vehicles and services under this Agreement.

3. MTS will not alter a fundamental policy or regulation without prior approval of the CITY. Any CITY-proposed change to MTS Ordinance No. 11 shall similarly require the approval of the MTS Board of Directors. Proposed policy changes shall indicate the expected source of funding for their implementation and include an analysis of cost.

4. MTS shall not be required to be a party to contracts between holders of taxicab permits in the CITY and their subcontractors/lease drivers. In the event that the CITY determines that it is in the public's best interest to create a new forum for resolution of disputes between lease drivers and permit holders, the CITY may operate a dispute resolution center or create some other mechanism for processing these types of disputes. During the term of this Agreement MTS shall not perform this function.

5. The CITY agrees to indemnify, defend and hold harmless MTS, its agents and officers from and against any liability that it may incur as a result of its administration and enforcement of MTS Ordinance No. 11, regulations and policies thereunder, during the period of this Agreement.

6. The CITY and MTS may supplement this Agreement by written amendment.

IN WITNESS THEREOF, this eleventh amendment to the Agreement is executed by the CITY acting by and through its Mayor pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July 2024.

CITY OF SAN DIEGO	SAN DIEGO METROPOLITAN TRANSIT SYSTEM
_____	_____
Mayor	Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

_____	_____
City Attorney	General Counsel
Date: _____	Date: _____

Attest: _____

MTS Doc No. T0047.8-90

EIGHTH AMENDMENT TO AGREEMENT FOR ADMINISTRATION OF FOR-HIRE VEHICLE REGULATIONS BETWEEN SAN DIEGO METROPOLITAN TRANSIT SYSTEM AND CITY OF SANTEE

THIS AGREEMENT is entered into by and between the City of Santee, a municipal corporation, 10601 Magnolia, Santee, CA (herein called "CITY"), and the San Diego Metropolitan Transit System, a public agency, 1255 Imperial Avenue, Suite 1000, San Diego, CA (herein called "MTS"), in view of the following recitals, which are a substantive part of this Agreement:

RECITALS

A. MTS is authorized under Section 120266, Chapter 2, Division 11 of the California Public Utilities Code (PUC), to enter into contracts with any city in the County of San Diego and with the County of San Diego to license or regulate by ordinance any For-Hire Vehicle Services rendered wholly within the city's corporate limits or within the unincorporated area of the county;

B. For-Hire Vehicle Services means vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, which includes taxicabs, non-emergency medical vehicles, passenger jitney service, low-speed vehicles, charters and sightseeing vehicles;

C. CITY regulated taxicab and other for-hire vehicles in accordance with the Santee Municipal Code, Sections 12.301 through 21.322;

D. CITY desires that MTS regulate For-Hire Vehicle Services pursuant to PUC Section 120266 and in accordance with MTS Ordinance No. 11, "An Ordinance Providing for the Licensing and Regulating of Transportation Services Within the City and County by the Adoption of a Uniform Paratransit Ordinance" and its other policies and regulations;

E. CITY and MTS entered into an agreement for the period of July 1, 1990, through June 30, 1995; a first amendment to that agreement for the period of July 1, 1995, through June 30, 1998; a second amendment to that agreement for the period of July 1, 1998, through June 30, 2003; a third amendment to that agreement for the period of July 1, 2003, through June 30, 2008; a fourth amendment to that agreement for the period of July 1, 2008, through June 30, 2013; a fifth amendment to that agreement for the period of July 1, 2013, through June 30, 2014; a sixth amendment to that agreement for the period of July 1, 2014 through June 30, 2019; and a seventh amendment to that agreement for the period of July 1, 2019 through June 30, 2024; and

F. CITY and MTS now desire to enter into an agreement to extend the period from July 1, 2024 through June 30, 2029.

NOW THEREFORE, in consideration of the mutual covenants and conditions contained in this Agreement, CITY and MTS agree as follows:

1. MTS will administer and enforce For-Hire Vehicle Services regulations through MTS Ordinance No. 11 and its other policies and regulations as in effect on July 1, 2024, and as thereafter from time to time amended by MTS, and thereby regulate such For-Hire Vehicle Services rendered wholly within the CITY's corporate limits during the period of July 1, 2024 through June 30, 2029, pursuant to PUC Section 120266.

2. MTS will collect and administer all such regulatory fees, fines, and forfeitures as now or hereafter provided by the MTS Ordinance No. 11 and its other policies and regulations.

3. The CITY Manager and MTS Chief Executive Officer may supplement this Agreement by executing a Memorandum of Understanding relative to administrative and operating procedures of For-Hire Vehicle Services regulation and to provide for reimbursable staff and legal support services.

4. This Agreement shall be effective upon execution by the City and MTS and shall continue until written notice of termination. This Agreement may be terminated at any time by either party upon 180 days' written notice to the other party.

IN WITNESS THEREOF, this eighth amendment to the Agreement is executed by the CITY acting by and through its City Manager pursuant to Council Resolution No. _____, and by MTS acting through its Chief Executive Officer.

Dated this 1st day of July, 2024.

CITY OF SANTEE

Marlene D. Best
City Manager

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Sharon Cooney
Chief Executive Officer

WE HEREBY APPROVE the form of the foregoing Agreement.

City Attorney

General Counsel

Date: May 6, 2024

Date: _____

Attest: _____

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

PRONTO Operations Technical Support – Sole Source Contract Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 11 to MTS Doc. No. G1923.0-16, as a Sole Source extension (in substantially the same format as Attachment A), with Jacobs Engineering Group Inc. (Jacobs), to provide operations technical support services for the PRONTO fare payment system in the amount of $361,063.00 from June 30, 2024 to June 30, 2026.

Budget Impact

The total cost of this amendment is estimated to be $361,063.00, and the total contract cost of the service is estimated to be $2,683,184.70. The service cost will be funded by the Fare System Operating Budget account 535010-571250.

DISCUSSION:

In 2014, a fare collection project working group consisting of MTS, the San Diego Association of Governments (SANDAG), and the North County Transit District (NCTD) was established to spearhead the creation of a set of preliminary requirements for the future electronic fare collection system.

In July 2016, a competitively solicited contract for $38,594.70 was issued to CH2M Hill, Inc. (CH2M) to assist MTS with consulting services on a new fare collection system. MTS staff provided outreach and a Request for Proposal (RFP) to three (3) companies with expertise in transit system fare technology on June 6, 2016, and on June 27, 2016, two (2) proposals were received. On July 12, 2016, after evaluations and additional negotiations, CH2M was deemed to provide the best value proposal and the contract was awarded to CH2M. CH2M also was found to be highly qualified and experienced based on their previous transit agency experience in fare collection system implementation. For example, for Tri-Met, a similar transit agency to MTS in Oregon, CH2M provided technical and management services in support of planning and design of a fare collection system, including development of a concept of operations, procurement alternatives, cost estimates, partnership agreements and technical specifications.

In December 2016, a Whitepaper detailing the results of the working group's efforts was presented to the MTS Board of Directors. The overall Board consensus was that staff could move forward with the next phase of analysis to further refine requirements for the fare collection system upgrade into a detailed Concept of Operations.

On January 19, 2017 (Agenda Item (AI) 14), the Board of Directors awarded a sole source contract extension for $252,596.00 to CH2M to create the Concept of Operations since this project built on the extensive work from the 2016 Whitepaper project.

On November 9, 2017 (AI 7), the Board of Directors awarded a sole source extension for $249,088.00 to CH2M to assist in the Request for Qualifications (RFQ) and the RFP procurement processes for the new PRONTO fare payment system.

On December 18, 2017, Jacobs announced that it had acquired CH2M. The key staff from CH2M who provided consulting services under this agreement remained on the project after the transition and the work continued under the CH2M entity name.

On March 21, 2019 (AI 15), the Board of Directors authorized MTS to retain CH2M to assist in the implementation phase of the PRONTO fare payment system, at a cost of $1,285,880.00.

On December 16, 2021 (AI 10), the Board of Directors awarded a sole source extension Jacobs (formerly CH2M) for PRONTO operations technical support at a cost of $495,963.00.

Today's proposed action would authorize MTS to retain Jacobs to continue to provide PRONTO operations technical support at a cost of $361,063.00. In the interest of economy, efficiency, and project knowledge, MTS wishes to continue its engagement with Jacobs as a logical follow-on to work that is already in progress. Considering that the Jacobs team has gained extensive knowledge of MTS's newly implemented fare structure and system, it is not expected that a separate competitive procurement will be of benefit to the agency. A new solicitation with a different consultant would result in duplication of costs, time and effort needed by the successor to become familiar with MTS's needs and the concepts behind the project.

As a result of today's Proposed Action, the contract value will increase by $361,063.00 as shown in Attachment A. The contract summary is shown below:

Document	Description	Amount
Original Agreement	Next Gen Fare Design Decision Process	$ 38,594.70
Amendment No. 1	No cost amendment (time extension)	$ 0.00
Amendment No. 2	Concept of Operations	$ 252,596.00
Amendment No. 3	No cost amendment (rate sheet)	$ 0.00
Amendment No. 4	Support for procurement process	$ 249,088.00
Amendment No. 5	No cost amendment (rate sheet)	$ 0.00
Amendment No. 6	No cost amendment (time extension)	$ 0.00
Amendment No. 7	Support for implementation process	$1,285,880.00
Amendment No. 8	No cost, add subcontractor Schaich	$ 0.00
Amendment No. 9	PRONTO Operations Technical Support	$ 495,963.00

Amendment No. 10	No cost amendment (rate sheet)	$ 0.00
Amendment No. 11	PRONTO Operations Technical Support	$ 361,063.00
	Total:	**$2,683,184.70**

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No. 11 to MTS Doc. No. G1923.0-16, as a Sole Source extension (in substantially the same format as Attachment A), with Jacobs, to provide operations technical support services for the PRONTO fare payment system, in the amount of $361,063.00 from June 30, 2024, to June 30, 2026.

/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. G1923.11-16

Metropolitan Transit System

Amendment 11

June 20, 2024 MTS Doc No. G1923.11-16

PRONTO OPERATIONS TECHNICAL SUPPORT

Jacobs Engineering Group, Inc.
Hany Haroun
Vice President
401 B Street, Suite 1560
San Diego, CA, 92101

This shall serve as Amendment No.11 to the original agreement G1923.0-16 as further described below.

SCOPE

Pursuant to the Scope of Work of the San Diego Metropolitan Transit System (MTS), Contractor shall continue to provide technical support to ensure the successful operation and implementation of Phase-3 enhancements of the PRONTO fare system as outlined in Attachment A.

SCHEDULE

The contract shall be extended for two years effective from June 30, 2024 to June 30, 2026.

PAYMENT

At invoicing, Contractor shall bill, and MTS shall pay using the rates outlined in Attachment B. Contractor shall not add classifications to the contract without MTS's written approval. This contract amendment shall authorize additional costs not to exceed $361,063.00. The total value of this contract, including this amendment, shall be in the amount of $2,683,184.70. 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. Retain the other copies for your records.

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Hany Haroun, Vice President
Jacobs Engineering Group Inc.

Date:

Attachment:

Attachment A – Scope of Services
Attachment B – Rate Table

DRAFT

ATTACHMENT A
SCOPE OF WORK

I. BACKGROUND

The PRONTO fare system will require additional support from Jacobs consulting beyond the current phase 2 contract. Jacobs currently serves as the consultant for regional agencies such as OCTA, Valley Metro and has local experience that will help facilitate regional expansion. The scope of work described below takes into consideration key future phase 3 enhancements and operational support in key areas.

II. SUPPORT FOR "PHASE 3" INITIATIVES

a. PRONTO mobile app enhancements project:
    i. Capture requirements and facilitate workshops with internal/external stakeholders.
    ii. Create technical scope of work specification in support of a contractual amendment.
    iii. Support implementation and necessary feature/account transition from existing mobile app.
b. Open payment validation Phase 2- support the design and implementation of expanded open payments functionality, including:
    i. Explore and introduce fare capping.
    ii. Explore and introduce reduced fares with open payments.
    iii. Explore fare inspection phase 2 enhancements necessary for open payments, e.g. consolidated PCI compliant design.
c. Comprehensive Parking Solution and PRONTO
    i. Explore parking solution concepts that are scalable to the MTS service area.
    ii. Develop technical specifications in favor of the preferred parking solution.
    iii. Support the procurement and implementation process.
d. Support the Online Reduced Fare Phase 2 scope implementation.

III. SUPPORT FOR INTERREGIONAL PASS PRODUCT INTEGRATION

a. Explore and facilitate discussions with other regional operators (Metrolink, OCTA, etc.) that may want to integrate with the new account-based system.
b. Communicate with resources at current and former clients to draft agreements and other documents that define increased regional interoperability.
c. Draft white papers that define the capabilities and limitations of partner agencies, and if necessary new scope required for integration.

IV. DIRECT OPERATIONAL SUPPORT AND TROUBLESHOOTING OF COMPLEX ISSUES IMPACTING THE:

a. Financial Reconciliation Processes.

b. PRONTO Support Center.
c. Transit Store Ticket Office Terminals.
d. Customer and Institutional Websites.
e. Mobile Ticketing Application.
f. Tariff Configuration and modifications.
g. Key Performance Indicators (KPI) evaluation and Failure Review Board (FRB) meeting support.
h. Institutional partner support and account management research capabilities.
i. Bulk account processing and modifications features.

Attachment B - Rate Table
MTS Doc. No. G1923.11-16

Classification	Estimated # of Hours	Labor Rates	Estimated Cost
2025			
Senior Professional	208	$ 257.07	$ 53,470.56
Senior Professional	187	$ 257.07	$ 48,072.09
Staff Professional 2	104	$ 133.17	$ 13,849.68
Associate Professional 2	104	$ 242.85	$ 25,256.40
Staff Professional 1	104	$ 106.85	$ 11,112.40
Associate Professional 1	104	$ 173.12	$ 18,004.48
		Sub-total	$ 169,765.61
2026			
Senior Professional	187	$ 264.78	$ 49,513.86
Senior Professional	187	$ 264.78	$ 49,513.86
Staff Professional 2	104	$ 137.17	$ 14,265.68
Associate Professional 2	104	$ 250.14	$ 26,014.56
Staff Professional 1	104	$ 110.05	$ 11,445.20
Associate Professional 1	104	$ 178.31	$ 18,544.24
		Subtotal	$ 169,297.40
		Total Labor	$ 339,063.01
		Other Direct Costs	$ 22,000.00
		GRAND TOTAL	**$ 361,063.01**

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Mission San Diego Station Fence Repair – Work Order Agreement

RECOMMENDATION:

That the San Diego Metropolitan System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-07 under Job Order Contract (JOC) to MTS Doc. No. PWG348.0-22 (in substantially the same format as Attachment A), with Veterans Engineering Inc. (Veterans), a Disabled Veteran Business Enterprise (DVBE), in the amount of $228,001.06 for removing and replacing the coping on top of the Mechanically Stabilized Earth (MSE) wall near Mission San Diego Station.

Budget Impact

The total contract cost of services is estimated to be $228,001.06. Under separate MTS Doc. No. L1282.0-16 with The Gordian Group, MTS will pay a 1.76% JOC software license fee in the amount of $4,012.82. The project will be funded by the MTS Track Department Cost Center 370016-536600.

DISCUSSION:

There is currently 189 linear feet of chain link fence secured into the coping atop a MSE wall parallel to the tracks just west of the Mission San Diego Station. The reinforcement within the coping has corroded, resulting in concrete cracking, and breaking. Consequently, the fence atop the coping is leaning toward the adjacent trolley track. This poses a risk of both obstructing the tracks and exposing the right-of-way, creating safety hazards for both the trolley passengers and public. Once complete, the new coping will allow the existing fence to be properly anchored to the MSE wall.

This work will be completed by issuing a JOC work order to MTS's JOC contractor for railroad construction services, Veterans. JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement.

The JOC program includes a catalog of pricing for a variety of potential tasks to be performed under the contract that have been pre-priced by the contractor, The Gordian Group. All potential contractors are subject to the pricing within this catalog. Each contractor then includes an

adjustment factor, escalating their proposed price from the catalog price, to determine the total cost of the task order. The adjustment factor represents an average percentage increase over the catalog price (i.e., 1.25 adjustment factor represents 25% above the catalog price) for that respective task within the project. In order to select the lowest responsive and responsible bidder, MTS staff compares each contractor's proposed adjustment factor.

On June 16, 2022 (Agenda Item (AI) 12), after a competitive Invitation for Bids (IFB) process, the MTS Board approved MTS Doc. No. PWG348.0-22 with Veterans for Railroad Construction Services. Railroad Construction Services includes work that primarily consists of repair, remodeling or other repetitive work involving railroad construction improvements. This includes, but is not limited to, main Continuous Welded Rail (CWR) track rehabilitation/replacement, grade crossings (precast concrete panels, rubber panels, paved with rubber rail interface) special track work, direct fixation, signal systems, overhead catenary, traction power, and related civil construction improvements work; and all required incidental professional and technical services required for quality control monitoring and testing, shop drawings, safety, environmental, scheduling, traffic control, storm water pollution prevention, geotechnical, surveying, biological, and hazardous/contaminated materials.

Today's proposed action will issue a work order to Veterans under this JOC master agreement. Staff has reviewed the pricing for this repair work order and determined it to be fair and reasonable. Veterans will be providing all materials, labor, and equipment for the project. Work is expected to be completed within ninety (90) days of issuing a Notice to Proceed. No subcontractors will be utilized for this project.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC348-07 under JOC to MTS Doc. No. PWG348.0-22 (in substantially the same format at Attachment A), with Veterans, in the amount of $228,001.06 for removing and replacing the coping on top of the MSE wall near Mission San Diego Station.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Job Order MTS Doc No. MTSJOC348-07

Metropolitan Transit System

JOB ORDER CONTRACT
WORK ORDER

PWG348.0-22
CONTRACT NUMBER

MTSJOC348-07
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: Veterans Engineering Services, Inc.

Address: 5100 E La Palma Ave Suite 201

Anaheim, CA 92807

Form of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)

Telephone: 714-733-1462

Authorized person to sign contracts: Paul Marshall (Name) President (Title)

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG348.0-22), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED $228,001.06

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

DRAFT

EXHIBIT A
(Scope of Work)

San Diego Metropolitan Transit System
1255 Imperial Ave
San Diego, California 92101

Final Scope of Work

Date: 5/21/2024

Job Order Contracting

To: **From:**

Contract No:	PWG348.0-22
Job Order No:	MTSJOC348-07
Job Order Title:	Mission San Diego Fence Repair
Location:	Green Line ROW 1255 Imperial Ave San Diego, CA 92101
Brief Scope of Work:	This job order involves removing and replacing the existing precast coping on top of the MSE wall near Mission San Diego Station.

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

The Contractor is responsible for fully completing the construction of this project. They must provide all necessary labor, materials, equipment, and traffic control. This includes protecting utilities, procuring materials, and performing any other required tasks to finish the work in accordance with the Detailed Scope of Work and the Conformed Special Provisions.

This job order involves removing and replacing the existing precast coping on top of the MSE wall near Mission San Diego Station.

The Contractor shall:

- Remove and protect the existing 189 LF of chain-link fence that is mounted to the existing coping.
- Remove and dispose of the existing 189 LF of coping.
- Install a temporary fence protecting the worksite
- Procure and install 21 EA precast coping that are 9 ft long, 12 inches in height, and 8 inches in width.
- Reinstall existing chain-link fence by mounting into now coping.

Submittals:

Pre-cast Coping

Phasing Plan

Specifications:

All the work must adhere to the specifications outlined in the Special Provisions stated in the executed MTS Job Order Contract (JOC) PWG348.0-22.

Contract Schedule:

The Contractor must strive to complete all the work as soon as possible, and shall finish all work within 90 calendar days from the issuance of the Notice to Proceed (NTP).

All job orders include the labor, equipment, and material costs for a complete and in-place installation, unless otherwise noted.

EXHIBIT B
(Cost Breakdown)

Price Proposal Detail Report

By Division

Version: 2.0
Approved
Proposal Value: $228,001.06
Approved Date: May 9, 2024

Job Order: MTSJOC348-07
Job Order Name: Mission San Diego Fence Repair
Location: Green Line ROW 1255 Imperial Ave San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	$177,682.22	$0.00	$0.00	$177,682.22
02	Existing Conditions	$6,195.08	$0.00	$0.00	$6,195.08
03	Concrete	$1,061.14	$0.00	$0.00	$1,061.14
04	Masonry	$20,215.78	$0.00	$4,781.01	$24,996.79
32	Exterior Improvements	$18,065.83	$0.00	$0.00	$18,065.83
Line Count: 20				**Proposal Total:**	**$228,001.06**

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: $228,001.06
Approved Date: May 9, 2024

Job Order: MTSJOC348-07
Job Order Name: Mission San Diego Fence Repair
Location: Green Line ROW 1255 Imperial Ave San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

01 General Requirements **$177,682.22**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012216000002	Negotiated Travel Costs	Installation	0.00	$1.00	EA	1.1619	$0.00
Accepted		***History:***	**Demo:**	0.000000	$0.00	EA	1.1619	$0.00
		Includes Labor No Includes Equipment No Includes Materials No						
							Total:	**$0.00**
2	012220000006	Carpenter	Installation	480.00	$91.64	HR	1.2449	$54,759.67
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
		User Note: Coping removal and installation						
		Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.						
							Total:	**$54,759.67**
3	012220000006	For Foreperson, Add **MOD: 0001**	Installation	120.00	$4.58	HR	1.2449	$684.20
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***						
		Includes Labor Yes Includes Equipment No Includes Materials No						
							Total:	**$684.20**
4	012220000027	Laborer	Installation	240.00	$78.51	HR	1.2449	$23,456.90
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials No						
		User Note: Coping removal and installation						
		Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.						
							Total:	**$23,456.90**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $228,001.06
Approved Date: May 9, 2024

Job Order: MTSJOC348-07
Job Order Name: Mission San Diego Fence Repair
Location: Green Line ROW 1255 Imperial Ave San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

5	012220000088	Transport Vehicle With Driver	Installation	55.00	$126.20	HR	1.2449	$8,640.85
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	HR	1.2449	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials No**

User Note: mobilization

Item Note:

Total:	**$8,640.85**

6	012223000975	10,000 LB Telescopic Boom, Hi-Reach, Rough Terrain Construction Forklift With Full-Time Operator	Installation	15.00	$1,565.12	DAY	1.2449	$29,226.27
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

Total:	**$29,226.27**

7	012223001334	3/4 Ton, 4 x 4 Crew Cab Pickup Truck With Full-Time Truck Driver	Installation	15.00	$891.97	DAY	1.2449	$16,656.20
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

Total:	**$16,656.20**

8	012223001334	3/4 Ton, 4 x 4 Crew Cab Pickup Truck With Full-Time Truck Driver	Installation	15.00	$891.97	DAY	1.2449	$16,656.20
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

User Note: Weld Truck

Item Note:

Total:	**$16,656.20**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $228,001.06
Approved Date: May 9, 2024

Job Order: MTSJOC348-07
Job Order Name: Mission San Diego Fence Repair
Location: Green Line ROW 1255 Imperial Ave San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

9	012223001350	18 CY Rear Dump Truck With Full-Time Truck Driver	Installation	4.00	$2,021.67	DAY	1.2449	$10,067.11
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	DAY	1.2449	$0.00
		Includes Labor Yes Includes Equipment No Includes Materials Yes						
							Total:	**$10,067.11**
10	015219000002	Portable Chemical Toilet	Installation	10.00	$65.66	WK	1.2449	$817.40
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	WK	1.2449	$0.00
		Includes Labor No Includes Equipment No Includes Materials Yes						
							Total:	**$817.40**
11	015626000005	Temporary 6' High Chain Link Fence And Posts, Up To 6 Months	Installation	189.00	$6.47	LF	1.2449	$1,522.30
Accepted		***History:***	**Demo:**	189.000000	$0.00	LF	1.2449	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: Contractor included Temporary fencing to provide protection during coping installation when original fence is removed.
Item Note:

							Total:	**$1,522.30**
12	016619000005	Transfer Delivered Materials Distances Greater Than 125', Per CY Of Material Per 125'	Installation	280.00	$6.18	CY	1.1619	$2,010.55
Accepted		***History:***	**Demo:**	0.000000	$0.00	CY	1.1619	$0.00
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

User Note: Contractor will be storing removed fencing material at their yard to be reinstalled after new coping is installed. This includes travel to and from yard.
Item Note:

							Total:	**$2,010.55**

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $228,001.06
Approved Date: May 9, 2024

Job Order: MTSJOC348-07
Job Order Name: Mission San Diego Fence Repair
Location: Green Line ROW 1255 Imperial Ave San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

13	017113000003	>25 Miles, Equipment Delivery And Pickup Using A Rollback Flatbed Truck	Installation	650.00	$4.51	MI	1.1619	$3,406.11
Accepted		***History:***	**Demo:**	0.000000	$0.00	MI	1.1619	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials No**

User Note: Delivery of Coping Materials

Item Note: Excludes first 25 miles.

Total: $3,406.11

14	017113000007	Up To 20 Ton Lift Move On/Off Cost, Hydraulic Crane	Installation	10.00	$451.59	EA	1.1619	$5,247.02
Accepted		***History:***	**Demo:**	0.000000	$0.00	EA	1.1619	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials No**

Total: $5,247.02

15	017419000029	Reinforced Concrete not trimmed, 2" Minus	Installation	350.00	$10.40	CY	1.2449	$4,531.44
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	CY	1.2449	$0.00

Includes Labor No **Includes Equipment Yes** **Includes Materials No**

Total: $4,531.44

02 Existing Conditions **$6,195.08**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
16	024119130016	>8" To 12" Wide, Remove And Reset Precast, Stone Or Masonry Coping	Installation	189.00	$26.33	LF	1.2449	$6,195.08
Accepted		***History:***	**Demo:**	189.000000	$0.00	LF	1.2449	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials Yes**

Total: $6,195.08

03 Concrete **$1,061.14**

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: $228,001.06
Approved Date: May 9, 2024

Job Order: MTSJOC348-07
Job Order Name: Mission San Diego Fence Repair
Location: Green Line ROW 1255 Imperial Ave San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

17	034829000006	Bearing Pads, Continuous 2" Wide x 3/4" Thick Strips	Installation	189.00	$4.51	LF	1.2449	$1,061.14
Accepted		***History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted***	**Demo:**	0.000000	$0.00	LF	1.2449	$0.00

Includes Labor Yes **Includes Equipment No** **Includes Materials Yes**

Total: $1,061.14

04 Masonry **$24,996.79**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
18	047200000018	6" Thick Precast Concrete Coping	Installation	252.00	$64.44	SF	1.2449	$20,215.78
Accepted		***History:***	**Demo:**	252.000000	$15.24	SF	1.2449	$4,781.01

Includes Labor Yes **Includes Equipment Yes** **Includes Materials Yes**

Owner Comments: *V:1.2-Multiply by 1.33 for 8 inches, for 168 SF*

User Note: 9" per quote. Gordian max is 6". We added extra sf to accommodate.

Item Note:

Total: $24,996.79

32 Exterior Improvements **$18,065.83**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
19	323113130756	Removal And Reinstallation Of Chain Link Fence 6' To 12' Height	Installation	189.00	$27.40	LF	1.2449	$6,446.84
Accepted		***History:***	**Demo:**	189.000000	$0.00	LF	1.2449	$0.00

Includes Labor Yes **Includes Equipment Yes** **Includes Materials No**

User Note: Contractor scope included removal and reinstallation of fence.

Item Note:

Total: $6,446.84

** Includes Price Changes due to Construction Task Catalog update*

Price Proposal Detail Report

By Division
Version: 2.0
Approved
Proposal Value: $228,001.06
Approved Date: May 9, 2024

Job Order: MTSJOC348-07
Job Order Name: Mission San Diego Fence Repair
Location: Green Line ROW 1255 Imperial Ave San Diego, CA 92101

Contractor: Veteran's Engineering Services
Contract Number: PWG348.0-22
Contract Name: JOC General Railroad Construction Services - Option 1

20	323123000009	6' High Semi-Privacy 6" Picket Vinyl Fence	Installation	189.00	$52.91	LF	1.1619	$11,618.99
Accepted		*History:*	**Demo:**	0.000000	$7.43	LF	1.1619	$0.00

Includes Labor No **Includes Equipment No** **Includes Materials Yes**

User Note: Contractor will be replacing damaged privacy fencing during reinstallation of fence. This line item is for material only.

Item Note:

Total:	**$11,618.99**
Proposal Total:	**$228,001.06**
The Percentage of Non Pre-Priced on this Proposal:	**0.0%**

Div

** 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: 5/21/2024

Job Order Contracting

Contract #: PWG348.0-22
Job Order #: MTSJOC348-07
Job Order Title: Mission San Diego Fence Repair
Job Order Value: $228,001.06
Location: Green Line ROW
Contractor: Veteran's Engineering Services
Subcontractor:

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%

Summary

Certification Name	Value	%
Total		**0.00%**

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Architecture and Engineering (A&E) On-Call Services – Capacity Increase

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve a capacity increase in the amount of $20,000,000 for MTS A&E On-Call Work Orders based on the following seven (7) Master Agreements: PWL352.0-22, PWL353.0-22, PWL354.0-22, PWL355.0-22, PWL356.0-22, PWL357.0-22, and PWL358.0-22 for the provision of On-Call A&E Services through the remaining duration of the current five-year contract period, expiring June 30, 2027.

Budget Impact

The total contract cost of services is estimated to be $20,000,000. Overall, the contract services for A&E is estimated to be $40,500,000, this is including the previous estimated cost for in the amount of $20,500,000, and this action to increase by $20,000,000. Individual work orders under the On-Call list will be processed according to MTS Board Policy No. 41 “Signature Authority”, with funding identified at the time of work order issuance.

DISCUSSION:

MTS currently utilizes a list of qualified A&E firms to design high-quality public transportation improvements from inception through construction, under seven (7) Master Agreements. These Master Agreements were approved by the MTS Board of Directors at the May 12, 2022, meeting (Agenda Item (AI) 10) and expire on June 30, 2027. As MTS’s Capital Improvement Program (CIP) increases in size and complexity, MTS requires multiple A&E On-Call, Work Order based, Master Agreements in order to support various infrastructure projects for Bus Operations, Trolley Operations, and the Planning and Real Estate Departments. A&E services are necessary to obtain competitive bids for construction services.

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



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

On October 28, 2021, MTS received fifteen (15) Statements of Qualifications and the evaluation process which was completed in March 2022 resulted in the following seven (7) contracts:

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

At the time of awarding these On-Call A&E Master Agreements in 2022, estimated costs for all On-Call A&E Services was $20,500,000 over the five (5) year period. This amount was established based on MTS's previous needs and future CIP project forecasts.

In the five (5) years preceding the On-Call A&E Master Agreement awards (Fiscal Year (FY) 18-22), the average annual CIP was just under $100,000,000, of which approximately $45,000,000 was allocated to design and construction projects. The same analysis covering FY23 – FY27 has seen the projected annual CIP double to $202,000,000, with $78,000,000 allocated for design and construction projects.

Transit and Intercity Rail Capital Program (TIRCP) grant awards account for about half of the design and construction project growth over the last five (5) years, the remaining growth is a function of the increased state and federal allocation dollars. These additional CIP projects have necessitated more A&E services than originally forecasted.

MTS has executed work orders totaling ~$14,621,952.06 for On-Call A&E Services. An additional $20,000,000 in capacity is needed based on a review of the projected design and construction projects in MTS's CIP that are scheduled to be performed during the remaining On-Call A&E Master Agreement period of performance (expiring on June 30, 2027), potential new CIP projects that could occur depending on Senate Bill 125 "Transit Program" funding, and how much A&E services are anticipated to cost to execute these projects.

Individual work orders under the On-Call A&E list will be processed according to MTS Board Policy No. 41 "Signature Authority", with funding identified at the time of work order issuance. Per MTS Board Policy No. 41 "Signature Authority", work orders under $150,000 are under the

CEO's authority to be executed and work orders over $150,000 require MTS Board of Directors approval.

Therefore, staff recommends that the MTS Board of Directors approve a capacity increase in the amount of $20,000,000 for MTS A&E On-Call Work Orders based on the following seven (7) Master Agreements: PWL352.0-22, PWL353.0-22, PWL354.0-22, PWL355.0-22, PWL356.0-22, PWL357.0-22, and PWL358.0-22 for the provision of On-Call A&E Services through the remaining duration of the current five-year contract period, expiring June 30, 2027.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Orange Line Improvement Project (Project) – Special Trackwork Materials – 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. L1672.0-24 (in substantially the same format as Attachment A), with Progress Rail Services (Progress Rail), for the one-time supply of special trackwork materials, in the amount of $1,077,473.06 inclusive of 7.75% CA Sales Tax.

Budget Impact

The total contract cost of this project is estimated to be $1,077,473.06, inclusive of 7.75% CA Sales Tax (Attachment C). This project is funded by Capital Improvement Project (CIP) 2005119501 – 599908 Orange Line Rail Signals

DISCUSSION:

The Project is a major capital project being undertaken by MTS to make substantial trolley system improvements at various locations within the 17.6-mile Orange Line, benefitting the cities of San Diego, Lemon Grove, La Mesa, and El Cajon. The Project goal is to increase train speeds, improve service reliability and operating flexibility, maintain grade crossing safety, and increase the State of Good Repair (SGR). The overall project has a current budget of $135,879,860.00 across two phases. Phase 1 of the Project will upgrade the signal system and grade crossing warning systems to support bi-directional running between 32nd/Commercial Station and Massachusetts Avenue Station.

On December 8, 2022 (Agenda Item (AI) 13), the Board approved a contract with Pacific Railway Enterprises, Inc. (PRE) to prepare plans, specifications, and estimates for the Project. The design process began in January 2023 and used the standard signal design documented and implemented with the Mid-Coast Project as a basis. The design for Phase 1 is currently 90% complete and is expected to be advertised for construction in August 2024. Along with the design, MTS Capital Projects staff and the design team have been working on a project implementation schedule to meet the Transit and Intercity Capital Program (TIRCP) grant's required completion date of June 30, 2027. The scheduling effort identified required start dates

for construction. When compared with known lead times for specialty equipment to be installed by the contractor, staff identified that material lead times could put the construction schedule at risk.

In the case of the special trackwork materials, where lead times can be up to 12 months, the MTS Capital Projects team proposes that MTS directly purchase the special trackwork materials so that it can be provided as "owner-furnished equipment" to the construction contractor for installation.

On March 29, 2024, MTS issued an Invitation for Bids (IFB) to purchase special trackwork materials. A total of two (2) bids were received by the due date of May 8, 2024, from the following bidders:

Name	Amount	Sales Tax	Overall Total Amount
Progress Rail	$999,975.00	$77,498.06	$1,077,473.06
Voestalpine	$1,247,355.00	$96,670.01	$1,344,025.01
MTS Independent Cost Estimate (ICE)	$2,357,570.00	$169,570.00	$2,357,570.00

MTS staff has deemed Progress Rail to be the lowest responsive and responsible bidder; and has determined their bid to be fair and reasonable based on the comparison of all bids received and MTS' ICE as shown above. The MTS ICE is much larger than the bids due to conservative assumptions for insulated joint plugs, non-standard cross-over pricing, inflation, and shipping. Both bidders are known within the rail industry and the slight difference between the bids received allows MTS to determine that Progress Rail's bid is fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1672.0-24 (In substantially the same format as Attachment A), with Progress Rail, for the one-time supply of special trackwork materials, in the amount of $1,077,473.06 inclusive of 7.75% CA Sales Tax.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement L1672.0-24
B. Cost Form

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. L1672.0-24

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: Progress Rail Services Corporation Address: 1600 Progress Drive

Albertville Alabama 35950
City State Zip

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

Email: gmoreno@progressrail.com

Telephone: 708-387-6981

Authorized person to sign contracts Guylando Moreno Vice President
Name Title

The Contractor agrees to provide 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), Forms (Exhibit D).

The contract term commences upon full execution of the Agreement and concludes 300 days thereafter from Notice to Proceed (NTP). This timeframe allows for the completion of delivery and processing of all invoices.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $1,077,473.06 (inclusive of 7.75% CA sales tax) without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	PROGRESS RAIL SERVICES CORPORATION
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form: By: _____ Karen Landers, General Counsel	Title: _____

DRAFT

L1672.0-24 Owner Furnished Special Trackwork Procurement IFB
ATT 1 - Cost Form
**** Fill in the Green Cells ****

Bid Item	DESCRIPTION	ESTIMATED QTY	Unit	Unit Price	Extended Price
1	#11 Left-Hand 115 RE Crossover (BNSF Std. Drawing #2055)	2	EA	$ 214,750.00	$ 429,500.00
2	#11 Right-Hand 115 RE Crossover (BNSF Std. Drawing #2055)	1	EA	$ 214,750.00	$ 214,750.00
3	Spare - #11 Left-Hand Switch Points (BNSF Std. Drawing #2055)	1	EA	$ 9,300.00	$ 9,300.00
4	Spare - #11 Right-Hand Switch Points (BNSF Std. Drawing #2055)	1	EA	$ 9,300.00	$ 9,300.00
5	Spare - #11 RBM Frog (BNSF Std. Drawing #2055)	1	EA	$ 14,725.00	$ 14,725.00
6	#10 RH 115 RE Solid Heel-Block Track Switch Conversion Package (AREMA Std. Drawing 124-08) (MTS Switch Identification 304A & 304B) Provide new maintenance length stock rails (39'+), switch points (19' 6"), bolted heel block assemblies, pre-plated ties #Ø through #12 tie/plate, chairs & anchors, #1 w/ basket, #2 & #3 insulated gauge rods & transit clips	2	EA	$ 28,100.00	$ 56,200.00
7	#10 LH 115 RE Solid Heel-Block Track Switch Conversion Package (AREMA Std. Drawing 124-08) (MTS Switch Identification 315A & 315B) Provide new maintenance length stock rails (39'+), switch points (19' 6"), bolted heel block assemblies, pre-plated ties #Ø through #12 tie/plate, chairs & anchors, #1 w/ basket, #2 & #3 insulated gauge rods & transit clips	2	EA	$ 28,100.00	$ 56,200.00
8	#10 RH 115 RE Track Switch Upgrade Package (AREMA Std. Drawing 124-08) (MTS Switch Identification E5A & E5B) Provide new ties and plates #Ø, #1 & #2, #1 w/basket insulated gauge rod & transit clips	2	EA	$ 13,725.00	$ 27,450.00
9	#20 LH 115 RE Track Switch Upgrade Package (AREMA Std. Drawing 127-08) (MTS Switch Identification E7A & E7B) Provide new ties and plates #Ø, #1 & #2, #1 w/basket insulated gauge rod & transit clips. New ties, #Ø through #13	2	EA	$ 18,100.00	$ 36,200.00
10	#20 RH 115 RE Track Switch Upgrade Package (AREMA Std. Drawing 127-08) (MTS Switch Identification E9A & E9B) Provide new ties and plates #Ø, #1 & #2, #1 w/basket insulated gauge rod & transit clips. New ties, #Ø through #13	2	EA	$ 18,100.00	$ 36,200.00
11	9' - #1 Treated Hardwood Ties	200	EA	$ 142.00	$ 28,400.00
12	19' - 6" 115 RE Shop Bonded Insulated Joint Plugs	30	EA	$ 2,275.00	$ 68,250.00
13	39' - 0" 115 RE Shop Bonded Insulated Joint Plugs	4	EA	$ 3,375.00	$ 13,500.00
				Sub-Total	$ 999,975.00
				Sales Tax (7.75%)	$ 77,498.06
				Grand Total (BASIS OF AWARD)	**$ 1,077,473.06**

Costs shall be firm fixed, all-inclusive with the exception of California sales tax. MTS will calculate sales tax at purchase order issuance. Other than the CA sales tax, MTS will not pay any other additional costs.

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Fenton Parkway Grade Crossing and Wyyerd Fiber Installation Construction Management (CM) Services – Work Order Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2496-CM02.01 under MTS Doc. No. G2496.0-21 (in substantially the same format as Attachment A) with AECOM Technical Services Inc. (AECOM) for the Fenton Parkway Grade Crossing and Wyyerd Fiber Installation CM services in the amount of $40,002.94.

Budget Impact

The cost of this amendment is estimated to be $40,002.94, and the total contract cost is estimated to be $171,571.82. This project will be funded by the Land Management Operating Budget account 791010-571143. All costs associated with this work order will be backfilled by San Diego State University (SDSU) and Wyyerd Fiber.

DISCUSSION:

As part of the SDSU Stadium project, the university was required to construct a new grade crossing at Fenton Parkway on the Green Line. The construction services at Fenton were being performed by Clark Construction under a contract with SDSU. Since the grade crossing was constructed by others, MTS staff required CM and inspection services for both the trackwork, systems and signal work to ensure it was built to MTS standards, and the work does not adversely affect the existing MTS system. MTS has a separate agreement with Wyyerd Fiber, allowing them to access MTS fiber as part of their system redundancy.

On June 27, 2023, MTS executed Work Order agreement WOA2496-CM02 (Attachment B) with AECOM construction management and inspection staff for the project. However, the scope of the signaling and systems work for the grade crossing was larger than originally anticipated, requiring more time from the CM consultant.

Today's proposed action would provide additional CM hours for the Wyyerd Fiber installation near 24th St Station on the Blue Line.

The Work Order and amendments are summarized below:

Work Order No.	Purpose	Amount	Board Approval Date
WOA2496-CM02	Original Work Order - CM	$131,568.88	Approved by the CEO on 6/29/23, per MTS Policy 41
WOA2496-CM02.01	Add funds to the Work Order	$40,002.94	Today's Proposed Action
	Total	**$171,571.82**	

CM Consultant Selection Process

On January 11, 2021, the San Diego Association of Governments (SANDAG) and MTS issued a joint Request for Statement of Qualifications (RFSQ) for On-Call CM Services. The RFSQ resulted in the identification of six (6) firms qualified to perform CM services (one of the qualified firms did not execute an agreement with MTS, leaving an on-call bench five firms); the MTS Board of Directors approved this panel of On-Call CM Services firms on July 29, 2021 (Agenda Item 16). Tasks are assigned to the firms through a work order process. Due to the exigent nature of the requested services, MTS staff utilized the Direct Award method and selected AECOM from its on-call list of CM firms.

AECOM's proposed fee amount of $40,002.94 is less than MTS's Independent Cost Estimate (ICE) of $43,900.00 and was determined to be fair and reasonable. For this project, AECOM will utilize the following subcontractors:

Subcontractor Name	Subcontractor Certification	Subcontract Amount
C.A. Wehsener Engineering	Small Business (SB)	$40,002.94

Therefore, staff recommends that the MTS Board authorize the CEO to execute Work Order No. WOA2496-CM02.01 under MTS Doc. No. G2496.0-21 (in substantially the same format as Attachment A), with AECOM for the Fenton Parkway Grade Crossing and Wyyerd Fiber Installation CM services in the amount of $40,002.94.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Work Order WOA2496-CM02.01
B. Executed Work Order WOA2496-CM02

Metropolitan Transit System

June 20, 2024

MTS Doc. No. G2496.0-21
Work Order No. WOA2496-CM02.01

Irfan Kalhoro
Vice President
AECOM Technical Services Inc.
401 W A St.
San Diego, CA 92101

Dear Mr. Kalhoro:

Subject: AMENDMENT NO. 1 TO WOA2496-CM02, UNDER MTS DOC. NO. G2496.0-21 FOR CONSTRUCTION MANAGEMENT (CM) SERVICES FOR FENTON PARKWAY GRADE CROSSING & WYYERD FIBER INSTALLATION

This letter shall serve as Amendment No. 1 to our agreement WOA2496-CM02, under MTS Doc. No. G2496.0-21, for Construction Management services under the Construction Management Consultant Agreement, as further described below.

SCOPE OF SERVICES

There shall be no change to the Scope of Services as a result of this Amendment. This Amendment shall provide additional funds for construction management and inspection staff for the Fenton Parkway Grade Crossing & Wyyerd Fiber Installation project.

SCHEDULE

As a result of the Amendment, the Schedule shall be increased by a period of three hundred sixty-five (365) days. The revised Schedule shall be for a period of three hundred seventy (370) calendar days from Notice to Proceed (NTP). CM services for this project, follow construction services performed by Clark Construction under a separate contract with San Diego State University (SDSU).

PAYMENT

As a result of this Amendment, Payment shall be increased by $40,002.94 (Attachment A). The revised Payment amount of $171,571.82 shall be based on actual costs, and shall not be exceeded without prior written authorization of MTS.

DRAFT

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:

Irfan Kalhoro – Vice President
AECOM Technical Services, Inc.

Date:

Attachments: A. Negotiated Fee Proposal

DRAFT

ATTACHMENT A
NEGOTIATED FEE PROPOSAL

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Work Order Estimate Summary

MTS Doc. No.	**G2496.0-21**
Work Order No.	**WOA2499-CM02.01**
Attachment:	**B**

Work Order Title: **Fenton Parkway Grade Crossing & Wyyerd Fiber Installation**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Fenton parkway Grade Crossing & Wyyerd Fiber Installation CM Services	$40,002.94
2			
		Totals =	**$40,002.94**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1		Task Order Management		
2		Track Inspection		
3		Railroad Signaling and Communications Inspection	210.0	$40,002.94
		Totals =	**210.0**	**$40,002.94**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				AECOM		
		x		CA Wehsener	210.0	$40,002.94
				Totals =	**210.0**	**$40,002.94**

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Work Order Estimate Summary

Consultant/Subconsultant: **AECOM Technical Services**

MTS Doc. No.: **G2496.0-21**

Work Order No.: **WOA2499-CM02.01**

Work Order Title: **Fenton Parkway Grade Crossing & Wyyerd Fiber Installation**

Attachment: **B**

Total Hours =

Total Costs =

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager (FY24)	Project Controls III (FY24)	Engineer, Associate (FY24)							Total Hours	Totals
				$ 347.26	$ 165.40	$ 177.75								
1	**Task 1**	**Task Order Management**												
	Contract/Task Order Manager													
	Admin													
		Subtotals (Hours) =	N/A											
		Subtotals (Costs) =												
2	**Task 2**	**Track Inspection**												
	Track Inspection													
		Subtotals (Hours) =	N/A											
		Subtotals (Costs) =												

Totals (Summary) =

Total (Hours) = N/A

Total (Costs) =

Percentage of Total (Hours) = N/A

Percentage of Total (Costs) =

DRAFT

Work Order Estimate Summary

Consultant/Subconsultant: **CA Wehsener**

MTS Doc. No.: **G2496.0-21**

Work Order No.: **WOA2499-CM02.01**

Total Hours = **210**

Total Costs = **$40,002.94**

Work Order Title: **Fenton Parkway Grade Crossing & Wyyerd Fiber Installation**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer, Supervising (FY24)	QA/QC, Associate (FY24)								Total Hours	Totals
				$ 229.78	$ 162.15									
1	**Task 1**	**Fenton Parkway Grade Crossing**												
	Railroad Signaling and Communications Inspection			88	122								210	$40,002.94
	Subtotals (Hours) =		N/A	88	122								210	$40,002.94
	Subtotals (Costs) =			$20,220.64	$19,782.30								**210**	**$40,002.94**
2	**Task 2**	**Wyyerd Fiber Installation**												
	Railroad Signaling and Communications Inspection													
	Subtotals (Hours) =		N/A											
	Subtotals (Costs) =													

Totals (Summary) =				**210** / **$40,002.94**
Total (Hours) =	N/A	88	122	210
Total (Costs) =		$20,220.64	$19,782.30	$40,002.94
Percentage of Total (Hours) =	N/A	42%	58%	100%
Percentage of Total (Costs) =		51%	49%	100%

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Metropolitan Transit System

June 27, 2023

MTS Doc. No. G2496.0-21
Work Order No. WOA2496-CM02

Irfan Kalhoro
Vice President
AECOM Technical Services Inc.
401 W A St.
San Diego, CA 92101

Dear Mr. Kalhoro:

Subject: MTS DOC. NO. G2496.0-21, WOA2496-CM02, FENTON PARKWAY GRADE CROSSING & WYYERD FIBER INSTALLATION, CONSTRUCTION MANAGEMENT (CM) SERVICES WORK ORDER AGREEMENT

This letter shall serve as our agreement MTS Doc. No. G2496.0-21, WOA2496-CM02, for Construction Management services under the Construction Management Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide construction management and inspection staff for Fenton Parkway Grade Crossing & Wyyerd Fiber Installation CM and Inspection Services, in accordance with MTS and SANDAG policies and procedures. Please see Attachment A, Scope of Services, for a detailed summary of the services to be provided.

SCHEDULE

The project schedule shall be five (5) calendar days from Notice to Proceed (NTP).

PAYMENT

Payment shall be based on actual costs in the amount not-to-exceed $131,568.88 without prior written authorization of MTS.

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

Sincerely,

Sharon Cooney
Chief Executive Officer

Accepted:

Irfan Kalhoro – Vice President
AECOM Technical Services, Inc.

Date: 06/29/23

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

Metropolitan Transit System

ATTACHMENT A

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)

SCOPE OF WORK

FENTON PARKWAY GRADE CROSSING & WYYERD FIBER INSTALLATION

CM AND INSPECTION SERVICES

Contract No. G2496.0-21

Work Order No. WOA2496-CM02

III. QUALIFICATIONS

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

IV. DETAILED SCOPE OF WORK:

I. PROJECT DESCRIPTION

Permit 1 -This permit consists of installing new grade crossing equipment and signaling system along with track panels at a new grade crossing at Fenton Pkwy. On the Green Line.

Permit 2 – This permit consists of Intercept Wyyerd owned fibers (12) on the MTS 144 count fiber optic cable at 24th St station. Utilize existing MTS conduit path on MTS property from the splice enclosure at the electrical substation to the east Comm HH in the South driveway sidewalk 50' West of Wilson Ave. Wyyerd will construct a path from said Comm HH to the public right of way.

II. EXPECTED RESULTS

Provide quality assurance inspection services to verify compliance with the plans and specifications during demolition and construction of the Fenton Pkwy Grade Crossing and Wyyerd Fiber optic cable installation.

III. SCOPE OF WORK

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

1.0 Contract/Task Order Manager

Contract/Task Order Manager

Project/Task Order Manager shall review and monitor the Consultant's personnel and closely monitor the task order authorization and expiration date versus actual progress to ensure the task order authorization and expiration date are not exceeded.

1. Ensure that the field team is trained in the skills that are needed to manage each particular task
2. Assign personnel to complete the required task order as specified
3. Administer personnel action, coordinate personnel matters with MTS' Contract Manager
4. Review monthly invoices prior to submission to MTS.

2.0 Assurance Inspection Services Railroad Signaling and Communications

Inspection tasks consist of the following:

1. Attend conference calls and or site meetings with the Contractor and related subcontractors.
2. Provide technical support if needed to MTS
3. Provide monitoring and inspections for compliance with plans and specifications on a daily basis
4. Provide code compliant direction on issues that arise within established authority levels of the field services
5. Provide other related services as requested by MTS regarding project.
6. Track and monitor drawings and markups for producing as-built drawings.

IV. PERIOD OF PERFORMANCE

NTP + 360 calendar days

V. DELIVERABLES

Deliverables will consist of daily work products which include:

a. Inspector's daily reports and photographs
b. Two sets of 11x17 size prints of the field copy, hand marked-up red-line plans
c. Associated correspondence files
d. Testing submittal reviews and inspection
e. Request for Information (RFIs) and responses

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

Tasks Schedule

Task	Begin/End Dates
Construction Management Services	5 Calendar days from NTP

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

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

VIII. SPECIAL CONDITIONS

Scope of services excludes:

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

IX. MTS ACCEPTANCE OF SERVICES:

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

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

X. DEFICIENT WORK PRODUCT:

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

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

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

XI. DELIVERABLE REQUIREMENTS

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

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

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

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

XII. PREVAILING WAGE

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

Work Order Estimate Summary

MTS Doc. No.	**G2496.0-21**
Work Order No.	**WOA2496-CM02**
Attachment:	**B**

Work Order Title: **Fenton Parkway Grade Crossing & Wyyerd Fiber Installation**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Fenton parkway Grade Crossing & Wyyerd Fiber Installation CM Services	$131,568.88
2			
		Totals =	**$131,568.88**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1		Task Order Management	144.0	$32,546.88
2		Track Inspection	40.0	$7,110.00
3		Railroad Signaling and Communications Inspection	400.0	$91,912.00
		Totals =	**584.0**	**$131,568.88**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				AECOM	184.0	$39,656.88
		x		CA Wehsener	400.0	$91,912.00
				Totals =	**584.0**	**$131,568.88**

Work Order Estimate Summary

Consultant/Subconsultant: **AECOM Technical Services**

MTS Doc. No.: **G2496.0-21**

Work Order No.: **WOA2496-CM02**

Total Hours = **184**

Total Costs = **$39,656.88**

Work Order Title: **Fenton Parkway Grade Crossing & Wyyerd Fiber Installation**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager (FY24)	Project Controls III (FY24)	Engineer, Associate (FY24)							Total Hours	Totals
			$ 347.26	$ 165.40	$ 177.75									
1	**Task 1**	**Task Order Management**												
	Contract/Task Order Manager			48									48	$16,668.48
	Admin				96								96	$15,878.40
		Subtotals (Hours) =	N/A	48	96								144	$32,546.88
		Subtotals (Costs) =		$16,668.48	$15,878.40								**144**	**$32,546.88**
2	**Task 2**	**Track Inspection**												
	Track Inspection					40							40	$7,110.00
		Subtotals (Hours) =	N/A			40							40	$7,110.00
		Subtotals (Costs) =				$7,110.00							**40**	**$7,110.00**

Totals (Summary) =						
Total (Hours) =	N/A	48	96	40		184
Total (Costs) =		$16,668.48	$15,878.40	$7,110.00		$39,656.88
Percentage of Total (Hours) =	N/A	26%	52%	22%		100%
Percentage of Total (Costs) =		42%	40%	18%		100%

Work Order Estimate Summary

Consultant/Subconsultant: **CA Wehsener**

MTS Doc. No.: **G2496.0-21**

Work Order No.: **WOA2496-CM02**

Total Hours = **400**

Total Costs = **$91,912.00**

Work Order Title: **Fenton Parkway Grade Crossing & Wyyerd Fiber Installation**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer, Supervising (FY24)										Total Hours	Totals
				$ 229.78											
1	**Task 1**	**Fenton Parkway Grade Crossing**													
	Railroad Signaling and Communications Inspection			300										300	$68,934.00
	Subtotals (Hours) =	N/A		300										300	$68,934.00
	Subtotals (Costs) =			$68,934.00										**300**	**$68,934.00**
2	**Task 2**	**Wyyerd Fiber Installation**													
	Railroad Signaling and Communications Inspection			100										100	$22,978.00
	Subtotals (Hours) =	N/A		100										100	$22,978.00
	Subtotals (Costs) =			$22,978.00										**100**	**$22,978.00**
	Totals (Summary) =													**400**	**$91,912.00**
	Total (Hours) =	N/A		400										400	
	Total (Costs) =			$91,912.00											$91,912.00
	Percentage of Total (Hours) =	N/A		100%										100%	
	Percentage of Total (Costs) =			100%											100%

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Hitech Maintenance and Support Services for UTC and Nobel Transit Parking Structures – Sole Source Contract Award

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

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

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



Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Construction Management (CM) Services for South Bay Zero Emission Bus (ZEB) Overheard (OH) Charging Infrastructure Installation and Iris Rapid Station Infrastructure – Work Order Amendment

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

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

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Transit Enforcement and PRONTO Hand-Held Units (HHU) – 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 G2869.0-24 (in substantially the same format as Attachment A), with Vantage ID Applications, Inc. (Vantage), a Small Business (SB), in the amount of $537,204.69 for a period of five (5) years for the purchase of Transit Enforcement and PRONTO HHUs.

Budget Impact

The total cost of this contract is estimated to be $502,712.00 plus $34,492.69 sales tax, for a total of $537,204.69 (Attachment C). The project will be funded by the Security Department Operating Budget. The project costs are summarized below:

Cost Center – GL Account	Amount
420010-575150 (Hardware) (taxable)	$445,067.00
420010-571250 (Service) (non-taxable)	$57,645.00
CA Sales Tax 7.75%	$34,492.69
Total	**$537,204.69**

DISCUSSION:

MTS Transit Enforcement department is seeking 105 new TC78 handheld units (HHUs), 15 charging cradles, 3 standard IT racks, rack mounting hardware, and service plans to augment our currently aging TC77 Zebra Fleet of HHUs and deploy modern units to support operations. MTS Transit Enforcement Officers conduct rider fare validation utilizing HHU's that are linked to the PRONTO application. This technology assists MTS in maintaining rider safety by preventing and deterring individuals from loitering onboard our transit system and MTS property without a proper fare. The HHU's also provide a means of communication and will be receiving an enhancement to support "Be on the Lookout" (BOLO) messaging capability. BOLO will enhance situational awareness of our security staff by providing photos and descriptions of individuals that are of interest to local law enforcement or pose a security concern to our passengers. This

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.

procurement will directly impact a critical public safety and fare-enforcement requirement for the Transit Enforcement division of MTS.

On March 26, 2024, MTS issued an Invitation for Bids (IFB) for the HHU. On April 26, 2024, MTS received a single bid from Vantage ID Applications, Inc., a SB, in the amount of $537,204.69.

MTS conducted a post bid survey with prospective bidders requesting their reason(s) for not bidding. The results of the survey indicated that neither the IFB nor MTS's procurement processes played a role in other firms' decisions not to bid on the project.

On May 27, 2024, MTS contacted Vantage ID Applications, Inc. to negotiate the costs. Vantage declined to adjust their original bid price and submitted a Best and Final Offer (BAFO), which did not change from their original bid in the amount of $537,204.69.

Based on a comparison of MTS's Independent Cost Estimate (ICE) in the amount of $733,259.00, retail/market pricing, and recent comparable purchases made by other agencies; staff deemed Vantage's BAFO pricing to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2869.0-24 (in substantially the same format as Attachment A), with Vantage ID Applications, Inc., in the amount of $537,204.69 for a period of five (5) years for the purchase of Transit Enforcement and PRONTO HHUs.

/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. G2869.0-24
B. Scope of Work G2869.0-24
C. Bid Form G2869.0-24

Metropolitan Transit System

STANDARD AGREEMENT
FOR
MTS DOC. NO. G2869.0-24

PURCHASE OF TRANSIT ENFORCEMENT AND PRONTO HAND-HELD UNITS

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: Vantage ID Applications, Inc.

Address: 2400 Fenton Street, Suite 204
Chula Vista, CA 91914

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

Email: pam@vantageid.com

Telephone: (619) 678-0154

Authorized person to sign contracts: Pam Baker (Name) — Director of Business Development (Title)

The Contractor agrees to provide services with goods as specified in the conformed Scope of Work, including the Standard Agreement and General Conditions (Exhibit A), Scope of Work, Special Conditions and Attachments (Exhibit B), Bid Price Form (Exhibit C), and Forms (Exhibit D).

The contract term is for five (5) years effective July 1, 2024, through June 30, 2029.

Payment terms shall be net 30 days from invoice date. The total contract cost shall not exceed $537,204.69 (inclusive of 7.75% CA sales tax) without the express written consent of MTS.

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

DRAFT

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

4.1. INTRODUCTION

Bidders shall provide Handheld Units (HHUs), supporting devices and service support that meets the Scope of Work described in this IFB.

4.2. BACKGROUND

MTS Transit Enforcement department is seeking bids to procure additional HHUs, charging cradles, racks, rack mounts and service to augment our current TC78 Zebra Fleet of HHUs. MTS is looking to purchase the equipment described in the Scope of Work, or approved equals.

This procurement will directly impact a critical public safety and fare-enforcement requirement for the Transit Enforcement division of the MTS. MTS is interested in bids that meet the specifications shown in the Scope of Work.

4.3. MINIMUM REQUIREMENTS

A. All Zebra equipment or hardware shall come from Zebra or from authorized Zebra reseller with an active Zebra Partner ID.

B. All Zebra equipment shall be in proper condition, brand new and not refurbished or remanufactured with its original Zebra packaging.

C. All Zebra equipment shall be running the safest and most up-to-date software specified in this Scope of work.

D. All Zebra equipment warranty shall cover the defects resulting from defective parts, materials, or manufacturing if such defects are revealed during the period of 60 months since the date of purchase or/and shall have hardware limited warranty option.

E. For the defective parts under warranty, the vendor shall provide a return label. MTS will only send back the defective parts once it has received the replacement.

F. Zebra brand or any Zebra compatible products and services herein, is required to be with the highest level of quality standards and backed by warranty and shall be sourced through authorized Zebra distributors.

G. All Zebra equipment shall be delivered in complete\full packages to the address specified under Section 4.12. In addition, the packages label shall specify the MTS PO number.

H. **MTS Security Questionnaire attached to this IFB shall be completed and submitted within your bid.**

I. Please submit along with bid a Business Continuity and Disaster Recovery Plan as an attachment, labeled appendix A. Describe your organization’s contingency

plan and/or business continuity plan for unexpected events. Unexpected events can include, but are not limited to, natural disasters, emergencies, or employee job actions.

4.4. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

EQUIPMENT		
ITEM	**DESCRIPTION**	**QTY**
Zebra TC-78	Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Exhibit-A-tc78-SpecSheet	105
Zebra TC-78 Battery	Zebra TC-78 Standard Battery with Power Precision Plus SKU BTRY-NGTC5TC7-44MA-01; Lithium Ion 4680 mAh	20
Zebra TC-78 Charge Cradle	Zebra TC78 5 Slot Charge Only Cradle SKU CRD-NGTC7-5SC5D; includes power supply, DC cable and 5-pack of TC78 inserts/shims	15
Zebra Rack Bracket	Zebra Rack and Wall Mounting Bracket SKU BRKT-SCRD-SMRK-01 19” Rack and Wall mounting bracket for multi slot cradle with holder for power supply and cords	15
Zebra AC Cord	Zebra AC Line Cord SKU 23844-00-00R; US AC Line Cord, 3 Wire/Prong, 7.5 feet, Grounded, NEMA 5-15P	15
45u Server Rack	45u (7ft) 19 inch server rack, 12-24 thread, Tripp Lite SKU SR2POST; 5yr warranty, black, accepts PDU’s or Cable Managers. Server rack shall comply with Attachment B-Post Open Frame Server Rack	3
SERVICE (5 Years)		
ITEM	**DESCRIPTION**	**QTY**
Zebra One Service	Zebra OneCare Essential Service and Warranty Vendor shall provide Zebra OneCare Essential Service Coverage, Turnaround Time, Live Agent Support, Contract Length, Software Updates and Enhancements as specified in Attachment C-Zebra-service and Attachment D-Zebra-onecare	105
AS NEEDED TC-78’s		
ITEM	**DESCRIPTION**	**QTY**
*As Needed Zebra TC-78 or Better Replacements	**Year 1** As Required Zebra TC78 Equivalent or Better Replacements Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Attachment -A-tc78-SpecSheet	25
*As Needed Zebra TC-78 or Better Replacements	**Year 2** As Required Zebra TC78 Equivalent or Better Replacements	25

	Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Exhibit-A-tc78-SpecSheet	
*As Needed Zebra TC-78 or Better Replacements	**Year 3** As Required Zebra TC78 Equivalent or Better Replacements Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Exhibit-A-tc78-SpecSheet	25
*As Needed Zebra TC-78 or Better Replacements	**Year 4** As Required Zebra TC78 Equivalent or Better Replacements Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Exhibit-A-tc78-SpecSheet	25
*As Needed Zebra TC-78 or Better Replacements	**Year 5** As Required Zebra TC78 Equivalent or Better Replacements Zebra TC-78 Rugged Mobile Computer Advanced Range SKU TC78A1-3T1K4B1A10-NA; – HHU devices shall comply with Exhibit-A-tc78-SpecSheet	25

*During the term of the resultant contract, as needed services will be purchased at MTS's sole distraction when required. The MTS project manager will contact the vendor with the list of equipment and quantities.

4.5. PURCHASING SCHEDULE

MTS project manager will place the orders via email correspondence to vendor. The orders will show the items and quantities. The unit cost submitted for each item shall apply.

4.6. BID PRICING (ALL-INCLUSIVE COSTS)

Bidder shall provide Zebra OneCare Essential Service Coverage, Turnaround Time, Live Agent Support, Contract Length, Software Updates, Enhancements Zebra-service and Zebra-onecare for 5 years.

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

Basis for award will be the lowest responsive, responsible bidder, with the lowest pricing determined by overall **total costs**. **MTS will award to one Bidder.**

Bidders must provide pricing for all lines to be determined responsive.

Pricing should **not** include California sales tax. MTS will add tax at PO issuance. Bidders will indicate the shipping/delivery charges in the section provided.

All pricing must be all-inclusive. MTS will not pay additional costs so Bidders should bid accordingly.

4.7. [NOT APPLICABLE] BUY AMERICA

4.7.1. [NOT APPLICABLE] CONSTRUCTION MATERIALS

4.7.2. [NOT APPLICABLE] MANUFACTURED PRODUCT

4.7.3. [NOT APPLICABLE] ROLLING STOCK

4.7.4. [NOT APPLICABLE] IRON OR STEEL

4.8. 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.

4.9. [NOT APPLICABLE] SAFETY DATA SHEETS (SDS)

4.10. WARRANTY

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

4.11. REPLACEMENT PARTS

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

4.12. DELIVERY AND ACCEPTANCE

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

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

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

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

4.13. [NOT APPLICABLE] LIQUIDATED DAMAGES

4.14. [NOT APPLICABLE] ACQUISITION OF ROLLING STOCK

Metropolitan Transit System

Transit Enforcement & Pronto Hand-Held Units - BID FORM

MTS Doc No. G2869.0-24

Vantage ID Applications, Inc

23023 NASPO

Please specify the reference number of the Cooperative Purchasing Agreement used as the basis of your bid.

ITEM	ITEM DESCRIPTION	QTY	UOM	UNIT PRICE	EXT. PRICE
Equipment					
1	Zebra TC-78	105	Each	$ 1,825.00	$ 191,625.00
2	Zebra TC-78 Battery	20	Each	$ 79.00	$ 1,580.00
3	Zebra TC-78 Charge Cradle	15	Each	$ 683.00	$ 10,245.00
4	Zebra Rack Bracket	15	Each	$ 109.00	$ 1,635.00
5	Zebra AC Cord	15	Each	$ 10.00	$ 150.00
6	45u Server Rack	3	Each	$ 244.00	$ 732.00
Service (5 Years)					
7	Zebra One Service	105	Each	$ 549.00	$ 57,645.00
As needed Replacements (5 Years)					
8	Zebra TC-78 Year 1	25	Each	$ 1,855.00	$ 46,375.00
9	Zebra TC-78 Year 2	25	Each	$ 1,884.00	$ 47,100.00
10	Zebra TC-78 Year 3	25	Each	$ 1,912.00	$ 47,800.00
11	Zebra TC-78 Year 4	25	Each	$ 1,941.00	$ 48,525.00
12	Zebra TC-78 Year 5	25	Each	$ 1,972.00	$ 49,300.00
				Sub-Total:	$ 502,712.00
				Shipping/Delivery Costs (If applicable):	$ -
				(BASIS OF AWARD) GRAND TOTAL (All Inclusive of any applicable fees/charges):	$ 502,712.00

**Pricing should exclude CA sales tax. MTS will add tax at PO issuance.*

***Unit prices will prevail regardless of extensions submitted by the Bidder.*

****The above quantities are for bidding purposes only and are based on MTS' current usage. They represent what MTS anticipates as a requirement, but MTS does not guarantee this quantity. The actual quantity ordered may be more or less than what is anticipated on the pricing form, and it is dictated by MTS actual requirements and the available funding at the time each order is initiated.*

BIDDER ACCEPTS RESPONSIBILITY FOR ACCURACY AND PRESENTATION OF THE ABOVE NUMBERS.

Quotation 55823

Vantage ID Applications, Inc.
2400 Fenton Street Suite 204
Chula Vista, CA 91914
Phone: 619-656-5887
Fax: 619-482-3168
Web: http://www.vantageid.com
E-Mail: info@vantageid.com

CUSTOMER NO. S00198

TC78 SCANNERS & ACCESSORIES

BILL TO:

San Diego MTS
1255 Imperial Avenue #1000
San Diego, CA 92101
Phone: (619)238-0100 Fax: 619-234-3407

SHIP TO:

San Diego MTS
Christina Flores
San Diego Transit Corp. 100 16th St.
San Diego, CA 92101
US

DATE	SHIP VIA	SALESPERSON	TERMS
5/20/2024	Drop ship	SLED	

P.O. NUMBER	QUOTE DATE	EXPIRATION DATE	OUR ORDER #
	5/8/2024	6/7/2024	

LINE	PART NUMBER	DESCRIPTION	QTY	UOM	LIST PRICE	UNIT PRICE	EXT. PRICE	TAX	LINE TTL
1	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	105	EA	3,631.95	1,825.00	191,625.00	14,850.94	**206,475.94**
2	BTRY-NGTC5TC7-44MA-01	Zebra EVM/EMC TC53/58 and TC73/78 4,680 MAH Standard Battery	20	EA	137.35	79.00	1,580.00	122.45	**1,702.45**
3	CRD-NGTC7-5SC5D	Zebra EVM TC73/TC78 Slot Charge Only Cradle 5 Devices W/Shim and Power Sup	15	EA	1,200.93	683.00	10,245.00	793.99	**11,038.99**
4	BRKT-SCRD-SMRK-01	Zebra EVM Sharecradle Rack - Wall Mounting Bracket	15	EA	190.22	109.00	1,635.00	126.71	**1,761.71**
5	23844-00-00R	AC Zebra EVM Line Cord	15	EA	14.86	10.00	150.00	11.63	**161.63**
6	SR2POST	Tripp Lite SR2POST 45U SmartRack 2-Post Open Frame Rack, 800 lbs (	3	EA	359.42	244.00	732.00	56.73	**788.73**

LINE	PART NUMBER	DESCRIPTION	QTY	UOM	LIST PRICE	UNIT PRICE	EXT. PRICE	TAX	LINE TTL
7	Z1AE-TC78XX-5C00	OneCare Service Zebra EVM TC78XX5 5Yr. Comprehensive STD. Logistics	105	EA	879.49	549.00	57,645.00	0.00	**57,645.00**
8	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	25	EA	3,631.95	1,855.00	46,375.00	3,594.06	**49,969.06**
additional devices, Year 1									
9	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	25	EA	3,631.95	1,884.00	47,100.00	3,650.25	**50,750.25**
additional devices, Year 2									
10	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	25	EA	3,631.95	1,912.00	47,800.00	3,704.50	**51,504.50**
additional devices, Year 3									
11	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	25	EA	3,631.95	1,941.00	48,525.00	3,760.69	**52,285.69**
additional devices, Year 4									
12	TC78A1-3T1J4B1A10-NA	Mobile Computer Zebra EVM/EMC Standard Range 2D TC78 5G WWAN WIFI 6E Wirele	25	EA	3,631.95	1,972.00	49,300.00	3,820.75	**53,120.75**
additional devices, Year 5									

We look forward to working with you!

For questions related to your quotation, please contact us using the information above. Please fax your completed order to **619-482-3168.**

Customer accepts overruns on custom labels of +/- 10%. (industry standard). All Return Merchandise Authorization Numbers (RMA#) must be requested within 10 days of invoice date and, if authorized, product must be received by Vantage ID no later than 20 days after invoice date. **Restocking Fee will apply.** No returns shall be authorized on CUSTOM ITEMS, OPENED SOFTWARE, or PRINTHEADS.
Products must be in NEW condition, with ALL original packaging and accessories (i.e. Manuals, cables, power supplies, static bags, etc.) just as received by the customer. If a product has been visibly damaged during transit, the customer must file a claim with the carrier and notify Vantage ID immediately.

PARTS & SUPPLIES:	$502,712.00
SERVICES & SUPPORT:	$0.00
QUOTATION SUBTOTAL:	$502,712.00
TOTAL PACKAGE DISCOUNT:	($0.00)
SALES TAX FOR SAN DIEGO :	$34,492.70
TAX 2:	$0.00
TOTAL W/INCENTIVE:	**$537,204.69**

If changes are made after order confirmation, VantageID will not be responsible for resulting delays and shipping charges.
Please confirm the information contained on the order is accurate.

Acceptance:

Signature : _____

Print Name: _____

At Vantage ID, we are committed to providing an exemplary customer experience while embracing the diversity and creativity of our team and giving top priority to our social and environmental responsibilities. In alignment with this mission, and as a part of our ongoing commitment to responsible business and sustainability, we have developed the Supplier Code of Conduct ("the Code") to assure that our business partners, suppliers, and subcontractors meet our basic expectations for doing business related to legal requirements, ethical practices, human rights, safety, and environmental management.



Please consider the environment before printing.

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Public Hearing: Revisions to Ordinance No. 5 Relating to The Enforcement Authorities of Designated MTS Employees

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

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

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



Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Transit Enforcement Body Worn Cameras (BWC) – Sole Source Contract Award

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

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Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 6/13/2024

Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 20, 2024

SUBJECT:

Amendments to Chief Executive Officer Employment Agreement

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

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