



# Board of Directors Agenda

Click link to access the meeting:

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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 <b>raise hand</b> feature every time you wish to make a public comment.
	▶	Participants can enable <b>closed captioning</b> 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 <b>muted</b> , click this icon to unmute your microphone.
	▶	This symbol shows you are currently <b>unmuted</b> , 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 <b>Live Verbal Public Comment</b> for instructions on how to make a public comment.



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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.

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**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.

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**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.

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**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.

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**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.

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**\*Contact Information:** Contact the Clerk of the Board via email at [ClerkoftheBoard@sdmts.com](mailto:ClerkoftheBoard@sdmts.com), phone at (619) 398-9561 or by mail at 1255 Imperial Ave. Suite 1000, San Diego CA 92101.



# Agenda de la Junta de Directores

Haga clic en el enlace para acceder a la reunión:

<https://www.zoomgov.com/j/1602805839>






## Formas de Participar



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

ID de la reunión  
en Zoom

## Funciones del Seminario En Línea:

 Levantar la mano	►	Use la herramienta de <b>levantar la mano</b> cada vez que desee hacer un comentario público.
	►	Los participantes pueden habilitar el <b>subtitulado</b> 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 <b>silencio</b> , haga clic en este ícono para quitar el silenciador de su micrófono.
	►	Este símbolo indica que su micrófono se encuentra <b>encendido</b> . 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 <b>Comentario público verbal</b> en vivo para obtener instrucciones sobre cómo hacer un comentario público.



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



## Teléfono:

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



**Comentarios Públicos Verbales en Vivo:** Use la herramienta “levantar la mano” cada vez que desee hacer un comentario público sobre alguno de los artículos. Levante la mano una vez que el artículo de la agenda sobre el que desea comentar haya sido convocado. Los comentarios públicos en persona se escucharán primero, se escuchará a los asistentes virtuales en el orden en el que levanten la mano. No se aceptarán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción. Comentarios públicos generales, únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión. Se otorga 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](mailto:ClerkoftheBoard@sdmts.com), por teléfono al **(619) 398-9561** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**





## Board of Directors Agenda

February 13, 2025 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: 160 280 5839, <https://www.zoomgov.com/j/1602805839>

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	<b>Roll Call</b>	
2.	<b>Public Comments</b> 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.	<b>Approval of Minutes</b> Action would approve the January 16, 2025 Board of Director meeting minutes.	Approve
4.	<b>CEO Report</b>	Informational
5.	<b>Imperial Avenue Division (IAD) High Pile Storage Construction – Work Order Agreement</b> Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-63 under JOC MTS Doc. No. PWG324.0-21 with ABCGC, in the amount of \$408,415.52, for the replacement of high pile storage racks, and improvements to the fire sprinkler system in the IAD RAM building parts storage.	Approve
6.	<b>Orange Line: Hitachi Switch Machines – Sole Source Contract Award</b> Action would authorize the Chief Executive Officer (CEO) to execute Contract L1697.0-25 with Hitachi Rail STS USA, Inc. (Hitachi) in the amount of \$542,607.45 for the purchase of switch machines.	Approve
7.	<b>Orange Line Improvement Project: Electrified Electrocodes – Sole Source Contract Award</b> Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1700.0-25, a sole source award to KB Signaling Operation, LLC (KB	Approve



Signaling), in the amount of \$1,355,932.79 for the purchase of Electrified Electrocodes (specialized track circuit systems).

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|-----|---|---------------|
| 8.  | <b>Orange Line Improvement Project: Siemens Signal Instrument Components – Sole Source Contract Award</b><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1698.0-25, a sole source award to Siemens Mobility, Inc. (Siemens), in the amount of \$427,849.39 for the purchase of Siemens signal instrument components.  | Approve       |
| 9.  | <b>Clarifier Waste Services - Contract Award</b><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG418.0-25 with Asbury Environmental Services, dba: World Oil (World Oil) for a five (5) year period in the amount of \$381,145.19.   | Approve       |
| 10. | <b>Iris Rapid Bus Stop Construction Additional Stop at Westbound Imperial Beach Blvd and 13th Street – Change Order</b><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB380.2-24, with Hazard Construction Engineering LLC (Hazard Construction), in the amount of \$413,092.00 for the Iris Rapid construction of Rapid 227 bus stop improvements at westbound Imperial Beach Blvd and 13th St.   | Approve       |
| 11. | <b>Broadway Rail Replacement – Work Order Agreement</b><br>Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-17, under MTS Doc. No. PWG348.0-22, with Veterans Engineering Inc. (Veterans), a Disabled Veterans Business Enterprise (DVBE), for the replacement of the outside rail on the westbound track of Broadway and Park Boulevard grade crossing in downtown San Diego in the amount of \$395,747.67   | Approve       |
| 12. | <b>Operations Budget Status Report for December 2024</b>  | Informational |
| 13. | <b>San Diego Metropolitan Transit System (MTS) Transit Asset Management (TAM) Plan – Fiscal Year (FY) 2025 Update</b>   | Informational |
| 14. | <b>Uninterruptible Power Supply (UPS) On-Site Repair and Support – Contract Amendment</b><br>Action would authorize the Chief Executive Officer (CEO) to: 1) Ratify Amendment No. 7 and 8 to MTS Doc. No. G2009.0-14, with Schneider Electric IT Corporation (Schneider), for the addition of South Bay Bus Rapid Transit (BRT) UPS units under service agreement, end-of-life (EOL) battery replacements and a 4-month contract extension in the amount of \$117,489.66; and 2) Execute Amendment No. 9 to MTS Doc. No. G2009.0-14, with Schneider, for an additional 4-month maintenance service extension in the amount of \$ 62,836.00. | Approve       |

**15. Agenda Item Number Reserved**

DISCUSSION ITEMS

- |            |   |               |
|------------|---|---------------|
| <b>16.</b> | <b>San Diego Transit Corporation (SDTC) Pension Investment Status (Jeremy Miller, with RVK Inc., and Mike Thompson)</b>   | Informational |
| <b>17.</b> | <b>San Diego Transit Corporation (SDTC) Employee Retirement Plan's Actuarial Valuation as of July 1, 2024 (Anne Harper and Alice Alsberghe with Cheiron Inc., and Mike Thompson)</b><br>Action would receive the SDTC Employee Retirement Plan's (Plan) Actuarial Valuation as of July 1, 2024 and adopt the pension contribution amount of \$21,231,465 for fiscal year 2026.  | Approve       |
| <b>18.</b> | <b>Comprehensive Operational Analysis (COA), Fare Study &amp; Potential Ballot Measure (Brent Boyd)</b><br>Action would authorize staff to: 1) Pursue a COA, to be completed by November 2026; and 2) Begin preliminary efforts on researching the feasibility of placing a transit revenue measure, for the MTS service area only (or parts thereof), on the ballot for the November 2026 general election; and 3) Work with SANDAG and NCTD to conduct a fare study regarding potential impacts of a fare increase.   | Approve       |
| <b>19.</b> | <b>Structural Budget Deficit Planning (Gordon Meyer)</b><br>Action would take the following actions as part of building future operational and CIP budgets: 1) Exercise Innovative Clean Transit (ICT) Off-Ramp provisions (delay implementation) to provide maximum flexibility of capital funds in the short-term while minimizing impacts to State of Good Repair (SGR) projects; 2) Shift flexible funds from the Capital Improvement Program (CIP) to the operating budget beginning in FY 2026 with the following targets by FY: \$25 million in FY 2026, \$35 million in FY 2027, \$50 million in FY 2028 and; 3) Maintain service levels at January 2025 levels: Delay future Trolley service enhancements (7.5-minute Blue Line service) in FY 2026 and beyond and revise the Senate Bill (SB) 125 funding proposal and Delay \$22 million in future planned bus service enhancements in FY 2027 and FY 2028 and revise the SB 125 funding proposal. | Approve       |
| <b>20.</b> | <b>Overview of Disadvantaged Business Enterprise (DBE) Program and Revisions to Board Policy No. 26 "DBE Program" (Karen Landers)</b><br>Action would approve revisions to Board Policy No. 26, "DBE Program."  | Approve       |

CLOSED SESSION

**21. Public Comment for Closed Session**

- |  |                    |
|--|--------------------|
| <b>22. Closed Session – Conference with Legal Counsel – Existing Litigation Pursuant to California Government Code Section 54956.9(d)(1)</b><br>San Diego Gas & Electric Company vs. Metropolitan Transit System et al.<br>(San Diego Superior Court (SDSC) Case No. 37-2021-00006190-CU-EI-CTL and consolidated cases SDSC Case Nos. 37-2021-00007680-CU-EI-CTL and 37-2021-00007619-CU-EI-CTL) | Possible<br>Action |
|--|--------------------|

OTHER ITEMS

- 23. Chair, Board Member and Chief Executive Officer's (CEO's) Communications**
- 24. 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.

ADJOURNMENT

- 25. Next Meeting Date**  
The next Board of Director's meeting is scheduled for March 13, 2025 at 9:00am.
- 26. Adjournment**

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

January 16, 2025

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

**1. Roll Call**

Chair Whitburn called the Board meeting to order at 9:05 a.m. A roll call sheet listing Board member attendance is attached as Attachment A.

**2. Public Comment**

Kesar Gupta – A frequent rider, made a verbal statement to the Board during the meeting. Kesar advocated for a more robust transit system.

Alex Wong – Provided a verbal statement to the Board during the meeting. Alex advocated for shorter trolley frequencies.

Truth – Provided a verbal statement to the Board during the meeting. Truth advocated for various amenity updates.

**CONSENT ITEMS:**

**3. Approval of Minutes**

Action would approve the December 19, 2024 Board of Directors meeting minutes.

**4. CEO Report**

**5. RuBAN Software Maintenance and Development – Contract Amendment**

Action would authorize the Chief Executive Officer (CEO) to 1) Ratify Amendment No. 1 to MTS Doc. No. G2795.0-24, with Davra Networks USA (Davra), for Copper Line Estimated Time of Arrival (ETA) development services in the amount of \$88,200.00; and 2) Execute Amendment No. 2 to MTS Doc. No. G2795.0-24, with Davra, for trolley Public Address (PA) system Spanish language support development services in the amount of \$176,400.00.

**6. Dissolution of Security and Passenger Safety Community Advisory Group**

Action would approve the dissolution of the Security and Passenger Safety Community Advisory Group.

**7. Operations Budget Status Report for November 2024**

**8. Additional Staffing – One (1) Accounting Supervisor and One (1) Staff Accountant II**

Action would authorize the Chief Executive Officer (CEO) to add one (1) Accounting Supervisor and one (1) additional Staff Accountant II to the position tables previously approved in the Fiscal Year 2025 operating budget.

**9. Board Policy No. 9: Relocation Assistance Program – Policy Revisions**

Action would approve revisions to Board Policy No. 9 (Relocation Assistance Program).

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

**11. Imperial Avenue Division (IAD) Zero Emission Bus (ZEB) Overhead Charging Phase 1– Contract Award**

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB411.0-25, with G A Abell, Inc. dba Precision Electric Co., for the IAD ZEB Overhead Charging – Phase 1 Construction Project in the amount of \$24,648,797.74 plus 10% contingency.

**Public Comment**

There were no Public Comments.

**Board Comment for item 10**

Board Member Foster asked staff why item 10, Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments, was placed on the consent agenda. Sharon Cooney, MTS Chief Executive Officer stated that staff would be happy to put the item on the slate for discussion. Karen Landers, MTS General Counsel added that in the past, the item has been placed on the consent calendar.

Board Member Bush suggested pulling the items from the consent calendar so that staff can present the item to the Board at the next Board of Director meeting. Ms. Landers clarified that the item was for informational purposes and would not impact the action of the consent calendar. She offered to present the item at the February 13, 2025, meeting.

**Action on Recommended Consent Items 3 - 11**

Vice Chair Goble moved to approve Consent Agenda Item Nos. 3 to 11. Board Member Hall seconded the motion, and the vote was \*13 to 0 in favor with Board Member Moreno and Board Member Pepin absent.

\*[Clerk's Note: The verbal vote count during this item was mistakenly announced as 14 members voting yes, and one member absent.]

**DISCUSSION ITEMS:**

**12. Elect Chair Pro Tem and Committee Appointments (Sharon Cooney)**

Chair Whitburn explained the methodology of the Ad Hoc nominating committee and its proposed slate, he proposed that the Budget Development and the Executive Committee be solidified into one committee for 2025 as the membership for both were identical. He continued to take nominations for various open positions on the board. They specifically mentioned the position for the board representative to the Los Angeles San Diego Rail Corridor Agency Board along with the alternate to the San Diego Association of Governments, noting that members could nominate themselves if they were interested in serving. The Chair prompted further discussion on the matter.

**Public Comment**

Truth – Provided a verbal statement to the Board during the meeting. Truth made various comments and recommendations on the proposed 2025 slate.



### **Board Comment**

Board Member Downey raised an issue regarding her nomination as the alternate to the MTS Executive Committee. She explained that the meetings were held on Thursdays, which conflicted with her schedule. As a result, she would not be able to attend the meetings. Board Member Downey requested that her alternate from Coronado be considered the nominee for the South Bay representative, as she could not fulfill the role herself. Ms. Landers responded that the Executive Committee membership was governed by policy, so she needed to cite the specific rules. Chair Whitburn agreed to review the policy and revisit the issue. Ms. Cooney made a few comments about the LOSSAN Board, explaining that Board Members could attend meetings virtually, and that meetings were typically noticed in their respective cities. She mentioned the increasing importance of the LOSSAN Board due to concerns over infrastructure issues along the corridor undergoing bluff repair. She encouraged members to consider volunteering for this added responsibility. Ms. Landers provided further clarification regarding the rotation of board representatives on the Executive Committee, explaining the rotation of the South Bay Coalition. She outlined the rotation of cities (Chula Vista, Coronado, Imperial Beach, National City), noting that traditionally, if a representative from Chula Vista could not serve, the alternate from Coronado would be nominated, followed by Imperial Beach. Chair Whitburn left the matter open for Board Members to reflect on as they moved through the rest of the nominations.

Board Member Mendoza asked for clarification about the LOSSAN Board meetings frequency and timing. Brent Boyd, MTS Director of Planning and Scheduling confirmed that the meetings were usually held on Mondays at 10:30 a.m., and there were eight meetings scheduled throughout the year, available through virtual participation. Mr. Boyd mentioned that the first meeting would be on February 18th, a Tuesday due to a holiday, and that the meetings typically lasted about an hour. Board Member Mendoza expressed interest in serving as the board representative to LOSSAN. No other nominations were made, the group moved to add Board Member Mendoza to the slate as the representative for the LOSSAN Board. Board Member Downey added she would like to be considered for the alternate role. The Chair moved forward, adding Board Member Downey as the alternate for LOSSAN Board.

Chair Whitburn stated that the next open position was the alternate to the SANDAG Transportation Committee. He clarified that Board Member Dillard was the nominee for the primary representative role.

Board Member Leyba-Gonzalez nominated Board Member Fernandez to serve as the alternate. No further nominations were made, and the Board agreed to add Board Member Fernandez as the alternate to the SANDAG Transportation Committee.

Chair Whitburn reminded the Board Members about the decision regarding the alternate to the South Bay representative on the Executive Committee. The question was whether the alternate should be Coronado's Board alternate or the third city in the rotation (Imperial Beach).

Board Member Bush expressed his support for moving forward with Coronado's alternate serving in the position, referencing previous instances where the policy had been waived for flexibility. Board Member Bush asked if Chula Vista's representative for the Executive Committee would be Caesar Fernandez. Chair Whitburn replied that Chula Vista has not formalized this decision through the City Council. Board Member McCann replied that the city anticipated to appoint Board Member Fernandez as the City representative to the Executive Committee.

Board Member Hall asked about appointment anticipations to the City of Poway. Ms. Cooney replied that they were expecting the City of Poway to make appointments by January 21, 2025.

Chair Whitburn summarized the discussions and nominations, confirming that Board Member Downey's City of Coronado alternate, Mark Fleming, would serve as the South Bay representative's alternate for the Executive Committee. The final slate was confirmed, and the Chair asked if there were any further comments or discussions before moving forward. No additional points were raised, and the nominations were finalized.

### **Action Taken**

The Board elected Board Member Montgomery Steppe as Chair Pro-Tem, and approved the appointment of representatives to MTS and non-MTS committees for 2024, as proposed by the Ad Hoc Nominating Committee including the following changes: Board Member Mendoza appointed as the primary representative and Board Member Downey as the alternate representative to LOSSAN, Board Member Fernandez as the alternate representative to the SANDAG Transportation Committee and Board Member Fleming as the alternate representative to the Executive Committee for 2025. The vote was 13 to 0 in favor with Board Member Moreno and Board Member Pepin absent.

[Clerk's Note: Due to technical difficulties, this item was conducted through roll call vote]

### **13. SANDAG Report on Airport Transit Connection (ATC) (Marisa Mangan, SANDAG)**

Marisa Mangan, SANDAG Planner; Mario Orso, SANDAG Chief Executive Officer; and Mr. Boyd, MTS Director of Planning, presented a Report on the ATC. Mangan provided details on: the ATC, regional level considerations, Airport Transit Connection - Modes considered, automated people mover concepts, Trolley concept updates, enhanced bus operations, airport transit connection concepts, airport travel survey, intercept survey, stakeholder engagement, ATC near-term activities.

### **Public Comment**

Alex Wong – Provided a verbal statement to the Board during the meeting. Alex expressed support for higher trolley frequency.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed financial and infrastructure concerns associated with the project.

Leif Gensert – A representative of Ride SD made a verbal statement to the Board during the meeting. Leif expressed support for the automated people mover concept.

### **Board Comment**

Vice Chair Goble expressed appreciation for SANDAG's presentation, particularly noting the connection between capital investment and operating costs. He highlighted how often planning and building projects could be easier compared to the long-term financial responsibility of maintaining them. Vice Chair Goble raised concerns about a proposed ATC concept, questioning whether it would require a new agency, separate vehicles, maintenance yards, and mechanics. Ms. Mangan acknowledged that concept was still uncertain, operating such a service could be challenging for MTS given their current focus on bus and trolley systems, if the concept moved forward as the proposed project, operations would have to be considered. Vice Chair Goble emphasized the need to keep an open mind but cautioned against stepping too far

out of MTS's core competencies. He then asked for clarification regarding the demographics of survey respondents, specifically whether they were predominantly airport visitors, residents, or employees. Ms. Mangan replied that this was a mix of all the above to meet the needs of both visitors and residents.

Vice Chair Goble also asked about the viability of a 15-minute frequency for the airport transit system, considering the costs and the potential inefficiency of more frequent services. Ms. Mangan acknowledged that 10-minute frequencies might not be feasible with the existing transit system's structure, she pointed out that there are various considerations in balancing frequency, cost, and overall system efficiency. Mr. Boyd explained the complexities surrounding the issue of transit frequency, particularly in how the trolley system operates with overlapping lines. He clarified that a 10-minute frequency on one line could cause conflicts with another line, making it logistically challenging to operate multiple lines at different frequencies. He noted that the system would need to work, with frequencies being proportional to one another, such as pairing a 10-minute frequency with a 20-minute frequency. Mr. Boyd also provided an update on the ongoing operations analysis contracted by SANDAG, which is studying options for increasing frequencies on the airport line while ensuring compatibility with the rest of the system. Mr. Orso provided further context about the current stage of the planning process, explaining that the environmental review process had not yet begun. He stressed that the team was still in the early stages of identifying feasible alternatives, a process which involves a lot of technical analysis and public input. Mr. Orso emphasized that the environmental review would address many of the in-depth questions, including cost and operational impacts. He cautioned against narrowing down options too early, noting that while focusing on fewer options might speed up the process, it could also overlook potential impacts. He concluded by highlighting the importance of balancing costs, time, and public expectations for the project. Vice Chair Goble cautioned about the agency's cost limitations and delays that too many studies impact the start of the project. He explained that he asked about the frequency of each project to reduce the number of options. He supported the 992 bus route as a viable, immediate solution for employees and visitors, stating that its low cost and existing infrastructure.

Board Member Bush expressed excitement about his role in a major regional project, which he felt was long overdue. Board Member Bush emphasized the importance of having a rail connection, like other major U.S. cities, for both visitors and workers, especially those commuting from the South Bay. He reflected on previous projects like Grand Central and noted that while there had been overinvestment in some concepts, he appreciated the forward movement of the people mover discussion. Board Member Bush advocated for a more visionary approach, pointing out the inefficiency and lack of attractiveness of buses compared to rail systems. He raised concerns about the trolley connection, citing potential conflicts with existing lines and the need for a mode shift, which studies showed could reduce rider participation. He expressed interest in the people mover concept, particularly the route from America Plaza to the airport, which he saw as more direct. He asked staff for clarification on the differences between the people mover and the trolley extension in terms of transfers and overall efficiency. Ms. Mangan clarified that both systems could require transfers, but the trolley had more station overlap. They explained that the trolley's goal was to maintain a high frequency of service, and tests were underway to determine its feasibility. Mr. Boyd added that there would likely be many transfers and pointed out an advantage of trolley-to-trolley transfers: they occurred at the same station and level. In contrast, the APM would generally be an elevated structure, requiring passengers to go up and possibly walk a block to make the connection. Board Member Bush acknowledged the potential for transfers but leaned toward the trolley extension due to concerns

about congestion. He suggested the creation of a joint subcommittee with MTS and SANDAG to review the technical aspects of the project, expressing appreciation for the discussion.

Board Member Downey raised a question regarding the transportation data, specifically the 75% of people who drove themselves or were dropped off at the airport. She was pleased with the 25% figure, viewing it as a success if that many people were already using public transportation to reach the airport. She emphasized the importance of understanding what made this possible and using that information to inform future transit plans.

Board Member Elo-Rivera expressed frustration over the lack of clarity around the project's overarching goal. He mentioned that the conversation had become too technical without a clear definition of what the achievement was. He emphasized the need for a more explicit articulation of the project's goals, focusing on not just airport connections but also on attracting tourists to use public transit during their stay to generate more revenue. He urged that this conversation needed to be reset, with MTS taking a leadership role in defining the objective before diving into further technical discussions. Ms. Cooney explained that the trolley to the airport idea stemmed from public feedback gathered during the Elevate 2020 public outreach process, where over two-thirds of respondents expressed support for a trolley extension to the airport. She acknowledged that the goal was to increase demand for transit to the airport but emphasized that the discussion might have become too focused on specific modes of transportation instead of weighing the overall cost-benefit analysis. Ms. Cooney also mentioned that expanding the trolley could bring long-term benefits, such as opening other parts of San Diego to further development.

Board Member Elo-Rivera discussed the value of rides to and from the airport but emphasized that the real enhancement came from converting visitors into regular riders of the system during their stay. He noted that potential riders were being lost to car rentals, Uber, and Lyft, instead of using the system and purchasing passes. He believed this was due to the lack of an efficient route. He expressed a desire to leverage tourism for the benefit of San Diegans, though acknowledging that this was their personal goal and not necessarily a board-wide position. Ms. Cooney replied that the Board responded positively when the concept of extending the trolley to the airport was introduced. She highlighted that MTS's history involved building on the success of each segment as it expanded. The idea of extending the trolley further to areas like Liberty Station and Sports Arena was discussed, with these as potential benefits of the concept. Ms. Cooney acknowledged that the concept needed refreshing and wanted to bring it to the Board for further input. The goal was to reinvigorate the conversation as it progressed, especially in collaboration with SANDAG's studies. Mr. Orso added that he viewed transportation options as a means to level the playing field for transit access to the airport. He suggested that by making transit to the airport more accessible and attractive, it could also lead to other positive outcomes, such as increased tourism, enhanced equity for employees, and more development opportunities for San Diego. Mr. Orso emphasized the broader regional implications and how improving access to the airport could open the door for other potential transportation developments in the future. Board Member Elo-Rivera discussed the challenges of balancing perspectives as both a SANDAG and MTS Board Member, noting a lack of consensus and escalating details in the discussions. Board Member Elo-Rivera appreciated the conversation being reset and emphasized the importance of clearly understanding the project's goals before moving forward.

Board Member Dillard supported Board Member Elo-Rivera's idea of creating a subcommittee to enhance MTS and SANDAG'S collaboration. She raised concerns about the bus system's

efficiency, particularly its frequency, and questioned its ability to meet the goal of efficient airport transportation. Board Member Dillard also inquired about the logistics, feasibility, and potential military property use for the People Mover, and requested more information on the high costs of trenching for the trolley and the expenses of both options. Ms. Mangan addressed the maintenance and storage facility question, explaining that while it was a challenge, there were potential candidate locations around the airport, including city-owned and Port of San Diego-owned properties. She pointed out that, like the trolley system, a People Mover would require non-revenue track to access the facility. She also mentioned that some city properties were already being considered for other projects, so coordination would be necessary. Regarding the military, she confirmed that there would be discussions with the military working group to explore potential collaboration, although navigating federal property could be more complicated. Ms. Mangan also provided cost estimates for the People Mover and trolley options, noting that the People Mover ranged from \$2 billion to \$6 billion, while the trolley ranged from \$1.1 billion to \$1.7 billion, with additional costs for trenching still being calculated.

Chair Whitburn concluded the meeting by expressing interest in understanding SANDAG's long-term transit vision, specifically regarding the potential for extending rail closer to the coast. He raised concerns about how an automated people mover might impact that possibility and whether trolley service to the airport would help keep the option open. Chair Whitburn noted that the Board was interested in staying updated on the project and other related topics.

#### **Action Taken**

No action taken. Informational item only.

#### **14. Orange Line Improvement Project Update (Heather Furey, Sharon Humphreys, and David Holman of T.Y. Lin)**

Heather Furey, MTS Director of Capital Projects; Sharon Humphreys, and David Holman of T.Y. Lin, presented an update on the Orange Line Improvement Project. They outlined: the project summary, schedule, project procurements, project funding, project delivery, communication plan and upcoming activities.

#### **Public Comment**

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed dissatisfaction with bus bridges and various subprojects of the Orange Line Improvement Project.

#### **Board Comment**

Board Member Foster emphasized his commitment to closely monitoring the project, especially since the proposed line runs through the heart of the district he represents. He acknowledged the efforts made in planning, particularly with respect to procurement and addressing long lead items early in the process. He asked for clarification on whether all identified long lead items for phase one had already been procured and stored. Ms. Furey confirmed they were and explained that over \$10 million worth of equipment had been purchased, and the long lead items were specifically railroad-related, which often have delays of up to 12 months. Board Member Foster also inquired about funding sources, asking if the purchase and storage of materials would impact other funds. Ms. Furey clarified that although state rules require design completion before purchasing, the equipment purchases would serve as matching funds for the program. Additionally, Board Member Foster sought clarification on grade crossings and safety

upgrades, particularly in his district. Ms. Furey clarified that phase one would upgrade gate mechanisms, bells, and lights at grade crossings and enhance pedestrian safety at certain crossings. She stated that phase one included the replacement of variable message signs along the Orange Line. Board Member Foster raised concerns about the potential impacts of recent flooding and the ongoing work related to it. Ms. Furey stated that while there were no direct impacts from flooding on the current project, some drainage and equipment adjustments had been made in response to flood events. Board Member Foster concluded his comments by noting the ongoing work at the 69th Street crossing, which had been closed for an extended period and was expected to reopen soon.

Board Member Montgomery Steppe expressed appreciation for the ongoing prioritization of the Orange Line, which is crucial for the San Diego Community, including La Mesa and Lemon Grove. She acknowledged the challenges posed by aesthetics in infrastructure projects and referenced a previous conversation with Ms. Humphreys regarding managing expectations for aesthetics. Board Member Montgomery Steppe asked whether adding amenities such as bus shelters could be more cost-effective in the long run if incorporated into the current project's mobilization efforts. Ms. Cooney stated that previous CIP projects, such as the trolley renewal project, had already addressed some aesthetic improvements, and there were opportunities to integrate shelter upgrades during this project to avoid duplication of efforts.

Board Member Montgomery Steppe inquired about the communication plan for informing constituents, particularly those who might not be reached through social media. She emphasized the importance of broadening the communication channels. Ms. Cooney explained that Mark Olson, MTS Director of Marketing and Communication, was leading a comprehensive communications strategy, she hoped that the Executive Committee could be delegated to review and provide feedback on the plan. Board Member Montgomery Steppe agreed with the idea of involving the Executive Committee in refining the communication approach. Board Member Montgomery Steppe concluded by highlighting the importance of security on the transit line, mentioning the significance of lighting and amenities in ensuring the safety and comfort of riders, which was being addressed in the current project.

#### **Action Taken**

No action taken. Informational item only.

#### **15. Budget Overview (Mike Thompson)**

Mike Thompson, MTS Deputy Chief Financial Officer, presented on Budget Overview. He provided details on: Budget Overview, Operating Budget Development, Capital Budget Development, Recurring Revenues, FY 25 Revenue Summary, Non-recurring revenues, 5-year projection with SB125, Budget review challenges, and structural deficit.

#### **Public Comment**

Kesar Gupta – Provided a verbal statement to the Board during the meeting. Kesar urged the Board to take administrative advantage of expanding fare collection.

Truth – Provided a verbal statement to the Board during the meeting. Truth expressed frustration with the various ramifications the fiscal cliff will bring.

Leif Gensert – Representing Ride SD made a verbal statement to the Board during the meeting. Leif suggested operational opportunities within the PRONTO system.



### **Board Comment**

Board Member Downey addresses a comment made by a public speaker, asking about the percentage of revenue being generated through fares compared to other transit agencies. Board Member Downey inquired whether the agency's current nonpayment rate was similar to others or if it was an issue unique to their system. Ms. Cooney informed Board Member Downey that the issue of nonpayment was not unique to the agency, as it had been a widespread challenge since the pandemic began. Previously, the agency had been a leader in farebox recovery, but that had declined significantly. Ms. Cooney acknowledged that they were working on regaining lost ground but were not prepared to provide a comprehensive comparison of other agencies now. Board Member Downey thanked the team for the clarification and indicated her understanding of the situation.

### **Action Taken**

No action taken. Informational item only.

## **16. University of California, San Diego (UCSD) Universal Pass (U-Pass) Renewal Agreement (Brent Boyd)**

### **Public Comment**

Josh Kavanagh – UCSD Assistant Vice Chancellor, Transportation and Activation, provided a verbal statement to the Board during the meeting. Kavanagh expressed gratitude for the university pass program at UCSD.

### **Board Comment**

Chair Whitburn expressed appreciation for MTS's partnership with UCSD and its students, agreeing on the mutual benefits of the collaboration.

Board Member Elo-Rivera praised a UCSD student intern for their contributions and emphasized the importance of giving young people access to public transportation. He also noted that past UCSD interns had been valuable assets to his office.

### **Action Taken**

The Board waived the staff report for this item.

## **OTHER ITEMS:**

## **17. Chair, Board Member and Chief Executive Officer's (CEO's) Communications**

Ms. Cooney announced that MTS would host a Bus Rodeo with their bus partners on February 1st, the first event of its kind since 2006. The event would allow bus drivers and mechanics to showcase their skills, with families encouraged to attend. The winners would advance to a national Rodeo in Austin, Texas.

## **18. Remainder of Public Comments Not on The Agenda**

There were no additional public comments.

CLOSED SESSION:

The Board convened to Closed Session at 11:45 a.m.

**19. Public Comment for Closed Session**

Truth – Representing verbal statement to the Board during the meeting. Truth expressed speculated on the discussion that would be made during the closed session period.

**20. Closed Session – Conference with Real Property Negotiators Pursuant to California Government Code Section 54956.8**

8949 Clairemont Mesa Boulevard, San Diego, CA (APN 369-110-04-00)

Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers, General Counsel; Sean Myott, Manager of Real Estate Assets

Negotiating Parties: Eva Hum, Debbie Wong, Julie J Wong, Joyce Wong-Zecha, Angela C Wong, The Wong Family Irrevocable Trust I, The Wong Family Irrevocable Trust II, The Joseph Wong Irrevocable Trust and the Vivian Lim Irrevocable Trust.

Under Negotiation: Price and Terms of Payment

**Closed Session Reconvening**

The Board reconvened to Open Session at 11:58 a.m.

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

ADJOURNMENT

**21. Next Meeting Date**

The next regularly scheduled Board meeting is February 13, 2025 at 9 a.m.

**22. Adjournment**

The meeting was adjourned at 11:58 a.m.

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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General Counsel  
San Diego Metropolitan Transit System

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE): January 16, 2025 CALL TO ORDER (TIME): 9:05 a.m.  
 RECESS: \_\_\_\_\_ RECONVENE: \_\_\_\_\_  
 CLOSED SESSION: 11:45 a.m. RECONVENE: 11:58 a.m.  
 PUBLIC HEARING: \_\_\_\_\_ RECONVENE: \_\_\_\_\_  
 ORDINANCES ADOPTED: \_\_\_\_\_ ADJOURN: 11:59 a.m.

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Fernandez	<input checked="" type="checkbox"/>	Preciado	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of Chula Vista	McCann	<input checked="" type="checkbox"/>	Preciado	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of Coronado	Downey	<input checked="" type="checkbox"/>	Fleming	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
County of San Diego	Montgomery Steppe	<input checked="" type="checkbox"/>	VACANT	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of El Cajon	Goble (Vice-Chair)	<input checked="" type="checkbox"/>	Ortiz	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of Imperial Beach	Leyba-Gonzalez	<input checked="" type="checkbox"/>	Aguirre	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of La Mesa	Dillard	<input checked="" type="checkbox"/>	Arapostathis	<input type="checkbox"/>	9:05 a.m.	11:45 a.m.
City of Lemon Grove	Mendoza	<input checked="" type="checkbox"/>	Faiai	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of National City	Bush	<input checked="" type="checkbox"/>	Rodriguez	<input type="checkbox"/>	9:05 a.m.	11:01 a.m.
City of Poway	VACANT	<input type="checkbox"/>	Pepin	<input type="checkbox"/>	ABSENT	ABSENT
City of San Diego	Moreno	<input type="checkbox"/>	Campbell	<input type="checkbox"/>	ABSENT	ABSENT
City of San Diego	Elo-Rivera	<input checked="" type="checkbox"/>	LaCava	<input type="checkbox"/>	9:08 a.m.	11:59 a.m.
City of San Diego	Gloria	<input type="checkbox"/>	Foster	<input checked="" type="checkbox"/>	9:05 a.m.	11:35 a.m.
City of San Diego	Whitburn (Chair)	<input checked="" type="checkbox"/>	Lee	<input type="checkbox"/>	9:05 a.m.	11:59 a.m.
City of Santee	Hall	<input checked="" type="checkbox"/>	Koval Minto	<input type="checkbox"/> <input type="checkbox"/>	9:05 a.m.	11:59 a.m.

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



## Agenda Item No. 4

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

February 13, 2025

#### SUBJECT:

Chief Executive Officer's (CEO) Report

#### INFORMATIONAL

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$150,000) for the period January 9, 2025 – February 5, 2025.

Also attached is a report of a non-competitive contract award under "immediate remedial measures" exception.

#### CEO TRAVEL REPORT (since last Board meeting)

January 17	California Transit Association Executive Committee	Sacramento, CA
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February 5	CalSTA Transit Transformation Task Force Meeting	Riverside, CA
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#### BOARD MEMBER TRAVEL REPORT (since last Board meeting)

N/A



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400003208	1/9/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$132.00	\$ -	\$ -
4400003209	1/9/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$221.01	\$ -	\$ -
4400003210	1/9/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$698.66	\$ -	\$ -
4400003211	1/9/2025	W.W. Grainger Inc		F140-SHELVING AND RACK	\$9.44	\$ -	\$ -
4400003212	1/13/2025	Mcmaster-Carr Supply Co		G150-FASTENERS	\$633.99	\$ -	\$ -
4400003213	1/13/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$480.40	\$ -	\$ -
4400003214	1/13/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$56.47	\$ -	\$ -
4400003215	1/13/2025	Mcmaster-Carr Supply Co		G230-PRINTED MATERIALS	\$58.62	\$ -	\$ -
4400003216	1/14/2025	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$193.96	\$ -	\$ -
4400003217	1/15/2025	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$530.95	\$ -	\$ -
4400003218	1/16/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$63.97	\$ -	\$ -
4400003219	1/17/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$168.13	\$ -	\$ -
4400003220	1/21/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$426.36	\$ -	\$ -
4400003221	1/21/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$239.51	\$ -	\$ -
4400003222	1/21/2025	W.W. Grainger Inc		G150-FASTENERS	\$104.43	\$ -	\$ -
4400003223	1/21/2025	W.W. Grainger Inc		M180-STATION ELECTRICAL	\$581.13	\$ -	\$ -
4400003224	1/22/2025	Mcmaster-Carr Supply Co		M130-CROSSING MECHANISM	\$115.43	\$ -	\$ -
4400003225	1/22/2025	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$90.93	\$ -	\$ -
4400003226	1/22/2025	Mcmaster-Carr Supply Co		G150-FASTENERS	\$84.22	\$ -	\$ -
4400003227	1/22/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$654.66	\$ -	\$ -
4400003228	1/22/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$249.96	\$ -	\$ -
4400003229	1/22/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$293.13	\$ -	\$ -
4400003230	1/23/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$32.46	\$ -	\$ -
4400003231	1/24/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$59.31	\$ -	\$ -
4400003232	1/27/2025	Mcmaster-Carr Supply Co		G150-FASTENERS	\$57.68	\$ -	\$ -
4400003233	1/28/2025	Mcmaster-Carr Supply Co		G270-ELECTRICAL/LIGHTING	\$507.60	\$ -	\$ -
4400003234	1/29/2025	W.W. Grainger Inc		M180-STATION ELECTRICAL	\$113.59	\$ -	\$ -
4400003235	1/29/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$292.18	\$ -	\$ -
4400003236	1/29/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$1,085.69	\$ -	\$ -
4400003237	1/29/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$504.40	\$ -	\$ -
4400003238	1/30/2025	Mcmaster-Carr Supply Co		G150-FASTENERS	\$74.50	\$ -	\$ -
4400003239	1/30/2025	W.W. Grainger Inc		G130-SHOP TOOLS	\$116.22	\$ -	\$ -
4400003240	1/31/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$362.30	\$ -	\$ -
4400003241	1/31/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$252.61	\$ -	\$ -
4400003242	1/31/2025	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$90.16	\$ -	\$ -
4400003243	1/31/2025	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$86.06	\$ -	\$ -
4400003244	1/31/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$113.02	\$ -	\$ -
4400003245	2/3/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$1,849.99	\$ -	\$ -
4400003246	2/5/2025	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$2,031.65	\$ -	\$ -
4500065710	1/9/2025	Transit Holdings Inc		B160-BUS ELECTRICAL	\$101.50	\$ -	\$ -
4500065711	1/9/2025	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$626.89	\$ -	\$ -
4500065712	1/9/2025	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$58.31	\$ -	\$ -
4500065713	1/9/2025	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$4.37	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500065714	1/9/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$762.96	\$ -	\$ -
4500065715	1/9/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$1,274.65	\$ -	\$ -
4500065716	1/9/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$106.80	\$ -	\$ -
4500065717	1/9/2025	Transit Holdings Inc		B130-BUS BODY	\$362.69	\$ -	\$ -
4500065718	1/9/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$1,801.42	\$ -	\$ -
4500065719	1/9/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$542.41	\$ -	\$ -
4500065720	1/9/2025	CDCE, Inc.	Woman Owned Business	I130-IT CAPITAL HARDWARE	\$27,765.30	\$ -	\$ -
4500065721	1/9/2025	Transit Holdings Inc		B160-BUS ELECTRICAL	\$575.87	\$ -	\$ -
4500065722	1/9/2025	Daniel Hopkins		C120-SPECIALTY CONTRACTOR	\$3,900.00	\$ -	\$ -
4500065723	1/9/2025	Big Belly Solar LLC		S130-DISPOSAL, OTHER	\$50,809.72	\$ -	\$ -
4500065724	1/9/2025	CalACT		P250-PARATRANSIT	\$1,665.00	\$ -	\$ -
4500065725	1/9/2025	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$6,896.00	\$ -	\$ -
4500065726	1/10/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$305.15	\$ -	\$ -
4500065727	1/10/2025	Transit Holdings Inc		B160-BUS ELECTRICAL	\$2,751.21	\$ -	\$ -
4500065728	1/10/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$978.06	\$ -	\$ -
4500065729	1/10/2025	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$73.27	\$ -	\$ -
4500065730	1/10/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$1,589.59	\$ -	\$ -
4500065731	1/10/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$4,002.25	\$ -	\$ -
4500065732	1/10/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$1,227.64	\$ -	\$ -
4500065733	1/10/2025	All In One Poster Company, Inc.		P480-EE MAINTENANCE	\$709.87	\$ -	\$ -
4500065734	1/10/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$2,787.99	\$ -	\$ -
4500065735	1/10/2025	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	\$16,768.40	\$ -	\$ -
4500065736	1/10/2025	Badger Daylighting Corp.		P280-GENERAL SVC AGRMNTS	\$30,608.80	\$ -	\$ -
4500065737	1/10/2025	YourMembership.com Inc		P450-PERSONNEL SVCS	\$699.00	\$ -	\$ -
4500065738	1/13/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$41.12	\$ -	\$ -
4500065739	1/13/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$5,923.56	\$ -	\$ -
4500065740	1/13/2025	Transit Holdings Inc		B160-BUS ELECTRICAL	\$3,364.67	\$ -	\$ -
4500065741	1/13/2025	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$1,558.58	\$ -	\$ -
4500065742	1/13/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$141.20	\$ -	\$ -
4500065743	1/13/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$5,508.37	\$ -	\$ -
4500065744	1/13/2025	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	\$415.76	\$ -	\$ -
4500065745	1/13/2025	Transit Holdings Inc		B130-BUS BODY	\$3,512.78	\$ -	\$ -
4500065746	1/13/2025	Citywide Auto Glass Inc		G140-SHOP SUPPLIES	\$103.44	\$ -	\$ -
4500065747	1/13/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$162.92	\$ -	\$ -
4500065748	1/13/2025	Transit Holdings Inc		B130-BUS BODY	\$38,167.26	\$ -	\$ -
4500065749	1/13/2025	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$3,128.31	\$ -	\$ -
4500065750	1/13/2025	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$1,697.12	\$ -	\$ -
4500065751	1/13/2025	Cummins Inc		G200-OFFICE SUPPLIES	\$1,652.89	\$ -	\$ -
4500065752	1/13/2025	Staples Contract & Commercial LLC		P280-GENERAL SVC AGRMNTS	\$76.51	\$ -	\$ -
4500065753	1/13/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,046.54	\$ -	\$ -
4500065754	1/13/2025	TK Services Inc		R170-RAIL/LRV HVAC	\$11,514.90	\$ -	\$ -
4500065755	1/13/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$1,354.12	\$ -	\$ -
4500065756	1/13/2025	Motion Industries, Inc.		G140-SHOP SUPPLIES	\$338.18	\$ -	\$ -



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500065757	1/13/2025	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$203.73	\$ -	\$ -
4500065758	1/13/2025	Genuine Parts Company Inc		G170-LUBRICANTS	\$1,174.33	\$ -	\$ -
4500065759	1/13/2025	Prudential Overall Supply		G140-SHOP SUPPLIES	\$530.13	\$ -	\$ -
4500065760	1/13/2025	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,860.56	\$ -	\$ -
4500065761	1/13/2025	Kurt Morgan		G200-OFFICE SUPPLIES	\$1,236.22	\$ -	\$ -
4500065762	1/13/2025	RJ International LLC	DBE	G190-SAFETY/MED SUPPLIES	\$957.14	\$ -	\$ -
4500065763	1/13/2025	Clarran Inc.	DBE	G150-FASTENERS	\$326.87	\$ -	\$ -
4500065764	1/13/2025	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$1,571.52	\$ -	\$ -
4500065765	1/13/2025	Mcmaster-Carr Supply Co		G150-FASTENERS	\$939.43	\$ -	\$ -
4500065766	1/13/2025	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$336.18	\$ -	\$ -
4500065767	1/13/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$882.08	\$ -	\$ -
4500065768	1/13/2025	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$682.71	\$ -	\$ -
4500065769	1/13/2025	M.B. Oliver, Inc.	Small Business	C120-SPECIALTY CONTRACTOR	#####	\$ -	\$ -
4500065770	1/13/2025	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$96.52	\$ -	\$ -
4500065771	1/13/2025	Don Oleson Inc	Small Business	G140-SHOP SUPPLIES	\$94.82	\$ -	\$ -
4500065772	1/13/2025	The Sherwin-Williams Company		F120-BUS/LRV PAINT BOOTHS	\$451.48	\$ -	\$ -
4500065773	1/13/2025	Sid Tool Co., Inc.		G130-SHOP TOOLS	\$744.03	\$ -	\$ -
4500065774	1/13/2025	Genuine Parts Company Inc		R180-RAIL/LRV LIGHTING	\$3,968.87	\$ -	\$ -
4500065775	1/13/2025	Professional Contractors Supplies		G190-SAFETY/MED SUPPLIES	\$266.88	\$ -	\$ -
4500065776	1/14/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$2,148.80	\$ -	\$ -
4500065777	1/14/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$4,251.84	\$ -	\$ -
4500065778	1/14/2025	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,237.12	\$ -	\$ -
4500065779	1/14/2025	Cummins Inc		B250-BUS REPAIR PARTS	\$29.42	\$ -	\$ -
4500065780	1/14/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$1,917.48	\$ -	\$ -
4500065781	1/14/2025	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$874.97	\$ -	\$ -
4500065782	1/14/2025	Sunbelt Rentals, Inc		P160-EQUIPMENT RENTALS	\$2,038.93	\$ -	\$ -
4500065783	1/14/2025	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	\$491.94	\$ -	\$ -
4500065784	1/14/2025	Daniels Tire Service, Inc		A110-AUTO/TRUCK TIRES	\$490.03	\$ -	\$ -
4500065785	1/14/2025	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,383.80	\$ -	\$ -
4500065786	1/14/2025	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$11,457.65	\$ -	\$ -
4500065787	1/14/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$344.42	\$ -	\$ -
4500065788	1/14/2025	Init Innovations in Transportation		B190-BUS FARE EQUIP	\$740.00	\$ -	\$ -
4500065789	1/14/2025	Uline Inc		G200-OFFICE SUPPLIES	\$216.59	\$ -	\$ -
4500065790	1/14/2025	Willy's Electronic Supply Co Inc		G270-ELECTRICAL/LIGHTING	\$300.27	\$ -	\$ -
4500065791	1/14/2025	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$1,266.07	\$ -	\$ -
4500065792	1/14/2025	Quadient, Inc.		P420-MAIL SERVICES	\$3,999.86	\$ -	\$ -
4500065793	1/14/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$202.81	\$ -	\$ -
4500065794	1/14/2025	Professional Contractors Supplies		G130-SHOP TOOLS	\$591.51	\$ -	\$ -
4500065795	1/14/2025	Data Alliance Inc		R150-RAIL/LRV COMM EQUIP	\$75.21	\$ -	\$ -
4500065796	1/14/2025	Hi-Tec Enterprises		R220-RAIL/LRV TRUCKS	\$416.18	\$ -	\$ -
4500065797	1/14/2025	Fastenal Company		G140-SHOP SUPPLIES	\$3,177.22	\$ -	\$ -
4500065798	1/14/2025	RJ International LLC	DBE	G190-SAFETY/MED SUPPLIES	\$197.84	\$ -	\$ -
4500065799	1/14/2025	Willy's Electronic Supply Co Inc		M180-STATION ELECTRICAL	\$1,201.13	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500065800	1/14/2025	Winzer Franchise Company		G150-FASTENERS	\$1,238.60	\$ -	\$ -
4500065801	1/14/2025	711 Print Enterprises Inc		C120-SPECIALTY CONTRACTOR	\$2,046.18	\$ -	\$ -
4500065802	1/14/2025	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$1,524.67	\$ -	\$ -
4500065803	1/14/2025	Home Depot USA Inc		G220-OFFICE EQUIPMENT	\$1,414.74	\$ -	\$ -
4500065804	1/14/2025	Home Depot USA Inc		G210-OFFICE FURNITURE	\$740.13	\$ -	\$ -
4500065805	1/14/2025	BriceHouse Outdoor Inc.		G230-PRINTED MATERIALS	\$1,750.00	\$ -	\$ -
4500065806	1/14/2025	Craigslist Inc.		P450-PERSONNEL SVCS	\$4,950.00	\$ -	\$ -
4500065807	1/14/2025	Steven R Timme		G230-PRINTED MATERIALS	\$693.44	\$ -	\$ -
4500065808	1/14/2025	Bright Market LLC		G260-MEDIA	\$359.96	\$ -	\$ -
4500065809	1/15/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$157.05	\$ -	\$ -
4500065810	1/15/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$2,066.32	\$ -	\$ -
4500065811	1/15/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$4,734.20	\$ -	\$ -
4500065812	1/15/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$616.97	\$ -	\$ -
4500065813	1/15/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$2,403.43	\$ -	\$ -
4500065814	1/15/2025	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$283.95	\$ -	\$ -
4500065815	1/15/2025	Mike Farrar		B130-BUS BODY	\$13,792.00	\$ -	\$ -
4500065816	1/15/2025	Penn Machine Company LLC		G170-LUBRICANTS	\$1,077.50	\$ -	\$ -
4500065817	1/15/2025	San Diego Air Duct Cleaning LLC		F160-BLDG HVAC EQUIP	\$2,850.00	\$ -	\$ -
4500065818	1/15/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$1,682.94	\$ -	\$ -
4500065819	1/15/2025	Questivity Inc.	DBE	I130-IT CAPITAL HARDWARE	\$18,058.90	\$ -	\$ -
4500065820	1/15/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$1,154.01	\$ -	\$ -
4500065821	1/15/2025	Brady Industries of California, LLC		G140-SHOP SUPPLIES	\$1,671.42	\$ -	\$ -
4500065822	1/15/2025	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$9,056.56	\$ -	\$ -
4500065823	1/15/2025	VGP Holdings LLC		B200-BUS PWR TRAIN EQUIP	\$2,471.25	\$ -	\$ -
4500065824	1/15/2025	Fastenal Company		G120-SECURITY	\$1,365.20	\$ -	\$ -
4500065825	1/15/2025	Network Industries, Inc.		P150-MAINT. CLEANING	\$2,760.51	\$ -	\$ -
4500065826	1/15/2025	Daniels Tire Service, Inc		A110-AUTO/TRUCK TIRES	\$482.25	\$ -	\$ -
4500065827	1/15/2025	Network Industries, Inc.		F110-SHOP/BLDG MACHINERY	\$1,323.94	\$ -	\$ -
4500065828	1/15/2025	Rambuilt Glass LLC		F180-BUILDING MATERIALS	\$3,185.00	\$ -	\$ -
4500065829	1/15/2025	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$186.25	\$ -	\$ -
4500065830	1/16/2025	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$14.53	\$ -	\$ -
4500065831	1/16/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$1,144.31	\$ -	\$ -
4500065832	1/16/2025	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$538.15	\$ -	\$ -
4500065833	1/16/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$665.25	\$ -	\$ -
4500065834	1/16/2025	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$58.31	\$ -	\$ -
4500065835	1/16/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$2,549.79	\$ -	\$ -
4500065836	1/16/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$101.52	\$ -	\$ -
4500065837	1/16/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$193.46	\$ -	\$ -
4500065838	1/16/2025	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$1,161.37	\$ -	\$ -
4500065839	1/16/2025	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$2,009.35	\$ -	\$ -
4500065840	1/16/2025	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	\$58.46	\$ -	\$ -
4500065841	1/16/2025	VGP Holdings LLC		B120-BUS MECHANICAL PARTS	\$5,052.62	\$ -	\$ -
4500065843	1/16/2025	Home Depot USA Inc		F180-BUILDING MATERIALS	\$131.15	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500065844	1/16/2025	Midwest Motor Supply Co. Inc		F180-BUILDING MATERIALS	\$716.84	\$ -	\$ -
4500065845	1/16/2025	Fehr Brothers Industries, Inc.		G140-SHOP SUPPLIES	\$69.24	\$ -	\$ -
4500065846	1/16/2025	Harbor Diesel & Equipment, Inc		G170-LUBRICANTS	\$6,576.95	\$ -	\$ -
4500065847	1/16/2025	AirSupply Tools, Inc		G140-SHOP SUPPLIES	\$225.81	\$ -	\$ -
4500065848	1/16/2025	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$2,877.01	\$ -	\$ -
4500065849	1/16/2025	Transit Holdings Inc		B130-BUS BODY	\$4,243.76	\$ -	\$ -
4500065850	1/16/2025	Genfare, LLC		B250-BUS REPAIR PARTS	\$2,155.77	\$ -	\$ -
4500065851	1/16/2025	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$773.13	\$ -	\$ -
4500065852	1/16/2025	Cummins Inc		B250-BUS REPAIR PARTS	\$772.88	\$ -	\$ -
4500065853	1/16/2025	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	\$75,992.45	\$ -	\$ -
4500065854	1/16/2025	IDSC Holdings LLC		G130-SHOP TOOLS	\$767.72	\$ -	\$ -
4500065855	1/16/2025	Cummins Inc		B250-BUS REPAIR PARTS	\$1,865.07	\$ -	\$ -
4500065856	1/16/2025	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$368.00	\$ -	\$ -
4500065857	1/16/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$232.27	\$ -	\$ -
4500065858	1/16/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$222.91	\$ -	\$ -
4500065859	1/16/2025	MCI Carrillo Inc	Small Business	B250-BUS REPAIR PARTS	\$55.00	\$ -	\$ -
4500065860	1/16/2025	Cummins Inc		B250-BUS REPAIR PARTS	\$3,670.82	\$ -	\$ -
4500065861	1/16/2025	Neopart Transit LLC		B250-BUS REPAIR PARTS	\$1,110.45	\$ -	\$ -
4500065862	1/16/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,358.38	\$ -	\$ -
4500065863	1/16/2025	Alstom Signaling Operation LLC		M140-WAYSIDE SIGNALS	\$4,140.00	\$ -	\$ -
4500065864	1/16/2025	Clarran Inc.	DBE	G150-FASTENERS	\$437.04	\$ -	\$ -
4500065865	1/16/2025	Muncie Reclamation and Supply Co		B130-BUS BODY	\$3,352.84	\$ -	\$ -
4500065866	1/16/2025	Magaldi & Magaldi Inc		B200-BUS PWR TRAIN EQUIP	\$889.86	\$ -	\$ -
4500065867	1/17/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$286.98	\$ -	\$ -
4500065868	1/17/2025	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$216.58	\$ -	\$ -
4500065869	1/17/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$4,855.28	\$ -	\$ -
4500065870	1/17/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$3,584.05	\$ -	\$ -
4500065871	1/17/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$164.42	\$ -	\$ -
4500065872	1/17/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,369.26	\$ -	\$ -
4500065874	1/17/2025	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$24.31	\$ -	\$ -
4500065875	1/17/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$236.77	\$ -	\$ -
4500065876	1/17/2025	Rayne - San Diego Inc		P110-BLDG MAINTENANCE	\$2,820.00	\$ -	\$ -
4500065877	1/17/2025	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$131.45	\$ -	\$ -
4500065878	1/17/2025	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$2,901.71	\$ -	\$ -
4500065879	1/17/2025	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$996.12	\$ -	\$ -
4500065880	1/17/2025	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$300.50	\$ -	\$ -
4500065881	1/17/2025	Prochem Specialty Products Inc	Small Business	G170-LUBRICANTS	\$2,903.31	\$ -	\$ -
4500065882	1/17/2025	Romaine Electric Corporation		B160-BUS ELECTRICAL	\$3,608.55	\$ -	\$ -
4500065883	1/17/2025	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	\$1,741.99	\$ -	\$ -
4500065885	1/17/2025	Vern Rose Inc		G160-PAINTS & CHEMICALS	\$696.80	\$ -	\$ -
4500065886	1/17/2025	Gillig LLC		B120-BUS MECHANICAL PARTS	\$3,933.72	\$ -	\$ -
4500065887	1/17/2025	No-Spill Systems Inc		B120-BUS MECHANICAL PARTS	\$303.15	\$ -	\$ -
4500065888	1/17/2025	ExitCertified Corporation		I120-INFO TECH, SVCS	#####	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500065889	1/17/2025	Harbor Diesel & Equipment, Inc	Small Business	G170-LUBRICANTS	\$13,153.91	\$ -	\$ -
4500065890	1/17/2025	Charter Industrial Supply Inc		B120-BUS MECHANICAL PARTS	\$1,814.92	\$ -	\$ -
4500065891	1/17/2025	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$988.25	\$ -	\$ -
4500065892	1/17/2025	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$412.25	\$ -	\$ -
4500065893	1/17/2025	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$458.00	\$ -	\$ -
4500065894	1/17/2025	A to Z Enterprises, Inc.		P300-TOWING SVCS	\$160.00	\$ -	\$ -
4500065895	1/17/2025	Outfront Media Inc		G230-PRINTED MATERIALS	\$3,800.00	\$ -	\$ -
4500065896	1/17/2025	ACCO Brands USA LLC		P280-GENERAL SVC AGRMNTS	\$575.20	\$ -	\$ -
4500065897	1/17/2025	Airgas Inc		G140-SHOP SUPPLIES	\$144.57	\$ -	\$ -
4500065898	1/17/2025	Freeby Signs		B130-BUS BODY	\$50.10	\$ -	\$ -
4500065899	1/17/2025	NS Corporation		F110-SHOP/BLDG MACHINERY	\$1,991.05	\$ -	\$ -
4500065900	1/17/2025	Gillig LLC		B160-BUS ELECTRICAL	\$3,529.31	\$ -	\$ -
4500065901	1/17/2025	TK Services Inc		B250-BUS REPAIR PARTS	\$384.78	\$ -	\$ -
4500065902	1/17/2025	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$777.86	\$ -	\$ -
4500065903	1/17/2025	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	\$1,534.87	\$ -	\$ -
4500065904	1/17/2025	Harbor Diesel & Equipment, Inc		B120-BUS MECHANICAL PARTS	\$337.83	\$ -	\$ -
4500065905	1/17/2025	Allied Refrigeration Inc		G170-LUBRICANTS	\$137.92	\$ -	\$ -
4500065906	1/17/2025	Fastenal Company		G150-FASTENERS	\$196.45	\$ -	\$ -
4500065907	1/17/2025	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$500.47	\$ -	\$ -
4500065908	1/21/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$69.82	\$ -	\$ -
4500065909	1/21/2025	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$286.74	\$ -	\$ -
4500065910	1/21/2025	Cummins Inc		G150-FASTENERS	\$224.88	\$ -	\$ -
4500065911	1/21/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$1,524.77	\$ -	\$ -
4500065912	1/21/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$131.67	\$ -	\$ -
4500065913	1/21/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$8,384.91	\$ -	\$ -
4500065914	1/21/2025	Transit Holdings Inc		B130-BUS BODY	\$25.65	\$ -	\$ -
4500065915	1/21/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$1,872.13	\$ -	\$ -
4500065916	1/21/2025	Pacific Star Corporation		G180-JANITORIAL SUPPLIES	\$116.93	\$ -	\$ -
4500065917	1/21/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$95.12	\$ -	\$ -
4500065918	1/21/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$95.66	\$ -	\$ -
4500065919	1/21/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$5,272.53	\$ -	\$ -
4500065920	1/21/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$294.55	\$ -	\$ -
4500065921	1/21/2025	Brown & Bigelow Inc		G250-NOVELTIES & AWARDS	\$1,003.96	\$ -	\$ -
4500065922	1/21/2025	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$2,261.95	\$ -	\$ -
4500065923	1/21/2025	Siemens Mobility, Inc.		M130-CROSSING MECHANISM	\$7,531.73	\$ -	\$ -
4500065924	1/21/2025	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$274.75	\$ -	\$ -
4500065925	1/21/2025	Cummins Inc		G130-SHOP TOOLS	\$1,570.00	\$ -	\$ -
4500065926	1/21/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$1,057.74	\$ -	\$ -
4500065927	1/21/2025	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$9,563.47	\$ -	\$ -
4500065928	1/21/2025	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$721.69	\$ -	\$ -
4500065929	1/21/2025	OneSource Distributors, LLC		G140-SHOP SUPPLIES	\$5,249.58	\$ -	\$ -
4500065930	1/21/2025	IFE North America, LLC		R140-RAIL/LRV DOORS/RAMP	\$8,925.76	\$ -	\$ -
4500065931	1/21/2025	Schunk Carbon Technology LLC		G170-LUBRICANTS	\$776.83	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500065932	1/21/2025	Midwest Motor Supply Co. Inc		G180-JANITORIAL SUPPLIES	\$517.20	\$ -	\$ -
4500065933	1/22/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$28.12	\$ -	\$ -
4500065934	1/22/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$501.58	\$ -	\$ -
4500065935	1/22/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$4,297.61	\$ -	\$ -
4500065936	1/22/2025	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$1,605.98	\$ -	\$ -
4500065937	1/22/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$1,451.89	\$ -	\$ -
4500065938	1/22/2025	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$5,369.26	\$ -	\$ -
4500065939	1/22/2025	Data Controls Printworks, Inc.	Small Business	G230-PRINTED MATERIALS	\$953.60	\$ -	\$ -
4500065940	1/22/2025	Mike Farrar		B130-BUS BODY	\$8,189.00	\$ -	\$ -
4500065941	1/22/2025	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	\$52,208.62	\$ -	\$ -
4500065942	1/22/2025	ON-LINE STAMPCO INC	Small Business	P280-GENERAL SVC AGRMNTS	\$2,981.25	\$ -	\$ -
4500065943	1/22/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$285.72	\$ -	\$ -
4500065944	1/22/2025	San Diego Compressed Air Power LLC		F110-SHOP/BLDG MACHINERY	\$719.77	\$ -	\$ -
4500065945	1/22/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$3,945.59	\$ -	\$ -
4500065946	1/22/2025	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	\$1,438.47	\$ -	\$ -
4500065947	1/22/2025	Recaro Automotive North America Inc		R200-RAIL/LRV SEATING	\$1,101.46	\$ -	\$ -
4500065948	1/22/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$469.17	\$ -	\$ -
4500065949	1/22/2025	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,934.54	\$ -	\$ -
4500065950	1/22/2025	Louis Sardo Upholstery Inc		B130-BUS BODY	\$458.91	\$ -	\$ -
4500065951	1/22/2025	Harbor Diesel & Equipment, Inc		B200-BUS PWR TRAIN EQUIP	\$22,214.40	\$ -	\$ -
4500065952	1/22/2025	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$1,391.40	\$ -	\$ -
4500065953	1/22/2025	General Signals Inc		M130-CROSSING MECHANISM	\$6,641.75	\$ -	\$ -
4500065954	1/22/2025	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	\$3,447.57	\$ -	\$ -
4500065955	1/22/2025	TK Services Inc		B250-BUS REPAIR PARTS	\$887.56	\$ -	\$ -
4500065956	1/22/2025	Uline Inc		G220-OFFICE EQUIPMENT	\$666.17	\$ -	\$ -
4500065957	1/22/2025	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$90.40	\$ -	\$ -
4500065958	1/22/2025	Neopart Transit LLC		B250-BUS REPAIR PARTS	\$423.88	\$ -	\$ -
4500065959	1/22/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$295.22	\$ -	\$ -
4500065961	1/22/2025	Gillig LLC		B150-BUS COMM EQUIP.	\$1,429.64	\$ -	\$ -
4500065962	1/22/2025	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	\$3,877.92	\$ -	\$ -
4500065963	1/22/2025	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	\$2,049.41	\$ -	\$ -
4500065964	1/22/2025	Robcar Corporation	Woman Owned Business	P160-EQUIPMENT RENTALS	\$310.32	\$ -	\$ -
4500065965	1/22/2025	Knox Kershaw, Inc.		P540-MAINTENANCE TRAINING	\$37,884.84	\$ -	\$ -
4500065966	1/23/2025	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$436.06	\$ -	\$ -
4500065967	1/23/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$280.56	\$ -	\$ -
4500065968	1/23/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$1,407.00	\$ -	\$ -
4500065969	1/23/2025	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$34.30	\$ -	\$ -
4500065970	1/23/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$69.56	\$ -	\$ -
4500065971	1/23/2025	Transit Holdings Inc		B160-BUS ELECTRICAL	\$831.78	\$ -	\$ -
4500065972	1/23/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$335.79	\$ -	\$ -
4500065973	1/23/2025	Transit Holdings Inc		B160-BUS ELECTRICAL	\$2,223.50	\$ -	\$ -
4500065974	1/23/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$15.84	\$ -	\$ -
4500065975	1/23/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$38.47	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500065976	1/23/2025	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$405.27	\$ -	\$ -
4500065977	1/23/2025	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$231.42	\$ -	\$ -
4500065978	1/23/2025	Waxie's Enterprises, LLC		F110-SHOP/BLDG MACHINERY	\$176.97	\$ -	\$ -
4500065979	1/23/2025	Uline Inc		F110-SHOP/BLDG MACHINERY	\$501.75	\$ -	\$ -
4500065980	1/23/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$1,484.88	\$ -	\$ -
4500065981	1/23/2025	MCI Carrillo Inc	Small Business	B250-BUS REPAIR PARTS	\$86.90	\$ -	\$ -
4500065982	1/23/2025	Neyenesch Printers Inc	Small Business	G200-OFFICE SUPPLIES	\$552.02	\$ -	\$ -
4500065983	1/23/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$2,894.96	\$ -	\$ -
4500065984	1/23/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$801.61	\$ -	\$ -
4500065985	1/23/2025	TK Services Inc		B250-BUS REPAIR PARTS	\$3,185.14	\$ -	\$ -
4500065986	1/23/2025	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$594.46	\$ -	\$ -
4500065987	1/23/2025	Louis Sardo Upholstery Inc		B130-BUS BODY	\$1,441.37	\$ -	\$ -
4500065988	1/23/2025	AirSupply Tools, Inc		G150-FASTENERS	\$144.27	\$ -	\$ -
4500065989	1/23/2025	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$14,190.12	\$ -	\$ -
4500065990	1/23/2025	Clarran Inc.	DBE	G150-FASTENERS	\$311.84	\$ -	\$ -
4500065991	1/23/2025	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$9,432.04	\$ -	\$ -
4500065992	1/23/2025	CDW LLC		B150-BUS COMM EQUIP.	\$2,224.48	\$ -	\$ -
4500065993	1/23/2025	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	\$80.24	\$ -	\$ -
4500065994	1/23/2025	The Sherwin-Williams Company		B130-BUS BODY	\$263.47	\$ -	\$ -
4500065995	1/23/2025	Fastenal Company		G130-SHOP TOOLS	\$2,401.50	\$ -	\$ -
4500065996	1/23/2025	Home Depot USA Inc		G160-PAINTS & CHEMICALS	\$412.62	\$ -	\$ -
4500065997	1/23/2025	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$479.49	\$ -	\$ -
4500065998	1/23/2025	Cummins Inc		B250-BUS REPAIR PARTS	\$748.29	\$ -	\$ -
4500065999	1/23/2025	APD Incorporated		B130-BUS BODY	\$10,107.43	\$ -	\$ -
4500066000	1/23/2025	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$1,480.90	\$ -	\$ -
4500066001	1/23/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$3,680.37	\$ -	\$ -
4500066002	1/23/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$1,251.20	\$ -	\$ -
4500066003	1/23/2025	Louis Sardo Upholstery Inc		B130-BUS BODY	\$5,231.54	\$ -	\$ -
4500066004	1/23/2025	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$1,686.07	\$ -	\$ -
4500066005	1/23/2025	Ace Uniforms LLC	Small Business	G120-SECURITY	\$714.63	\$ -	\$ -
4500066006	1/23/2025	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	\$3,216.82	\$ -	\$ -
4500066008	1/23/2025	ColorID LLC	Small Business	G200-OFFICE SUPPLIES	\$351.53	\$ -	\$ -
4500066009	1/24/2025	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$34.30	\$ -	\$ -
4500066010	1/24/2025	Transit Holdings Inc		B130-BUS BODY	\$2,629.15	\$ -	\$ -
4500066011	1/24/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$748.39	\$ -	\$ -
4500066012	1/24/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$1,939.24	\$ -	\$ -
4500066013	1/24/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$411.45	\$ -	\$ -
4500066014	1/24/2025	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$1,381.09	\$ -	\$ -
4500066015	1/24/2025	Winzer Franchise Company		B200-BUS PWR TRAIN EQUIP	\$53.98	\$ -	\$ -
4500066016	1/24/2025	RJ International LLC	DBE	G140-SHOP SUPPLIES	\$405.88	\$ -	\$ -
4500066017	1/24/2025	Motion Industries, Inc.		G160-PAINTS & CHEMICALS	\$309.10	\$ -	\$ -
4500066018	1/24/2025	Magaldi & Magaldi Inc		B250-BUS REPAIR PARTS	\$2,352.19	\$ -	\$ -
4500066019	1/24/2025	Trane U.S. Inc.		F110-SHOP/BLDG MACHINERY	\$1,960.00	\$ -	\$ -



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500066020	1/24/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$3,682.45	\$ -	\$ -
4500066021	1/24/2025	Freeby Signs		B250-BUS REPAIR PARTS	\$295.23	\$ -	\$ -
4500066022	1/24/2025	Trentman Corp	Small Business	P280-GENERAL SVC AGRMNTS	\$1,585.56	\$ -	\$ -
4500066023	1/24/2025	Clarran Inc.	DBE	G150-FASTENERS	\$182.53	\$ -	\$ -
4500066024	1/24/2025	Genfare, LLC		B190-BUS FARE EQUIP	\$4,462.05	\$ -	\$ -
4500066025	1/24/2025	Tribologik Corporation		G140-SHOP SUPPLIES	\$3,291.99	\$ -	\$ -
4500066026	1/24/2025	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	\$174.39	\$ -	\$ -
4500066027	1/24/2025	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$4,176.60	\$ -	\$ -
4500066028	1/24/2025	Vern Rose Inc		G140-SHOP SUPPLIES	\$394.81	\$ -	\$ -
4500066029	1/24/2025	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$799.00	\$ -	\$ -
4500066031	1/24/2025	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$788.10	\$ -	\$ -
4500066032	1/24/2025	The Gordian Group, Inc.		C110-GENERAL CONTRACTORS	\$4,854.02	\$ -	\$ -
4500066033	1/24/2025	Quadient, Inc.		G220-OFFICE EQUIPMENT	\$20,985.40	\$ -	\$ -
4500066034	1/24/2025	Magic Jump Rentals San Diego Inc.		P160-EQUIPMENT RENTALS	\$285.35	\$ -	\$ -
4500066036	1/24/2025	ABC General Contractor, Inc.		C110-GENERAL CONTRACTORS	\$59,447.24	\$ 28,386.06	\$ -
4500066037	1/24/2025	Imperial College Projects Limited		P410-CONSULTING	\$33,050.00	\$ -	\$ -
4500066038	1/26/2025	CL Surveying and Mapping, Inc.	Minority Owned Business	P550-REAL ESTATE	\$18,107.00	\$ -	\$ -
4500066040	1/27/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,037.87	\$ -	\$ -
4500066041	1/27/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$94.18	\$ -	\$ -
4500066042	1/27/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$3,961.12	\$ -	\$ -
4500066043	1/27/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$101.89	\$ -	\$ -
4500066044	1/27/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$2.91	\$ -	\$ -
4500066045	1/27/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$1,042.52	\$ -	\$ -
4500066046	1/27/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$2,122.97	\$ -	\$ -
4500066047	1/27/2025	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$4,285.22	\$ -	\$ -
4500066048	1/27/2025	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$4,285.22	\$ -	\$ -
4500066049	1/27/2025	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	\$10,654.32	\$ -	\$ -
4500066050	1/27/2025	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$3,587.00	\$ -	\$ -
4500066051	1/27/2025	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$100.75	\$ -	\$ -
4500066052	1/27/2025	Citywide Auto Glass Inc		P280-GENERAL SVC AGRMNTS	\$811.20	\$ -	\$ -
4500066053	1/27/2025	Daniels Tire Service, Inc		A110-AUTO/TRUCK TIRES	\$407.83	\$ -	\$ -
4500066054	1/27/2025	San Diego Friction Products, Inc.		R180-RAIL/LRV LIGHTING	\$3,199.34	\$ -	\$ -
4500066055	1/27/2025	Hanning & Kahl LP		M150-PWR SWITCHES/LOCKS	\$1,381.97	\$ -	\$ -
4500066056	1/27/2025	Network Industries, Inc.		P130-EQUIP MAINT REPR SVC	\$1,444.08	\$ -	\$ -
4500066057	1/27/2025	OneSource Distributors, LLC		G130-SHOP TOOLS	\$3,727.62	\$ -	\$ -
4500066058	1/27/2025	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	\$3,398.56	\$ -	\$ -
4500066060	1/27/2025	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	\$184.53	\$ -	\$ -
4500066061	1/27/2025	M Power Truck & Diesel		A140-AUTO/TRUCK REPAIR	\$3,445.76	\$ -	\$ -
4500066062	1/27/2025	Bees Lighting		M180-STATION ELECTRICAL	\$4,924.44	\$ -	\$ -
4500066063	1/27/2025	ON-LINE STAMPCO INC	Small Business	P280-GENERAL SVC AGRMNTS	\$126.61	\$ -	\$ -
4500066064	1/27/2025	Arenson Office Furniture, Inc.	Small Business	G210-OFFICE FURNITURE	\$2,415.41	\$ -	\$ -
4500066065	1/27/2025	The Gordian Group, Inc.		T110-TRACK, RAIL	\$16,824.39	\$ -	\$ -
4500066066	1/27/2025	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$1,046.27	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500066067	1/27/2025	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$12,007.90	\$ -	\$ -
4500066068	1/27/2025	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,965.37	\$ -	\$ -
4500066069	1/27/2025	Norman Industrial Materials Inc.		B250-BUS REPAIR PARTS	\$166.53	\$ -	\$ -
4500066070	1/27/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,046.54	\$ -	\$ -
4500066071	1/27/2025	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,471.14	\$ -	\$ -
4500066072	1/27/2025	BriceHouse Outdoor Inc.		G230-PRINTED MATERIALS	\$4,765.00	\$ -	\$ -
4500066073	1/27/2025	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	\$755.61	\$ -	\$ -
4500066074	1/27/2025	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$379.28	\$ -	\$ -
4500066075	1/27/2025	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$1,346.41	\$ -	\$ -
4500066076	1/27/2025	RJ International LLC	DBE	G140-SHOP SUPPLIES	\$824.29	\$ -	\$ -
4500066077	1/27/2025	Kurt Morgan		G200-OFFICE SUPPLIES	\$4,345.28	\$ -	\$ -
4500066078	1/27/2025	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$744.91	\$ -	\$ -
4500066079	1/27/2025	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$202.93	\$ -	\$ -
4500066080	1/27/2025	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$4,285.22	\$ -	\$ -
4500066081	1/28/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,212.26	\$ -	\$ -
4500066082	1/28/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$260.49	\$ -	\$ -
4500066083	1/28/2025	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$6,451.56	\$ -	\$ -
4500066084	1/28/2025	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$2,482.22	\$ -	\$ -
4500066085	1/28/2025	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$1,312.07	\$ -	\$ -
4500066086	1/28/2025	Alstom Signaling Operation LLC		M140-WAYSIDE SIGNALS	\$1,542.98	\$ -	\$ -
4500066087	1/28/2025	Newark Corporation		R220-RAIL/LRV TRUCKS	\$586.50	\$ -	\$ -
4500066088	1/28/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$1,212.05	\$ -	\$ -
4500066089	1/28/2025	Fortra LLC		I110-INFORMATION TECH	\$18,900.00	\$ -	\$ -
4500066090	1/28/2025	Cummins Inc		B130-BUS BODY	\$1,874.85	\$ -	\$ -
4500066091	1/28/2025	Home Depot USA Inc		F180-BUILDING MATERIALS	\$601.67	\$ -	\$ -
4500066092	1/28/2025	Shilpark Paint Corporation		F180-BUILDING MATERIALS	\$204.30	\$ -	\$ -
4500066093	1/28/2025	CDW LLC		I110-INFORMATION TECH	\$4,509.30	\$ -	\$ -
4500066094	1/28/2025	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$442.86	\$ -	\$ -
4500066095	1/28/2025	Pi Shop Inc		I110-INFORMATION TECH	\$739.39	\$ -	\$ -
4500066096	1/28/2025	Tennant Sales & Serv Co		F110-SHOP/BLDG MACHINERY	\$479.13	\$ -	\$ -
4500066097	1/28/2025	White Cap, LP		G140-SHOP SUPPLIES	\$181.54	\$ -	\$ -
4500066098	1/28/2025	Saitech Inc	Minority Owned Business	I110-INFORMATION TECH	\$21,065.33	\$ -	\$ -
4500066099	1/28/2025	SiteOne Landscape Supply Holding		G140-SHOP SUPPLIES	\$212.82	\$ -	\$ -
4500066100	1/28/2025	Norman Industrial Materials Inc.		G140-SHOP SUPPLIES	\$35.53	\$ -	\$ -
4500066101	1/28/2025	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$126.06	\$ -	\$ -
4500066102	1/28/2025	Home Depot USA Inc		G290-FARE REVENUE EQUIP	\$91.88	\$ -	\$ -
4500066103	1/28/2025	Sunbelt Rentals, Inc		P160-EQUIPMENT RENTALS	\$116.53	\$ -	\$ -
4500066104	1/28/2025	San Diego Compressed Air Power LLC		F120-BUS/LRV PAINT BOOTHS	\$3,929.10	\$ -	\$ -
4500066105	1/28/2025	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$84.13	\$ -	\$ -
4500066106	1/28/2025	Reg-A-Car Inc		B250-BUS REPAIR PARTS	\$341.00	\$ -	\$ -
4500066107	1/28/2025	Network Industries, Inc.		P130-EQUIP MAINT REPR SVC	\$37.08	\$ -	\$ -
4500066108	1/28/2025	Ace Uniforms LLC	Small Business	C120-SPECIALTY CONTRACTOR	\$91.59	\$ -	\$ -
4500066109	1/29/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$120.47	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500066110	1/29/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$412.14	\$ -	\$ -
4500066111	1/29/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$342.47	\$ -	\$ -
4500066112	1/29/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$6,713.37	\$ -	\$ -
4500066113	1/29/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$197.83	\$ -	\$ -
4500066114	1/29/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$201.14	\$ -	\$ -
4500066115	1/29/2025	Transit Holdings Inc		B210-BUS TIRES & TUBES	\$146.54	\$ -	\$ -
4500066116	1/29/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$164.03	\$ -	\$ -
4500066117	1/29/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$850.58	\$ -	\$ -
4500066118	1/29/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$25,184.41	\$ -	\$ -
4500066119	1/29/2025	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	\$317.87	\$ -	\$ -
4500066120	1/29/2025	Tennant Sales & Serv Co		F110-SHOP/BLDG MACHINERY	\$280.23	\$ -	\$ -
4500066121	1/29/2025	Farallon Design Inc		C120-SPECIALTY CONTRACTOR	\$4,960.00	\$ -	\$ -
4500066122	1/29/2025	San Diego Air Duct Cleaning LLC		P140-MAINTENANCE, HVAC	\$1,475.00	\$ -	\$ -
4500066123	1/29/2025	Tennant Sales & Serv Co		F110-SHOP/BLDG MACHINERY	\$464.79	\$ -	\$ -
4500066124	1/29/2025	Tennant Sales & Serv Co		F110-SHOP/BLDG MACHINERY	\$352.84	\$ -	\$ -
4500066125	1/29/2025	Robcar Corporation	Woman Owned Business	F180-BUILDING MATERIALS	\$400.83	\$ -	\$ -
4500066126	1/29/2025	Westair Gases and Equipment Inc	Small Business	G140-SHOP SUPPLIES	\$161.39	\$ -	\$ -
4500066127	1/29/2025	Louis Sardo Upholstery Inc		R200-RAIL/LRV SEATING	\$4,848.28	\$ -	\$ -
4500066128	1/29/2025	San Diego Hydraulics, Inc.		P210-NON-REV VEH REPAIRS	\$557.45	\$ -	\$ -
4500066129	1/29/2025	Fastenal Company		G140-SHOP SUPPLIES	\$1,899.25	\$ -	\$ -
4500066130	1/29/2025	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	\$1,018.24	\$ -	\$ -
4500066131	1/29/2025	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	#####	\$ -	\$ -
4500066132	1/29/2025	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$2,139.66	\$ -	\$ -
4500066133	1/29/2025	Matthew Bender & Company Inc		P340-LEGAL	\$5,000.00	\$ -	\$ -
4500066134	1/29/2025	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	\$580.43	\$ -	\$ -
4500066135	1/29/2025	Pandrol Industries Inc		G140-SHOP SUPPLIES	\$686.51	\$ -	\$ -
4500066136	1/29/2025	Singlewire Software LLC		I110-INFORMATION TECH	\$3,006.00	\$ -	\$ -
4500066137	1/29/2025	Team One Repair Inc		G290-FARE REVENUE EQUIP	\$9,043.46	\$ -	\$ -
4500066138	1/29/2025	Robcar Corporation	Woman Owned Business	G190-SAFETY/MED SUPPLIES	\$969.75	\$ -	\$ -
4500066139	1/29/2025	Goforth and Marti	Woman Owned Business	G210-OFFICE FURNITURE	\$30,181.33	\$ -	\$ -
4500066140	1/29/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$2,223.06	\$ -	\$ -
4500066141	1/29/2025	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$4,236.73	\$ -	\$ -
4500066142	1/29/2025	Home Depot USA Inc		G220-OFFICE EQUIPMENT	\$192.88	\$ -	\$ -
4500066143	1/29/2025	DigitalPro, Inc.		G230-PRINTED MATERIALS	\$580.43	\$ -	\$ -
4500066144	1/29/2025	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$4,281.11	\$ -	\$ -
4500066145	1/30/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$3,289.39	\$ -	\$ -
4500066146	1/30/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$627.89	\$ -	\$ -
4500066147	1/30/2025	Transit Holdings Inc		B140-BUS CHASSIS	\$2,105.50	\$ -	\$ -
4500066148	1/30/2025	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	\$3,706.60	\$ -	\$ -
4500066149	1/30/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$11.63	\$ -	\$ -
4500066151	1/30/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$4,362.32	\$ -	\$ -
4500066152	1/30/2025	Transit Holdings Inc		B160-BUS ELECTRICAL	\$3,994.91	\$ -	\$ -
4500066153	1/30/2025	Digi-Key Corporation		R160-RAIL/LRV ELECTRICAL	\$49.46	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500066154	1/30/2025	Global Equipment Company	Small Business	F110-SHOP/BLDG MACHINERY	\$1,378.96	\$ -	\$ -
4500066155	1/30/2025	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	\$10,654.32	\$ -	\$ -
4500066157	1/31/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$29.37	\$ -	\$ -
4500066158	1/31/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$1,495.14	\$ -	\$ -
4500066159	1/31/2025	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$38.90	\$ -	\$ -
4500066160	1/31/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$4,865.26	\$ -	\$ -
4500066161	1/31/2025	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$433.16	\$ -	\$ -
4500066162	1/31/2025	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	\$8.19	\$ -	\$ -
4500066163	1/31/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$22.17	\$ -	\$ -
4500066164	1/31/2025	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$4,627.97	\$ -	\$ -
4500066165	1/31/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$1,106.77	\$ -	\$ -
4500066166	1/31/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$6,909.06	\$ -	\$ -
4500066167	1/31/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,403.87	\$ -	\$ -
4500066168	1/31/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$80.95	\$ -	\$ -
4500066169	1/31/2025	Gillig LLC		B130-BUS BODY	\$1,454.90	\$ -	\$ -
4500066170	1/31/2025	Clarran Inc.	DBE	G150-FASTENERS	\$225.59	\$ -	\$ -
4500066171	1/31/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$2,857.52	\$ -	\$ -
4500066172	1/31/2025	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$859.31	\$ -	\$ -
4500066173	1/31/2025	Airgas Inc		R160-RAIL/LRV ELECTRICAL	\$2,846.60	\$ -	\$ -
4500066174	1/31/2025	RJ International LLC	DBE	G190-SAFETY/MED SUPPLIES	\$964.32	\$ -	\$ -
4500066175	1/31/2025	Cummins Inc		B120-BUS MECHANICAL PARTS	\$93.73	\$ -	\$ -
4500066176	1/31/2025	Fastenal Company		G190-SAFETY/MED SUPPLIES	\$560.30	\$ -	\$ -
4500066177	1/31/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$908.21	\$ -	\$ -
4500066179	1/31/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$522.59	\$ -	\$ -
4500066180	1/31/2025	CRH California Water, Inc.		M140-WAYSIDE SIGNALS	\$59.27	\$ -	\$ -
4500066182	1/31/2025	Cleverbridge, Inc.		I110-INFORMATION TECH	\$91.80	\$ -	\$ -
4500066183	1/31/2025	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$3,589.42	\$ -	\$ -
4500066184	2/3/2025	Transit Holdings Inc		B130-BUS BODY	\$3,196.03	\$ -	\$ -
4500066185	2/3/2025	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$4,018.71	\$ -	\$ -
4500066186	2/3/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$4,249.66	\$ -	\$ -
4500066187	2/3/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$2,042.78	\$ -	\$ -
4500066188	2/3/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$49.40	\$ -	\$ -
4500066189	2/3/2025	Transit Holdings Inc		B130-BUS BODY	\$5,798.87	\$ -	\$ -
4500066190	2/3/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$146.22	\$ -	\$ -
4500066191	2/3/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$784.95	\$ -	\$ -
4500066192	2/3/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$34.65	\$ -	\$ -
4500066193	2/3/2025	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	\$3,740.01	\$ -	\$ -
4500066194	2/3/2025	Gillig LLC		B140-BUS CHASSIS	\$2,637.59	\$ -	\$ -
4500066195	2/3/2025	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	\$2,965.52	\$ -	\$ -
4500066196	2/3/2025	SC Commercial, LLC		G170-LUBRICANTS	\$47.73	\$ -	\$ -
4500066197	2/3/2025	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$2,532.13	\$ -	\$ -
4500066198	2/3/2025	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$869.17	\$ -	\$ -
4500066200	2/3/2025	RS Americas, Inc.		R160-RAIL/LRV ELECTRICAL	\$274.34	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500066201	2/3/2025	Cummins Inc		B250-BUS REPAIR PARTS	\$1,050.00	\$ -	\$ -
4500066202	2/3/2025	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$2,231.83	\$ -	\$ -
4500066203	2/3/2025	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$392.50	\$ -	\$ -
4500066204	2/3/2025	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$217.79	\$ -	\$ -
4500066205	2/3/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$156.93	\$ -	\$ -
4500066206	2/3/2025	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$71.06	\$ -	\$ -
4500066207	2/3/2025	Louis Sardo Upholstery Inc		B130-BUS BODY	\$3,363.20	\$ -	\$ -
4500066208	2/3/2025	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	\$12,461.03	\$ -	\$ -
4500066209	2/3/2025	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$3,039.35	\$ -	\$ -
4500066210	2/3/2025	Schunk Carbon Technology LLC		R220-RAIL/LRV TRUCKS	\$19,603.24	\$ -	\$ -
4500066211	2/3/2025	Muncie Reclamation and Supply Co		B130-BUS BODY	\$227.57	\$ -	\$ -
4500066212	2/3/2025	Transit Holdings Inc		B130-BUS BODY	\$294.16	\$ -	\$ -
4500066213	2/4/2025	Parts Authority, LLC		B160-BUS ELECTRICAL	\$9,825.18	\$ -	\$ -
4500066214	2/4/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$2,951.72	\$ -	\$ -
4500066215	2/4/2025	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	\$1,439.11	\$ -	\$ -
4500066216	2/4/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$97.08	\$ -	\$ -
4500066217	2/4/2025	Transit Holdings Inc		B130-BUS BODY	\$2,578.58	\$ -	\$ -
4500066218	2/4/2025	Cummins Inc		B250-BUS REPAIR PARTS	\$310.83	\$ -	\$ -
4500066219	2/4/2025	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	\$22,155.77	\$ -	\$ -
4500066220	2/4/2025	Axelliant LLC	Minority Owned Business	I110-INFORMATION TECH	\$23,843.52	\$ -	\$ -
4500066221	2/4/2025	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	\$3,216.82	\$ -	\$ -
4500066222	2/4/2025	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$274.75	\$ -	\$ -
4500066223	2/4/2025	Ascendancy Corp		R230-RAIL/LRV MECHANICAL	\$4,294.16	\$ -	\$ -
4500066224	2/4/2025	Dellner Inc		R130-RAIL/LRV COUPLER	\$46,160.10	\$ -	\$ -
4500066225	2/4/2025	Transit Holdings Inc		B160-BUS ELECTRICAL	\$3,143.31	\$ -	\$ -
4500066226	2/4/2025	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	\$1,192.66	\$ -	\$ -
4500066227	2/4/2025	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$102.80	\$ -	\$ -
4500066229	2/4/2025	CDW LLC		I110-INFORMATION TECH	\$3,205.86	\$ -	\$ -
4500066230	2/4/2025	Mike Farrar		B130-BUS BODY	\$7,542.50	\$ -	\$ -
4500066231	2/4/2025	vPrime Tech Inc		I110-INFORMATION TECH	\$6,215.92	\$ -	\$ -
4500066232	2/4/2025	Faraday Defense Corporation		I110-INFORMATION TECH	\$808.09	\$ -	\$ -
4500066233	2/4/2025	Midwest Motor Supply Co. Inc		G180-JANITORIAL SUPPLIES	\$258.60	\$ -	\$ -
4500066234	2/4/2025	CDW LLC		B150-BUS COMM EQUIP.	\$202.23	\$ -	\$ -
4500066235	2/4/2025	Clarran Inc.	DBE	G150-FASTENERS	\$64.65	\$ -	\$ -
4500066236	2/4/2025	Muncie Reclamation and Supply Co		B160-BUS ELECTRICAL	\$59.31	\$ -	\$ -
4500066237	2/4/2025	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$553.85	\$ -	\$ -
4500066238	2/4/2025	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$262.22	\$ -	\$ -
4500066239	2/4/2025	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$185.64	\$ -	\$ -
4500066240	2/4/2025	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$160.83	\$ -	\$ -
4500066242	2/5/2025	Transit Holdings Inc		B130-BUS BODY	\$193.09	\$ -	\$ -
4500066243	2/5/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$1,521.22	\$ -	\$ -
4500066244	2/5/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$6,434.04	\$ -	\$ -
4500066245	2/5/2025	Cummins Inc		B200-BUS PWR TRAIN EQUIP	\$501.58	\$ -	\$ -

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500066246	2/5/2025	Cummins Inc		B160-BUS ELECTRICAL	\$6,259.11	\$ -	\$ -
4500066247	2/5/2025	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$2,353.10	\$ -	\$ -
4500066248	2/5/2025	Gillig LLC		B250-BUS REPAIR PARTS	\$1,026.94	\$ -	\$ -
4500066249	2/5/2025	Init Innovations in Transportation		B190-BUS FARE EQUIP	\$797.35	\$ -	\$ -
4500066250	2/5/2025	Louis Sardo Upholstery Inc		B130-BUS BODY	\$1,835.63	\$ -	\$ -
4500066251	2/5/2025	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$22,519.75	\$ -	\$ -

EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G2498.0-21WOAAE-05.02	KCS	ADD FUNDS AND TIME	\$70,885.67	1/15/2025
G2941.0-25	EXITCERTIFIED	SAP TRAINING CONTRACT	\$145,500.00	1/15/2025
PWL355.0-22WOAAE17.02	PSOMAS	ADD DESIGN DSDC	\$90,324.19	1/24/2025
PWG347.0-22JOC347-36	ABCGC	CPD MINOR WALKWAY REPAIR	\$6,172.28	2/5/2025

REVENUE CONTRACTS AND MOUs				
Doc #	Organization	Subject	Amount	Day
G2940.0-25	CITY OF EL CAJON	PERMISSION FOR BUS FURNITURE INSTALL AND MAINT MOU	\$0.00	1/14/2025





**Metropolitan  
Transit  
System**

DATE: February 13, 2025

TO: Board of Directors

FROM: Sharon Cooney, Chief Executive Officer

SUBJECT: MTS Property Related Flooding: Immediate Remedial Measures for January 22, 2024

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### **Authority**

Per MTS's enabling legislation at Public Utilities Code Section 120224.1, and per MTS Board Policy No 52, "Procurement of Goods and Services", Section 52.2 (F) (v):

Upon determining that immediate remedial measures to avert or alleviate damage to, or to repair or restore damaged or destroyed MTS property are necessary in order to ensure that MTS facilities are available to serve the transportation needs of the general public, and upon determining that compliance with competitive solicitation requirements would result in an impermissible delay, the CEO may authorize the expenditure of money for the direct purchases of goods and services. The CEO, after the expenditure authorized under immediate remedial measures has been made, shall submit to the board a full report explaining the necessity for that action.

### **Background**

On January 22, 2024, there was a significant rain event that resulted in extensive flooding along MTS property. This rain event caused substantial damage to MTS's rail infrastructure, MTS's rail equipment, MTS's operation and administrative buildings, and other MTS real property. This damage impacted MTS's ability to continue some of its programs and services, including operation of a portion of MTS' trolley service. Since providing trolley service is an essential public service, immediate action was necessary to mitigate the damage and bring back full operations to the trolley service. Compliance with MTS's standard competitive bidding requirements would have resulted in an impermissible delay. Therefore, on January 23, 2024, the CEO authorized staff to conduct the necessary work to remediate the damages immediately, without compliance with standard competitive procurement requirements.

Under these emergency remedial measures, the CEO instructed staff to identify contractors to conduct the necessary work, with a focus on contractors that (1) had the necessary expertise and experience for the work in question, and (2) were ready and available to start work as soon as possible and complete the work in an expeditious manner. The following work has been authorized by the CEO to date, with work still on-going. Please note, this list is not the complete list of repairs necessary as a result of the flooding event; the rows in gray have been disclosed as part of the CEO Report in previous Board meetings. This only reflects the work that has been authorized by the CEO to start. Other work is still pending as staff continues to identify the appropriate firms and necessary scope of work to make the repairs. Contractors were selected based on their ability to quickly mobilize and complete work at each location; many of the contractors were doing similar work or had recently done similar work for MTS under a competitively bid contract.

Purchase Order No.	Estimated Cost	Actual Cost	Contract or	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected	Location
4500060487	\$2,500,000	\$2,500,000.00	DRS Contracting	Track reconstruction and drainage repair	DRS Contracting Inc. was selected because their sister company Veteran's Engineering Inc. had an	Construction IFB, process of 6 months	Ability to immediately commence	Orange Line: Massachusetts to Euclid
4500060475	\$2,500,000	\$2,500,000.00	Balfour Beatty	Track reconstruction and drainage repair	MTS turned to Balfour Beatty to authorize them to perform this work on 1/24/24, this was the earliest possible time. They had an existing contract in place with MTS for trackwork in other areas, therefore, they had crews and equipment available for immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Orange Line: Massachusetts to Euclid
4500061454	\$65,251.97	\$86,724.28	PGH Wong	Inspection and construction management for track reconstruction	Firm currently under contract as an on- call consultant for Construction Management (CM) Services	Mini RFP through on-call construction management services agreements, process of 4 months	Ability to immediately commence services	Orange Line: Massachusetts to Euclid
4500060499	\$1,500,000	\$1,500,000.00	Blue Iron	Shoring	MTS met with 3 shoring contractors. Blue Iron was the only firm that had materials on-hand and could start right away. The other two contractors had a 3- month lead time.	Construction IFB, process of 6 months	Ability to immediately commence services	Orange Line: Near 65th crossing
4500060986	\$120,000	\$120,000.00	HMS	Overhead catenary system repairs	Firm currently under contract as an on- call consultant for JOC Overhead Catenary System (OCS)	Construction IFB process of 6 months	Ability to immediately commence services	Orange Line: Near 65th
4500060094	\$140,570.00	\$140,570.00	AECOM	Inspection and construction management for shoring and system/signals	Firm currently under contract as an on- call consultant for CM Services	Mini RFP through on-call CM services agreements, process of 4 months	Ability to immediately commence services	Orange Line: Near 65th
4500059857	\$5,961	\$5,961.00	Overhead Door Company of Southern	Purchase and install roll up door	Firm specializes in providing roll up door products and services	RFQ process of 1-2 months	Services scheduled to	Pyramid Building, Bay 3
4500060232	\$58,800	\$58,800.00	National Electrical Testing and Engineering, LLC (NETE)	Testing and repairs prior to regeneration of substations	Previous experience on testing and commissioning of substations for both the Mid Coast and Blue/Green lines.	RFQ process of 1-2 months	Ability to immediately start repairs	Green Line: San Altos Substation
4500062947	\$250,000	\$257,537.40	Clean Harbor	Trolley Building Pump-out	Personnel availability, immediate mobilization, and past work performance.	Formal IFB, process of 4-6 months	Ability to immediately commence services	LRV Maintenance Facility (Building C)
4500059608	\$27,093	\$27,093.10	Badger Day Lighting	Clean-out LRV Maintenance pits	Prompt mobilization and prior work performance	RFQ process of 1-2 months	Ability to immediately start repairs	LRV Maintenance Facility (Building C)
4500060233	\$19,668.53	\$19,668.53	NMS Management, Inc.	Strip and waxing of Building C Shop Floors for proper sanitation of shop floors	Janitorial expertise, personnel availability, immediate mobilization, and past work performance	RFQ process of 1-2 months	Ability to immediately start repairs	LRV Maintenance Facility (Building C)
4500059669	\$14,484.17	\$14,484.17	National Business Furniture (NBF)	Replace office furniture for SDTI staff (manager, project coordinator and shop supervisor)	Staff attempted to receive quotes from National Business Furniture, Madison Liquidators and Office Depot, Items are readily available for shipment and assembled, MTS chose NBF	RFQ process of 1-2 months	Ability to immediately ship furniture	LRV Maintenance Facility (Building C)
4500059667	\$5,039.04	\$5,384.46	National Business Furniture	Replace office furniture for SDTI LRV Director	Staff attempted to receive quotes from National business Furniture, Madison Liquidators and Office Depot, Items are readily available for shipment and assembled, MTS chose NBF	RFQ process of 1-2 months	Ability to immediately ship furniture	LRV Maintenance Facility (Building C)
4500059748	\$14,769.07	\$14,769.08	Gillig LLC	Purchase exterior mirrors (inventory item) for LRVs that were ripped off/damaged during storm	Staff attempted to attain quotes, received two from Gillig and Siemens. Gillig was the lowest bidder.	RFQ for inventory item, process of 7 days	Ability to immediately ship	LRV Maintenance Facility (Building C)
4500061162	\$160,000	\$127,697.32	ABCGC	Building A Interior Clean up, Building C Exterior Pressure Washing and Clean up, San Altos Substation Clean up, 65th & Imperial Slope SWPPP and BMP installation to support the shoring contractor at this location, 65th & Imperial fence that was replaced to support the shoring contractor at this location, 54th & Market fence installation near the pedestrian crossing	Personnel availability, immediate mobilization, and past work performance.	Construction IFB, process of 6 months	Ability to immediately commence services.	Building A, Building C. San Altos Substation, 65th & Imperial Slope, 65th & Imperial fence, 54th & Market fence.

Purchase Order No.	Estimated Cost	Actual Cost	Contract or	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected	Location
4500060050	\$7,176.00	\$7,176.00	World Oil	Perform C2 Clarifier Clean Out due to flood	MTS turned to World Oil to perform this work based on their expertise of normal disposal, past purchase history with MTS, and previous work performance.	RFQ process of 30-60 days	Ability to immediately commence services	LRV Department
4500060078	\$12,200.00	\$12,200.00	Josephson Werdowatz	Structural analysis of the collapsed section of the roof on the Pyramid building, as well as designs on required repairs are necessary in order to ensure the building is safe for further crews to enter the building for additional repairs and to return the building to full	Based on previous work with MTS, specifically its previous work with MTS on structural improvements to this building in particulate.	RFQ process of 30-60 days	Ability to immediately commence services.	Pyramid Building
4500041657	\$12,865.00	\$12,865.00	NSH USA Corp.	Wheel truing machine evaluation.	NSH had drawings, technical support, knowledge of operation and past work performance.	RFQ process of 30-60 days	Ability to immediately commence services	LRV Department – Building C
4500060310	\$11,801.44	\$11,804.44	NMS Management	Cleaning, waxing and sealing of New Vinal floors in A Building, C Building and Yard Tower	NMS Management was identified due to its janitorial expertise, personnel availability, immediate mobilization, and past work performance.	RFQ process of 30-60 days	Ability to immediately commence services	Buildings A and C, and Yard Tower
4500060985	\$1,360,874.00	Not yet Finalized	Carlos Guzman	Above-ground Wheel Truing Machine Replacement for LRV Department	Staff learned Carlos Guzman has purchased a wheel truing machine that has only been in service for 4 ½ years and offered to sell it to MTS. Delivery of unit is 8-10 weeks compared to purchasing a brand new machine that would cost more and take longer to arrive with a lead time of 18 months from NTP.	IFB 4-6 months plus Lead time of 18 months	Availability of machine with a very short lead time.	LRV maintenance – Building C
4500061382	\$109,548.85	\$109,548.85	Legend to Kings Fence, Inc	Fencing Repair at Euclid Ave Station to Lemon Grove Station	MTS turned to LTK Fence to authorize them to perform this work. LTK Fence was identified due to its fencing expertise, personnel availability, and immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Euclid Ave Station to Lemon Grove Station
4500061099	\$1,500,000	\$1,408,455.91	DRS Contracting	Grade crossing on Euclid and Euclid Bridge repair	DRS was selected because they are currently mobilized on another project and have crews, equipment and long- lead time materials available for immediate mobilization.	Construction IFB, process of 6 months	Ability to immediately commence services	Euclid and Euclid Bridge
4500060538	\$67,500	\$67,500.00	Atlas	Trees were damaged during flood	Contractor has an existing on call tree trimming contract in place, personnel availability, immediate mobilization, and past work performance. Delays mean that track and OCS could have been damaged.	RFQ process of 30-60 days	Ability to immediately commence services	Orange Line - Intersection of Massachusetts and 69th
4500059776	\$6,854	\$8,527.00	Hitachi	Part replacement	Existing MTS contractor for replacement services	RFQ process of 1-2 months	Ability to immediately commence services	Wayside
4500060161	\$8,105.29	\$8,105.29	Otay Mesa Sales, Inc.	MTS Track department used this equipment for (1) one month to help restore tracks and clean up trash	Identified due to large inventory, machine availability and ability for immediate mobilization	RFQ process of 1-2 months	Ability to immediately commence services	Orange Line – Massachusetts Station
4500061003	\$187,680	\$158,859.00	BBM Railway Innovations	Lifting Equipment	Sole Source – MACTON provided the lifts that were damaged. BBM bought out MACTON around 2018. BBM supplied similar replacement lifts	Formal IFB, process of 4-6 months	Availability to provide good with a very short lead time.	Trolley – LRV Maintenance
4500063310	\$269,012.80	Not yet Finalized	BBM Railway Innovations	Lifting Equipment	Sole Source – MACTON provided the lifts that were damaged. BBM bought out MACTON around 2018. BBM supplied similar replacement lifts	Formal IFB, process of 4-6 months	Availability to provide good with a very short lead time.	Trolley – LRV Maintenance
4500060764	\$58,600	Not yet Finalized	Kleinfelder	AE eval of sheet pile shoring	familiarity on the soil vicinity due to the past projects	Mini A&E RFP of 4 month	Ability to immediately commence services	Orange Line - Shoring Wall at 65th Street
4500063115	\$1,857,000	Not yet Finalized	Siemens	Repair damaged drive units	Existing MTS contractor for repair services	Formal IFB, process of 4-6 months	Ability to immediately commence services	LRV Department

Purchase Order No.	Estimated Cost	Actual Cost	Contract or	Description of Work	Contractor Selection Justification	Projected Competitive Procurement Timeline	Projected	Location
4500061162	\$145,000	\$127,697.32	ABGCC	Emergency cleanup and repairs	Existing MTS contractor for JOC services	Formal IFB, process of 4-6 months	Ability to immediately commence services and mobilize equipment and crews	Various locations
4500060841	\$5,071.50	\$9,561.36	Asbury Environmental Services	Removal of oil from C4/5 In-Floor Hoist Pits	Existing MTS contractor for services	RFQ process of 1-2 months	Ability to immediately commence services	LRV Maintenance – Bldg C
This is an amendment to PO 4500061454	\$21,508.31	\$21,508.31	PGH Wong	Inspection and construction management for track reconstruction	CM Services	Mini RFP through on-call construction management services agreements, process of 4 months	Ability to immediately commence services	Orange Line: Massachusetts to Euclid
TBD	\$166,133.27	\$166,133.27	Jacobs Project Management Co.	CM services for Las Chollas Bridge emergency repair related to the January 2024 flood.	Jacobs is MTS' bridge inspector	Mini RFP through on-call CM services agreements, process of 4 months	Ability to immediately commence services	Las Chollas Bridge
4500062668	\$75,900.00	\$75,900.00	Baker Electric and Renewables, LLC	Electrical Utility Setup for new Wheeltrue machine	Past work performance, expertise and availability.	Formal IFB, process of 4-6 months	Ability to immediately commence services	LRV Maintenance – Bldg C
4500062733	\$25,000.00	\$21,151.75	Urban Corps of San Diego	Flood Emergency - Debris cleanup	Existing MTS contractor for debris clean-up services, personnel availability, and quick mobilization.	RFQ process of 1-2 months	Ability to immediately commence services	Various locations
4500063680	\$7,800.00	\$49,197.14	HJR Equipment Rental, Inc.	Engineering Service Site Visit for Hold Downs	Sole Source - Contractor is original equipment manufacturer (OEM) possess proprietary drawings and specifications needed to engineer hold downs.	RFQ process of 1-2 months	Ability to immediately commence services	LRV Maintenance – Bldg C
PR #10130086	\$439,973.60	Not yet Finalized	ATI Restoration	Emergency Flood Services for Bldg A	Flood restoration expertise, personnel availability, immediate mobilization, and past work performance.	Formal IFB, process of 4-6 months	Ability to immediately commence services	SDTI Bldg. A
PR: 10132309	\$900,002.49	\$910,405.76	Balfour Beatty	Las Chollas Bridge Repairs Construction	Knowledge and expertise, personnel availability, immediate mobilization.	Formal IFB, process of 4-6 months	Formal IFB, process of 4-6 months	Las Chollas Bridge
4500064912 (Line 1)	\$658,028.79	\$639,405.34	Belfor Property Restoration	Flood Services in Building C, Yard Tower, Paint Booth and Boogie Room	Flood restoration expertise, personnel availability, immediate mobilization, and past work performance.	Formal IFB, process of 4-6 months	Formal IFB, process of 4-6 months	Building C, Yard Tower, Paint Booth and Boogie Room
4500064056	\$15,126.70	\$15,126.70	JR Bardin	Structural inspection and ongoing construction support during the inspection and repair phases of the Pyramid building.	Was identified due to its previous work with MTS, specifically its previous work with MTS on structural improvements to this building in particular.	Informal would take 30-60 days	Informal would take 30-60 days	Pyramid Building
PR # 10131933	\$210,000.00	Not yet Finalized	Mott MacDonald	AE Service Las Chollas Bridge Repair	Contractor is already under contract with MTS to prepare engineering plans in response to annual bridge reports so they have familiarity with the bridge.	Mini RFP through on-call construction management services agreements, process of 4 months	Ability to immediately commence services	Las Chollas Bridge
PR:10129472 (Line 3) PO:4500064912 (Line 2)	\$617,055.31	Not yet Finalized- \$617,055.31	Belfor Property Restoration	Reconstruction of Building C, Bogie Building, Paint Booth and Yard Tower after the January 22nd Flood.	Flood restoration expertise, personnel availability, immediate mobilization, and past work performance.	Formal IFB, process of 4-6 months	Formal IFB, process of 4-6 months	Building C, Yard Tower, Paint Booth, and Boogie Room
PR:10129472 (Line 4) PO: 4500064912 (Line 3)	\$72,610.55	Not yet Finalized- \$72,610.55	Belfor Property Restoration	Inspections, remediations, restorations of Pyramid Building after the January 22nd Flood.	Flood restoration expertise, personnel availability, immediate mobilization, and past work performance.	Formal IFB, process of 4-6 months	Formal IFB, process of 4-6 months	Pyramid Building
PR:10129472 (Line 5) PO: 4500064912 (Line 4)	\$88,025.08	Not yet Finalized- \$88,025.08	Belfor Property Restoration	Reconstruction of Pyramid Building after the January 22nd Flood.	Flood restoration expertise, personnel availability, immediate mobilization, and past work performance.	Formal IFB, process of 4-6 months	Formal IFB, process of 4-6 months	Pyramid Building
	\$16,298,089.76	\$11,997,508.72	Total (as of 02/05/2025)					



## Agenda Item No. 5

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

February 13, 2025

#### SUBJECT:

Imperial Avenue Division (IAD) High Pile Storage Construction – Work Order Agreement

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-63 under Job Order Contract (JOC) MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABC General Contracting, Inc. (ABCGC), in the amount of \$408,415.52, for the replacement of high pile storage racks, and improvements to the fire sprinkler system at the IAD Richard A. Murphy (RAM) building parts storage.

#### Budget Impact

The total contract cost is estimated at \$415,603.63. The project will be funded by the Capital Improvement Program (CIP) 3006112501 – Fire Sprinkler Upgrade - IAD. Under separate MTS Doc No. L1282.-16, with The Gordian Group, MTS will pay a 1.76% JOC software license fee in the amount of \$7,188.11.

#### DISCUSSION:

As part of a routine inspection by the City of San Diego Fire Department, the storage racks and fire sprinkler systems currently in place at the Parts Storage area in the IAD RAM building were found to be non-code compliant and deemed in need of replacement and upgrading. Due to the height of the existing racks being over 5 feet, along with their current condition, new racks with fire sprinklers incorporated into the racks or shelving were required to be installed. With the help of a fire code consultant and storage rack specialist, a concept was developed and permitted by the City of San Diego for construction. The completion of this project will return the storage racks and fire sprinkler system in the Parts Storage area in the IAD RAM building to a State of Good Repair (SGR) and bring it into compliance with the City of San Diego and City of San Diego Fire Department requirements.

On October 6, 2020, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide a JOC building and facilities construction services that primarily consists of repair, remodeling, or other repetitive work, and general building and facility contracting services. These services



include, but are not limited to, demolition, maintenance, and modification of existing buildings and facilities, as well as any required incidental professional and technical services.

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

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

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

Today's proposed action would issue a work order to ABCGC under this JOC master agreement. Pricing for this repair work order was reviewed and determined to be fair and reasonable. ABCGC will be the prime contractor for the high pile storage and fire sprinkler system replacement and upgrade. Subcontractors for this work include Design Build Fire Protection, Harborside Construction, Johnson Controls Fire Protection and Warehouse Solutions, Inc. Work is expected to be completed by June 2025.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC324-63 under JOC MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABCGC, in the amount of \$408,415.52, for the replacement of high pile storage racks, and improvements to the fire sprinkler system in the IAD RAM building parts storage.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachment: A. Draft Work Order MTSJOC324-63



# Metropolitan Transit System

## JOB ORDER CONTRACT WORK ORDER

PWG324.0-21  
CONTRACT NUMBER

MTSJOC324-63  
WORK ORDER NUMBER

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2025, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

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

Form of Business: Corporation San Diego, CA 92113

(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 247-7113

Authorized person to sign contracts: Travis Brozowski President  
Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG324.0-21), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$408,415.52

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

ABC GENERAL CONTRACTOR, INC.

By: \_\_\_\_\_  
Sharon Cooney, Chief Executive Officer

Firm: \_\_\_\_\_

Approved as to form:

By: \_\_\_\_\_  
Signature

By: \_\_\_\_\_  
Karen Landers, General Counsel

Title: \_\_\_\_\_



EXHIBIT A  
(Scope of Work)

DRAFT





# San Diego Metropolitan Transit System

1255 Imperial Ave  
San Diego, California 92101

## Final Scope of Work

Date: 1/10/2025

**Job Order Contracting**

**To:**

**From:**

**Contract No:** PWG324.0-21  
**Job Order No:** MTSJOC324-63  
**Job Order Title:** IAD High Pile Storage Construction  
**Location:** IAD  
100 16th St.  
San Diego, CA 92101

### Brief Scope of Work:

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

## SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

### 1 GENERAL:

This project will be phase 2 of the IAD High Pile project in which the schematics permitted in phase one are to be built. All work is to occur within IAD RAM Building.

### 2 STAGING:

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

### 3 TEMP FACILITIES:

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

**4 SAFETY AND ACCESS:**

Diligent caution must be taken during the undertaking of this work. All work will occur within an active bus yard. Key personnel will be granted badges for access. Only vehicles necessary for the performance of the work shall be parked within the yard adjacent to the RAM Building.

**5 WASTE:**

The contractor is responsible for legally disposing of any and all waste in relation to the work. The contractor shall not use any onsite receptacles to dispose of material generated during the performance of this contract. Contractor is responsible for general cleanup at the end of each work day.

**6 SCHEDULE AND SEQUENCING:**

All work shall be completed within One Hundred Twenty (120) calendar days from issuance of Notice to Proceed. It is assumed there will be some lead time for some items, which is included in the duration. The work shall commence once all material is available and the work can proceed without stoppages.

**7 DETAILED SCOPE OF WORK:**

Contractor will demo and remove all racking to be replaced per permitted schematics from phase 1. Contractor is to provide and install all new racking per approved schematics. Contractor will make all alterations necessary to existing fire sprinkler system in order to be compliant per approved schematics. Contractor will demo and replace existing fire backflow with new stainless-steel backflow. MTS will be responsible for removal and relocation of all stored materials and will be responsible for replacement of all stored materials at the completion of the project. Contractor is to provide all stamped/permitted schematics at the close of the project.

All job orders include the labor, equipment, and material costs for a complete and in-place installation, unless otherwise noted.

EXHIBIT B  
(Cost Breakdown)

DRAFT



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$403,181.62

Approved Date: December 20, 2024

Job Order: MTSJOC324-63

Job Order Name: IAD High Pile Storage Construction

Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	\$81,472.43	\$0.00	\$0.00	\$81,472.43
02	Existing Conditions	\$55,726.78	\$0.00	\$0.00	\$55,726.78
05	Metals	\$31,799.18	\$0.00	\$0.00	\$31,799.18
06	Wood, Plastics, and Composites	\$4,250.70	\$0.00	\$0.00	\$4,250.70
09	Finishes	\$20,291.94	\$0.00	\$0.00	\$20,291.94
10	Specialties	\$82,784.64	\$0.00	\$0.00	\$82,784.64
21	Fire Suppression	\$84,166.78	\$0.00	\$0.00	\$84,166.78
22	Plumbing	\$7,821.89	\$0.00	\$0.00	\$7,821.89
23	Heating, Ventilating, And Air-Conditioning (HVAC)	\$28,190.83	\$0.00	\$0.00	\$28,190.83
34	Transportation	\$6,676.45	\$0.00	\$0.00	\$6,676.45
Total:		\$403,181.62	\$0.00	\$0.00	\$403,181.62
Line Count: 38		Proposal Total:			\$403,181.62

The Percentage of Non Pre-Priced on this Proposal:

0.0%



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$403,181.62

Approved Date: December 20, 2024

Job Order: MTSJOC324-63

Job Order Name: IAD High Pile Storage Construction

Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

### 01 General Requirements \$81,472.43

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012216000004	Reimbursable Fees	Install	2,104.00	\$1.00	EA	1.0000	\$2,104.00

Accepted

History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted

Includes Labor No Includes Equipment No Includes Materials Yes

Owner Comments: V:1.2-permit fees should not have markup

User Note: Additional \$2,104 in CoSD Permit Fees; \$9,604 Total (\$7,500 where budgeted in 324-11)

Item Note: Reimbursable Fees will be paid to the contractor for eligible costs as directed by Owner. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee. If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.

Total: **\$2,104.00**Division 01 General Requirements Total: **\$2,104.00**

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
2	012216000004	Reimbursable Fees	Install	15,000.16	\$1.00	EA	1.1579	\$17,368.69

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor No Includes Equipment No Includes Materials Yes

User Note: Warehouse Solutions Structural Calculations (\$15,000.16) (Mid Permit for Resubmittal)

Item Note: Reimbursable Fees will be paid to the contractor for eligible costs as directed by Owner. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee. If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.

Total: **\$17,368.69**Division 01 General Requirements Total: **\$17,368.69**



# Price Proposal Detail Report

## By Division

Version: 2.0

Job Order: MTSJOC324-63

Approved

Job Order Name: IAD High Pile Storage Construction

Proposal Value: \$403,181.62

Approved Date: December 20, 2024 Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
3	012216000004	Reimbursable Fees	Install	13,391.00	\$1.00	EA	1.1579	\$15,505.44

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor No Includes Equipment No Includes Materials Yes

User Note: DB Fire - FLUE Design Costs (Mid Permit for Resubmittal) 9,560+2,200+3611

Item Note: Reimbursable Fees will be paid to the contractor for eligible costs as directed by Owner. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee. If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.

							Total:	\$15,505.44
							Division 01 General Requirements Total:	\$15,505.44

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
4	012216000004	Reimbursable Fees	Install	13,750.00	\$1.00	EA	1.1579	\$15,921.13

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor No Includes Equipment No Includes Materials Yes

User Note: Johnson Controls - Fire Panel Upgrades

Item Note: Reimbursable Fees will be paid to the contractor for eligible costs as directed by Owner. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee. If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.

							Total:	\$15,921.13
							Division 01 General Requirements Total:	\$15,921.13

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
5	012220000082	Project Manager	Install	8.00	\$150.00	HR	1.1579	\$1,389.48

Accepted

History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted

Includes Labor Yes Includes Equipment No Includes Materials No

User Note: Time to coordinate City of SD Inspections, 3 Inspections at 4 hours each  
Time to coordinate Fire Marshall Inspections, 2 Inspections at 4 hours each  
Total: 20 Hours

							Total:	\$1,389.48
							Division 01 General Requirements Total:	\$1,389.48

\* Includes Price Changes due to Construction Task Catalog update



# Price Proposal Detail Report

## By Division

Version: 2.0

Job Order: MTSJOC324-63

Approved

Job Order Name: IAD High Pile Storage Construction

Proposal Value: \$403,181.62

Approved Date: December 20, 2024 Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
6	012223000053	17' Electric, Scissor Platform Lift	Install	3.00	\$292.86	WK	1.1579	\$1,017.31

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor No Includes Equipment No Includes Materials Yes

User Note: For Shelving Installation  
1 Scissor lift for 3 weeks

Total: \$1,017.31

Division 01 General Requirements Total: \$1,017.31

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
7	012223000053	17' Electric, Scissor Platform Lift	Install	10.00	\$292.86	WK	1.1579	\$3,391.03

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor No Includes Equipment No Includes Materials Yes

User Note: Over Fire Sprinkler Modifications, 2x5 weeks

Total: \$3,391.03

Division 01 General Requirements Total: \$3,391.03

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
8	012223000053	17' Electric, Scissor Platform Lift	Install	2.00	\$292.86	WK	1.1579	\$678.21

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor No Includes Equipment No Includes Materials Yes

User Note: 2 Weeks to paint new Sprinkler Line

Total: \$678.21

Division 01 General Requirements Total: \$678.21



# Price Proposal Detail Report

## By Division

Version: 2.0

Job Order: MTSJOC324-63

Approved

Job Order Name: IAD High Pile Storage Construction

Proposal Value: \$403,181.62

Approved Date: December 20, 2024 Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
9	012223000979	5,000 LB Straight Mast, Industrial Warehouse Forklift With Full-Time Operator	Install	3.00	\$4,531.87	WK	1.1579	\$15,742.36
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment No Includes Materials Yes						

User Note: For Shelving Installation  
1 Forklift for 3 weeks

Total:	\$15,742.36
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Division 01 General Requirements Total:	\$15,742.36
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
10	017113000004	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' Bed	Install	2.00	\$715.07	EA	1.1579	\$1,655.96
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

User Note: New Shevling Equipment Delivery  
1-Forklift  
1-Scissor Lift

Item Note: Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom man lifts with >40' boom lengths, etc.

Total:	\$1,655.96
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Division 01 General Requirements Total:	\$1,655.96
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# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$403,181.62

Approved Date: December 20, 2024

Job Order: MTSJOC324-63

Job Order Name: IAD High Pile Storage Construction

Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
11	017113000004	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' Bed	Install	2.00	\$715.07	EA	1.1579	\$1,655.96
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

User Note: Scissor Lifts (2) for Over Fire Sprinkler Modifications

Item Note: Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom man lifts with >40' boom lengths, etc.

		Total:	\$1,655.96
Division 01 General Requirements Total:			\$1,655.96

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
12	017113000004	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' Bed	Install	1.00	\$715.07	EA	1.1579	\$827.98
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

User Note: Scissor Lift for Painter

Item Note: Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom man lifts with >40' boom lengths, etc.

		Total:	\$827.98
Division 01 General Requirements Total:			\$827.98



# Price Proposal Detail Report

## By Division

Version: 2.0

Job Order: MTSJOC324-63

Approved

Job Order Name: IAD High Pile Storage Construction

Proposal Value: \$403,181.62

Approved Date: December 20, 2024 Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
13	017136000005	>4 To 8 Hours On Site, Electromagnetic (SIR/GPR) Survey, Earth, Concrete, Masonry Or Asphalt	Install	1.00	\$1,951.92	EA	1.1579	\$2,260.13
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor No Includes Equipment No Includes Materials Yes						

User Note: CPL before Drilling Flooring 8"

Total: \$2,260.13

Division 01 General Requirements Total: \$2,260.13

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
14	017413000003	Collect Existing Debris And Load Into Truck Or Dumpster	Install	40.00	\$21.83	CY	1.1579	\$1,011.08
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

User Note: Existing Racks

Item Note: Per CY of debris removed.

Total: \$1,011.08

Division 01 General Requirements Total: \$1,011.08

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
15	017419000016	40 CY Dumpster (5 Ton) "Construction Debris"	Install	1.00	\$814.98	EA	1.1579	\$943.67
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor No Includes Equipment No Includes Materials Yes						

User Note: Existing Racks

Item Note: Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.

Total: \$943.67

Division 01 General Requirements Total: \$943.67

02 Existing Conditions								\$55,726.78
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# Price Proposal Detail Report

## By Division

Version: 2.0

Job Order: MTSJOC324-63

Approved

Job Order Name: IAD High Pile Storage Construction

Proposal Value: \$403,181.62

Location: IAD 100 16th St. San Diego, CA 92101

Approved Date: December 20, 2024

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
16	024116130008	By Pneumatic Tools/Hand, Steel Framed Building Demolition	Install	675.00	\$57.95	CCF	1.1579	\$45,292.71
Accepted		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

User Note: Best fit line for Demoing the existing racks and fire sprinkler systems, 5,876SF x 14' = 82,264CF = 823CCF

Total: \$45,292.71

Division 02 Existing Conditions Total: \$45,292.71

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
17	024119130282	3/4" Diameter Drilling In Concrete Per Inch Of Depth	Install	3,520.00	\$2.56	IN	1.1579	\$10,434.07
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: 440 Wedge Anchors 8" deep

Total: \$10,434.07

Division 02 Existing Conditions Total: \$10,434.07

05 Metals								\$31,799.18
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
18	050519000086	1/2" Diameter x 5-1/2" Length, Hot Dipped Galvanized Steel, Wedge Anchor Expansion Bolt	Install	440.00	\$22.45	EA	1.1579	\$11,437.74
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: 440 Anchors

Total: \$11,437.74

Division 05 Metals Total: \$11,437.74



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$403,181.62

Approved Date: December 20, 2024

Job Order: MTSJOC324-63

Job Order Name: IAD High Pile Storage Construction

Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
19	050519000138	5/8" Diameter x 4-3/4" Length, Zinc Plated Steel, Concrete Strike Anchor	Install	680.00	\$25.86	EA	1.1579	\$20,361.44
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: 1 per hanger, Estimated 8 anchors into roof deck per head/stick of pipe

Total: \$20,361.44

Division 05 Metals Total: \$20,361.44

## 06 Wood, Plastics, and Composites \$4,250.70

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
20	061633000013	3/4" Interior BC Plywood Wall Sheathing	Install	1,536.00	\$2.39	SF	1.1579	\$4,250.70
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: Used on some of the shelves as barriers (48 sheets @ 48x96)

Item Note: Applied to wall studs.

Total: \$4,250.70

Division 06 Wood, Plastics, and Composites Total: \$4,250.70

## 09 Finishes \$20,291.94

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
21	099123000367	Acid Wash (Muriatic Acid) Conduit Or Pipe With Glove/Mitt	Install	59.00	\$34.88	CSF	1.1579	\$2,382.87
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: Fire Sprinkler Piping, 5,867SF

Total: \$2,382.87

Division 09 Finishes Total: \$2,382.87



# Price Proposal Detail Report

## By Division

Version: 2.0

Job Order: MTSJOC324-63

Approved

Job Order Name: IAD High Pile Storage Construction

Proposal Value: \$403,181.62

Approved Date: December 20, 2024 Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
22	099123000368	Metal Primer Conduit Or Pipe With Glove/Mitt	Install	59.00	\$55.82	CSF	1.1579	\$3,813.40

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: Fire Sprinkler Piping, 5,867SF

Total: \$3,813.40

Division 09 Finishes Total: \$3,813.40

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
23	099123000369	Enamel, Oil Base Paint, First Coat Conduit Or Pipe With Glove/Mitt	Install	59.00	\$43.68	CSF	1.1579	\$2,984.05

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: Fire Sprinkler Piping, 5,867SF

Total: \$2,984.05

Division 09 Finishes Total: \$2,984.05

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
24	099123000370	Enamel, Oil Base Paint, Second Coat Conduit Or Pipe With Glove/Mitt	Install	59.00	\$35.52	CSF	1.1579	\$2,426.59

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: Fire Sprinkler Piping, 5,867SF

Total: \$2,426.59

Division 09 Finishes Total: \$2,426.59



# Price Proposal Detail Report

## By Division

Version: 2.0

Job Order: MTSJOC324-63

Approved

Job Order Name: IAD High Pile Storage Construction

Proposal Value: \$403,181.62

Approved Date: December 20, 2024 Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
25	099123000371	Epoxy Coating, First Coat Conduit Or Pipe With Glove/Mitt	Install	59.00	\$66.23	CSF	1.1579	\$4,524.58
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: Fire Sprinkler Piping, 5,867SF

Total: \$4,524.58

Division 09 Finishes Total: \$4,524.58

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
26	099123000372	Epoxy Coating, Second Coat Conduit Or Pipe With Glove/Mitt	Install	59.00	\$60.90	CSF	1.1579	\$4,160.45
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: Fire Sprinkler Piping, 5,867SF

Total: \$4,160.45

Division 09 Finishes Total: \$4,160.45

10 Specialties								\$82,784.64
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
27	102623130147	Hugger Hanger, For 3" Steel Pipe	Install	680.00	\$25.34	EA	1.1579	\$19,952.01
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: 85 Heads, estimated 8 per head line

Total: \$19,952.01

Division 10 Specialties Total: \$19,952.01



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$403,181.62

Approved Date: December 20, 2024

Job Order: MTSJOC324-63

Job Order Name: IAD High Pile Storage Construction

Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
28	105613160009	75" High Baked Enamel Steel Storage Shelving 7 Shelf, Open With 36" Wide Shelf	Install	372.03	\$145.86	LF	1.1579	\$62,832.63
Accepted		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

Owner Comments: V:1.2-Removed Demo item to reflect above item

User Note: Shelving Volume Per Plans-6,976CF  
Line Item Volume 372.03LFx75"x36"

Total: \$62,832.63

Division 10 Specialties Total: \$62,832.63

## 21 Fire Suppression \$84,166.78

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
29	210130910011	Disarm/Arm System	Install	25.00	\$56.96	EA	1.1579	\$1,648.85
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						

Includes Labor Yes Includes Equipment Yes Includes Materials No

User Note: Daily Shut Down for In-Rack Installation, 25 days

Total: \$1,648.85

Division 21 Fire Suppression Total: \$1,648.85

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
30	210519000009	4" Diameter, 0 - 1,000 GPM Fire Service Meter Flanged, With Cast Iron Housing	Install	1.00	\$7,921.73	EA	1.1579	\$9,172.57
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: New Flow Meter

Total: \$9,172.57

Division 21 Fire Suppression Total: \$9,172.57



# Price Proposal Detail Report

## By Division

Version: 2.0

Job Order: MTSJOC324-63

Approved

Job Order Name: IAD High Pile Storage Construction

Proposal Value: \$403,181.62

Location: IAD 100 16th St. San Diego, CA 92101

Approved Date: December 20, 2024

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
31	211313000003	Exposed Piping, Light Hazard, Complete Wet-Pipe Sprinkler System, Per Head	Install	169.00	\$329.24	EA	1.1579	\$64,427.36
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: 84 Overhead Sprinklers  
85 In-Rack Sprinklers

Item Note: Includes branch pipe and fittings, supports and sprinkler heads.

							Total:	\$64,427.36
							Division 21 Fire Suppression Total:	\$64,427.36

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
32	211326000005	6" Deluge Valve With Trim And Release Equipment	Install	1.00	\$7,701.87	EA	1.1579	\$8,918.00
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: New Riser

							Total:	\$8,918.00
							Division 21 Fire Suppression Total:	\$8,918.00

22 Plumbing								\$7,821.89
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Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
33	221116000038	6" Schedule 40, Seamless, Threaded Galvanized Steel Pipe	Install	40.00	\$69.74	LF	1.1579	\$3,230.08
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: 40' OF 6" BULK PIPE

							Total:	\$3,230.08
							Division 22 Plumbing Total:	\$3,230.08





# Price Proposal Detail Report

## By Division

Version: 2.0

Job Order: MTSJOC324-63

Approved

Job Order Name: IAD High Pile Storage Construction

Proposal Value: \$403,181.62

Approved Date: December 20, 2024 Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
34	221116000082	6", 150 LB, Galvanized Malleable Iron 45 Degree Elbow	Install	3.00	\$1,321.88	EA	1.1579	\$4,591.81

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: IN THE NEW 6" BULK PIPE

Total: \$4,591.81

Division 22 Plumbing Total: \$4,591.81

### 23 Heating, Ventilating, And Air-Conditioning (HVAC)

\$28,190.83

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
35	230120910024	Shut Down Existing Interior Piping System	Install	25.00	\$195.31	EA	1.1579	\$5,653.74

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor Yes Includes Equipment Yes Includes Materials Yes

User Note: Daily Shut Down for In-Rack Installation, 25 days

Item Note: Includes lock out/tag out and average line tracing. Use when valves are greater than 25' from work. When the shut-off valves for multiple lines are located with a 10' radius, the quantity used shall be one.

Total: \$5,653.74

Division 23 Heating, Ventilating, And Air-Conditioning (HVAC) Total: \$5,653.74

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
36	230120910033	>250 To 500', 1-1/2" To 4" Diameter Pipe, Purge Liquid System	Install	25.00	\$719.58	EA	1.1579	\$20,830.04

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor Yes Includes Equipment Yes Includes Materials No

User Note: Purge Daily during In-rack sprinkler installation, 25 days

Total: \$20,830.04

Division 23 Heating, Ventilating, And Air-Conditioning (HVAC) Total: \$20,830.04



# Price Proposal Detail Report

## By Division

Version: 2.0

Job Order: MTSJOC324-63

Approved

Job Order Name: IAD High Pile Storage Construction

Proposal Value: \$403,181.62

Approved Date: December 20, 2024 Location: IAD 100 16th St. San Diego, CA 92101

Contractor: ABC General Inc.

Contract Number: PWG324.0-21

Contract Name: JOC Building and Facilities Construction Services. - Option 3

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
37	230120910035	>1,000 To 2,000', 1-1/2" To 4" Diameter Pipe, Purge Liquid System	Install	1.00	\$1,474.26	EA	1.1579	\$1,707.05
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

User Note: Overhead Sprinklers, purge after completion of Overhead work (1 Time)

Total: \$1,707.05

Division 23 Heating, Ventilating, And Air-Conditioning (HVAC) Total: \$1,707.05

## 34 Transportation

\$6,676.45

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
38	340543000297	Drill Out 1/2" Diameter Fastener/Anchor In Concrete	Install	248.00	\$23.25	EA	1.1579	\$6,676.45
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: Assume close to new value

Total: \$6,676.45

Division 34 Transportation Total: \$6,676.45

Proposal Total: \$403,181.62

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

EXHIBIT C  
(Subcontractor Listing)

DRAFT

San Diego Metropolitan Transit System

1255 Imperial Ave  
San Diego, CA 92101

Subcontractor Report

Date: 12/20/2024  
Job Order Contracting

**Contract #:** PWG324.0-21  
**Job Order #:** MTSJOC324-63  
**Job Order Title:** IAD High Pile Storage Construction  
**Job Order Value:** \$408,415.52  
**Location:** IAD  
**Contractor:** ABC General Inc.  
**Subcontractors:** Design Build Fire Protection Inc  
Harborside Construction Inc  
JOHNSON CONTROLS FIRE PROTECTION LP  
Warehouse Solutions

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	Participation %
Design Build Fire Protection Inc 13771 Danielson Street Ste G, Poway, CA 92064	926322	Plumber	No Certification	\$122,286.00	29.94%
Harborside Construction Inc 2010 Garrison Way, El Cajon, CA 92019	730817	Racks and Paint	No Certification	\$55,000.00	13.47%
JOHNSON CONTROLS FIRE PROTECTION LP 3568 RUFFIN ROAD SOUTH, SAN DIEGO, CA 92123		Electrician	No Certification	\$13,750.00	3.37%
Warehouse Solutions PO Box 60727, San Diego, CA 92166	918115	Laborer	No Certification	\$105,980.28	25.95%

Summary

Certification Name	Value	% Subcontracted
No Certification	\$297,016.28	72.72%
Total	\$297,016.28	72.72%



**Metropolitan  
Transit  
System**

## **Agenda Item No. 6**

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

February 13, 2025

#### **SUBJECT:**

Orange Line: Hitachi Switch Machines – Sole Source Contract Award

#### **RECOMMENDATION:**

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Contract L1697.0-25 (in substantially the same format as attachment A) with Hitachi Rail STS USA, Inc. (Hitachi) in the amount of \$542,607.45 for the purchase of switch machines.

#### **Budget Impact**

The total contract cost of the materials is estimated to be \$542,607.45, inclusive of 7.75% CA Sales Tax (Attachment B). The project will be funded by the Capital Improvement Program (CIP) 2005123501 – Orange Line Rail Signals Part 2.

#### **DISCUSSION:**

The Orange Line Improvement Project occurs in two phases and will make trolley system improvements at various locations within the 17.6-mile 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.

The Phase 2 Project will upgrade the signal system and grade crossing warning systems to support bi-directional running between Massachusetts Avenue Station and El Cajon Transit Center. The Orange Line automatic block signal (ABS) system was initially built for unidirectional running, with the grade crossing warning systems monitoring trains approaching the normal traffic direction. Trains operating reverse current of traffic must do so under a set of rules that significantly reduce efficiency. Trains must stop one car length approaching each grade crossing to activate the warning system and then proceed once the gates are in the down position. Trains must operate at restricted speed, which limits the Maximum Authorized Speed (MAS) to 20 mph.

While the design has progressed, MTS CIP staff and the design team have been working on a project implementation schedule to meet the Transit and Intercity Rail Capital Program (TIRCP) grant's required completion date of June 30, 2028. 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 equipment lead times could put the construction schedule at risk. To limit the schedule risk associated with long lead equipment, the MTS Capital Projects team proposes that MTS directly purchase the signaling equipment so that it can be provided as “owner-furnished equipment” to the construction contractor for installation. The following items are planned to be pre-purchased to meet the Phase 2 schedule:

#	Item	MTS Board Meeting	Total
1	Catenary Poles	November 14, 2024 (Agenda Item (AI) 16)	\$167,653.40
<b>2</b>	<b>Hitachi Switch Machines</b>	<b>Proposed Action</b>	<b>\$542,607.45</b>
3	Siemens PSO Assemblies	February 13, 2025 (AI 8) - <i>proposed action</i>	\$427,849.39
4	KB Signaling Electrocodes	February 13, 2025 (AI 7) - <i>proposed action</i>	\$1,355,932.79
5	Signal Instrument Components	Spring 2025	TBD
6	Special Trackwork Materials	Spring 2025	TBD
7	Signal Houses	Spring 2025	TBD
8	Signal Cable	Summer 2025	TBD

A switch machine is also known as a turnout machine is a device that controls the movement of trains on a railway track. It is used to ensure that trains can switch tracks safely and efficiently. Today’s proposed action awards a sole source contract to Hitachi for the purchase of these highly specialized switch machines, as Hitachi is the sole manufacturer of this equipment.

The Independent Cost Estimate (ICE) is based on MTS’ past purchase history of equipment. Based on a comparison of the ICE amount of \$627,105.00 and the quote received of \$542,607.45, staff has determined Hitachi’s pricing to be fair and reasonable. The table below shows the difference between MTS’s ICE and Hitachi’s quote.

ENTITY	CERTIFICATION	AMOUNT
MTS ICE		\$627,105.00 *
Hitachi	Small Business	<b>\$542,607.45 *</b>
(Difference between MTS ICE vs Hitachi’s quote)		\$84,497.55

*\*Inclusive of taxes*

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Contract L1697.0-25 (in substantially the same format as Attachment A) with Hitachi in the amount of \$542,607.45 for the purchase of switch machines.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachments: A. Draft MTS Doc. No. L1697.0-25  
B. Hitachi Quote



# Metropolitan Transit System

## STANDARD AGREEMENT FOR MTS DOC. NO. L1697.0-25

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2025 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: <u>Hitachi Rail STS USA, Inc.</u>	Address: <u>1000 Technology Drive</u>
	<u>Pittsburgh PA 15219</u>
	<u>City State Zip</u>
Form of Business: <u>Corporation</u> (Corporation, Partnership, Sole Proprietor, etc.)	Email: <u>Joseph.Pozza@hitachirail.com</u>
Telephone: <u>(412) 688-2400</u>	
Authorized person to sign contracts <u>Joseph Pozza</u>	<u>President</u>
	<u>Name Title</u>

The Contractor agrees to provide goods as specified in the Quote (Exhibit A), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit B), and Forms (Exhibit C).

The contract term shall commence upon full execution of the Agreement and concludes 8 months (7 months for materials to deliver plus 1 month for invoices) thereafter from Notice to Proceed (NTP). This timeframe allows for the completion of deliveries and processing of all invoices.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$542,607.45 [\$503,580.00 + \$39,027.45 (CA 7.75% sales tax)] without the express written consent of MTS.

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









## Agenda Item No. 7

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

February 13, 2025

#### SUBJECT:

Orange Line Improvement Project: Electrified Electrocodes – Sole Source Contract Award

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1700.0-25 (in substantially the same format as Attachment A), a sole source award to KB Signaling Operation, LLC (KB Signaling), in the amount of \$1,355,932.79 for the purchase of Electrified Electrocodes (specialized track circuit systems).

#### Budget Impact

The total cost of this contract is estimated to be \$1,355,932.79, inclusive of 7.75% CA Sales Tax (Attachment B). The project will be funded by the Capital Improvement Program (CIP) 2005123501 – Orange Line Rail Signals Part 2.

#### DISCUSSION:

The Orange Line Improvement Project (OLIP) occurs in two phases and will make trolley system improvements at various locations within the 17.6-mile 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.

The Phase 2 Project will upgrade the signal system and grade crossing warning systems to support bi-directional running between Massachusetts Avenue Station and El Cajon Transit Center. The Orange Line Automatic Block Signal (ABS) system was initially built for unidirectional running, with the grade crossing warning systems monitoring trains approaching the normal traffic direction. Trains operating reverse current of traffic must do so under a set of rules that significantly reduce efficiency. Trains must stop one car length approaching each grade crossing to activate the warning system and then proceed once the gates are in the down position. Trains must operate at restricted speed, which limits the Maximum Authorized Speed (MAS) to 20 mph.



State of Good Repair work includes replacement of equipment that is beyond its useful life. Signal instrument shelters and the associated equipment within this area are approximately 35 years old, have served their useful life, and need upgrading. These upgrades will improve the overall reliability, performance, and maintenance of the Orange Line.

While the design has progressed, MTS Capital Projects staff and the design team have been working on a project implementation schedule to meet the Transit and Intercity Rail Capital Program (TIRCP) grant's required completion date of June 30, 2028. 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 equipment lead times could put the construction schedule at risk. To limit the schedule risk associated with long lead equipment, the MTS Capital Projects team proposes that MTS directly purchase the signaling equipment so that it can be provided as "owner-furnished equipment" to the construction contractor for installation. The following items are planned to be pre-purchased to meet the Phase 2 schedule:

#	Item	MTS Board Meeting	Total
1	Catenary Poles	November 14, 2024 (Agenda Item (AI) 16)	\$167,653.40
2	Hitachi Switch Machines	February 13, 2025 (AI 6) - <i>proposed action</i>	\$542,607.45
3	Siemens PSO Assemblies	February 13, 2025 (AI 8) - <i>proposed action</i>	\$427,849.39
<b>4</b>	<b>KB Signaling Electrocodes</b>	<b>Proposed Action</b>	<b>\$1,355,932.79</b>
5	Signal Instrument Components	Spring 2025	TBD
6	Special Trackwork Materials	Spring 2025	TBD
7	Signal Houses	Spring 2025	TBD
8	Signal Cable	Summer 2025	TBD

Due to the long lead time (15 months), KB Signaling Electrified Electrocodes were identified for an MTS direct purchase. Electrified Electrocodes are specialized track circuit systems that detect train movements between signals and set directions of train travel. These are a critical component of the overall signaling upgrades included in OLIP Phase 2. Today's proposed action awards a sole source contract to KB Signaling for the purchase of these highly specialized components. As the original manufacturer, KB Signaling is the sole provider of these parts.

KB Signaling has provided pricing for the Electrified Electrocodes, including lead time for deliveries. Staff conducted a cost/price analysis and determined that the pricing is fair and reasonable based on MTS' past purchase history and in comparison to the MTS Independent Cost Estimate (ICE). The difference appears to be due to increased costs in supply chain and labor. Although staff requested a Best and Final Offer (BAFO), KB Signaling did not revise their pricing and confirmed that their initial quote is their final pricing. The table below highlights the difference between MTS' ICE and KB Signaling quote.

ENTITY	CERTIFICATION	AMOUNT
MTS ICE		\$1,230,903.68 *
<b>KB Signaling</b>	<b>N/A</b>	<b>\$1,355,932.79 *</b>
(Difference between MTS ICE vs KB Signaling quote)		\$125,029.11

*\*Inclusive of taxes*

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1700.0-25 (in substantially the same format as Attachment A), a sole source award to KB Signaling, in the amount of \$1,355,932.79 for the purchase of Electrified Electrocodes.

/S/ Sharon Cooney \_\_\_\_\_  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachments: A. Draft MTS Doc. No. L1700.0-25  
B. KB Signaling Quote



# Metropolitan Transit System

## STANDARD AGREEMENT FOR MTS DOC. NO. L1700.0-25

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2025 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: KB Signaling Operation LLC Address: 2712 S. Dillingham Road  
Grain Valley MO 64029  
City State Zip  
 Form of Business: Limited Liability Company  
 (Corporation, Partnership, Sole Proprietor, etc.) Email: [mary-lou.mason-kb@alstomgroup.com](mailto:mary-lou.mason-kb@alstomgroup.com)  
 Telephone: 816-652-0152

Authorized person to sign contracts Jeff Baker General Manager  
Name Title

The Contractor agrees to provide goods as specified in the Quote (Exhibit A), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit B), and Forms (Exhibit C).

The contract term shall commence upon full execution of the Agreement and concludes 16 months (15 months for delivery of materials plus 1 month for invoices) thereafter from Notice to Proceed (NTP). This timeframe allows for the completion of deliveries and processing of all invoices.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$1,355,932.79 [\$1,258,406.30 + \$97,526.49 (CA 7.75% sales tax)] without the express written consent of MTS.

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



# QUOTATION

Attachment, Item 7, 02/13/25

## Customer

SAN DIEGO TROLLEY  
1255 IMPERIAL AVENUE  
SAN DIEGO CA 92101  
USA

## Delivery address

SAN DIEGO TROLLEY  
**1255 IMPERIAL AVENUE**  
SAN DIEGO CA 92101  
USA

## Quotation details

Quotation no. : **200092151**  
Date: JAN-15-2025  
Customer no. : KBE003604  
Contact Name:  
Your enquiry no.: RFQ ROMAN LAZCANO  
Dated : JAN-15-2025  
Your phone no. :  
Your fax no. :  
Contact person:  
Phone no.:  
Telefax no. :  
Email :

Please reference this quotation number on your future PO.

<i>Item</i>	<i>Quantity Unit</i>	<i>Valuation Type</i>	<i>Our material number Your part number Description</i>	<i>Unit Price USD</i>	<i>Total unit price USD</i>	<i>Lead Time approx.</i>
100	85.000 EA		800-088031-001  Final Assy E2Code EEC NO CAB	14,804.7800	1,258,406.30	15 Months
				<b>Subtotal</b>	<b>1,258,406.30</b>	
				<b>Taxes</b>	<b>97,526.49</b>	
				<b>Total</b>	<b>USD 1,355,932.79</b>	

Terms of delivery :

EXW PREPAID

Terms of payment :

Payable within 30 days

Quotation valid to:

MAR-31-2025

Prices:

Quote is valid until date provided on quote, subject to confirmation thereafter. Please note that in rare circumstances, prices could be subject to change without notice.

Minimum Purchase Order value policy which requires a minimum purchase order value of \$500 per individual customer purchase order.

Delivery:

Lead time is subject to quantity availability and will be confirmed at receipt of order.

Freight charges:

Freight is included in the price.  
Taxes are not included.

## Company details

KB Signaling Operation LLC  
  
2712 S. Dillingham Road  
GRAIN VALLEY MO64029  
USA / VAT:

## Contact

KB Signaling Operation - WB  
  
609 Enterprise Drive  
MO 64093  
USA  
Tel.: Fax.:

Page 1 of 2

**QUOTATION**

Att B, Item 7, 02/13/25

**Customer**

SAN DIEGO TROLLEY  
1255 IMPERIAL AVENUE  
SAN DIEGO CA 92101  
USA

**Order details**

Order no. : **200092151**  
Date: JAN-15-2025  
Customer no. : KBE003604

**Terms and Conditions:**

"Sale of any products or Services by Seller is expressly conditioned on Buyer's assent to "Sale of any products or Services by Seller is expressly conditioned on Buyer's assent to "KB Transportation Incorporated - San Diego Metropolitan Transit System - Version October 29, 2024"

**Company details**

KB Signaling Operation LLC

2712 S. Dillingham Road  
GRAIN VALLEY MO64029  
USA / VAT:

**Contact**

KB Signaling Operation - WB

Page 2 of 2

609 Enterprise Drive  
MO 64093  
USA  
Tel.: Fax.:



## Agenda Item No. 8

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

February 13, 2025

#### SUBJECT:

Orange Line Improvement Project: Siemens Signal Instrument Components – Sole Source Contract Award

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1698.0-25 (in substantially the same format as Attachment A), a sole source award to Siemens Mobility, Inc. (Siemens), in the amount of \$427,849.39 for the purchase of Siemens signal instrument components.

#### Budget Impact

The total contract cost of the materials is estimated to be \$427,849.39, inclusive of 7.75% CA Sales Tax (Attachment B). The project will be funded by the Capital Improvement Program (CIP) 2005123501 – Orange Line Rail Signals Part 2.

#### DISCUSSION:

The Orange Line Improvement Project (OLIP) occurs in two phases and will make trolley system improvements at various locations within the 17.6-mile 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.

The Phase 2 Project will upgrade the signal system and grade crossing warning systems to support bi-directional running between Massachusetts Avenue Station and El Cajon Transit Center. The Orange Line automatic block signal (ABS) system was initially built for unidirectional running, with the grade crossing warning systems monitoring trains approaching the normal traffic direction. Trains operating reverse current of traffic must do so under a set of rules that significantly reduce efficiency. Trains must stop one car length approaching each grade crossing to activate the warning system and then proceed once the gates are in the down position. Trains must operate at restricted speed, which limits the maximum authorized speed (MAS) to 20 mph.

State of Good Repair work includes replacement of equipment that is beyond its useful life. Signal instrument shelters and the associated equipment within this area are approximately 35 years



old, have served their useful life, and need upgrading. These upgrades will improve the overall reliability, performance, and maintenance of the Orange Line.

While the design has progressed, MTS CIP staff and the design team have been working on a project implementation schedule to meet the Transit and Intercity Rail Capital Program (TIRCP) grant's required completion date of June 30, 2028. 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 equipment lead times could put the construction schedule at risk. To limit the schedule risk associated with long lead equipment, the MTS Capital Projects team proposes that MTS directly purchase the signaling equipment so that it can be provided as "owner-furnished equipment" to the construction contractor for installation. The following items are planned to be pre-purchased to meet the Phase 2 schedule:

#	Item	MTS Board Meeting	Total
1	Catenary Poles	November 14, 2024 (Agenda Item (AI) 16)	\$167,653.40
2	Hitachi Switch Machines	February 13, 2025 (AI 6) - <i>proposed action</i>	\$542,607.45
3	<b>Siemens PSO Assemblies</b>	<b>Proposed Action</b>	<b>\$427,849.39</b>
4	KB Signaling Electrocodes	February 13, 2025 (AI 7) - <i>proposed action</i>	\$1,355,932.79
5	Signal Instrument Components	Spring 2025	TBD
6	Special Trackwork Materials	Spring 2025	TBD
7	Signal Houses	Spring 2025	TBD
8	Signal Cable	Summer 2025	TBD

Due to the long lead time, Siemens PSO 4000 crossing assemblies, PSO 4000 transceiver assemblies, and PSO 4000 transmitter assemblies were identified for MTS direct purchase. Today's proposed action awards a sole source contract to Siemens for the purchase of these highly specialized components. These parts are only available from Siemens, who is the original manufacturer.

Siemens has provided pricing for each component. Staff has performed a cost/price analysis and deemed the cost to be fair and reasonable based on past purchase history and in comparison, to the MTS Independent Cost Estimate (ICE). The table below shows the difference between MTS's ICE and Siemens' quote.

ENTITY	CERTIFICATION	AMOUNT
MTS ICE		\$464,402.50 *
<b>Siemens</b>	<b>N/A</b>	<b>\$427,849.39 *</b>
(Difference between MTS ICE vs Siemens' quote)		\$36,553.11

*\*Inclusive of taxes*

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1698.0-25 (in substantially the same format as Attachment A), a sole source award to Siemens, in the amount of \$427,849.39 for the purchase of Siemens signal instrument components.



/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachments: A. Draft MTS Doc. No. L1698.0-25  
B. Siemens Quote



# Metropolitan Transit System

## STANDARD AGREEMENT FOR MTS DOC. NO. L1698.0-25

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2025 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: <u>Siemens Mobility, Inc.</u>	Address: <u>939 S. Main Street</u>
	<u>Marion KY 42064</u>
	<u>City State Zip</u>
Form of Business: <u>Corporation</u> (Corporation, Partnership, Sole Proprietor, etc.)	Email: <u><a href="mailto:chris.thomas@siemens.com">chris.thomas@siemens.com</a></u>
Telephone: <u>(505) 475-3108</u>	
Authorized person to sign contracts	Estimating Manager, RI Freight & Products
<u>Christopher Thomas</u>	<u>Products</u>
<u>Name</u>	<u>Title</u>

The Contractor agrees to provide goods as specified in the Quote (Exhibit A), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit B), and Forms (Exhibit C).

The contract term shall commence upon full execution of the Agreement and concludes approximately 11 weeks (7 weeks for materials to deliver plus 4 weeks for invoices) thereafter from the Notice to Proceed (NTP). This timeframe allows for the completion of deliveries and processing of all invoices.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$427,849.39 [\$397,076.00 + \$30,773.39 (CA 7.75% sales tax)] without the express written consent of MTS.

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



Cust Document No  
13546-0Sales Group-Quotation No  
MMR - 13546-0Date  
12/19/2024Quotation No  
13546-0Quotation Date  
12/19/2024Validity Period  
12/19/2024 - 3/19/2025Customer No  
30027236

Page 1 of 1

## Sold To:

SAN DIEGO TROLLEY INC  
1255 IMPERIAL AVE  
SAN DIEGO CA 92101-7493 US

## Ship To:

SAN DIEGO TROLLEY INC  
1255 IMPERIAL AVE  
SAN DIEGO CA 92101-7493 US

## Bill To:

SAN DIEGO TROLLEY INC  
1255 IMPERIAL AVE  
SAN DIEGO CA 92101-7493 US

Line Item	Material Number/Description	Qty	Unit Price USD	Total Price USD
10	NYK:70007A4740001 PSO4000 XING MOD Lead time: 7 weeks	24.00 PC	8,893.00	213,432.00
20	NYK:70007A4750001 TRANSCIVER ASSEMBLY, PSO 4000 Lead time: 7 weeks	12.00 PC	4,597.00	55,164.00
30	NYK:70007A4710001 TRANSMITTER ASSEMBLY, PSO 4000 Lead time: 7 weeks	44.00 PC	2,920.00	128,480.00
Anticipated Delivery: Schedule to be negotiated after receipt of purchase order. Please include the quotation reference on any purchase order(s) resulting from this quotation and address the purchase order to the following: Victor Martinez - Sales Siemens Mobility, Inc., 2400 Nelson Miller Parkway Louisville, KY 40223 Email: victormartinez@siemens.com Customer Service Email: ra.csorders.ic@siemens.com				

Payment Terms:

Expected Order Total: 397,076.00

Tax (7.75%) \$30,773.39

Grand Total \$427,849.39



## Agenda Item No. 9

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

February 13, 2025

#### SUBJECT:

Clarifier Waste Services - 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. PWG418.0-25 (in substantially the same format as Attachment A) with Asbury Environmental Services, dba: World Oil (World Oil) for a five (5) year period in the amount of \$381,145.19.

#### Budget Impact

The total contract is estimated to be \$381,145.19 (Attachment C). This project will be funded by the following:

Description	Funding	Amount
San Diego Transit Corporation (SDTC) -Bus Maintenance Operations	331014-536600	\$191,965.19
San Diego Trolley, Inc. (SDTI) - LRV Maintenance	350016-571210	\$189,180.00
Total		<b>\$381,145.19</b>

#### DISCUSSION:

MTS requires comprehensive clarifier waste services that will include, but not limited to pumping, handling, collection, storage, transportation, recycling/disposal of various types of waste in accordance with federal, state and local environmental compliance laws and regulations. These services keep MTS compliant with acceptable discharge levels of industrial wastewater from its facilities.

MTS notified twenty (20) prospective vendors with an Invitation for Bid (IFB) on October 24, 2024. Two (2) bids were received from the following firms with unit pricing for the next five (5) years:



Bidder Name	Bid Amount	Certifications
World Oil	\$381,145.19	N/A
United Pumping Services, Inc.	\$773,419.51	Minority Business Enterprise (MBE)

MTS has deemed World Oil to be a responsive and responsible bidder. Based on a comparison of MTS' Independent Cost Estimate (ICE) of \$453,904.86 and past purchase history, World Oil's bid was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG418.0-25 (in substantially the same format as Attachment A) World Oil for a five (5) year period in the amount of \$381,145.19.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachments: A. Draft Agreement, MTS Doc. No. PWG418.0-25  
B. Scope of Work  
C. Bid Form



# Metropolitan Transit System

## STANDARD AGREEMENT FOR MTS DOC. NO. PWG418.0-25 CLARIFIER WASTE SERVICES

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2025 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: Asbury Environmental Services dba: World Oil Address: 9302 Garfield Avenue  
Southgate, CA 90280  
City State Zip  
 Form of Business: Corporation  
 (Corporation, Partnership, Sole Proprietor, etc.) Email: [sdamelin@worldoilcorp.com](mailto:sdamelin@worldoilcorp.com)  
 Telephone: (562) 928-0100

Authorized person to sign contracts

Shane Damelin  
Name

Vice President, Business  
Development  
Title

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

The contract term is for five (5) years effective March 1, 2025 through February 28, 2030.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$381,145.19 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ASBURY ENVIRONMENTAL SERVICES, DBA: WORLD OIL
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	Title: _____
By: <u>Karen Landers, General Counsel</u>	



# SCOPE OF WORK/TECHNICAL SPECIFICATIONS

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## 4.1. OVERVIEW

MTS is seeking the services of an experienced and qualified licensed Contractor to provide comprehensive clarifier waste services that include, but not limited to pumping, handling, collection, storage, transportation, recycling/disposal in accordance with federal, state and local environmental compliance laws and regulations, in coordination with San Diego Trolley Inc. (SDTI – Group A, which is MTS's Trolley division) and San Diego Transit Corp. (SDTC – Group B.1 & B.2, which is MTS's Bus division). Each group has more than one site location. During the course of the contract, MTS may add other locations and Contractor's pricing shall apply.

On the bid form, costs shall be all-inclusive including but not limited to the cost for materials, labor, equipment, fuel, tax, overhead, profit and all other related costs necessary to meet the work requirements described, but not identified on the bid form. MTS will not pay additional costs.

MTS will award one (1) contract for five (5) years with an anticipated effective date of January 1, 2025 to December 31, 2029 to the lowest responsive, responsible bidder, and issue two (2) purchase orders for invoicing purposes, one for each group.

Bidders must have five (5) years' experience in hazardous waste services as a prime contractor or a subcontractor. Proof of experience/past performance shall be provided using the Status of Current and Past Contracts Form in this IFB.

The Contractor and receiving facilities shall be registered and maintain all applicable permits, certifications, licenses and exemptions as required by the local, state and federal regulatory agencies. Documentation must be maintained in compliance with local, state and federal guidelines governing the packaging, marking, labeling and transportation of hazardous waste, and be made available to MTS upon request.

By submitting a bid Contractor certifies that:

- A. It has furnished proof of appropriate permits and licenses required to perform the specified services;
- B. It has submitted a copy of confined space certification required to perform the specified services;
- C. Transporter meets Department of Transportation (DOT) requirements including but not limited to DOT transporter sticker, training, and up to date driving records on the safe transport of the hazardous materials described.

A bid will not be considered responsive unless MTS is in receipt of the required documentation.

## 4.2. CONTRACTOR REQUIREMENTS

- A. Contractor shall provide materials, equipment, and trained personnel for the pick-up and transportation and disposal of hazardous waste from the various MTS sites. Only trained and certified technicians shall perform the services.

- B. Contractor shall assist MTS with the reduction and/or elimination of hazardous waste streams, when possible, and recycling of hazardous waste when regulatory feasible. Contractor will be responsible for pumping out and cleaning sumps and separators in accordance with the schedule described herein.
- C. Contractor shall perform all work in a clean, safe and professional manner, causing no hazards to MTS' staff, facility, the environment or Contractor's service personnel.
- D. Transporter shall be DOT compliant of laws and regulations including but not limited to verifying waste containers and labels are according to the manifests and ensure manifests match picked up containers.
- E. All hazardous waste must be handled, collected, stored and disposed in accordance with federal, state and local environmental compliance laws and regulations. Contractor must ensure that all disposal facilities utilized under the terms of the resultant agreement are licensed, permitted and financially secure.
- F. Contractor must ensure that all prior arrangements, including required testing (chemical analysis), characterization, and best-approved alternative handling method (i.e., recycling, treatment, and/or disposal) are made with, and copy of test results are provided to, the designated destination facility before transporting hazardous waste from an MTS facility.
- G. Contractor shall designate a point of contact to act as its representative for the performance of services including account management, administration, technical assistance, and all other issues related to the services. Contractor shall provide all necessary administrative support and fulfill all regulatory requirements associated with the performance of the terms of this IFB.
- H. After each service call, MTS will be notified of the status, progress and results of each scheduled and unscheduled visit with a detailed service report provided no later than one (1) day after the service call. Each report must be submitted for MTS' designated representative's review, approval signature and record.
- I. The transportation, treatment and disposal of hazardous waste generated by MTS' facilities shall be conducted in accordance with the requirements of the California Code of Regulations (CCR) Title 22, Division 4.5, Environmental Health Standards for the Management of Hazardous Waste.
- J. Contractor and receiving facilities agree to generate and make the appropriate distribution of all required shipment and handling documentation (bill of lading, manifests, labels, etc.) to record each transfer of hazardous waste as specified in CR, Title 22, Section 66262.20 and 66266.130.



- K. Contractor must ensure that all hazardous waste transported from MTS' facilities is properly packaged, labeled, placarded and manifested in accordance with CCR, Title 22, Sections 66262.20-33 and 66266.130 (used oil filters), and state and Federal DOT regulations.
- L. Contractor shall ensure MTS receives completed manifests no later than 30 days after pick up. Manifests shall be mailed to MTS Environmental Health and Safety Manager at: 1255 Imperial Ave. Suite 1000, San Diego, CA 92101.
- M. Contractor shall be responsible for documentation and regulatory requirements and shall document all services provided under the terms of this agreement. Contractor shall provide separate year-end waste reports for Group A and Group B respectively, which at a minimum identifies; each waste pick up type (i.e. hazardous waste, recycled oil, etc.), service date, manifest number and weight (pounds/tons).
- N. Contractor and receiving facilities shall make available, upon request by MTS, all records related to the transport and treatment of hazardous materials generated by MTS facilities for a period of up to five (5) years.

#### **4.3. ADDITIONAL SPECIFICATIONS**

##### **A. Holiday Schedule**

Working days are defined as Monday through Friday, excepting MTS holidays. The following days are MTS holidays:

1. New Year's Day – January 1
2. Martin Luther King, Jr. Day – Third Monday in January
3. President's Day – Third Monday in February
4. Memorial Day – Last Monday in May
5. Independence Day – July 4
6. Labor Day – First Monday in September
7. Veteran's Day – November 11
8. Thanksgiving Day – Fourth Thursday in November
9. Day after Thanksgiving – Friday after Thanksgiving Day
10. Christmas Day – December 25

When one of the above holidays falls on a Saturday, the Friday preceding will be observed as a holiday. When one of the above holidays falls on a Sunday; the Monday following will be observed as a holiday. When December 25 falls on a Tuesday, December 24 will additionally be observed as a holiday. When December 25 falls on a Thursday, December 26 will additionally be observed as a holiday.

B. Mobilization and Emergency Service

For Group A – SDTI, Contractor shall have adequate staff, equipment and vehicles and must respond within twenty-four (24) hours when contacted for an emergency. Based on past history, SDTI approximates twelve (12) hours for emergency calls per year, which may or may not be utilized. Contractor will only bill emergency hours when used.

For Group B.1 & B.2 – SDTC, Contractor shall have adequate staff, equipment and vehicles to clean and haul away all waste (hazardous and non-hazardous) on the same day the locations are cleaned. In the case of a “High Oil” alarm, emergency oil skimming service may be required. Contractor must respond within twenty-four (24) hours to a request for oil skimming. Contractor will only bill emergency skimming when utilized.

C. Confined Space Entry Certification

All Xerxes fiberglass oil waste separator (OWS) units require technicians who are properly equipped, trained and certified to perform confined space entry work. The cost for confined space entry equipment, training and certification shall be included in the appropriate unit cost. MTS will not pay additional costs.

D. Filter Cleaning

All OWS filters / screens are to be cleaned by contractor using high pressure washing method.

E. Hazardous Waste Transportation

Contractor shall have adequately equipped and sized vacuum trucks to properly remove and transport OWS wastes to the waste disposal facility. Trucks shall be inspected by MTS upon arrival. Those that do not meet minimum “Out of Service” California Highway Patrol safety standards (tire condition, suspension defects, placards, lighting) shall not be used to haul wastes. All costs associated with the truck washer fees, pumping and transporting of hazardous materials shall be included in the unit cost. MTS will not pay additional costs.

F. Hazardous Waste Manifesting

All hazardous materials transported shall be properly manifested. OWS wastes are transported as Non-RCRA Hazardous Waste Liquid; State Waste Number: 133. A legible Generator’s Initial Copy of the Manifest form (EPA Form 8700-22 rev. 3-05) shall be delivered to the MTS Facility Manager or designee before the material is removed from the property. If solids and liquids pricing per gallon is different, Contractor shall supply documentation from the deposit facility of the actual volume of solids and liquids transported (See ATT2 Waste Classifications on PlanetBids).

**G. Generator Waste Profile Testing**

Upon award of the contract, the Contractor shall conduct laboratory testing of the oil water separators and at the bus washer water clarifier at each site location (IAD & KMD) for the purpose of obtaining a waste profile for the disposal facility. At least one (1) sample from the separators and one (1) sample from the bus washer clarifier at each location shall be tested. The Contractor shall forward a copy of all tests to each group's MTS Facility Manager.

Waste will be classified as:

1. Non Hazardous - Liquid
2. Non Conforming - Liquid
3. Non RCRA (Hazardous) - Liquid
4. Non Hazardous - Solid
5. Non Conforming - Solid
6. Non RCRA (Hazardous) - Solid

If laboratory testing designates the bus washer clarifier contents as non-hazardous, the Contractor shall make arrangements to dispose of this material as Non-Hazardous Waste and transport the material with a Non-Hazardous Waste Manifest.

Contractor shall perform all sampling and testing required by the hazardous materials disposal site operator. Testing may need to be accomplished annually, depending on the waste disposal facilities requirements. Costs to sample and test hazardous wastes shall be included in the unit cost. MTS shall not pay additional costs.

Sump cleaning and disposal services shall include liquid and solid waste removal, tank washing and separator filter cleaning or replacement as required. Cleaning and disposal services are required at least once and may go up to three (3) times per year at each division depending on operational needs.

**4.4. [NOT APPLICABLE] CONTRACTOR'S INFORMATION SECURITY RESPONSIBILITIES**

**4.5. [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**

**4.6. SAFETY DATA SHEETS (SDS)**

Upon award, Contractors shall email the SDS for materials/ chemicals that will be used or stored at the construction site during the duration of the project, attention Ngan Nguyen, MTS Environmental Health and Safety Specialist at [Ngan.Nguyen@sdmts.com](mailto:Ngan.Nguyen@sdmts.com) for review or comment if needed. The Contractor shall notify the MTS Environmental Health and Safety Specialist if there are changes or updates to the SDS during the term of the contract to ensure the MTS recordkeeping is kept updated throughout the contract.

**4.7. NO RIGHT TO POST SIGNS**

The Contractor shall not post or otherwise affix signs, decals or other media on MTS property or equipment, except as required to maintain safety during the course of repair or maintenance work. No permanent signs, decals, or other media may be installed without MTS's express written permission.

**4.8. [NOT APPLICABLE] WARRANTY**

**4.9. [NOT APPLICABLE] REPLACEMENT PARTS**

**4.10. [NOT APPLICABLE] DELIVERY AND ACCEPTANCE**

**4.11. [NOT APPLICABLE] LIQUIDATED DAMAGES**

**4.12. [NOT APPLICABLE] ACQUISITION OF ROLLING STOCK**

**4.13. INVOICES**

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

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.

**NOTE: Advanced payment is not allowable.**

**CLARIFIER WASTE SERVICES IFB**  
**MTS DOC. PWG418.0-25**

**MTS BID FORM - GROUP A (SDTI)**

**Bidder Name:** Asbury Environmental Services

#	Labor Type	# of Hours*	Hourly Rate	Total Labor <i>Hours x Hourly Rate</i>	
1	Truck & Transportation M-F, non-holiday Yr 1	96	\$ 155.00	\$	14,880.00
2	Emergency call - Truck & Trans Yr 1	12	\$ 210.00	\$	2,520.00
3	Truck & Transportation M-F, non-holiday Yr 2	96	\$ 160.00	\$	15,360.00
4	Emergency call - Truck & Trans Yr 2	12	\$ 216.00	\$	2,592.00
5	Truck & Transportation M-F, non-holiday Yr 3	96	\$ 165.00	\$	15,840.00
6	Emergency call - Truck & Trans Yr 3	12	\$ 223.00	\$	2,676.00
7	Truck & Transportation M-F, non-holiday Yr 4	96	\$ 170.00	\$	16,320.00
8	Emergency call - Truck & Trans Yr 4	12	\$ 230.00	\$	2,760.00
9	Truck & Transportaion M-F, non-holiday Yr 5	96	\$ 175.00	\$	16,800.00
10	Emergency call - Truck & Trans Yr 5	12	\$ 236.00	\$	2,832.00
<b>Subtotal Labor:</b>				<b>\$</b>	<b>92,580.00</b>
#	Item Description (Oily Water)	Qty*	Unit Of Measure	Unit Price	Total Price
1	Oily water liquids (includes disposal of solids less than 30%) Yr 1	26000	gal	\$ 0.51	\$ 13,260.00
2	Oily water (solids) Yr 1	6000	gal	\$ 0.54	\$ 3,240.00
3	Oily water liquids (includes disposal of solids less than 30%) Yr 2	26000	gal	\$ 0.54	\$ 14,040.00
4	Oily water (solids) Yr 2	6000	gal	\$ 0.57	\$ 3,420.00
5	Oily water liquids (includes disposal of solids less than 30%) Yr 3	26000	gal	\$ 0.57	\$ 14,820.00
6	Oily water (solids) Yr 3	6000	gal	\$ 0.60	\$ 3,600.00
7	Oily water liquids (includes disposal of solids less than 30%) Yr 4	26000	gal	\$ 0.60	\$ 15,600.00
8	Oily water (solids) Yr 4	6000	gal	\$ 0.63	\$ 3,780.00
9	Oily water liquids (includes disposal of solids less than 30%) Yr 5	26000	gal	\$ 0.63	\$ 16,380.00
10	Oily water (solids) Yr 5	6000	gal	\$ 0.66	\$ 3,960.00
<b>Subtotal Services:</b>				<b>\$</b>	<b>92,100.00</b>
#	Other Expenses	Qty*	Unit Rate	Total Cost <i>Qty x Unit Rate</i>	
1	Truck wash out fee (if required) Yr 1	4	\$ 175.00	\$	700.00
2	Truck wash out fee (if required) Yr 2	4	\$ 200.00	\$	800.00
3	Truck wash out fee (if required) Yr 3	4	\$ 225.00	\$	900.00
4	Truck wash out fee (if required) Yr 4	4	\$ 250.00	\$	1,000.00
5	Truck wash out fee (if required) Yr 5	4	\$ 275.00	\$	1,100.00
<b>Subtotal Other Expenses:</b>				<b>\$</b>	<b>4,500.00</b>
<b>SDTI Total Services:</b>				<b>\$</b>	<b>189,180.00</b>

**\*Note:** Numbers/quantities are provided as an approximate guideline only. Actual usage may be more or less than estimated. MTS reserves the right to increase or decrease usage and hold or postpone any work related to the above line items based on operational needs and funding availability. Costs shall be all-inclusive including but not limited to the cost for materials, labor, equipment, fuel, tax, overhead, profit and all other related costs necessary to meet the work requirements described, but not identified on the bid form. MTS will not pay additional costs.

**CLARIFIER WASTE SERVICES IFB**  
**MTS DOC. NO. PWG418.0-25**

**MTS BID FORM - GROUP B (SDTC)**

**Bidder Name:** Asbury Environmental Services

#	Labor Type	Quantity	Unit Of Measure (ea, lb, ft, box, gal)	Total Price
1	IAD clarifier cleaning service with carbon filter and monitoring Yr-1	1	ea - (1) service per year	\$ 17,217.84
2	IAD clarifier cleaning service with carbon filter and monitoring Yr-2	1	ea - (1) service per year	\$ 18,153.24
3	IAD clarifier cleaning service with carbon filter and monitoring Yr-3	1	ea - (1) service per year	\$ 19,088.64
4	IAD clarifier cleaning service with carbon filter and monitoring Yr-4	1	ea - (1) service per year	\$ 20,024.04
5	IAD clarifier cleaning service with carbon filter and monitoring Yr-5	1	ea - (1) service per year	\$ 20,959.44
6	KMD clarifier cleaning service with carbon filter and monitoring Yr-1	1	ea - (1) service per year	\$ 14,639.32
7	KMD clarifier cleaning service with carbon filter and monitoring Yr-2	1	ea - (1) service per year	\$ 15,466.84
8	KMD clarifier cleaning service with carbon filter and monitoring Yr-3	1	ea - (1) service per year	\$ 16,294.36
9	KMD clarifier cleaning service with carbon filter and monitoring Yr-4	1	ea - (1) service per year	\$ 17,121.88
10	KMD clarifier cleaning service with carbon filter and monitoring Yr-5	1	ea - (1) service per year	\$ 17,949.40
11	IAD / KMD Emergency clarifier skimming service Yr 1-5	5	ea	\$ 3,010.04
<b>Total Labor:</b>				<b>\$ 179,925.03</b>

**\*Note:** Numbers/quantities are provided as an approximate guideline only. Actual usage may be more or less than estimated. MTS reserves the right to increase or decrease usage and hold or postpone any work related to the above line items based on operational needs and funding availability. Costs shall be all-inclusive including but not limited to the cost for materials, labor, equipment, fuel, tax, overhead, profit and all other related costs necessary to meet the work requirements described, but not identified on the bid form. MTS will not pay additional costs.

**CLARIFIER WASTE SERVICES IFB**  
**MTS DOC. NO. PWL418.0-25**

<b>GROUP A - SDTI</b>	
<b>LABOR TYPE</b>	
Term	Annual Total
YEAR 1 (1/1/25 to 12/31/25)	\$ 17,400.00
YEAR 2 (1/1/26 to 12/31/26)	\$ 17,952.00
YEAR 3 (1/1/27 to 12/31/27)	\$ 18,516.00
YEAR 4 (1/1/28 to 12/31/28)	\$ 19,080.00
YEAR 5 (1/1/29 to 12/31/29)	\$ 19,632.00
<b>TOTAL</b>	<b>\$ 92,580.00</b>

<b>OILY WATER</b>	
Term	Annual Total
YEAR 1 (1/1/25 to 12/31/25)	\$ 16,500.00
YEAR 2 (1/1/26 to 12/31/26)	\$ 17,460.00
YEAR 3 (1/1/27 to 12/31/27)	\$ 18,420.00
YEAR 4 (1/1/28 to 12/31/28)	\$ 19,380.00
YEAR 5 (1/1/29 to 12/31/29)	\$ 20,340.00
<b>TOTAL</b>	<b>\$ 92,100.00</b>

<b>OTHER EXPENSES</b>	
Term	Annual Total
YEAR 1 (1/1/25 to 12/31/25)	\$ 700.00
YEAR 2 (1/1/26 to 12/31/26)	\$ 800.00
YEAR 3 (1/1/27 to 12/31/27)	\$ 900.00
YEAR 4 (1/1/28 to 12/31/28)	\$ 1,000.00
YEAR 5 (1/1/29 to 12/31/29)	\$ 1,100.00
<b>TOTAL</b>	<b>\$ 4,500.00</b>

<b>GROUP B - SDTC</b>	
Term	Annual Total
YEAR 1 (1/1/25 to 12/31/25)	\$ 31,857.16
YEAR 2 (1/1/26 to 12/31/26)	\$ 33,620.08
YEAR 3 (1/1/27 to 12/31/27)	\$ 35,383.00
YEAR 4 (1/1/28 to 12/31/28)	\$ 37,145.92
YEAR 5 (1/1/29 to 12/31/29)	\$ 38,908.84
YEAR 1-5 (1/1/25 to 12/31/29) IAD / KMD Emergency clarifier skimming service	\$ 15,050.20
<b>TOTAL</b>	<b>\$ 191,965.19</b>

<b>GRAND TOTAL (BASIS OF AWARD)</b>	<b>\$ 381,145.19</b>
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## Agenda Item No. 10

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

February 13, 2025

#### SUBJECT:

Iris Rapid Bus Stop Construction Additional Stop at Westbound Imperial Beach Blvd and 13<sup>th</sup> Street – Change Order

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB380.2-24 (in substantially the same format as Attachment B), with Hazard Construction Engineering LLC (Hazard Construction), in the amount of \$413,092.00 for the Iris Rapid construction of Rapid 227 bus stop improvements at westbound Imperial Beach Blvd and 13<sup>th</sup> St.

#### Budget Impact

The total cost of this amendment is \$413,092.00, bringing the total contract cost to \$4,903,893.89. The total funding authority with the remaining 15% contingency would be \$5,485,608.60. These costs will be funded by MTS Capital Improvement Program (CIP) account 1009113001 - Iris Rapid Route and Station Infrastructure Improvements.

The projects costs are summarized below:

Item	Cost	Board Meeting	Contract Total	Funding Authority	Contingency Balance
Base Bid	\$ 4,410,884.00	April 25, 2024 (AI.13)	\$4,410,884.00	\$4,410,884.00	
15% Contingency	\$ 661,632.60	April 25, 2024 (AI.13)	\$4,410,884.00	\$5,072,516.60	\$ 661,632.60
Amendment 1	\$ 79,917.89	December 19, 2024, CEO Approval (contingency)	\$4,490,801.89	\$5,072,516.60	\$ 581,714.71
<b><i>Amendment 2 (add Imperial Beach Blvd/13th Street Stop Amenities)</i></b>	<b><i>\$ 413,092.00</i></b>	<b><i>Today's Proposed Action</i></b>	<b><i>\$4,903,893.89</i></b>	<b><i>\$5,485,608.60</i></b>	<b><i>\$ 581,714.71</i></b>





## DISCUSSION:

In 2018, MTS staff applied for and received a Transit and Intercity Rail Capital Program (TIRCP) grant to add a new Rapid Bus feeder service between Imperial Beach and the Otay Mesa International Border crossing, connecting both communities to the UC San Diego Blue Line Trolley. Consistent with the grant program's goal to significantly reduce emissions of greenhouse gases, the new rapid route is served by twelve (12) new, 60-foot Battery Electric Buses (BEB). The Iris Rapid service, also known as Rapid 227, started on October 15, 2023. The route operates at 7.5-min headways in the peak hours, with buses from the MTS South Bay Maintenance Facility (SBMF) on Main Street in Chula Vista.

MTS completed a route plan for Iris Rapid, which identified station stops along the route, and recommended upgrades at each location, including new shelters and Variable Message Signs (VMS) at the stops, and the addition of four (4) bus bays on the west side of the trolley tracks at the Iris Avenue Transit Center. On April 14, 2022 (Agenda Item (AI) 11), the MTS Board approved the award of construction contract PWB342.0-22 to Palm Engineering Construction Company Inc. (Palm), for the Iris Rapid Route and Stations Infrastructure project. In February 2023, due to concerns about the contractor's financial position and ability to perform, the contract was modified with a deductive change order to limit the work to the west bus island at the Iris Transit Center. Completion of the west bus islands allowed the Rapid 227 service to begin in October 2023.

On April 25, 2024 (AI 13), the MTS Board of Directors authorized an agreement with Hazard Construction to construct the remaining improvements related to the Iris Rapid (Rapid 227) Project. The work authorized was designated as "Group A & B" and consisted of 8 Iris Rapid Bus Stops, Traffic Signal modifications at Coronado Ave/Beyer Blvd/30th, and the Iris Transit Center East work. The Group A & B cost total was \$4,410,884.00. As part of the Board's approval, a 15 percent contingency was authorized to cover potential change orders during construction. Based on the contract base bid, this resulted in a \$661,632.60 allowance for contingency, for a total contract funding approval of \$5,072,516.60.

On December 19, 2024, Amendment 1 to the Hazard Construction contract was executed (Attachment A), approving various construction change orders in the amount of \$79,917.89 for underground utility mark out, concrete doweling, utility adjustments, and additional field verified quantities of work installed beyond original bid quantities at Iris Rapid Transit Center East. This work was authorized under the CEO's contingency authority in the April 25, 2024 (AI 13) contract approval.

At that time of contract award, the Board was not asked to authorize a second set of work "Group C". Group C work consisted of 3 additional bus stop improvement locations: Westbound Imperial Beach Blvd & 3rd St, Westbound Imperial Beach Blvd & 8th St, and Westbound Imperial Beach Blvd & 13th St. Hazard Construction's bid for this work was \$1,072,287.00. However, approval of this Group C work was deferred pending a meet and confer process with the City of Imperial Beach. After implementation of the Rapid 227 service in October 2023, which included routing down Third Street in the City of Imperial Beach, MTS received feedback from the City that local residents were requesting that the bus routing be relocated away from Third Street. The City requested that MTS conduct outreach about this potential change.

Since that time, the Rapid 227 was re-routed from Third Street to Ninth Street. This action eliminated the need for any Rapid 227 bus stop improvements at Westbound Imperial Beach

Blvd & 3rd St or Westbound Imperial Beach Blvd & 8th St. However, Rapid 227 continues to stop on westbound Imperial Beach Blvd & 13<sup>th</sup> Street under the adjusted routing. On November 8, 2024, MTS received communications from the City of Imperial Beach requesting that MTS construct the special Rapid 227 transit amenities at that stop.

Amendment No. 2, totaling \$413,092.00, would add the revised Group C scope into the Hazard Construction contract – adding only the work associated with the bus stop at westbound Imperial Beach Blvd & 13<sup>th</sup> Street. This approval would add funding to this contract in excess of the current approvals and contingency, bringing the total funding authority (including contingency) to \$5,485,608.60.

### **Today's Proposed Action**

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWB380.2-24 (in substantially the same format as Attachment B), with Hazard Construction, in the amount of \$413,092.00 for the Iris Rapid construction of Rapid 227 bus stop improvements at westbound Imperial Beach Blvd and 13<sup>th</sup> St.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachments: A. Executed Amendment 1, PWB381.1-24 – Various change orders  
B. Draft Amendment 2, PWB381.2-24 – Additional bus stop at westbound Imperial Beach Blvd and 13<sup>th</sup> St.

Metropolitan  
Transit  
System

## CONSTRUCTION CHANGE ORDER

**Project Name:** Iris Rapid Transit Center East and Bus Stops Construction  
**To:** San Diego Metropolitan Transit System  
**From (Contractor):** Hazard Construction Engr LLC

**Contract Number: PWB380.0-24**

Date:	12/7/2024
Amendment Number	1
MTS CCO Number	CCOs 2, 3, 4, 5, 8 & 9

#### SUBCONTRACTORS AND OTHER THIRD PARTY CONTRACTORS

Any time there is a change to a Subcontractor or Other Third Party Contractors resubmit Attachment: SUBCONTRACTORS and THIRD PARTY CONTRACTORS. Any change to these forms after bid submittal must be made in accordance with Public Contract Code sections 4100 et seq., as applicable, and as permitted by MTS.

### OVERALL DESCRIPTION OF WORK

This CCO is prepared in accordance with and incorporates Section Changes and Extra Work Payment of the Contract Documents and consists of the following:

**A. FOR UNIT PRICE CCOS ONLY (AS APPLICABLE)**

<b>Contractor REF#</b>	<b>Description</b>	<b>Bid Item</b>	<b>Quantity</b>	<b>QTY Change</b>	<b>Amount</b>
CCO 5	Crushed Aggregate Base	Group B - Item #06	66	36.44	\$ 5,830.40
CCO 5	6" Concrete Curb	Group B - Item #09	31	13	\$ 650.00
CCO 5	Concrete Bus Pad	Group B - Item #10	41	18.94	\$ 8,144.20
CCO 8	Crushed Aggregate Base	Group B - 06	66	20.82	\$ 3,331.20
CCO 8	Concrete Bus Pad	Group B - 10	41	9.08	\$ 3,904.40
CCO 8	Concrete Cross Gutter (6')	Group B - 11	210	3	\$ 33.00
CCO 8	Concrete Sidewalk	Group B - 12	1390	289.59	\$ 2,895.90
<b>Subtotal A:</b>					<b>\$ 24,789.10</b>

**B. FOR LUMP SUM CCOS ONLY (AS APPLICABLE)**

<b>Contractor REF#</b>	<b>Description</b>	<b>Amount</b>
CCO 2	Utility Mark out at TCE by CP&L	\$ 3,277.00
CCO 3	Drill and install #3 & #5 dowels	\$ 4,187.29
CCO 4	Water Valve Relocation□	\$ 5,154.98
CCO 5	Added concrete panels	\$ 9,530.05
CCO 7 (No cost, Add 5 days)	No Cost Pedestrian Ramp. Increase by 5 days	
CCO 9 (Also add 1 day)	Added Lighting at (7) Bus Shelters	\$ 32,979.47
<b>Subtotal B:</b>		<b>\$ 55,128.79</b>

**C. FOR TIME & MATERIALS CCOS ONLY (AS APPLICABLE)**

Contractor REF#	Description	Bid Item	Amount
		Payroll Costs:	
		Equipment Costs	
		Materials Costs	
		Consultant Costs	
		Supplemental Costs	
		Consultant Costs	
		Other - Describe Services	
		Bonds & Insurance total:	
		Contractor Overhead & Profit on Subcontractors:	
		Contractor Overhead & Profit total:	
		Subtotal C:	\$ -

Total = (A+B+C)	\$	79,917.89
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Original Contract value:	\$ 4,410,884.00
Adjustment by Previous Amendment(s)	\$ -
Adjustment by this Change Order	\$ 79,917.89
<b>New Contract Amount</b>	<b>\$ 4,490,801.89</b>

The Contract Time due to this Change Order will be (Increased or Unchanged):	Increased	by	6	days
Original Completion Date:				7/8/2025
Adjustment to Completion Date by Previous Change Order(s) (Number of Calendar Days):				0
New Completion Date adjusted by this Change Order:				7/14/2025

Contractor accepts the terms and conditions stated above as full and final settlement of any and all claims arising out of or related to the subject of this Change Order and acknowledges that the compensation (time and cost) set forth herein comprises the total compensation due for the work or change defined in the Change Order, including all impact on any unchanged work. By signing this Change Order, the Contractor acknowledges and agrees that the stipulated compensation includes payment for all Work contained in the Change Order, plus all payment for any acceleration or interruption of schedules, extended overhead costs, delay, and all impact or cumulative impact on all Work under this Contract. The signing of this Change Order acknowledges full mutual accord and satisfaction for the change and that the stated time and/or cost constitute the total equitable adjustment owed the Contractor as a result of the change. The Contractor hereby releases and agrees to waive all rights, without exception or reservation of any kind whatsoever, to file any further claim or request for equitable adjustment of any type, for any reasonably foreseeable cause that shall arise out of, or as a result of, this Change Order and/or its impact on the remainder of the Work under the Contract.

**Contractor**

Date:

MTS Chief Executive Officer

Date:

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • [sdmts.com](http://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 multiple cities in San Diego County.



CHANGE ORDER 2

**CONTRACT CHANGE ORDER NO. 02**

PROJECT NAME: IRIS BUS STOPS AND TRANSIT CENTER

MTS WORK ORDER NUMBER: PWB380.0-24Date: October 30, 2024To: Hazard Construction Engr LLC. (Contractor)

You are directed to make the following changes from the Contract Documents or do the following described work not included in the Contract Documents for this Contract. **NOTE: This change order is not effective until approved by the Metropolitan Transit System (MTS).**

Change requested by: Contractor

This change order provides for the additional service required to retain the service of a private utility locating firm for MTS' utility mark out at the Transit Center East. Once the utility has been marked out, it is the responsibility of the Contractor to verify and determine the exact location and depth. The Contractor shall be responsible for coordinating its Work with all utility companies during the construction of the Work per Construction Agreement Section 3.3 "Existence of Utility at the Work Site".

**Extra Work at Lump Sum:**

Work shall be paid in accordance with Section 3.34, "Changes and Extra Work Payment," of the Standard Construction Agreement, and all applicable documents of the contract documents.

Lump Sum price includes all labor, materials, equipment, tools, and incidentals necessary to provide utility markout services for the project, and in agreement with the Engineer.

For the work involved in this change order, the Contractor will receive and accept the agreed Lump Sum payment of \$3,277.00. This sum constitutes full and complete compensation, including mark-ups by reason of this change.

**Total Extra Work at Lump Sum: \$3,277.00****Contract Time of Completion:**

A determination of the delay in completion of the contract due to the work specified by contract change order No. 02 has been made in accordance with the provisions of Section 6-9, "Liquidated Damages" of the Standard Construction Agreement.

**This change order will adjust the contract time of completion by adding an additional (0) calendar days.**

**Total Cost of this Change Order    Increase \$ 3,277.00**

**This Change Order adjusts the time of completion as follows: (0) Calendar Days**

<p>This Change Order constitutes a complete and final resolution of all claims of the Contractor for additional time or additional compensation related to or affected by work that is the subject of this Change Order. Without limiting the applicability of other sections, this Change Order is subject to the standard specifications, Contract special provisions, newly provided plans and specifications, and applicable standard drawings.</p> <p>No Contract Change Order will be binding upon the Metropolitan Transit System (MTS) until signed by the authorized representatives of MTS Capital Projects Department.</p>	
<b>RECOMMENDED BY:</b> Hassan Mustafa, Resident Engineer (Sign and Print Name & Title)	<b>DATE:</b>
<b>ACCEPTED BY CONTRACTOR:</b> (Sign and Print Name & Title)	<b>DATE:</b>
<b>Project Manager, MTS:</b> (Sign and Print Name & Title)	<b>DATE:</b>
<b>Procurement Specialist, MTS:</b> (Sign and Print Name & Title)	<b>DATE:</b>



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.A, Item 10, 02/13/25

10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

## CHANGE ORDER REQUEST NO. 02

24001- 10 - Iris Bus Stops

October 03, 2024

**To:** Natalie Ven  
MTS - Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101  
**Phone:**  
**Email:** natalie.ven@sdmts.com

**From:** Kirk Kharas  
Hazard Construction Engr LLC  
10529 Vine Street  
Lakeside, CA 92040  
**Phone:** 858.587.3600  
**Email:** kkharas@hazardcon.com

<u>COR</u> <u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>UM</u>	<u>Unit Price</u>	<u>Amount</u>	<u>Change</u> <u>(Days)</u>
1	Utility Mark out at TCE by CP&L	.00	LS	\$ .000	\$3,277.00	
<b>Total:</b>					<b>\$3,277.00</b>	

Please issue a Contract Change Order to allow for inclusion in our Contract Agreement.  
Thank you for your cooperation.



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.A, Item 10, 02/13/25  
10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

## MTS – Iris Rapid Bus Stops and Transit Center East

October 2, 2024

### Change Order Request #2 - Utility mark out by CP&L at Transit Center East

Following up on Hazard's email dated September 13, 2024, regarding using a private utility mark out company to mark out utilities at Transit Center East.

Select Electric Cost	\$2,979.09
(Please see attached back up from Select Electric)	
Hazard markup @ 10%	<u>\$297.91</u>
Total	\$3,277.00

Please issue a Contract Change Order in the amount of \$3,277.00 for utility mark out by a private company, CP&L for Select Electric at Transit Center East.

We are requesting 10 Calendar days due to delay in getting demolition started at TCE due to lack of utility mark out. Demolition was originally scheduled for 9/20/24 but could not start until 9/30/24.



October 1, 2024

To: Hazard Communications  
Attn: Kirk Kharas

RE: 22-014 12-18-23 MTS Iris Bus Stops

SUBJ: **CCO 01 Iris Transit Center East**

Description : Locate underground facilities in conflict with proposed conduit path and excavation locations. Mark on the surface to indicate any offset/depth

Select Electric Inc.'s quoted price and schedule for the referenced change order request is as follows:

**L/S: \$2,979.09**  
**Duration: 1 Working Days**

This change proposal is based on the usual cost elements such as labor, materials, and markup and does not include any amount for impacts such as interference, utility conflict, disruptions, rescheduling, change in the sequence of work, delays and/ or associated acceleration. We expressly reserve the right to submit our request for any of these items should we be faced with performing work under any of these conditions.

This quote is valid for 30 calendar days from the above date and void thereafter. All work affected by either the acceptance or rejection of the enclosed change order quotation is on hold pending notification.

Back-up data is attached for your reference.

Respectfully,

*Michael Lichtenwalter*  
Michael Lichtenwalter  
Project Manager



**Description of Work:** Use any means necessary to identify and locate all underground facilities and mark on the surface over the identified path and excavation locations.

PCO No: CCO 01  
Date Submitted: October 1, 2024  
G.C./Agency:  
Job No: 3623  
Prepared By: Michael Lichtenw

Ref. No.

SUBCONTRACTED WORK				
Description	Qty	U.M.	Unit Cost	Ext. Amount
CPL locating services	1	LS	\$ 2,425.00	\$ 2,425.00
Total Cost of Subcontracted Work				\$ 2,425.00

<b>Total Cost of Labor</b>		\$	173.35
Labor Mark-up	<b>15.00%</b>	\$	26.00
<b>Total Cost of Equipment</b>		\$	75.22
Equipment Mark-up	<b>10.00%</b>	\$	7.52
<b>Total Cost of Material</b>		\$	-
Material Mark-up	<b>10.00%</b>	\$	-
(B) California Sales Tax	<b>0.00%</b>	\$	-
<b>Total Cost of Subcontracted Work</b>		\$	2,425.00
Subcontracted Work Mark-up	<b>10.00%</b>	\$	242.50
<b>Sub-total</b>		\$	2,949.60
<b>Bond</b>	<b>1.00%</b>	\$	29.50
<b>CCIP</b>		\$	-
<b>Total Cost</b>		<b>\$</b>	<b>2,979.09<sup>A</sup></b>



Cable, Pipe & Leak Detection

1483 North 2nd Street, 201  
El Cajon, CA 92021

Att.A, Item 10, 02/13/25

ESTIMATE	#834
ESTIMATE DATE	Sep 18, 2024
TOTAL	\$2,425.00

2790 Buisness Park Drive  
Vista, CA 92081-

(619) 460-6060  
ap@selectelectricinc.com

SERVICE ADDRESS

1440 30th St, SEI Job #3623 - Iris Bus  
Stops\*PW\*  
San Diego, CA 92102

CONTACT US

(619) 873-1530  
Accounting@cpldetection.com

ESTIMATE

Services	qty	unit price	amount
Utility Service - Prevailing Wage Rate - 2 Hr. Minimum	1.0	\$2,400.00	\$2,400.00
Locate any and all locatable utilities in clouded area on attached photo.			
Estimated time onsite: 8 hours If additional time is needed: \$300 per hour			
Ordered by: Robin Zauss 619-951-7082 Robin.Zauss@selectelectricinc.com			
Utility Service - Utility Fuel Surcharge	1.0	\$25.00	\$25.00
Service - Utility Locating Disclaimer	1.0	\$0.00	\$0.00
Access to all areas in and around work site, including utility rooms, manholes/utility vaults, shut off valves, sewer/drain lines, and other structures may be necessary to complete the mark out. As-built drawings/facility maps may be needed to locate utilities that are non-conductive and/or find structures that are not visible. Depths and line size to be provided where available; depths will be considered estimated until potholed/verified. Storm Drain Lines and Sewer lines over 6" in diameter may require CCTV to locate and will be charged at an additional rate. Trips or requests for locating outside of scope will be charged at the hourly rates listed on CPL's current rate sheet.			
Estimate - Conditions and Approval	1.0	\$0.00	\$0.00
This proposal is based on the estimated hourly breakdown of CPL's current rate sheet. If approved it is the minimum amount that will be charged upon completion of field work. Estimate is good for 60 days.			
Payment terms (Established Customers) - Net 30 Days - Any unpaid balance remaining due past due date will be subject to interest at an annual rate of 18% (1.5% per month).			

New Customer Policy - Full payment will be required up completion of services via credit card that has been pre authorized. If charges for services are anticipated to be in excess of \$1000.00, we will require a 35% retainer to be paid prior to commencement of services. Retainer payment can be made via check, ACH or credit card. If by credit card a 3% processing fee will be added.

By signing below, this proposal/estimate is herby accepted according to the scope of work, fees and Terms and Conditions contained herein. CPL is authorized to proceed with the work described and invoice Client upon completion.

\_\_\_\_\_  
Signature/Date

\_\_\_\_\_  
Printed Name

Services subtotal: \$2,425.00

Subtotal	\$2,425.00
----------	------------

<b>Total</b>	<b>\$2,425.00</b>
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CHANGE ORDER 3

**CONTRACT CHANGE ORDER NO. 03**

PROJECT NAME: IRIS BUS STOPS AND TRANSIT CENTER

MTS WORK ORDER NUMBER: PWB380.0-24Date: November 13, 2024To: Hazard Construction Engr LLC. (Contractor)

You are directed to make the following changes from the Contract Documents or do the following described work not included in the Contract Documents for this Contract. **NOTE: This change order is not effective until approved by the Metropolitan Transit System (MTS).**

Change requested by: Contractor

---

This change order provides for the additional dowels at the following locations:

1. Drill and install #3 dowels, 3/8" diameter x 6" long, 24" on center into the existing northern sidewalk at Location 11.
2. Drill and install #5 dowels, 5/8" diameter x 18" long, 24" on center into the existing PCC slab at Location 11.

**Extra Work at Lump Sum:**

Work shall be paid in accordance with Section 3.34, "Changes and Extra Work Payment," of the Standard Construction Agreement, and all applicable documents of the contract documents.

Lump Sum price includes all labor, materials, equipment, tools, and incidentals necessary to install dowels installed in the field for the project, and in agreement with the Engineer.

For the work involved in this change order, the Contractor will receive and accept the agreed Lump Sum payment of \$4,187.27. This sum constitutes full and complete compensation, including mark-ups by reason of this change.

**Total Extra Work at Lump Sum: \$4,187.27**

**Contract Time of Completion:**

A determination of the delay in completion of the contract due to the work specified by contract change order No. 03 has been made in accordance with the provisions of Section 6-9, "Liquidated Damages" of the Standard Construction Agreement.

**This change order will adjust the contract time of completion by adding an additional (0) calendar days.**

---

**Total Cost of this Change Order    Increase \$4,187.27**

---

**This Change Order adjusts the time of completion as follows: (0) Calendar Days**

<p>This Change Order constitutes a complete and final resolution of all claims of the Contractor for additional time or additional compensation related to or affected by work that is the subject of this Change Order. Without limiting the applicability of other sections, this Change Order is subject to the standard specifications, Contract special provisions, newly provided plans and specifications, and applicable standard drawings.</p> <p>No Contract Change Order will be binding upon the Metropolitan Transit System (MTS) until signed by the authorized representatives of MTS Capital Projects Department.</p>	
RECOMMENDED BY: Hassan Mustafa, Resident Engineer (Sign and Print Name & Title)	DATE:
ACCEPTED BY CONTRACTOR: (Sign and Print Name & Title)	DATE:
Project Manager, MTS: (Sign and Print Name & Title)	DATE:
Procurement Specialist, MTS: (Sign and Print Name & Title)	DATE:



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.A, Item 10, 02/13/25

10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

## CHANGE ORDER REQUEST NO. 06

24001- 10 - Iris Bus Stops

November 12, 2024

**To:** Natalie Ven  
MTS - Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101  
**Phone:**  
**Email:** natalie.ven@sdmts.com

**From:** Kirk Kharas  
Hazard Construction Engr LLC  
10529 Vine Street  
Lakeside, CA 92040  
**Phone:** 858.587.3600  
**Email:** kkharas@hazardcon.com

<u>COR</u> <u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>UM</u>	<u>Unit Price</u>	<u>Amount</u>	<u>Change</u> <u>(Days)</u>
1	PCC Slab Dowels at Transit Center East	.00	LS	\$ .000	\$4,187.27	2
<b>Total:</b>					<b>\$4,187.27</b>	

Please issue a Contract Change Order to allow for inclusion in our Contract Agreement.  
Thank you for your cooperation.



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.A, Item 10, 02/13/25  
10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

## **MTS – Iris Rapid Bus Stops and Transit Center East**

**November 12, 2024**

### **Change Order Request #6 – PCC Slab Dowels at Transit Center East**

Per response from MTS to RFI 8 on 10/16/24, the following is the price for PCC slab doweling at Transit Center East. As directed, this work was tracked on time and material.

Per the attached Extra Work Tickets      1 LS @ \$4187.27 =                      \$4,187.27

Please issue a Contract Change Order in the amount of \$4,187.27 for PCC Slab Doweling at Transit Center East.

Please add 2 WD of additional contract time.

EW Billing Package #1.0 for PC 8004..P04 - 11/08/2024

Hazard Construction Company

CO Detail - Job 24001-10

All Billings - Contract: PWB380.0-24

DATES				LAST PAYMENT		DISPOSITION VARIANCE							
Billing	Perform	Report	Submit	Number	Period	Billed	Paid	Balance	Pending	Disputed	Writeoff	AltBillNo	Company
804	• PC 8001..P04 - EWTM - Drill Pavement Dowels												
5.0 F	10/17/24	10/31/24	11/08/24		P	2,191.76		-2,191.76	-2,191.76				HAZARD
	[19227] Drill and install 130 each #5 x 18" rebar dowels at transition of old and new slabs												
8.0 F	10/23/24	10/31/24	11/08/24		P	1,162.82		-1,162.82	-1,162.82				HAZARD
	[19232] Drill and install 99 each #3 x 16" rebar dowels at loc #11 existing sidewalk												
12.0 F	10/30/24	11/08/24	11/08/24		P	275.26		-275.26	-275.26				HAZARD
	[19237] Drill and install 70 each rebar dowels at loc #11 for white paving reinforcement												
13.0 F	10/31/24	11/08/24	11/08/24		P	557.43		-557.43	-557.43				HAZARD
	[19238] Drill and install 60 each rebar dowels at loc #11 for white paving reinforcement												
				804		4,187.27		-4,187.27	-4,187.27				
				Grand Totals		4,187.27		-4,187.27	-4,187.27				



# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: **FL 21226**

Contract: **PWB380.0-24**

Change Order **804**

Contractor Job: **24001-10 - Iris Bus Stops**

Cost Code: **8001..P04**

Billing Number **5.0**

Work Performed By: **Hazard Construction Company**

DEWR No. **19227** ☒ Signed

Report Date **10/31/2024**

Description of Work: **Drill and install 130 each #5 x 18" rebar dowels at transition of old and new slabs**

Report No. **R.C.**

Perform Date **10/17/2024**

### Labor Charges

Craft/Level	Employee Name	RT Hrs	OT/DT Hrs	Subs Units	RT Rate	OT/DT Rate	Subs Rate	Extended
L01 CPT F	J Groves	3.00			80.970			242.910
L02 CPT J	S Lopez	3.00			77.970			233.910
L03 CPT J	R Martinez	3.00			77.970			233.910
L04 LBRAP A6	A Diego Sanchez	3.00			56.180			168.540
L05 LBR G4	A Garcia	3.00			73.200			219.600
L06 LBR G4	C Bonilla	3.00			73.200			219.600

### Equipment Charges

Equipment ID	Description	RT Hrs	OT Hrs	RT Rate	OT Rate	Delay Factor	Extended
E01 TRK-0126-	Chevy Silverado 3500HD	3.00		54.230			162.690

### Material/Specialist Work/Lump Sum or Unit Price Payment

Number	Date	Vendor Name and Description	Units	Unit Price	Extended
M01 10020693345	10/17/2024	White Cap L.P. / 12ea) #5x20' Rebar & 3ea) Rotobits + Tax	1.000 LS	306.06000	306.06

### Labor Charges

RT Labor	1,318.47
SC 9.00%	118.66
OT/DT Labor	0.00
Subtotal Labor	1,437.13
Subsistence	0.00
Other Expenses	0.00
MU 15.00%	215.57
Labor Total	1,652.70

### Equipment Charges

Subtotal	162.69
MU 15.00%	24.40
Equipment Total	187.09

### Material Charges

Subtotal	306.06
MU 15.00%	45.91
Material Total	351.97

Activity Total **2,191.76**

Work Total **2,191.76**

Bill Subtotal **2,191.76**



### Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040  
Phone: (858) 587-3600 Fax: (858) 453-6034  
Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

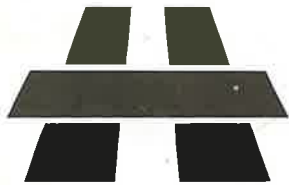
Customer:

Date:

Contractor:

Date:

Bill Total + **2,191.76**



**DAILY EXTRA WORK REPORT**  
**HAZARD CONSTRUCTION**  
P.O. BOX 229000, SAN DIEGO, CA 92192  
(858) 587-3600

Att.A, Item 10, 02/13/25

STATE LIC. #750542A/B

**RECEIVED**

By Kevin Dunwell at 10:15 am, Oct 22, 2024

CUSTOMER MTS WORK REPORT **19227**  
JOB NAME / LOCATION IRIS BUS STOPS / 30th St & Iris Ave. / Location 11 DATE PERFORMED 10-17-24  
DESCRIPTION OF WORK WE DRILLED 6" depth, 5/8" D holes every 2' in the existing white paving. Then, installed #5 rebar dowels @ 18" long in the drilled holes for reinforcement between old & new slabs. CHARGE TO JOB # 24001-10  
130 TOTAL. COST CODE 8003..P04  
REQUESTED BY \_\_\_\_\_ PURCHASE ORDER # \_\_\_\_\_ SUPERINTENDENT GARY GROVES  
FOREMAN JOEL GROVES

DESCRIPTION OF CHARGES	EQUIP. NO.	HOURS		RATE	EXTENSION
		ST	OT		
LABOR & EQUIPMENT <u>CARP. FM. - JOEL GROVES - 4094</u>		3			
<u>CHEVY 3500 WORK TRUCK</u>	<u>TRK-0126</u>	3			
<u>CRP. Journey Man - Sam LOPEZ - 4021</u>		3			
<u>CRP. JMEN - ROMEO MARTINEZ - 4423</u>		3			
<u>LAG - Alex Diego Sanchez - 4412</u>		3			
<u>L4 - Arnulfo Garcia - 4422</u>		3			
<u>L4 - CARLOS Bonilla - 4374</u>		3			
MOVE-IN <input type="checkbox"/> MOVE-OUT <input type="checkbox"/>					
MATERIALS <u>#5 Rebar 12-QTY 240LF</u>					
<u>5/8" rotary bits - 3</u>					

I certify work and/or materials on this Work Order have been performed and/or received in good condition and the labor and equipment hours and material quantities are correct.

CUSTOMER'S AUTHORIZED REPRESENTATIVE:

Signature

Title

Date

10/17/24

VERIFY HOUSE ONLY

White - Office

Canary - Customer

Green with Time Sheet

Pink - Field Copy



White Cap, L.P.  
PO Box 4944  
Orlando, FL 32802-4944

**BRANCH ADDRESS**  
059 - NATIONAL CITY  
(619) 419-1780  
2215 CLEVELAND AVE  
NATIONAL CITY CA 91950  
SAN DIEGO

Att.A, Item 10, 02/13/25

# INVOICE

INVOICE NUMBER
10020693345
INVOICE DATE
10/17/2024
CUSTOMER PO NUMBER
24001-10 PO# H722

TO VIEW AND PAY ONLINE GO TO:
<a href="http://whitecap.billtrust.com">http://whitecap.billtrust.com</a>
ENROLLMENT TOKEN:
FBX QZS ZBW

**ACCOUNT # 102257**

**TERRITORY:**

**SHIP TO: 10002422346**

**MAKE CHECKS PAYABLE TO:**

**White Cap, L.P.**  
**P.O. Box 6040**  
**CYPRESS, CA 90630-0040**

HAZARD CONSTR CO  
10529 VINE STREET  
LAKESIDE CA 92040

LAKESIDE YARD\_1  
10529 VINE ST  
LAKESIDE CA 92040

ORDER DATE		ORDER NO.	ORDERED BY	ACCOUNT MANAGER			TAKEN BY		
10/17/2024		62362045	JOEL GROVES	DANIELS, TURNER			ROLDAN, ADRIAN D		
BRANCH		ACCT JOB NO.	TERMS	SHIP VIA / ROUTING				CUSTOMER JOB NO.	
059		10002422346	2% 10TH NET 11TH	5. WALK IN				LAKESIDE YARD 1	
LINE	PART NUMBER	DESCRIPTION		QTY ORD	UNIT PRICE	QTY BKO	QTY SHP	EXTENDED PRICE	TAX AMT
1	43552060	#5 GR60 5/8"X20' REBAR SOLD/PC		12	13.79 EA	0	12	165.48	14.48
2	162HC2107	5/8"X16"X18" SDS PLUS ROTARY HAMMER DRILL BIT BOSCH		1	28.99 EA	0	1	28.99	2.53
3	297DMAPL4230	5/8" X 10" X 12" REBAR DEMON SDS PLUS 4 CUTTER FULL CARBIDE HEAD HAMMER BIT DIABLO		1	29.99 EA	0	1	29.99	2.62
4	162HC5021	5/8"X16"X21" SDS MAX ROTARY HAMMER DRILL SPEED-X BIT BOSCH		1	56.99 EA	0	1	56.99	4.98

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complete terms and conditions.

RECEIVED BY:

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TOTAL GROSS	281.45
TOTAL TAX	24.61
TOTAL SHIPPING AND HANDLING	0.00
TOTAL INVOICE	306.06

**WHITE CAP****ON ACCOUNT**

059 - National City  
2215 Cleveland Ave  
National City, CA, 91950  
(619) 419-1780

**RECEIPT****62362045**

**JOB: 24001-10 IRIS BUS STOPS**  
**code: 8003.. 104**

**Sold To:** 102257  
HAZARD CONSTR CO  
10529 VINE STREET  
Lakeside, CA, 92040  
858-587-3600

**Ship To:** LAKESIDE YARD\_1.10002422346  
10529 VINE ST  
LAKESIDE, CA, 92040  
**Job Site Contact:**  
**Job Site Phone:**  
**Map #:**

**Printed By :** Adrian R**Printed Date :** 10/17/2024 06:59 AM PACIFIC**Ordered By:** JOEL GROVES**Contact Phone:** 619-7726341

Order Number		Order Date	Request Date			Invoice Date		Salesperson
62362045		10/17/2024	10/17/2024					Daniels, T
Terms		Shipping Method	Customer PO				Created By	
210THN11TH		5. Walk In	24001-10 PO# H722				Adrian R	
LN	Part#	Description	Quantity			UOM	Price	Amount
BIN	H/M	LOT/SN	ORD	SHP	BKO	Unit WT	COO	
1.1	43552060	#5 GR60 5/8"X20' REBAR SOLD/PC	12	12	0	EA	\$13.79	\$165.48
1-YARD01	VPN: 10056					20.86 LBS		
<b>WARNING:</b> This Product can expose you to chemicals including Nickel (Metallic), which is known to the State of California to cause cancer, and Cadmium, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to <a href="http://www.P65Warnings.ca.gov">www.P65Warnings.ca.gov</a>								
2.1	162HC2107	5/8"X16"X18" SDS PLUS ROTARY HAMMER DRILL BIT BOSCH	1	1	0	EA	\$28.99	\$28.99
1-AFC0641 2-AHH0201	VPN: HC2107					.78 LBS		
3.1	297DMAPL4230	5/8" X 10" X 12" REBAR DEMON SDS PLUS 4 CUTTER FULL CARBIDE HEAD HAMMER BIT DIABLO	1	1	0	EA	\$29.99	\$29.99
1-DIABLODISPLA Y	VPN: DMAPL4230					.62 LBS		
4.1	162HC5021	5/8"X16"X21" SDS MAX ROTARY HAMMER DRILL SPEED-X BIT BOSCH	1	1	0	EA	\$56.99	\$56.99
1-AFB0413 2-AHH0225	VPN: HC5021					1 LBS		



ON ACCOUNT



059 - National City  
2215 Cleveland Ave  
National City, CA, 91950  
(619) 419-1780

RECEIPT

62362045

**Sold To:** 102257  
HAZARD CONSTR CO  
10529 VINE STREET  
Lakeside, CA, 92040  
858-587-3600

**Ship To :** LAKESIDE YARD\_1,10002422346  
10529 VINE ST  
LAKESIDE, CA, 92040  
**Job Site Contact:**  
**Job Site Phone:**  
**Map #:**

Shipped amount	\$281.45
Order charges	\$0.00
Tax amount	\$24.61
Order total	\$306.06
Deposit/funds tendered	\$0.00
Balance due	\$306.06

**REPORT DISCREPANCIES WITHIN 24 HRS.**  
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PRINT: \_\_\_\_\_ SIGN : \_\_\_\_\_

SHIPPED WEIGHT: **252.72 LBS** PULLED BY: \_\_\_\_\_ CHECKED BY: \_\_\_\_\_ LOADED BY: \_\_\_\_\_

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<https://www.whitecap.com/help-center/osha-standards-safety-data-sheets>.  
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# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: **FL 21305**

Contract: **PWB380.0-24**

Change Order **804**

Contractor Job: **24001-10 - Iris Bus Stops**

Cost Code: **8001..P04**

Billing Number **8.0**

Work Performed By: **Hazard Construction Company**

DEWR No. **19232** ☒ Signed

Report Date **10/31/2024**

Description of Work: **Drill and install 99 each #3 x 16" rebar dowels at loc #11 existing sidewalk**

Report No. **R.C.**

Perform Date **10/23/2024**

### Labor Charges

Craft ID	Employee Name	RT Hrs	OT/DT Hrs	Subs Units	RT Rate	OT/DT Rate	Subs Rate	Extended
L01 CPT F	J Groves	4.00			80.970			323.880
L02 LBR G1	RE Romo	4.00			70.920			283.680

### Equipment Charges

Equipment ID	Description	RT Hrs	OT Hrs	RT Rate	OT Rate	Delay Factor	Extended
E01 TRK-0126-	Chevy Silverado 3500HD	4.00		54.230			216.920

### Material/Specialist Work/Lump Sum or Unit Price Payment

Number	Date	Vendor Name and Description	Units	Unit Price	Extended
M01 50028848114	10/22/2024	White Cap L.P. / 10ea) #3x20' Rebar & 2ea) Rotobits + Tax	1.000 LS	131.98000	131.98

### Labor Charges

RT Labor	607.56
SC 9.00%	54.68
OT/DT Labor	0.00

Subtotal Labor **662.24**

Subsistence **0.00**

Other Expenses **0.00**

MU 15.00% **99.34**

Labor Total **761.58**

### Equipment Charges

Subtotal	216.92
MU 15.00%	32.54
Equipment Total	<b>249.46</b>

### Material Charges

Subtotal	131.98
MU 15.00%	19.80
Material Total	<b>151.78</b>

Activity Total **1,162.82**

Work Total **1,162.82**

Bill Subtotal **1,162.82**



### Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040

Phone: (858) 587-3600 Fax: (858) 453-6034

Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

Customer:

Date:

Contractor:

Date:

Bill Total **1,162.82**





**DAILY EXTRA WORK REPORT**  
**HAZARD CONSTRUCTION**  
P.O. BOX 229000, SAN DIEGO, CA 92192  
(858) 587-3600

Att.A, Item 10, 02/13/25

STATE LIC. #750542A/B

**RECEIVED**

By Kevin Dunwell at 12:00 pm, Oct 28, 2024

CUSTOMER MTS WORK REPORT **19232**  
JOB NAME / LOCATION IRIS BUS STOP / LOCATION 11 / 30TH ST. & IRIS AVE DATE PERFORMED 10.23.24  
DESCRIPTION OF WORK TODAY, WE CUT 99-16" #3 DOWELS, LAID OUT, & INSTALLED THEM @ LOCATION 11 existing sidewalk. CHARGE TO JOB # 24001-10  
THIS WAS DONE FOR EXTRA REINFORCEMENT. BETWEEN OLD new slabs. COST CODE 8003..PO4  
REQUESTED BY \_\_\_\_\_ PURCHASE ORDER # \_\_\_\_\_ SUPERINTENDENT GARY GROVES  
FOREMAN JOEL GROVES

DESCRIPTION OF CHARGES	EQUIP. NO.	HOURS		RATE	EXTENSION
		ST	OT		
LABOR & EQUIPMENT <u>JOEL GROVES - 4094 - CARP. FM</u>		4			
<u>TRK-0126 WORK TRUCK 3500 HD</u>	<u>TRK-0126</u>	4			
<u>RAMON ROMO - 4108 - LABOR</u>		4			
MOVE-IN <input type="checkbox"/> MOVE-OUT <input type="checkbox"/>					
MATERIALS <u>10 ea) #3 x 20lf rebar dowels (White Cap)</u>					
<u>2 ea) SDS rotohammer bits (White Cap)</u>					

I certify work and/or materials on this Work Order have been performed and/or received in good condition and the labor and equipment hours and material quantities are correct.

CUSTOMER'S AUTHORIZED REPRESENTATIVE:

Signature

Title

Date

10/28/2024

VERIFIED HOURS DONE

TOTAL AMOUNT

COMMENTS

White - Office

Canary - Customer

Green with Time Sheet

Pink - Field Copy



White Cap, L.P.  
PO Box 4944  
Orlando, FL 32802-4944

**BRANCH ADDRESS**  
059 - NATIONAL CITY  
(619) 419-1780  
2215 CLEVELAND AVE  
NATIONAL CITY CA 91950  
SAN DIEGO

Att.A, Item 10, 02/13/25

# INVOICE

INVOICE NUMBER
50028848114
INVOICE DATE
10/22/2024
CUSTOMER PO NUMBER
24001-10

TO VIEW AND PAY ONLINE GO TO:
<a href="http://whitecap.billtrust.com">http://whitecap.billtrust.com</a>
ENROLLMENT TOKEN:
FBX QZS ZBW

ACCOUNT # 102257

TERRITORY:  
SHIP TO: 10001881375

MAKE CHECKS PAYABLE TO:
White Cap, L.P. P.O. Box 6040 CYPRESS, CA 90630-0040

HAZARD CONSTR CO  
10529 VINE STREET  
LAKESIDE CA 92040

HARBOR YARD  
325 HARBOR DR  
SAN DIEGO CA 92101

ORDER DATE		ORDER NO.	ORDERED BY	ACCOUNT MANAGER			TAKEN BY		
10/22/2024		62451826	JOEL GROVES	DANIELS, TURNER			CUENCA, ANDREW		
BRANCH		ACCT JOB NO.	TERMS	SHIP VIA / ROUTING				CUSTOMER JOB NO.	
059		10001881375	2% 10TH NET 11TH	0. WILL CALL				HARBOR YARD	
LINE	PART NUMBER	DESCRIPTION	QTY ORD	UNIT PRICE	QTY BKO	QTY SHP	EXTENDED PRICE	TAX AMT	
0	HDRDESC	***** DELIVERY TAG#: 31918373 *****	1	0	0	1	0.00		
1	297DMAPL4150	3/8" X 6" X 8" REBAR DEMON SDS PLUS 4 CUTTER FULL CARBIDE HEAD HAMMER BIT DIABLO	1	14.49 EA	0	1	14.49	1.26	
2	297DMAMX1010	3/8" X 8" X 13" REBAR DEMON SDS MAX 4 CUTTER FULL CARBIDE HEAD HAMMER BIT DIABLO	1	53.99 EA	0	1	53.99	4.72	
3	43532060	#3 GR60 3/8"X20' REBAR SOLD/PC	10	5.29 EA	0	10	52.90	4.62	
<div>The White Cap Family of Brands includes All-Tex Waterproofing Solutions, Harmac, Kenseal, Marvel Building &amp; Masonry Supply, MASONPRO, Williams Equipment &amp; Supply, Valley Supply Co, and Diamond Tool. Learn more at <a href="http://About.WhiteCap.com">About.WhiteCap.com</a></div> <div><b>Pay your invoices online</b> by visiting: <a href="https://whitecap.billtrust.com">https://whitecap.billtrust.com</a></div> <div><b>Sales Tax Exemption</b> Questions or Certificates: <a href="mailto:TaxExemptCredit@whitecap.com">TaxExemptCredit@whitecap.com</a></div> <div>THESE ITEMS ARE CONTROLLED BY THE U.S. GOVERNMENT AND AUTHORIZED FOR EXPORT ONLY TO THE COUNTRY OF ULTIMATE DESTINATION FOR USE BY THE ULTIMATE CONSIGNEE OR END-USER(S) HEREIN IDENTIFIED. THEY MAY NOT BE RESOLD, TRANSFERRED OR OTHERWISE DISPOSED OF TO ANY OTHER COUNTRY OR ANY PERSON OTHER THAN THE AUTHORIZED ULTIMATE CONSIGNEE OR END-USER(S), EITHER IN THEIR ORIGINAL FORM OR AFTER BEING INCORPORATED INTO OTHER ITEMS, WITHOUT FIRST OBTAINING APPROVAL FROM THE U.S. GOVERNMENT OR AS OTHERWISE AUTHORIZED BY U.S. LAW AND REGULATIONS.</div>									
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						TOTAL SHIPPING AND HANDLING		0.00	
RECEIVED BY: GROVES, JOEL						TOTAL INVOICE		131.98	
SIGNATURE COPY ON FILE									



# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: **FL 21382**

Contract: **PWB380.0-24**

Change Order **804**

Contractor Job: **24001-10 - Iris Bus Stops**

Cost Code: **8001..P04**

Billing Number **12.0**

Work Performed By: **Hazard Construction Company**

DEWR No. **19237** ☒ Signed

Report Date **11/08/2024**

Description of Work: **Drill and install 70 each rebar dowels at loc #11 for white paving reinforcement**

Report No. **R.C.**

Perform Date **10/30/2024**

## Labor Charges

Craft ID	Employee Name	RT Hrs	OT/DT Hrs	Subs Units	RT Rate	OT/DT Rate	Subs Rate	Extended
L01 LBR G4	C Bonilla	3.00			73.200			219.600

## Labor Charges

RT Labor **219.60**

SC 9.00% **19.76**

OT/DT Labor **0.00**

Subtotal Labor **239.36**

Subsistence **0.00**

Other Expenses **0.00**

MU 15.00% **35.90**

Labor Total **275.26**

## Equipment Charges

## Material Charges

Activity Total **275.26**

Work Total **275.26**

Bill Subtotal **275.26**



## Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040

Phone: (858) 587-3600 Fax: (858) 453-6034

Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

Customer:

Date:

Contractor:

Date:

Bill Total **275.26**



# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: **FL 21392**

Contract: **PWB380.0-24**

Change Order **804**

Contractor Job: **24001-10 - Iris Bus Stops**

Cost Code: **8001..P04**

Billing Number **13.0**

Work Performed By: **Hazard Construction Company**

DEWR No. **19238** ☒ Signed

Report Date **11/08/2024**

Description of Work: **Drill and install 60 each rebar dowels at loc #11 for white paving reinforcement**

Report No. **R.C.**

Perform Date **10/31/2024**

### Labor Charges

Craft ID	Employee Name	RT Hrs	OT/DT Hrs	Subs Units	RT Rate	OT/DT Rate	Subs Rate	Extended
L01 CPT F	J Groves	2.00			80.970			161.940
L02 CPT J	R Martinez	2.00			77.970			155.940

### Equipment Charges

Equipment ID	Description	RT Hrs	OT Hrs	RT Rate	OT Rate	Delay Factor	Extended
E01 TRK-0126-	Chevy Silverado 3500HD	2.00		54.230			108.460

### Material/Specialist Work/Lump Sum or Unit Price Payment

Number	Date	Vendor Name and Description	Units	Unit Price	Extended
M01 50028848114	10/22/2024	White Cap L.P. / 2ea) #5x20' Rebar + Tax	1.000 LS	29.77000	29.77

### Labor Charges

RT Labor	317.88
SC 9.00%	28.61
OT/DT Labor	0.00

Subtotal Labor **346.49**

Subsistence **0.00**

Other Expenses **0.00**

MU 15.00% **51.97**

Labor Total **398.46**

### Equipment Charges

Subtotal **108.46**

MU 15.00% **16.27**

Equipment Total **124.73**

### Material Charges

Subtotal **29.77**

MU 15.00% **4.47**

Material Total **34.24**

Activity Total **557.43**

Work Total **557.43**

Bill Subtotal **557.43**



### Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040

Phone: (858) 587-3600 Fax: (858) 453-6034

Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

Customer:

Date:

Contractor:

Date:

Bill Total **557.43**



# WHITE CAP®

White Cap, L.P.  
PO Box 4944  
Orlando, FL 32802-4944

**BRANCH ADDRESS**  
059 - NATIONAL CITY  
(619) 419-1780  
2215 CLEVELAND AVE  
NATIONAL CITY CA 91950  
SAN DIEGO

Att.A, Item 10, 02/13/25

## INVOICE

INVOICE NUMBER
50029005699
INVOICE DATE
10/31/2024
CUSTOMER PO NUMBER
IRIS BUS STOP H703

TO VIEW AND PAY ONLINE GO TO:
<a href="http://whitecap.billtrust.com">http://whitecap.billtrust.com</a>
ENROLLMENT TOKEN:
FBX QZS ZBW

ACCOUNT # 102257

TERRITORY:

SHIP TO: 10005160499

MAKE CHECKS PAYABLE TO:

White Cap, L.P.  
P.O. Box 6040  
CYPRESS, CA 90630-0040

HAZARD CONSTR CO  
10529 VINE STREET  
LAKESIDE CA 92040

23015-20 OTAY BUSINESS PARK  
ALTA RD & SIEMPRE VIVA RD  
SAN DIEGO CA 92154

ORDER DATE		ORDER NO.	ORDERED BY	ACCOUNT MANAGER			TAKEN BY		
10/31/2024		62644912	JOEL GROVES	DANIELS, TURNER			CUENCA, ANDREW		
BRANCH		ACCT JOB NO.	TERMS	SHIP VIA / ROUTING				CUSTOMER JOB NO.	
059		10005160499	2% 10TH NET 11TH	0. WILL CALL				20 OTAY BUSINESS	
LINE	PART NUMBER	DESCRIPTION		QTY ORD	UNIT PRICE	QTY BKO	QTY SHP	EXTENDED PRICE	TAX AMT
0	HDRDESC	***** DELIVERY TAG#: 32070501 *****		1	0	0	1	0.00	
1	43552060	#5 GR60 5/8"X20' REBAR SOLD/PC		2	13.69 EA	0	2	27.38	2.39

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RECEIVED BY: JOEL

SIGNATURE COPY ON FILE

TOTAL GROSS	27.38
TOTAL TAX	2.39
TOTAL SHIPPING AND HANDLING	0.00
TOTAL INVOICE	29.77

# WHITE CAP

# ON ACCOUNT



059 - National City  
2215 Cleveland Ave  
National City, CA, 91950  
(619) 419-1780

## PACKING SLIP

JOB: 24001-10

62644912

code: 8003.. P04 EW@TM Drill Dowels

Sold To: 102257  
HAZARD CONSTR CO  
10529 VINE STREET  
Lakeside, CA, 92040  
858-587-3600



Delivery : 32070501

Ship To: 23015-20 OTAY BUSINESS PARK,  
10005160499  
ALTA RD & SIEMPRE VIVA RD  
SAN DIEGO, CA, 92154  
Job Site Contact:  
Job Site Phone:  
Map #:

Printed By : ANDREW C

Printed Date : 10/31/2024 07:33 AM PACIFIC

Ordered By : JOEL GROVES

Contact Ph# : 619-7726341

Order Number	Order Date	Request Date	Customer PO	Terms	Ship via/Routing	Sales Person	Created By	
62644912	10/31/2024	10/31/2024	IRIS BUS STOP H703	210THN11T H	0. Will Call	Daniels, T	Andrew C	
LN	Part#	Description	Quantity			U/M	Price	Amount
Bin	H/M	LOT /S/N	ORD	SHP	BKO	Unit WT	COO	Applied

1	43552060	#5 GR60 5/8"X20' REBAR SOLD/PC	2	2	0	EA		
1-YARD01	VPN: 10056					20.86 LBS		
WARNING: This Product can expose you to chemicals including Nickel (Metallic), which is known to the State of California to cause cancer, and Cadmium, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to <a href="http://www.P65Warnings.ca.gov">www.P65Warnings.ca.gov</a>								

\*\*\*\*\*PACKING SLIP ONLY\*\*\*\*\*

\*\*\*\*\* THIS IS NOT AN INVOICE \*\*\*\*\*

REPORT DISCREPANCIES WITHIN 24 HRS.

IF YOU DIDN'T RECEIVE THE SERVICE YOU EXPECTED CALL BOB JACOBY 949-794-5272  
NO REFUNDS OR EXCHANGES ON NON STOCK MERCHANDISE

PRINT: \_\_\_\_\_ SIGN: \_\_\_\_\_

SHIPPED WEIGHT: 41.72 LBS

PULLED BY: \_\_\_\_\_

CHECKED BY: \_\_\_\_\_

LOADED BY: \_\_\_\_\_

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For shipments being transported by unrelated third parties, WHITE CAP is the Shipper.  
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<https://www.whitecap.com/help-center/osha-standards-safety-data-sheets>

Scan for Terms and Conditions



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CHANGE ORDER 4

**CONTRACT CHANGE ORDER NO. 04**

PROJECT NAME: IRIS BUS STOPS AND TRANSIT CENTER

MTS WORK ORDER NUMBER: PWB380.0-24Date: November 05, 2024To: Hazard Construction Engr LLC. (Contractor)

You are directed to make the following changes from the Contract Documents or do the following described work not included in the Contract Documents for this Contract. **NOTE: This change order is not effective until approved by the Metropolitan Transit System (MTS).**

Change requested by: Contractor

This change order provides for the relocation and connection of (2) water valve boxes, including irrigation quick disconnect valves, at the Iris Station (Location 11).

**Extra Work at Lump Sum:**

Work shall be paid in accordance with Section 3.34, "Changes and Extra Work Payment," of the Standard Construction Agreement, and all applicable documents of the contract documents.

Lump Sum price includes all labor, materials, equipment, tools, and incidentals necessary to relocate (2) water valve boxes installed in the field for the project, and in agreement with the Engineer.

For the work involved in this change order, the Contractor will receive and accept the agreed Lump Sum payment of \$5,154.99. This sum constitutes full and complete compensation, including mark-ups by reason of this change.

**Total Extra Work at Lump Sum: \$5,154.99****Contract Time of Completion:**

A determination of the delay in completion of the contract due to the work specified by contract change order No. 04 has been made in accordance with the provisions of Section 6-9, "Liquidated Damages" of the Standard Construction Agreement..

**This change order will adjust the contract time of completion by adding an additional (0) calendar days.**

---

**Total Cost of this Change Order    Increase \$ 5,154.99**

---

**This Change Order adjusts the time of completion as follows: (0) Calendar Days**

<p>This Change Order constitutes a complete and final resolution of all claims of the Contractor for additional time or additional compensation related to or affected by work that is the subject of this Change Order. Without limiting the applicability of other sections, this Change Order is subject to the standard specifications, Contract special provisions, newly provided plans and specifications, and applicable standard drawings.</p> <p>No Contract Change Order will be binding upon the Metropolitan Transit System (MTS) until signed by the authorized representatives of MTS Capital Projects Department.</p>	
<b>RECOMMENDED BY:</b> Hassan Mustafa, Resident Engineer (Sign and Print Name & Title)	<b>DATE:</b>
<b>ACCEPTED BY CONTRACTOR:</b> (Sign and Print Name & Title)	<b>DATE:</b>
<b>Project Manager, MTS:</b> (Sign and Print Name & Title)	<b>DATE:</b>
<b>Procurement Specialist, MTS:</b> (Sign and Print Name & Title)	<b>DATE:</b>





HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.A, Item 10, 02/13/25

10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

## CHANGE ORDER REQUEST NO. 03

24001- 10 - Iris Bus Stops

November 01, 2024

**To:** Natalie Ven  
MTS - Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101  
**Phone:**  
**Email:** natalie.ven@sdmts.com

**From:** Kirk Kharas  
Hazard Construction Engr LLC  
10529 Vine Street  
Lakeside, CA 92040  
**Phone:** 858.587.3600  
**Email:** kkharas@hazardcon.com

<u>COR</u> <u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>UM</u>	<u>Unit Price</u>	<u>Amount</u>	<u>Change</u> <u>(Days)</u>
1	Relocate Water Service and Furnish 2EA Water Meter Boxes	.00	LS	\$ .000	\$5,154.99	2
<b>Total:</b>					<b>\$5,154.99</b>	

Please issue a Contract Change Order to allow for inclusion in our Contract Agreement.  
Thank you for your cooperation.



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.A, Item 10, 02/13/25  
10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

## **MTS – Iris Rapid Bus Stops and Transit Center East**

**November 1, 2024**

### **Change Order Request #3 – Relocate Water Service and Furnish 2EA Water Meter Boxes**

Per response from MTS to RFI 7, the following is the price for relocating the water service stub ups and providing 2EA Christy NO9 Water Meter Boxes.

Per the attached Extra Work Tickets      1 LS @ \$5,154.99 =      \$5,154.99

Please issue a Contract Change Order in the amount of \$5,154.99 for relocating the water service and providing 2EA Christy N09 Boxes.

Please add 2 WD of additional contract time.

**EW Billing Package #1.0 for PC 8001..P02 - 10/31/2024**

Hazard Construction Company

**CO Detail - Job 24001-10****All Billings - Contract: PWB380.0-24**

DATES				LAST PAYMENT			DISPOSITION VARIANCE						
Billing	Perform	Report	Submit	Number	Period	Billed	Paid	Balance	Pending	Disputed	Writeoff	AltBillNo	Company
802 • PC 8001..P02 - EWTM - Relocate Water Service													
6.0 F	10/21/24	10/31/24	10/31/24		P	3,325.51		-3,325.51	-3,325.51				HAZARD
[19230] Expose two (2) water services for relocation; pickup materials; begin assembling valve connections													
6.1 F	10/21/24	10/31/24	10/31/24		P	-94.79		94.79	94.79				HAZARD
[19230] Addendum to EWB 6.0 (credit invoice from Site One LS Supply) for misc returned materials													
6.2 F	10/21/24	10/31/24	10/31/24		P	366.78		-366.78	-366.78				HAZARD
[19230] Addendum to EWB 6.0 (for 2 each water meter boxes from Oldcastle)													
7.0 F	10/22/24	10/31/24	10/31/24		P	1,557.49		-1,557.49	-1,557.49				HAZARD
[19231] Assemble four (4) water service connections w/ new vavles @ loc #11; set meter boxes; backfill													
802						5,154.99		-5,154.99	-5,154.99				
Grand Totals						5,154.99		-5,154.99	-5,154.99				

# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: **FL 21266**

Contract: **PWB380.0-24**

Change Order **802**

Contractor Job: **24001-10 - Iris Bus Stops**

Cost Code: **8001..P02**

Billing Number **6.0**

Work Performed By: **Hazard Construction Company**

DEWR No. **19230** ☒ Signed

Report Date **10/31/2024**

Description of Work: **Expose two (2) water services for relocation; pickup materials; begin assembling valve connections**

Report No. **R.C.**

Perform Date **10/21/2024**

### Labor Charges

Craft/Level	Employee Name	RT Hrs	OT/DT Hrs	Subs Units	RT Rate	OT/DT Rate	Subs Rate	Extended
L01 CPT F	J Groves	6.00			80.970			485.820
L02 LBR G1	RE Romo	6.00			70.920			425.520

### Equipment Charges

Equipment ID	Description	RT Hrs	OT Hrs	RT Rate	OT Rate	Delay Factor	Extended
E01 TRK-0126-	Chevy Silverado 3500HD	6.00		54.230			325.380

### Material/Specialist Work/Lump Sum or Unit Price Payment

Number	Date	Vendor Name and Description	Units	Unit Price	Extended
M01 147340499-001	10/21/2024	Site One LS Supply / Misc Mat'ls for Water Services + Tax	1.000 LS	1,541.39000	1,541.39
M02 147352255-001	10/21/2024	Site One LS Supply / Misc 1" PVC Pipe & Fittings + Tax	1.000 LS	31.62000	31.62

### Labor Charges

RT Labor	911.34
SC 9.00%	82.02
OT/DT Labor	0.00

Subtotal Labor **993.36**

Subsistence **0.00**

Other Expenses **0.00**

MU 15.00% **149.00**

Labor Total **1,142.36**

### Equipment Charges

Subtotal **325.38**

MU 15.00% **48.81**

Equipment Total **374.19**

### Material Charges

Subtotal **1,573.01**

MU 15.00% **235.95**

Material Total **1,808.96**

Activity Total **3,325.51**

Work Total **3,325.51**

Bill Subtotal **3,325.51**



### Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040

Phone: (858) 587-3600 Fax: (858) 453-6034

Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

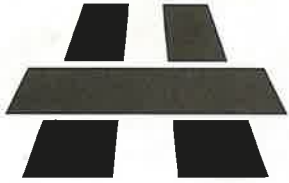
Customer:

Date:

Contractor:

Date:

Bill Total **3,325.51**



**DAILY EXTRA WORK REPORT**  
**HAZARD CONSTRUCTION**  
P.O. BOX 229000, SAN DIEGO, CA 92192  
(858) 587-3600


Att.A, Item 10, 02/13/25

STATE LIC. #750542A/B

**RECEIVED**

By Kevin Dunwell at 03:00 pm, Oct 22, 2024

CUSTOMER MTS WORK REPORT **19230**  
JOB NAME / LOCATION IRIS BUS STOPS / LOCATION 11 / 30TH ST. & IRIS AVE. DATE PERFORMED 10-21-24  
DESCRIPTION OF WORK TODAY, ROMO & I DUG AROUND BOTH WATER SERVICE AREAS CHARGE TO JOB # 24001-10  
TO GAIN ACCESS FOR RELOCATION. NEXT, WE PICKED UP SUPPLIES & MATERIAL COST CODE 8002..PO2  
NEEDED FOR RELOCATION. LASTLY, WE STARTED ASSEMBLING WATER VALVE SUPERINTENDENT GARY GROVES  
CONNECTIONS. REQUESTED BY \_\_\_\_\_ PURCHASE ORDER # \_\_\_\_\_ FOREMAN JOEL GROVES

DESCRIPTION OF CHARGES	EQUIP. NO.	HOURS		RATE	EXTENSION
		ST	OT		
LABOR & EQUIPMENT <u>CARP. FMN. : JOEL GROVES - 4094</u>		6			
<u>CHEVY WORK TRUCK 3500HD</u>	<u>TRK-0126</u>	6			
<u>LABOR : RAMON ROMO - 4108</u>		6			
MOVE-IN <input type="checkbox"/> MOVE-OUT <input type="checkbox"/>					
MATERIALS <u>SITE ONE MATERIALS : 1-20' 1" sch. 40 pipe ,</u>					
<u>couplers , elbows , valves , &amp; 3/4" mwp to 1" slips .</u>					
<u>Receipts are present. Oldcastle boxes (2ea)</u>					
I certify work and/or materials on this Work Order have been performed and/or received in good condition and the labor and equipment hours and material quantities are correct.					
	TOTAL AMOUNT				
	COMMENTS				
CUSTOMER'S AUTHORIZED REPRESENTATIVE:					
<div><div></div><div><u>10/21/2024</u></div></div>					

**VERIFY HOURS ONLY**

White - Office

Canary - Customer

Green with Time Sheet

Pink - Field Copy

# Sales Invoice



Stronger Together

Chula Vista CA #319  
 751 Design Ct Ste B  
 Chula Vista, CA 91911-6122  
 W: (619)421-7627

Code: 8002..PO2  
 TM RELOCATE WATER SERVICE

Sold To:

Hazard Construction Company (#1290055)  
 10529 Vine St  
 Lakeside, CA 92040-2439  
 W: (858)587-3600

Ship To:

Hazard Construction Company (#1290055)  
 10529 Vine St  
 Lakeside, CA 92040-2439  
 W: (858)587-3600

For Chemical Emergency Spill, Leak, Fire,  
 Exposure, or Accident Emergency Response  
 Assistance, call: CHEMTREC  
 Day or Night- 1 (800) 424-9300

Ordered	Order#	PO#	Invoiced	Invoice#
10/21/2024	147340499-001	Iris bus stops	10/21/2024	147340499-001

Printed	Requested for	Ship Via	Customer Contact	Sales Associate
10/21/2024		Customer Pick up	Joel Groves	Dottie Quiroz



LN	Item #	Description	Qty Ordered	Qty Shipped	Qty Cancelled	Qty Open	Net Price	Ext. Price
1	33DLRC	Rain Bird Quick Coupling Valve 3/4 in. FIPT Inlet 2 pc. Body Double Track Key Lug with Yellow Rubber Locking Cover	4	4	0	0	83.084 / EA	332.34
2	JE1900WF	Jones Ball Curb Valve 3/4 in. Fipt	4	4	0	0	231.129 / EA	924.52
3	75PVCBE	PVC Pipe 3/4 in. x 20 ft. Schedule 40 Bell End (Priced per ft.)	20	20	0	0	0.371 / FT	7.42
4	3PVCBE	PVC Pipe 3 in. x 20 ft. Schedule 40 Bell End (Priced per ft.)	20	20	0	0	2.274 / FT	45.48
5	406-007	Sch 40 PVC 90 Degree Elbow 3/4 in. Socket	20	20	0	0	0.680 / EA	13.60
6	435-007	Sch 40 PVC Female Adapter 3/4 in. Socket x FIPT	8	8	0	0	0.845 / EA	6.76
7	86021	King Innovations PTFE Teflon Thread Seal Tape 3/4 in. x 520 in.	2	2	0	0	2.110 / EA	4.22
8	RH-RHBV-PT-24	Christy's Red Hot Blue PVC Cement Low VOC Medium Body 1 pt.	1	1	0	0	23.327 / EA	23.33
9	429-007N	Sch 40 PVC Nested Coupling 3/4 in. Socket	5	5	0	0	0.507 / EA	2.54
10	RH-SC10YD	T. Christy Sandcloth 10 yd. Roll	1	1	0	0	11.510 / EA	11.51
11	PT-PPC2-PR	Pro-Trade PVC Pipe Cutter w/ Pushbutton Release PTFE Blade 1-5/8 in. OD	1	1	0	0	24.020 / EA	24.02
12	RH-UST10-HP	Ultraseal PTFE Thread Sealant, HP	1	1	0	0	21.629 / EA	21.63

Please remit payment to:  
 SiteOne Landscape Supply, LLC  
 24110 Network Place  
 Chicago, IL 60673-1241

Terms: 2% 15TH PROX

DEDUCT CASH DISCOUNT OF 28.35 IF PAID BY  
 11/15/2024

Subtotal:	\$1417.37
Sales Tax:	\$124.02
Freight:	\$0.00
Total:	\$1541.39
Total Payment:	\$0.00
Amount Due:	\$1541.39



CUSTOMER SIGNATURE:

SiteOne Landscape Supply warrants that all products conform to the description on the label. Because conditions of use, which are of critical importance are beyond our control, seller makes no warranty, expressed or implied, concerning the use of these products. No employee of the company is authorized to make any warranty or representation, expressed or implied, concerning our products. Always follow directions and carefully observe all precautions on the label or manufacturer's instructions. Products used contrary to directions may cause serious plant or personal injury. Buyer assumes all risk of use of handling whether in accordance with direction or not and accepts the products sold to them by this company on these conditions.

Note: Returns subject to 25% restock charge.



**CUSTOMER  
OBSESSED**

SARAH TIGLIO | Area Business Manager  
619-806-7430 | [STiglio@SiteOne.com](mailto:STiglio@SiteOne.com)

We are 100% committed to your success. Please do not hesitate to contact me directly at the number above or scan the QR code to take a brief survey about your experience today.

Check out the [SiteOne.com](http://SiteOne.com)

Shop our Catalog, Get Pricing, and Place an Order 24/7/365.

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Scan for a Brief Survey





Job: 24081  
 Att: A, Item 10, 02/13/20  
 IRIS BUS Stops  
 Code: 8002.. P02  
 Trn Relocate  
 Water Serv.

# Sales Invoice



Stronger Together

Chula Vista CA #319  
 751 Design Ct Ste B  
 Chula Vista, CA 91911-6122  
 W: (619)421-7627

Sold To:

Hazard Construction Company (#1290055)  
 10529 Vine St  
 Lakeside, CA 92040-2439  
 W: (858)587-3600

Ship To:

Hazard Construction Company (#1290055)  
 10529 Vine St  
 Lakeside, CA 92040-2439  
 W: (858)587-3600

For Chemical Emergency Spill, Leak, Fire,  
 Exposure, or Accident Emergency Response  
 Assistance, call: CHEMTREC  
 Day or Night- 1 (800) 424-9300

Ordered	Order#	PO#	Invoiced	Invoice#
10/21/2024	147352255-001	Iris Bus stop	10/21/2024	147352255-001

Printed	Requested for	Ship Via	Customer Contact	Sales Associate
10/21/2024		Customer Pick up	Joel Groves	Rachel Lopez



LN	Item #	Description	Qty Ordered	Qty Shipped	Qty Cancelled	Qty Open	Net Price	Ext. Price
1	406-010	Sch 40 PVC 90 Degree Elbow 1 in. Socket	5	5	0	0	1.195 / EA	5.98
2	429-010N	Sch 40 PVC Nested Coupling 1 in. Socket	5	5	0	0	0.878 / EA	4.39
3	436-102	Sch 40 PVC Reducing Male Adapter 3/4 in. x 1 in. MIPT x Socket	5	5	0	0	1.541 / EA	7.71
4	1PVCBE	PVC Pipe 1 in. x 20 ft. Sch 40 Bell End (Priced per ft.)	20	20	0	0	0.550 / FT	11.00

Please remit payment to:  
 SiteOne Landscape Supply, LLC  
 24110 Network Place  
 Chicago, IL 60673-1241

Terms: 2% 15TH PROX

DEDUCT CASH DISCOUNT OF 0.58 IF PAID BY  
 11/15/2024

Subtotal: \$29.08  
 Sales Tax: \$2.54  
 Freight: \$0.00  
 Total: \$31.62  
 Total Payment: \$0.00  
 Amount Due: \$31.62

## CUSTOMER SIGNATURE:

SiteOne Landscape Supply warrants that all products conform to the description on the label. Because conditions of use, which are of critical importance are beyond our control, seller makes no warranty, expressed or implied, concerning the use of these products. No employee of the company is authorized to make any warranty or representation, expressed or implied, concerning our products. Always follow directions and carefully observe all precautions on the label or manufacturer's instructions. Products used contrary to directions may cause serious plant or personal injury. Buyer assumes all risk of use of handling whether in accordance with direction or not and accepts the products sold to them by this company on these conditions.

Note: Returns subject to 25% restock charge.



**CUSTOMER OBSESSED**

SARAH TIGLIO | Area Business Manager  
 619-806-7430 | STiglio@SiteOne.com

Scan for a Brief Survey



We are 100% committed to your success. Please do not hesitate to contact me directly at the number above or scan the QR code to take a brief survey about your experience today.

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# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: 1473523771

Contract: PWB380.0-24

Change Order 802

Contractor Job: 24001-10 - Iris Bus Stops

Cost Code: 8001..P02

Billing Number 6.1

Work Performed By: Hazard Construction Company

DEWR No. 19230 ☐ Signed

Report Date 10/31/2024

Description of Work: Addendum to EWB 6.0 (credit invoice from Site One LS Supply) for misc returned materials

Report No.

Perform Date 10/21/2024

## Material/Specialist Work/Lump Sum or Unit Price Payment

Number	Date	Vendor Name and Description	Units	Unit Price	Extended
M01 147352377-001	10/21/2024	Site One LS Supply / Credit for Misc Mat'ls Returned incl Ta	1.000 LS	82.43000	82.43

### Labor Charges

### Equipment Charges

### Material Charges

Subtotal	82.43
MU 15.00%	<u>12.36</u>
Material Total	<b>94.79</b>

Activity Total **94.79**

Work Total **94.79**

Bill Subtotal **94.79**



### Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040  
Phone: (858) 587-3600 Fax: (858) 453-6034  
Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

Customer:

Date:

Contractor:

Date:

CREDIT

Bill Total - **94.79**

JOB: 24001-10 IRIS BUS STOP  
Att.A, Item 10, 02/13/25  
Code: 8002.. PO2 TM RELOCATE  
WATER SERVICE

## Credit Invoice



Stronger Together

Chula Vista CA #319  
751 Design Ct Ste B  
Chula Vista, CA 91911-6122  
W: (619)421-7627

Sold To:

Hazard Construction Company (#1290055)  
10529 Vine St  
Lakeside, CA 92040-2439  
W: (858)587-3600

Credit To:

Hazard Construction Company (#1290055)  
10529 Vine St  
Lakeside, CA 92040-2439  
W: (858)587-3600

For Chemical Emergency Spill, Leak, Fire,  
Exposure, or Accident Emergency Response  
Assistance, call: CHEMTREC  
Day or Night- 1 (800) 424-9300

Ordered	Order#	PO#	Invoiced	Invoice#
10/21/2024	147352377-001	Iris Bus stop	10/21/2024	147352377-001

Printed	Requested for	Ship Via	Customer Contact	Sales Associate
10/21/2024		Customer Pick up	Joel Groves	Rachel Lopez



LN	Item #	Description	Qty Ordered	Qty Shipped	Qty Cancelled	Qty Open	Net Price	Ext. Price
1	75PVCBE	PVC Pipe 3/4 in. x 20 ft. Schedule 40 Bell End (Priced per ft.) <i>Credit Reason:</i> <i>Does Not Want</i>	20	20	0	0	0.371 / FT	7.42
2	3PVCBE	PVC Pipe 3 in. x 20 ft. Schedule 40 Bell End (Priced per ft.) <i>Credit Reason:</i> <i>Does Not Want</i>	20	20	0	0	2.274 / FT	45.48
3	406-007	Sch 40 PVC 90 Degree Elbow 3/4 in. Socket <i>Credit Reason:</i> <i>Does Not Want</i>	20	20	0	0	0.680 / EA	13.60
4	435-007	Sch 40 PVC Female Adapter 3/4 in. Socket x FIPT <i>Credit Reason:</i> <i>Does Not Want</i>	8	8	0	0	0.845 / EA	6.76
5	429-007N	Sch 40 PVC Nested Coupling 3/4 in. Socket <i>Item Note:</i> <i>Ref inv# 147340499-001</i> <i>Credit Reason:</i> <i>Does Not Want</i>	5	5	0	0	0.507 / EA	2.54

Terms: 2% 15TH PROX

DEDUCT CASH DISCOUNT OF 1.52 IF PAID BY  
11/15/2024

Subtotal: \$75.80  
Sales Tax: \$6.63  
Freight: \$0.00  
Total: \$82.43  
Total Payment: \$0.00  
Amount Due: \$82.43

CUSTOMER SIGNATURE:

SiteOne Landscape Supply warrants that all products conform to the description on the label. Because conditions of use, which are of critical importance are beyond our control, seller makes no warranty, expressed or implied, concerning the use of these products. No employee of the company is authorized to make any warranty or representation, expressed or implied, concerning our products. Always follow directions and carefully observe all precautions on the label or manufacturer's instructions. Products used contrary to directions may cause serious plant or personal injury. Buyer assumes all risk of use of handling whether in accordance with direction or not and accepts the products sold to them by this company on these conditions.

Note: Returns subject to 25% restock charge.

# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: 070304034

Contract: PWB380.0-24

Change Order 802

Contractor Job: 24001-10 - Iris Bus Stops

Cost Code: 8001..P02

Billing Number 6.2

Work Performed By: Hazard Construction Company

DEWR No. 19230 ☐ Signed

Report Date 10/31/2024

Description of Work: Addendum to EWB 6.0 (for 2 each water meter boxes from Oldcastle)

Report No.

Perform Date 10/21/2024

## Material/Specialist Work/Lump Sum or Unit Price Payment

Number	Date	Vendor Name and Description	Units	Unit Price	Extended
M01 070304034	10/21/2024	Oldcastle Infrastructure / 2ea) Meter Boxes, Lids & Bolt Kit	2.000 EA	159.47000	318.94

### Labor Charges

### Equipment Charges

### Material Charges

Subtotal	318.94
MU 15.00%	47.84
Material Total	366.78

Activity Total 366.78

Work Total 366.78

Bill Subtotal 366.78



### Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040

Phone: (858) 587-3600 Fax: (858) 453-6034

Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

Customer:

Date:

Contractor:

Date:

Bill Total + 366.78



**Oldcastle Infrastructure**  
A CRH COMPANY

7000 Central Parkway  
Suite 800  
Atlanta, GA 30328

Telephone: (844) 211-1322

INVOICE, Item 10, 02/13/25 Page 5 of 1

**Remit to:**

Oldcastle Infrastructure  
P.O. Box 742387  
Los Angeles, CA 90074-2387

**Site:** Lakeside

**SOLD TO:**

HAZARD CONSTRUCTION COMPANY  
10529 VINE ST  
LAKESIDE, CA 92040 2439

**SHIP TO:**

WILL CALL  
STOCK  
Lakeside, CA 92040

Invoice No.	Date	Customer No.	Order No.	Customer PO	Delivery Terms	Mode of Delivery
070304034	10/21/2024	070100079	S300201	24001-10	Plant Pickup	Will Call

**Packing slip(s) ...:** SP379402

Qty	Unit	Item	Description	Mark	Unit Price	Amount
4.00	Ea	E1000025	N09 BOX (3E BOX),28/pallet		75.00	300.00
4.00	Ea	E1020000	N09 R LID-Blank (3EC),60/pal		53.00	212.00
4.00	Ea	E3005110	N90 BOLT KIT FOR N09,N30N36 2 PC SET		20.00	80.00
			***SHIP SEPARATELY, NOT WITH FLAT BED SHIPMENTS***			
					Tax	45.88

**Please note: We impose a 2.09% surcharge on all Credit Card transactions, which is not greater than our cost of acceptance. A surcharge will not be applied to any ACH or Debit Card transaction.**

If paid by 10/31/2024 , you may take a discount of 11.84

**TOTAL AMOUNT DUE BY: 11/20/24**

**US**

**637.88**

Handling fees will apply for all returned goods. No goods will be returned without written consent by the seller. Give as reference our invoice number and date. Claims for damages, back charges for labor, other expenses will not be allowed unless authorized in writing by the seller. The articles and/or services covered by this invoice were produced in compliance with the Federal Labor Standards Act of 1938, as amended.

The Customer Agrees:

1. THAT THE ABOVE TOTAL IS PAST DUE IF NOT PAID WITHIN 30 DAYS OF DATE OF THIS INVOICE
2. TO PAY A FINANCE CHARGE OF 1.5% PER MONTH (18% PER ANNUM) ON ANY PAST DUE AMOUNT
3. TO PAY COLLECTION COSTS, INCLUDING REASONABLE ATTORNEY FEES, AFTER DEFAULT BY THE CUSTOMER

**A-42**

**Confirmation No.: SC240520**

10441 VINE ST  
LAKESIDE, CA 92040 2415

Telephone : 619-240-8000  
Fax : -

oldcastleinfrastructure.com

**Sold To** ...: HAZARD CONSTRUCTION COMPANY  
10529 VINE ST  
  
LAKESIDE, CA 92040 2439

**Ship To** ..: WILL CALL  
STOCK  
Lakeside, CA 92040

**Ship date:** 10/21/2024

**Reference :**

**Contact:** Kirk Kharas

**Phone:** 858-587-3600 X115

Order No	Date	Customer No	Customer PO	Terms	Cash discount	Delivery terms
S300201	10/21/2024	100079	24001-10	Net 30 Days	2% If paid in 10 Days	Plant Pickup

Qty	Unit	Item	Description	Mark	Unit price	Amount
4.00	Ea	E1000025	N09 BOX (3E BOX),28/pallet		75.00	300.00
4.00	Ea	E1020000	N09 R LID-Blank (3EC),60/pal		53.00	212.00
4.00	Ea	E3005110	N90 BOLT KIT FOR N09,N30N36 2 PC SET ***SHIP SEPARATELY, NOT WITH FLAT BED SHIPMENTS***		20.00	80.00

Tax Code	Taxable amount	Tax Rate	
CA	592.00	6.2500	37.00
CA-Local	592.00	1.0000	5.92
CA-SDTC	592.00	0.5000	2.96

**Oldcastle Infrastructure Commercial Clarifications**

5/1/23

**Special Products:**

- 1) Any special product(s) and high-volume standards (collectively, "Special Products") will be invoiced on a mutually agreed upon in writing delivery date and ownership transferred, upon Invoicing. Oldcastle Infrastructure, Inc. ("Oldcastle") reserves the right to require full or partial pre-payment for any Special Products ordered.
- 2) Special Products may not be returned.
- 3) If Special Product(s) cannot be accepted within 30 days of invoicing, a 10% storage fee will be assessed monthly unless otherwise agreed upon in writing.
- 4) All Special Products ordered as part of a cash sale must be fully paid prior to production.
- 5) A disposal fee of \$200/ton will be charged for all Special Products on hand over 90 days from the mutually agreed upon delivery date.

**Delivery:**

- 6) The site must be accessible by delivery vehicles under their own power. If the material is to be delivered and set by Oldcastle, acceptability to the site will be determined by the boom operator.
- 7) Freight charges quoted are based on full truckload quantities. Short loads will be subject to additional charges to cover the cost of delivery.
- 8) Deliveries canceled with less than 24 hours' notice are subject to full delivery charge.
- 9) Delivery includes one hour for offloading. Additional time in excess of one hour will be invoiced at an hourly rate.
- 10) A restocking fee of up to 40% may be charged on undamaged, standard products. Freight charges for returned product on Oldcastle equipment will also be applicable.
- 11) All Returns must be approved by Oldcastle. Returns will not be accepted after 90 days from date of purchase.

**Pricing:**

- 12) Oldcastle must be notified if a project requires prevailing wages as additional costs may be applied to the quotation.
- 13) Pricing is valid for 30 days from the date of this quote.
- 14) A 2.09% surcharge will be imposed on all Credit Card transactions, which is not greater than our cost of acceptance. A surcharge will not be

# Confirmation

**Confirmation No.:** SC24052010441 VINE ST  
LAKESIDE, CA 92040 2415Telephone : 619-240-8000  
Fax : -

oldcastleinfrastructure.com

**Sold To** : HAZARD CONSTRUCTION COMPANY  
10529 VINE ST  
LAKESIDE, CA 92040 2439**Ship To** : WILL CALL  
STOCK  
Lakeside, CA 92040**Ship date:** 10/21/2024**Reference :****Contact:** Kirk Kharas**Phone:** 858-587-3600 X115

Order No	Date	Customer No	Customer PO	Terms	Cash discount	Delivery terms
S300201	10/21/2024	100079	24001-10	Net 30 Days	2% If paid in 10 Days	Plant Pickup

Qty	Unit	Item	Description	Mark	Unit price	Amount
-----	------	------	-------------	------	------------	--------

applied to any ACH or Debit Card transaction.

15) Pricing remains valid for 180 days from order confirmation. For orders that have not shipped or transferred ownership to the buyer after 180 days, we reserve the right to implement a 1.5% quarterly price escalation fee.

16) If during the performance of this contract the cost of materials significantly increases through no fault of the seller, we reserve the right to equitably adjust the price of this contract by an amount reasonably necessary to cover any such significant increase in the costs of materials. As used herein, a significant cost increase shall mean any increase in cost of materials exceeding 6% experienced by seller from the date of the contract signing.

17) Delivery pricing is based on Oldcastle Infrastructure's current fuel surcharge rate and is good for 7 days from the date stated on this Quote. Thereafter, Customer is responsible for paying Oldcastle Infrastructure's fuel surcharge rate in effect on each delivery date. Fuel surcharge rates are derived from pricing, as established by the U.S. Energy Information Administration's Gasoline and Diesel Fuel Index, published at <https://www.eia.gov/petroleum/gasdiesel>

Additional Items:

18) Every effort has been made to provide an accurate take-off however, the quantities are not guaranteed by Oldcastle but provided for the buyer's convenience only. It is the buyer's responsibility to verify the accuracy of the project requirements and quantities. Changes in quantities, dimensions, or specifications from this quote may require an adjustment in price. Buyer agrees to pay per unit price for the actual number of units delivered.

All products and services listed on this Quotation are provided under OLDCASTLE INFRASTRUCTURE, INC's Standard Terms and Conditions located at: <https://oldcastleinfrastructure.com/support/terms-conditions/>**ORDER TOTAL US 637.88**

(Accepted by)

(Position)

(Date)

# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: **FL 21284**

Contract: **PWB380.0-24**

Change Order **802**

Contractor Job: **24001-10 - Iris Bus Stops**

Cost Code: **8001..P02**

Billing Number **7.0**

Work Performed By: **Hazard Construction Company**

DEWR No. **19231** ☒ Signed

Report Date **10/31/2024**

Description of Work: **Assemble four (4) water service connections w/ new vavles @ loc #11; set meter boxes; backfill**

Report No. **R.C.**

Perform Date **10/22/2024**

### Labor Charges

Craft ID	Employee Name	RT Hrs	OT/DT Hrs	Subs Units	RT Rate	OT/DT Rate	Subs Rate	Extended
L01 CPT F	J Groves	6.00			80.970			485.820
L02 LBR G1	RE Romo	6.00			70.920			425.520

### Equipment Charges

Equipment ID	Description	RT Hrs	OT Hrs	RT Rate	OT Rate	Delay Factor	Extended
E01 TRK-0126-	Chevy Silverado 3500HD	6.00		54.230			325.380

### Material/Specialist Work/Lump Sum or Unit Price Payment

Number	Date	Vendor Name and Description	Units	Unit Price	Extended
M01 147376654-001	10/22/2024	Site One LS Supply / Misc 3/4" & 1" PVC Fittings + Tax	1.000 LS	35.60000	35.60

### Labor Charges

RT Labor	911.34
SC 9.00%	82.02
OT/DT Labor	0.00

Subtotal Labor **993.36**

Subsistence **0.00**

Other Expenses **0.00**

MU 15.00% **149.00**

Labor Total **1,142.36**

### Equipment Charges

Subtotal **325.38**

MU 15.00% **48.81**

Equipment Total **374.19**

### Material Charges

Subtotal **35.60**

MU 15.00% **5.34**

Material Total **40.94**

Activity Total **1,557.49**

Work Total **1,557.49**

Bill Subtotal **1,557.49**



### Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040

Phone: (858) 587-3600 Fax: (858) 453-6034

Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

Customer:

Date:

Contractor:

Date:

Bill Total **1,557.49**







## Sales Invoice



Stronger Together

Chula Vista CA #319  
751 Design Ct Ste B  
Chula Vista, CA 91911-6122  
W: (619)421-7627

Job: 24001-10 IRIS BUS  
STOPS

code: 8002 ..PO2

TM RELOCATE WATER  
SERVICE

## Sold To:

Hazard Construction Company (#1290055)  
10529 Vine St  
Lakeside, CA 92040-2439  
W: (858)587-3600

## Ship To:

Hazard Construction Company (#1290055)  
10529 Vine St  
Lakeside, CA 92040-2439  
W: (858)587-3600

For Chemical Emergency Spill, Leak, Fire,  
Exposure, or Accident Emergency Response  
Assistance, call: CHEMTREC  
Day or Night- 1 (800) 424-9300

Ordered	Order#	PO#	Invoiced	Invoice#
10/22/2024	147376654-001	H619	10/22/2024	147376654-001

Printed	Requested for	Ship Via	Customer Contact	Sales Associate
10/22/2024		Customer Pick up	Joel Groves	Felipe Alayza



## Special Instructions:

Iris Ave Bus Stop

LN	Item #	Description	Qty Ordered	Qty Shipped	Qty Cancelled	Qty Open	Net Price	Ext. Price
1	436-102	Sch 40 PVC Reducing Male Adapter 3/4 in. x 1 in. MIPT x Socket	3	3	0	0	1.541 / EA	4.62
2	417-010	Sch 40 PVC 45 Degree Elbow 1 in. Socket	4	4	0	0	1.833 / EA	7.33
3	406-010	Sch 40 PVC 90 Degree Elbow 1 in. Socket	12	12	0	0	1.195 / EA	14.34
4	408-007	Sch 40 PVC 90 Degree Elbow 3/4 in. FIPT	3	3	0	0	2.150 / EA	6.45

Please remit payment to:  
SiteOne Landscape Supply, LLC  
24110 Network Place  
Chicago, IL 60673-1241

Terms: 2% 15TH PROX

DEDUCT CASH DISCOUNT OF 0.65 IF PAID BY  
11/15/2024

Subtotal: \$32.74  
Sales Tax: \$2.86  
Freight: \$0.00  
Total: \$35.60  
Total Payment: \$0.00  
Amount Due: \$35.60

## CUSTOMER SIGNATURE:

SiteOne Landscape Supply warrants that all products conform to the description on the label. Because conditions of use, which are of critical importance are beyond our control, seller makes no warranty, expressed or implied, concerning the use of these products. No employee of the company is authorized to make any warranty or representation, expressed or implied, concerning our products. Always follow directions and carefully observe all precautions on the label or manufacturer's instructions. Products used contrary to directions may cause serious plant or personal injury. Buyer assumes all risk of use of handling whether in accordance with direction or not and accepts the products sold to them by this company on these conditions.

Note: Returns subject to 25% restock charge.



**CUSTOMER  
OBSESSED**

SARAH TIGLIO | Area Business Manager  
619-806-7430 |

## CHANGE ORDER 5

**CONTRACT CHANGE ORDER NO. 05**

PROJECT NAME: IRIS BUS STOPS AND TRANSIT CENTER  
 MTS WORK ORDER NUMBER: PWB380.0-24

Date: November 22, 2024

To: Hazard Construction Engr LLC. (Contractor)

You are directed to make the following changes from the Contract Documents or do the following described work not included in the Contract Documents for this Contract. **NOTE: This change order is not effective until approved by the Metropolitan Transit System (MTS).**

Change requested by: Contractor

This change order provides for additional 1,020 SF of concrete panels / concrete bus pads at the Iris Station. Concrete panel shall be for 7.5" PCC over 12" Crushed Aggregate Base.

**Increase in Contract Items at Contract Unit Price:****Group B**

Item No. 06: Crushed Aggregate Base

+36.44 CY (+55.2%) @ \$160.00/CY.....\$ 5,830.40 (+69.0%)

Item No. 09: 6" Concrete Curb

+13.00 LF (+41.9%) @ \$50.00 / LF =.....\$ 650.00 (+41.9%)

Item No. 10: Concrete Bus Pad

+18.94 CY (+46.2%) @ 430.00/CY.....\$ 8,144.20 (+46.2%)

In accordance with Section 7-3.5.2 Increases of More Than 25 Percent, of 2018 Edition The Greenbook, the adjustment due to the increase in total item pay quantity for Group B, Item No. 06, Crushed Aggregate Base, and Item No. 09, 6" Concrete Curb, Item No. 10, Concrete Bus Pad, are deferred.

**Total Work at Unit Price: \$14,624.60**

**Extra Work at Lump Sum:**

Provide all labor, materials, equipment, tools and incidental required for the removal of existing 1,020 SF of concrete panel as described below:

1. Additional 150 SF at the main line removal at the northwest end of the existing removals where electrical utility trench went through
2. An additional 55 SF of sidewalk removal at the northwest end of the project where electrical utility went through.
3. All work described above to include subgrade preparation.
4. All removal of demolition materials are to be hauled offsite, including but not limited to, roadway excavation, existing 9" PCC, and existing crushed aggregate base material.

Work shall be paid in accordance with Section 3.34, "Changes and Extra Work Payment," of the Standard Construction Agreement, and all applicable documents of the contract documents.

For the work involved in this change order, the Contractor will receive and accept the agreed Lump Sum payment of \$10,535.59. This sum constitutes full and complete compensation, including mark-ups by reason of this change.

**Total Extra Work at Lump Sum: \$9,530.05**

**Contract Time of Completion:**

A determination of the delay in completion of the contract due to the work specified by contract change order No. 05 has been made in accordance with the provisions of Section 6-9, "Liquidated Damages" of the Standard Construction Agreement.

**This change order will adjust the contract time of completion by adding an additional (0) calendar days.**

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Total Cost of this Change Order    Increase \$ 24,154.05

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**This Change Order adjusts the time of completion as follows:** (0) Calendar Days

<p>This Change Order constitutes a complete and final resolution of all claims of the Contractor for additional time or additional compensation related to or affected by work that is the subject of this Change Order. Without limiting the applicability of other sections, this Change Order is subject to the standard specifications, Contract special provisions, newly provided plans and specifications, and applicable standard drawings.</p> <p>No Contract Change Order will be binding upon the Metropolitan Transit System (MTS) until signed by the authorized representatives of MTS Capital Projects Department.</p>	
<p><b>RECOMMENDED BY:</b> Hassan Mustafa, Resident Engineer (Sign and Print Name &amp; Title)</p>	<p><b>DATE:</b> 11/22/2024</p>
<p><b>ACCEPTED BY CONTRACTOR:</b> (Sign and Print Name &amp; Title)</p>	<p><b>DATE:</b></p>
<p><b>Project Manager, MTS:</b> (Sign and Print Name &amp; Title)</p>	<p><b>DATE:</b></p>
<p><b>Procurement Specialist, MTS:</b> (Sign and Print Name &amp; Title)</p>	<p><b>DATE:</b></p>



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.A, Item 10, 02/13/25

10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

## CHANGE ORDER REQUEST NO. 08R1

24001- 10 - Iris Bus Stops

November 22, 2024

**To:** Natalie Ven  
MTS - Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101  
**Phone:**  
**Email:** natalie.ven@sdmts.com

**From:** Kirk Kharas  
Hazard Construction Engr LLC  
10529 Vine Street  
Lakeside, CA 92040  
**Phone:** 858.587.3600  
**Email:** kkharas@hazardcon.com

<u>COR</u> <u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>UM</u>	<u>Unit Price</u>	<u>Amount</u>	<u>Change</u> <u>(Days)</u>
1	Demo Additional PCC at Transit Center East	.00	LS	\$ .000	\$9,530.05	3
<b>Total:</b>					<b>\$9,530.05</b>	

Please issue a Contract Change Order to allow for inclusion in our Contract Agreement.  
Thank you for your cooperation.



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.A, Item 10, 02/13/25  
10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

## MTS – Iris Rapid Bus Stops and Transit Center East

November 22, 2024

### Change Order Request #8R1 – Demo Additional PCC

As requested by MTS by email dated October 24, 2024, the following is our price for demolition, disposal and subgrade prep for the additional PPC at Transit Center East. As directed, this work was tracked on Time & Material.

Per the attached Extra Work Tickets	1 LS @ \$9,530.05	=	\$9,530.05
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Please issue a Contract Change Order in the amount of \$9,530.05 for demolition of additional PCC at Transit Center East.

Please add 3 WD of additional contract time.

**EW Billing Package #1.1 for PC 8003..P03 - 11/22/2024 - rev 1****CO Detail - Job 24001-10**

Hazard Construction Company

All Billings - Contract: PWB380.0-24

DATES				LAST PAYMENT		DISPOSITION VARIANCE							
Billing	Perform	Report	Submit	Number	Period	Billed	Paid	Balance	Pending	Disputed	Writeoff	AltBillNo	Company
803 • PC 8003..P03 - EWTM - Demo Additional PCC													
9.1	F	10/28/24	11/22/24		P	4,767.03		-4,767.03	-4,767.03				HAZARD
[19233] Demo concrete from west side on location 11 white paving; haul off 4 loads total													
10.1	F	10/29/24	11/22/24		P	3,947.22		-3,947.22	-3,947.22				HAZARD
[19234] Demo two (2) sections of white paving at location 11; haul off 4 loads total; begin grading base													
11.1	F	10/30/24	11/22/24		P	815.80		-815.80	-815.80				HAZARD
[19236] Place C2 base & compact for white paving at east & west end of location 11													
803						9,530.05		-9,530.05	-9,530.05				
Grand Totals						9,530.05		-9,530.05	-9,530.05				

# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: **FL 21341**

Contract: **PWB380.0-24**

Change Order **803**

Contractor Job: **24001-10 - Iris Bus Stops**

Cost Code: **8003..P03**

Billing Number **9.1**

Work Performed By: **Hazard Construction Company**

DEWR No. **19233** ☒ Signed

Report Date **11/22/2024**

Description of Work: **Demo concrete from west side on location 11 white paving; haul off 4 loads total**

Report No. **R.C.**

Perform Date **10/28/2024**

### Labor Charges

Craft/Level	Employee Name	RT Hrs	OT/DT Hrs	Subs Units	RT Rate	OT/DT Rate	Subs Rate	Extended
L01 OE F	TS Mendoza	7.00			97.580			683.060
L02 LBR G1	RE Romo	7.00			70.920			496.440

### Equipment Charges

Equipment ID	Description	RT Hrs	OT Hrs	RT Rate	OT Rate	Delay Factor	Extended
E01 TRK-0132-	Foreman's Truck	7.00		41.960			293.720
E02 EXC-0006-	Komatsu PC88 Excavator	4.00		63.180			252.720

### Material/Specialist Work/Lump Sum or Unit Price Payment

Number	Date	Vendor Name and Description	Units	Unit Price	Extended
M01 RA21866.03	10/31/2024	Clairemont Equip Rentals / Rental of Breaker for PC88 Excavator	3.000 HR	24.38000	73.14
M02 045473-01	11/01/2024	Rust Logistics / Super 10 & Driver + 12% Fuel SC	6.000 HR	140.00000	840.00
M03 TM0766	10/31/2024	F. J. Willert / Dump Fees - Super 10 - Mixed Demo	4.000 LD	350.00000	1,400.00

### Labor Charges

RT Labor	1,179.50
SC 9.00%	106.16
OT/DT Labor	0.00

Subtotal Labor **1,285.66**

Subsistence **0.00**

Other Expenses **0.00**

MU 15.00% **192.85**

Labor Total **1,478.51**

### Equipment Charges

Subtotal **546.44**

MU 15.00% **81.97**

Equipment Total **628.41**

### Material Charges

Subtotal **2,313.14**

MU 15.00% **346.97**

Material Total **2,660.11**

Activity Total **4,767.03**

Work Total **4,767.03**

Bill Subtotal **4,767.03**



### Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040

Phone: (858) 587-3600 Fax: (858) 453-6034

Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

Customer:

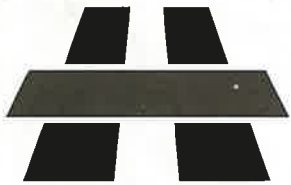
Date:

Contractor:

Date:

Bill Total **4,767.03**





**DAILY EXTRA WORK REPORT**  
**HAZARD CONSTRUCTION**  
P.O. BOX 229000, SAN DIEGO, CA 92192  
(858) 587-3600

Att.A, Item 10, 02/13/25

STATE LIC. #750542A/B

**RECEIVED**

By Kevin Dunwell at 02:50 pm, Oct 30, 2024

CUSTOMER MTS WORK REPORT **19233**  
JOB NAME / LOCATION IRIS BUS STOPS / Location 11 / 30th & IRIS AVE DATE PERFORMED 10-28-24  
DESCRIPTION OF WORK TODAY, TRINIDAD & ROMO DEMOLISHED & Hauled CHARGE TO JOB # 24001-10  
Concrete from the west side on location 11 white COST CODE 8003..PO3  
paving. TOTAL OF 4 LOADS. SUPERINTENDENT GARY GROVES  
REQUESTED BY \_\_\_\_\_ PURCHASE ORDER # \_\_\_\_\_ FOREMAN TRINIDAD MENDOZA

DESCRIPTION OF CHARGES	EQUIP. NO.	HOURS		RATE	EXTENSION
		ST	OT		
LABOR & EQUIPMENT <u>TRINIDAD MENDOZA - 3797</u>		<u>8</u>			
<u>WORK TRUCK</u>	<u>TRK-0132</u>	<u>8</u>			
<u>RAMON ROMO - 4108</u>		<u>8</u>			
<u>PC88MR</u>	<u>EXC-2006</u>	<u>8</u>	<u>4</u>		
<u>ORTIZ TRUCKING</u>		<u>6</u>		(paid by invoice below)	
<u>concrete breaker attachment</u>	<u>BKH-R015</u>	<u>6</u>	<u>3</u>	(paid by invoice below)	

MOVE-IN ☐ MOVE-OUT ☐

Dump Fees for 4 loads of O/S Concrete Demo to FJ Willert (paid by invoice below)

MATERIALS EXCAVATOR / HAMMER WAS DOWN 3 HRS DUE TO HYDRAULIC ISSUES / LEAK OF HAMMER HYDRAULIC OIL ON HAMMER. BAC

I certify work and/or materials on this Work Order have been performed and/or received in good condition and the labor and equipment hours and material quantities are correct.

CUSTOMER'S AUTHORIZED REPRESENTATIVE:

Signature

VERIFY HOURS DULY

Title

Date

10/28/2024

TOTAL AMOUNT

COMMENTS

White - Office

Canary - Customer

Green with Time Sheet

Pink - Field Copy

RECEIVED  
NOV 01 2024



1330 MISSION ROAD  
ESCONDIDO, CA 92029

PLEASE REMIT TO:  
**MAIN OFFICE**  
7651 Ronson Road  
San Diego, CA 92111-1511  
Billing Inquiries: (858) 278-8351  
Email: accounting@cecsd.com

## Rental Invoice

**Invoice:** RA21866-03  
**Invoice Date:** 10/31/2024  
**Start Date:** 9/30/2024  
**Billed From:** 9/30/2024  
**Billed Thru:** 10/8/2024  
**Contact:** JOEL GROVES  
**Phone:** 619-797-0481  
**Email:**  
**Jobsite:** BLUE STATION S D  
3171 IRIS AVE  
SAN DIEGO, CA 92173-1234

**Bill To:**  
Customer No. HAZAR002  
HAZARD CONSTRUCTION CO.  
10529 VINE ST.  
LAKESIDE, CA 92040  
Account

Signed By:  
Order By: JEFF

**Written By:** Jason Williams  
**Sales Rep:** JASON WILLIAMS  
**PO #:** RN \_\_\_\_ 24001

Qty	Description	Day	Week	4 Week	Totals
-----	-------------	-----	------	--------	--------

### Rental Items

PC88 W ISO W BREAKER AND 24"

PC88 RETURNED TO CECO S D 10 08 12:00 BILLING FOR 1.0 WEEK AND 1.0 DAY USE -  
CUSTOMER DID NOT RETIURN THE BUCKET OR BREAKER ADVISED THEY WERE KEEPING  
FOR USE ON HAZARD OWNED PC88 TRENAL CONTIUES FOR THEM - THANK YOU

10 31 BILLING FOR MONTH USE ON BREAKER 09 30 - 10 28 PU 10 31 W PC88 8799378 ON  
RA20451 ALSO PU MISSING BUCKIET 872556 FROM THIS RA HOWEVER 8798717 IS STILL  
MISSING FROM RA20451 THANK YOU

1 331-0114 14000-19999 Lb Mini Excavator \$325.00  
ID: 8799528 Serial: C40049 Model: PC88MR-11  
Hours Out: 368.3 Hours In: 391.5 Used: 23.2  
Date Out: 9/30/2024 7:00 AM Date Returned: 10/8/2024 12:00 PM

1 369-0102 500-999 Lb Hammer Attachment \$195.00 \$2,340.00  
ID: 854636 Serial: BES066070 Model: SBU340

Hours Out: 0.0 Hours In: 0.0 Used: 0.0  
Date Out: 9/30/2024 7:00 AM Date Returned: 10/8/2024 12:00 PM

Calculation of hourly rate for the PC88 breaker:  
\$195 daily rate / 8 hours per day = \$24.38 / hr

1 366-1118 36 In Backhoe Bucket  
ID: 872556 Serial: 10711078526 Model: WB140150  
Hours Out: 0.0 Hours In: 0.0 Used: 0.0  
Date Out: 9/30/2024 7:00 AM Date Returned: 10/8/2024 12:00 PM

### Miscellaneous Items

1 Environmental \$65.52  
Delivery Internal Haul 07 \$150.00  
Pickup Internal Haul 07 \$150.00  
Subtotal: \$2,705.52  
Sales Tax (7.75%): \$209.69  
Total: \$2,915.21

#### ACCOUNTING USE ONLY:

Equip #: EXC-82035, Bkt-2015 Co #: 10

Cost Code: 0600 Cost Type: S

Vendor #: 508 Hours: 96/96

Job #: 24001-10

Notes: 1002., BQ3

T-1 5,38,140/T-4,36,141

Approval: [Signature] Date: 11/8/24



# Freight Bill

15353 Olde Hwy 80 El Cajon, CA. 92021  
Phone: 619-443-6193 Fax: 619-443-9364

Att.A, Item 10, 02/13/25

DATE	INVOICE NUMBER
11/01/24	045473-01

SHIPPER:

-- San Diego CA

BILL TO:

Hazard Construction  
10529 VINE ST  
Lakeside, CA 92040

CONSIGNEE:

local -- San Diego CA

Due On Receipt

QUANTITY	DESCRIPTION	WEIGHT	RATE	AMOUNT
6	PER HOUR-----SUPER 10		125.00	750.00
6	FUEL SURCHARGE @12%		15.00	90.00
B/L # 1649039      P.O. # 24001-10 Unit#                      Trailer# Drivr Shipd 10/28/24    Delivered 10/28/24 Pickup#			TOTAL USD	840.00
				THANK YOU



# NON-NEGOTIABLE BILL-OF-LADING AND TRANSPORTATION AGREEMENT

Att.A, Item 10, 02/15/25

PRINCIPAL  
CARRIER

RUST LOGISTICS

DATE

10-28-24

**B-1649039**

JOB #

24001-10

ADDRESS

45473

BROKER #

CITY/STATE/ZIP

PH.

TRUCK #

17

UNDERLYING CARRIER  
(IF ANY)

ORTIZ TRUCKING

TRAILER #

ADDRESS

PH.

CA #

561522

SHIPPER

HAZARD

RECEIVER

ADDRESS

ADDRESS

CITY/STATE/ZIP

CITY/STATE/ZIP

POINT OF ORIGIN

1815 ave & Howard ave S. D.

POINT OF DESTINATION

Sierra Dr 1110 & Alta Rd S. D.

**EDUCATION**

- ☐ 10-WHEELER  
☒ SUPER-10  
☐ STRONG ARM

- ☐ SUPER TAG  
☐ TRANSFER  
☐ DBL BOTTOMS  
☐ SEMI-BOTTOM  
☐ END DUMP  
☐ SIDE DUMP  
☐ TRUCK & PUP  
☐ WATER TRUCK

- ☐ FLAT BED  
☐ MIXER  
☐ SWEEPER  
☐ OTHER

☒ HOURLY ☐ TONNAGE ☐ PER LOAD

RATE @ \$

TAG NO.	WEIGHT	COMMODITY	LOADING		UNLOADING		STANDBY TIME	BREAKDOWN REASON OR DELAY
			ARRIVE	DEPART	ARRIVE	DEPART		
1		Concrete	9:30	10:5	10:35	10:40		
2		Concrete	11:00	11:40	12:5	12:16		
3		Concrete	12:35	12:45	1:10	12:15		
4			1:35	2:20				
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

4 Loads

REPORTING TIME <u>9:30</u>	ENDING TIME <u>3:30</u>	TOTAL TIME <u>6 hrs</u>	DEDUCTIBLE TIME	NET TIME <u>6 hrs</u>	TOTAL TONS	ACCESSORIAL OTHER
START DRIVING TIME LAST TRIP	ARRIVAL TIME AT DUMP LAST TRIP	NO LOADING LAST TRIP	RUNNING TIME LAST TRIP	SUBJECT TO TERMS AND CONDITIONS ON REVERSE SIDE		TOTAL CHARGES

EDUARDO U.  
DRIVER SIGNATURE

[Signature]  
SHIPPER/RECEIVER (AGENT OR DEBITOR) SIGNATURE

ORIGINAL

TO REORDER THIS FORM  
westuk.org/store

**PRESS HARD - YOU ARE MAKING 5 COPIES**

WSTA 10/2022  
REV 06/22

# NON-NEGOTIABLE BILL-OF-LADING AND TRANSPORTATION AGREEMENT

BILL NO.

PRINCIPAL  
CARRIER

*RUST LOGISTICS*

DATE

Att.A, Item 10, 02/13/25

*10-28-24*

**B-1649039**

ADDRESS

CITY/STATE/ZIP

PH.

JOB #

*24001-10*

BROKER #

TRUCK #

*17*

TRAILER #

CA #

*561522*

UNDERLYING CARRIER  
(IF ANY)

*ORTIZ TRUCKING*

ADDRESS

PH.

SHIPPER

*HAZARD*

RECEIVER

*JOB 24001-10*

ADDRESS

ADDRESS

*800B-P03*

CITY/STATE/ZIP

CITY/STATE/ZIP

POINT OF ORIGIN

*1815 ave & Howard ave S.D.*

POINT OF DESTINATION

*Siemore Hill & Alta Rd. S.D.*

EQUIPMENT TYPE

- ☐ SUPER TAG    ☐ END DUMP    ☐ FLAT BED  
☐ 10-WHEELER    ☐ TRANSFER    ☐ SIDE DUMP    ☐ MIXER  
☒ SUPER-10    ☐ DBL BOTTOMS    ☐ TRUCK & PUP    ☐ SWEEPER  
☐ STRONG ARM    ☐ SEMI-BOTTOM    ☐ WATER TRUCK    ☐ OTHER

☐ HOURLY    ☐ TONNAGE    ☐ PER LOAD

RATE @ \$

TAG NO.	WEIGHT	COMMODITY	LOADING		UNLOADING		STANDBY TIME	BREAKDOWN OR REASON FOR DELAY
			ARRIVE	DEPART	ARRIVE	DEPART		
1		concrete	9:30	10:5	10:35	10:40		
2		concrete	11:00	11:40	12:5	12:16		
3		concrete	12:35	12:45	1:10	12:15		
4			1:35	2:30				
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								

REPORTING TIME

ENDING TIME

TOTAL TIME

DEDUCTIBLE TIME

NET TIME

TOTAL TONS

ACCESSORIAL OTHER

*9:30*  
START DRIVING  
TIME LAST TRIP

*3:30*  
ARRIVAL TIME AT  
DUMP LAST TRIP

*6 hrs*  
END LOADING  
LAST TRIP

*6 hrs*  
RUNNING TIME  
LAST TRIP

**SUBJECT TO TERMS AND  
CONDITIONS ON REVERSE SIDE**

TOTAL CHARGES

A-59

JOB

DRIVER SIGNATURE

SHIPPER/RECEIVER (AGENT OR DEBITOR) SIGNATURE



**FJW JOB NO.**  
**16-096**

**DATE: 10/31/24**

**HAZARD CONSTRUCTION**  
**10529 VINE STREET,**  
**LAKEVIEW, CA 92040**

**PROJECT: FJW CRUSHER PLANT**  
**OTAY BUSINESS PARK LOCATION**  
**OTAY MESA, CA**

DATE	TICKET	TRUCK	DESCRIPTION	QTY.	UNIT	RATE	AMOUNT
10/01/24	1838900	124	10 WHEELER - CONCRETE	1.00	LD	\$100.00	\$100.00
	1838906	124	10 WHEELER - CONCRETE	1.00	LD	\$100.00	\$100.00
	1838908	79	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1839074	124	10 WHEELER - CONCRETE	1.00	LD	\$100.00	\$100.00
	1839079	79	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1839150	79	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
10/02/24	1840635	187	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1840637	187	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1840640	124	10 WHEELER - CONCRETE	1.00	LD	\$100.00	\$100.00
	1840654	181	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1840860	124	10 WHEELER - CONCRETE	1.00	LD	\$100.00	\$100.00
10/10/24	1853798	G-62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1853801	G-62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1853806	1	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1853807	1	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1853809	29	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
10/15/24	1857502	03	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857537	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857676	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857677	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857678	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857679	125	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857745	125	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857751	1150	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857771	03	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
10/16/24	1860860	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860861	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860862	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860863	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860864	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860865	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860870	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860872	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860985	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860986	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860987	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860988	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860990	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860999	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861000	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861001	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861002	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861003	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861004	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861016	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861017	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861087	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861088	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861089	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861090	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861091	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00

F.J. WILLERT CONTRACTING CO., INC.  
 GENERAL ENGINEERING CONTRACTORS \* EQUIPMENT RENTAL  
 LICENSE # 402473  
 1869 NIRVANA AVE.  
 CHULA VISTA, CA 91911-6117  
 (619) 421-1980 \* FAX (619) 421-1910

Att.A, Item 10, 02/13/25

**INVOICE: TM0766**

FJW JOB NO.  
 16-096

DATE: 10/31/24

HAZARD CONSTRUCTION  
 10529 VINE STREET,  
 LAKESIDE, CA 92040

PROJECT: FJW CRUSHER PLANT  
 OTAY BUSINESS PARK LOCATION  
 OTAY MESA, CA

DATE	TICKET	TRUCK	DESCRIPTION	QTY.	UNIT	RATE	AMOUNT
10/17/24	1860989	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
10/28/24	1874983	17	SUPER 10 - O/S CONCRETE	1.00	LD	\$350.00	\$350.00
	1875082	17	SUPER 10 - O/S CONCRETE	1.00	LD	\$350.00	\$350.00
	1875248	17	SUPER 10 - O/S CONCRETE	1.00	LD	\$350.00	\$350.00
	1875359	17	SUPER 10 - O/S CONCRETE	1.00	LD	\$350.00	\$350.00
10/29/24	1876923	70	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1877185	70	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1877187	70	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
RECYCLED CLASS II BASE							
10/18/24	29473	W-3024	SUPER 10 - 14 LDS BASE	238.00	LD	\$8.00	\$1,904.00
	29474	W-386	SUPER 10 - 14 LDS BASE	238.00	LD	\$8.00	\$1,904.00
	29475	W-3023	SUPER 10 - 14 LDS BASE	238.00	LD	\$8.00	\$1,904.00

ATTENTION: PETE & PATRICIA (858) 587 - 3600  
 POINT OF ORIGIN: 24001-10 / 24002-20  
 AGREED \$100 PER CLEAN S10 / 10W LOAD FROM IRIS BUS STOP / 24001-10  
 DUMP FEES PLUS SURCHARGES AT FJW CRUSHER SITE

P & OH	PROFIT AND OVERHEAD:	\$14,662.00	\$0.00	\$0.00
	TOTAL AMOUNT DUE:			\$14,662.00



02/13/25

- 1869 Nirvana Avenue - Chula Vista CA 91911
- Phone 619-421-1980 - Fax 619-421-1910

Date:

10/28/2024

Ticket No.

1874983

Crusher Plant:

PASEO CRUSHER

TRUCK # and Name of Trucking Co.

17 Ortiz Trucking

FJW Billing Customer:

HAZARD CONSTRUCTION COMPANY [HAZARD]

Credit Card Customer (Company Name):

Cash Customer (Company Name):

FJW Job#

Point of Origin (If Not FJW Job)

24001

A-62



Section:

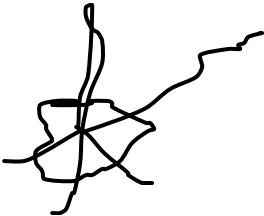
Commodity:	Surcharge:	Att A, Item 10, 02/13/25 Truck Type:
CONCRETE	Oversize	Super 10 17 TONS

Surcharge Photo:

(0 of 0)

Name:	
File Type:	
Description:	

Signature:



Name:	Hazard
Timestamp:	10/28/2024 11:08 AM (-07:00) at 32°33'21.2"N 116°55'7.8"W
Status:	Current

This certifies that the company above has utilized a recycling facility to divert construction demolition material in accordance with LEED requirements. The diversion is based on an overall tonnage percentage of the respective facility.

A-63



02/13/25

- 1869 Nirvana Avenue - Chula Vista CA 91911
- Phone 619-421-1980 - Fax 619-421-1910

Date:

10/28/2024

Ticket No.

1875082

Crusher Plant:

PASEO CRUSHER

TRUCK # and Name of Trucking Co.

17 Ortiz Trucking

FJW Billing Customer:

HAZARD CONSTRUCTION COMPANY [HAZARD]

Credit Card Customer (Company Name):

Cash Customer (Company Name):

FJW Job#

Point of Origin (If Not FJW Job)

24001

A-64

Section:

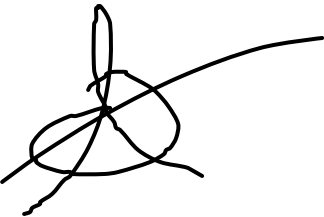
Commodity:	Surcharge:	Att A, Item 10, 02/13/25 Truck Type:
CONCRETE	Oversize	Super 10 17 TONS

Surcharge Photo:

(0 of 0)

Name:	
File Type:	
Description:	

Signature:



Name:	Eduardo
Timestamp:	10/28/2024 12:13 PM (-07:00) at 32°33'21.4"N 116°55'7.6"W
Status:	Current

This certifies that the company above has utilized a recycling facility to divert construction demolition material in accordance with LEED requirements. The diversion is based on an overall tonnage percentage of the respective facility.

A-65



02/13/25

- 1869 Nirvana Avenue - Chula Vista CA 91911
- Phone 619-421-1980 - Fax 619-421-1910

Date:

10/28/2024

Ticket No.

1875248

Crusher Plant:

PASEO CRUSHER

TRUCK # and Name of Trucking Co.

17 Ortiz Trucking

FJW Billing Customer:

HAZARD CONSTRUCTION COMPANY [HAZARD]

Credit Card Customer (Company Name):

Cash Customer (Company Name):

FJW Job#

Point of Origin (If Not FJW Job)

24001

A-66

Section:

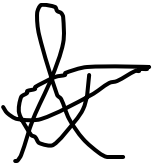
Commodity:	Surcharge:	Att A, Item 10, 02/13/25 Truck Type:
CONCRETE	Oversize	Super 10 17 TONS

Surcharge Photo:

(0 of 0)

Name:	
File Type:	
Description:	

Signature:



Name:	Eduardo
Timestamp:	10/28/2024 1:49 PM (-07:00) at 32°33'21.4"N 116°55'8.1"W
Status:	Current

This certifies that the company above has utilized a recycling facility to divert construction demolition material in accordance with LEED requirements. The diversion is based on an overall tonnage percentage of the respective facility.

A-67



02/13/25

- 1869 Nirvana Avenue - Chula Vista CA 91911
- Phone 619-421-1980 - Fax 619-421-1910

Date:

10/28/2024

Ticket No.

1875359

Crusher Plant:

PASEO CRUSHER

TRUCK # and Name of Trucking Co.

17 Ortiz Trucking

FJW Billing Customer:

HAZARD CONSTRUCTION COMPANY [HAZARD]

Credit Card Customer (Company Name):

Cash Customer (Company Name):

FJW Job#

Point of Origin (If Not FJW Job)

24001

A-68

Section:

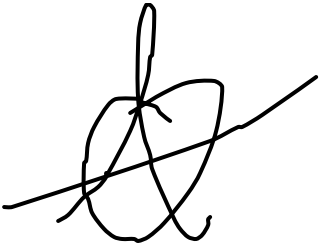
Commodity:	Surcharge:	Att A, Item 10, 02/13/25 Truck Type:
CONCRETE	Oversize	Super 10 17 TONS

Surcharge Photo:

(0 of 0)

Name:	
File Type:	
Description:	

Signature:



Name:	Eduardo
Timestamp:	10/28/2024 2:56 PM (-07:00) at 32°33'21.4"N 116°55'8.1"W
Status:	Current

This certifies that the company above has utilized a recycling facility to divert construction demolition material in accordance with LEED requirements. The diversion is based on an overall tonnage percentage of the respective facility.

A-69

# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: **FL 21305**

Contract: **PWB380.0-24**

Change Order **803**

Contractor Job: **24001-10 - Iris Bus Stops**

Cost Code: **8003..P03**

Billing Number **10.1**

Work Performed By: **Hazard Construction Company**

DEWR No. **19234** ☒ Signed

Report Date **11/22/2024**

Description of Work: **Demo two (2) sections of white paving at location 11; haul off 4 loads total; begin grading base**

Report No. **R.C.**

Perform Date **10/29/2024**

### Labor Charges

Craft ID	Employee Name	RT Hrs	OT/DT Hrs	Subs Units	RT Rate	OT/DT Rate	Subs Rate	Extended
L01 OE G8	E Colbert	8.00			95.580			764.640
L02 LBR G1	RE Romo	8.00			70.920			567.360

### Equipment Charges

Equipment ID	Description	RT Hrs	OT Hrs	RT Rate	OT Rate	Delay Factor	Extended
E01 EXC-0006-	Komatsu PC88 Excavator	8.00		63.180			505.440

### Material/Specialist Work/Lump Sum or Unit Price Payment

Number	Date	Vendor Name and Description	Units	Unit Price	Extended
M01 RA21866-03	10/31/2024	Clairemont Equip Rentals / Rental of Breaker for PC88 Excavator	8.000 HR	24.38000	195.04
M02 045472-01	10/30/2024	Rust Logistics / Super 10 & Driver + 12% Fuel SC	7.000 HR	140.00000	980.00
M03 TM0766	10/31/2024	F. J. Willert / Dump Fees - Super 10 - Concrete	3.000 LD	100.00000	300.00

### Labor Charges

RT Labor	1,332.00
SC 9.00%	119.88
OT/DT Labor	0.00

Subtotal Labor **1,451.88**

Subsistence **0.00**

Other Expenses **0.00**

MU 15.00% **217.78**

Labor Total **1,669.66**

### Equipment Charges

Subtotal	505.44
MU 15.00%	75.82
Equipment Total	<b>581.26</b>

### Material Charges

Subtotal	1,475.04
MU 15.00%	221.26
Material Total	<b>1,696.30</b>

Activity Total **3,947.22**

Work Total **3,947.22**

Bill Subtotal **3,947.22**



### Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040  
Phone: (858) 587-3600 Fax: (858) 453-6034  
Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

Customer:

Date:

Contractor:

Date:

Bill Total + **3,947.22**





RECEIVED  
NOV 01 2024



1330 MISSION ROAD  
ESCONDIDO, CA 92029

PLEASE REMIT TO:  
**MAIN OFFICE**  
7651 Ronson Road  
San Diego, CA 92111-1511  
Billing Inquiries: (858) 278-8351  
Email: accounting@cecsd.com

## Rental Invoice

**Invoice:** RA21866-03  
**Invoice Date:** 10/31/2024  
**Start Date:** 9/30/2024  
**Billed From:** 9/30/2024  
**Billed Thru:** 10/8/2024  
**Contact:** JOEL GROVES  
**Phone:** 619-797-0481  
**Email:**  
**Jobsite:** BLUE STATION S D  
3171 IRIS AVE  
SAN DIEGO, CA 92173-1234  
**Written By:** Jason Williams  
**Sales Rep:** JASON WILLIAMS  
**PO #:** RN \_\_\_\_ 24001

**Bill To:**  
Customer No. HAZAR002  
HAZARD CONSTRUCTION CO.  
10529 VINE ST.  
LAKESIDE, CA 92040  
Account

Signed By:  
Order By: JEFF

Qty	Description	Day	Week	4 Week	Totals
-----	-------------	-----	------	--------	--------

### Rental Items

PC88 W ISO W BREAKER AND 24"

PC88 RETURNED TO CECO S D 10 08 12:00 BILLING FOR 1.0 WEEK AND 1.0 DAY USE -  
CUSTOMER DID NOT RETIURN THE BUCKET OR BREAKER ADVISED THEY WERE KEEPING  
FOR USE ON HAZARD OWNED PC88 TRENAL CONTIUES FOR THEM - THANK YOU  
10 31 BILLING FOR MONTH USE ON BREAKER 09 30 - 10 28 PU 10 31 W PC88 8799378 ON  
RA20451 ALSO PU MISSING BUCKIET 872556 FROM THIS RA HOWEVER 8798717 IS STILL  
MISSING FROM RA20451 THANK YOU

1	331-0114 14000-19999 Lb Mini Excavator	\$325.00			
	ID: 8799528 Serial: C40049 Model: PC88MR-11				
	Hours Out: 368.3 Hours In: 391.5 Used: 23.2				
	Date Out: 9/30/2024 7:00 AM Date Returned: 10/8/2024 12:00 PM				
1	369-0102 500-999 Lb Hammer Attachment	\$195.00			\$2,340.00
	ID: 854636 Serial: BES066070 Model: SBU340				

Hours Out: 0.0 Hours In: 0.0 Used: 0.0  
Date Out: 9/30/2024 7:00 AM Date Returned: 10/8/2024 12:00 PM

Calculation of hourly rate for the PC88 breaker:  
\$195 daily rate / 8 hours per day = \$24.38 / hr

1	366-1118 36 In Backhoe Bucket				
	ID: 872556 Serial: 10711078526 Model: WB140150				
	Hours Out: 0.0 Hours In: 0.0 Used: 0.0				
	Date Out: 9/30/2024 7:00 AM Date Returned: 10/8/2024 12:00 PM				

### Miscellaneous Items

1	Environmental				\$65.52
	Delivery Internal Haul 07				\$150.00
	Pickup Internal Haul 07				\$150.00
	Subtotal:				\$2,705.52
	Sales Tax (7.75%):				\$209.69
	Total:				\$2,915.21

ACCOUNTING USE ONLY:  
Equip #: EXC-82035, Bkt-2015 Co #: 10  
Cost Code: 0600 Cost Type: S  
Vendor #: 508 Hours: 96/96  
Job #: 24001-10  
Notes: 1002., BQ3  
T-1 5,38,140/T-4,36,141  
Approval: [Signature] Date: 11/8/24



15353 Olde Hwy 80 El Cajon, CA. 92021  
Phone: 619-443-6193 Fax: 619-443-9364

# Freight Bill

SHIPPER:

Att.A, Item 10, 02/13/25

DATE	INVOICE NUMBER
10/30/24	045672-01

-- La Jolla CA

BILL TO:

Hazard Construction  
10529 VINE ST  
Lakeside, CA 92040

CONSIGNEE:

local -- San Diego CA

Due On Receipt

QUANTITY	DESCRIPTION	WEIGHT	RATE	AMOUNT
7	PER HOUR-----SUPER 10		125.00	875.00
7	FUEL SURCHARGE @12%		15.00	105.00
B/L # 3817787      P.O. # 24001-10 Unit#                      Trailer# Drivr Shipd 10/29/24    Delivered 10/29/24 PickUp#			TOTAL USD	980.00
			THANK YOU	

**NON-NEGOTIABLE BILL-OF-LADING  
 AND TRANSPORTATION AGREEMENT**

BILL NO.

PRINCIPAL  
 CARRIER

RUST & SONS TRUCKING

DATE

10-29-24

**A-3817787**

ADDRESS

CITY/STATE/ZIP

EL CAJON CA

PH.

UNDERLYING CARRIER  
 (IF ANY)

RED HILLS TRANSPORT LLC

ADDRESS

OLD TILLO CA

PH.

JOB #

24001-10

BROKER #

RUST & SONS

TRUCK #

70

TRAILER #

CA #

594796

SHIPPER

HAZARD

RECEIVER

FJ WILKENT

ADDRESS

1215 & HOWARD AV

ADDRESS

SIEMPRE VIVA & ALTA RD

CITY/STATE/ZIP

SAN DIEGO

CITY/STATE/ZIP

SAN DIEGO CA

POINT OF ORIGIN

POINT OF DESTINATION

CRUSHER

EQUIPMENT TYPE

- ☐ 10-WHEELER  
☒ SUPER-10  
☐ STRONG ARM

- ☐ SUPER TAG  
☐ TRANSFER  
☐ DBL BOTTOMS  
☐ SEMI-BOTTOM

- ☐ END DUMP  
☐ SIDE DUMP  
☐ TRUCK & PUP  
☐ WATER TRUCK

- ☐ FLAT BED  
☐ MIXER  
☐ SWEEPER  
☐ OTHER

- ☒ HOURLY ☐ TONNAGE ☐ PER LOAD

RATE @ \$

	TAG NO.	WEIGHT	COMMODITY	LOADING		UNLOADING		STANDBY TIME	BREAKDOWN OR REASON FOR DELAY
				ARRIVE	DEPART	ARRIVE	DEPART		
1			Concrete	840	935	1005	1008		
2			///	1035	1120	1150	1153		
3			///	1215	1245	116	120		
4			///	150	215	300	340		
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									

41 LOADS

REPORTING TIME

840

ENDING TIME

340

TOTAL TIME

7.0

DEDUCTIBLE TIME

0

NET TIME

7.0

TOTAL TONS

ACCESSORIAL OTHER

START DRIVING  
TIME LAST TRIP

ARRIVAL TIME AT  
DUMP LAST TRIP

END LOADING  
LAST TRIP

RUNNING TIME  
LAST TRIP

**SUBJECT TO TERMS AND  
 CONDITIONS ON REVERSE SIDE**

TOTAL CHARGES

Mat Rose

Original



# NON-NEGOTIABLE BILL-OF-LADING AND TRANSPORTATION AGREEMENT

JOB 24001-10 8003.P03

BILL NO.

PRINCIPAL  
CARRIER

RUST & SONS TRUCKING 10-29-24

DATE

Att.A, Item 10, 02/13/25

A-3817787

ADDRESS

CITY/STATE/ZIP

EL CAJON CA

PH.

UNDERLYING CARRIER  
(IF ANY)

RED HILLS TRANSPORT LLC

ADDRESS

OLD TILLO CA

PH.

JOB #

24001-10

BROKER #

RUST & SONS

TRUCK #

70

TRAILER #

CA #

594796

SHIPPER

HAROLD

RECEIVER

FJ WILBERT

ADDRESS

1015 & HOWARD AV

ADDRESS

SIEMPRE VIVA & ALTAMON

CITY/STATE/ZIP

SAN DIEGO

CITY/STATE/ZIP

SAN DIEGO CA

POINT OF ORIGIN

POINT OF DESTINATION

CRUSHER

EQUIPMENT TYPE

- ☐ 10-WHEELER  
☒ SUPER-10  
☐ STRONG ARM

☐ SUPER TAG

☐ TRANSFER

☐ DBL BOTTOMS

☐ SEMI-BOTTOM

☐ END DUMP

☐ SIDE DUMP

☐ TRUCK & PUP

☐ WATER TRUCK

☐ FLAT BED

☐ MIXER

☐ SWEEPER

☐ OTHER

☒ HOURLY ☐ TONNAGE ☐ PER LOAD

RATE @ \$

	TAG NO.	WEIGHT	COMMODITY	LOADING		UNLOADING		STANDBY TIME	BREAKDOWN OR REASON FOR DELAY
				ARRIVE	DEPART	ARRIVE	DEPART		
1			Concrete	840	935	1005	1008		
2			///	1035	1120	1150	1153		
3			///	1215	1245	116	120		
4			///	150	215	300	340		
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									

41 LOADS

REPORTING TIME	ENDING TIME	TOTAL TIME	DEDUCTIBLE TIME	NET TIME	TOTAL TONS	ACCESSORIAL OTHER
840	340	7.0	0	7.0		
START DRIVING TIME LAST TRIP	ARRIVAL TIME AT DUMP LAST TRIP	END LOADING LAST TRIP	ROLLING TIME LAST TRIP	SUBJECT TO TERMS AND CONDITIONS ON REVERSE SIDE		
						TOTAL CHARGES

DRIVER SIGNATURE

SHIPPER/RECEIVER (AGENT OR DEBITOR) SIGNATURE

A-75

JOB

**FJW JOB NO.  
16-096**

**DATE: 10/31/24**

**HAZARD CONSTRUCTION  
10529 VINE STREET,  
LAKESIDE, CA 92040**

**PROJECT: FJW CRUSHER PLANT  
OTAY BUSINESS PARK LOCATION  
OTAY MESA, CA**

DATE	TICKET	TRUCK	DESCRIPTION	QTY.	UNIT	RATE	AMOUNT
10/01/24	1838900	124	10 WHEELER - CONCRETE	1.00	LD	\$100.00	\$100.00
	1838906	124	10 WHEELER - CONCRETE	1.00	LD	\$100.00	\$100.00
	1838908	79	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1839074	124	10 WHEELER - CONCRETE	1.00	LD	\$100.00	\$100.00
	1839079	79	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1839150	79	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
10/02/24	1840635	187	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1840637	187	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1840640	124	10 WHEELER - CONCRETE	1.00	LD	\$100.00	\$100.00
	1840654	181	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1840860	124	10 WHEELER - CONCRETE	1.00	LD	\$100.00	\$100.00
10/10/24	1853798	G-62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1853801	G-62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1853806	1	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1853807	1	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1853809	29	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
10/15/24	1857502	03	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857537	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857676	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857677	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857678	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857679	125	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857745	125	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857751	1150	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1857771	03	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
10/16/24	1860860	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860861	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860862	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860863	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860864	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860865	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860870	16	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860872	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860985	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860986	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860987	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860988	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860990	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1860999	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861000	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861001	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861002	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861003	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861004	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861016	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861017	G62	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861087	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861088	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861089	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861090	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
	1861091	7	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00

F.J. WILLERT CONTRACTING CO., INC.  
 GENERAL ENGINEERING CONTRACTORS \* EQUIPMENT RENTAL  
 LICENSE # 402473  
 1869 NIRVANA AVE.  
 CHULA VISTA, CA 91911-6117  
 (619) 421-1980 \* FAX (619) 421-1910

Att.A, Item 10, 02/13/25

**INVOICE: TM0766**

FJW JOB NO.  
 16-096

DATE: 10/31/24

HAZARD CONSTRUCTION  
 10529 VINE STREET,  
 LAKESIDE, CA 92040

PROJECT: FJW CRUSHER PLANT  
 OTAY BUSINESS PARK LOCATION  
 OTAY MESA, CA

DATE	TICKET	TRUCK	DESCRIPTION	QTY.	UNIT	RATE	AMOUNT
10/17/24	1860989	3	END DUMP - ASPHALT	1.00	LD	\$150.00	\$150.00
10/28/24	1874983	17	SUPER 10 - O/S CONCRETE	1.00	LD	\$350.00	\$350.00
	1875082	17	SUPER 10 - O/S CONCRETE	1.00	LD	\$350.00	\$350.00
	1875248	17	SUPER 10 - O/S CONCRETE	1.00	LD	\$350.00	\$350.00
	1875359	17	SUPER 10 - O/S CONCRETE	1.00	LD	\$350.00	\$350.00
10/29/24	1876923	70	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1877185	70	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
	1877187	70	SUPER 10 - CONCRETE	1.00	LD	\$100.00	\$100.00
RECYCLED CLASS II BASE							
10/18/24	29473	W-3024	SUPER 10 - 14 LDS BASE	238.00	LD	\$8.00	\$1,904.00
	29474	W-386	SUPER 10 - 14 LDS BASE	238.00	LD	\$8.00	\$1,904.00
	29475	W-3023	SUPER 10 - 14 LDS BASE	238.00	LD	\$8.00	\$1,904.00

ATTENTION: PETE & PATRICIA (858) 587 - 3600  
 POINT OF ORIGIN: 24001-10 / 24002-20  
 AGREED \$100 PER CLEAN S10 / 10W LOAD FROM IRIS BUS STOP / 24001-10  
 DUMP FEES PLUS SURCHARGES AT FJW CRUSHER SITE

P & OH	PROFIT AND OVERHEAD:	\$14,662.00	\$0.00	\$0.00
	TOTAL AMOUNT DUE:			\$14,662.00



10/2/13/25

- 1869 Nirvana Avenue - Chula Vista CA 91911
- Phone 619-421-1980 - Fax 619-421-1910

Date:

10/29/2024

Ticket No.

1876923

Crusher Plant:

PASEO CRUSHER

TRUCK # and Name of Trucking Co.

70 Rust and Sons

FJW Billing Customer:

HAZARD CONSTRUCTION COMPANY [HAZARD]

Credit Card Customer (Company Name):

Cash Customer (Company Name):

FJW Job#

Point of Origin (If Not FJW Job)

24001-10

A-78



Section:

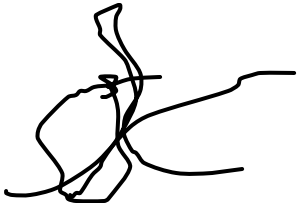
Commodity:	Surcharge:	Att A, Item 10, 02/13/25 Truck Type:
CONCRETE		Super 10 17 TONS

Surcharge Photo:

(0 of 0)

Name:	
File Type:	
Description:	

Signature:



Name:	Martin
Timestamp:	10/29/2024 11:37 AM (-07:00) at 32°33'21.1"N 116°55'6.7"W
Status:	Current

This certifies that the company above has utilized a recycling facility to divert construction demolition material in accordance with LEED requirements. The diversion is based on an overall tonnage percentage of the respective facility.

A-79



02/13/25

- 1869 Nirvana Avenue - Chula Vista CA 91911
- Phone 619-421-1980 - Fax 619-421-1910

Date:

10/29/2024

Ticket No.

1877185

Crusher Plant:

PASEO CRUSHER

TRUCK # and Name of Trucking Co.

70 Rust and Sons

FJW Billing Customer:

HAZARD CONSTRUCTION COMPANY [HAZARD]

Credit Card Customer (Company Name):

Cash Customer (Company Name):

FJW Job#

Point of Origin (If Not FJW Job)

24001-10

A-80

Section:

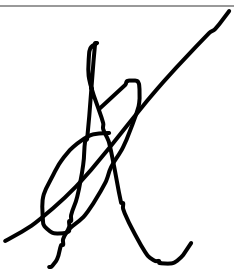
Commodity:	Surcharge:	Att A, Item 10, 02/13/25 Truck Type:
CONCRETE		Super 10 17 TONS

Surcharge Photo:

(0 of 0)

Name:	
File Type:	
Description:	

Signature:



Name:	Martin
Timestamp:	10/29/2024 2:41 PM (-07:00) at 32°33'21.4"N 116°55'7.8"W
Status:	Current

This certifies that the company above has utilized a recycling facility to divert construction demolition material in accordance with LEED requirements. The diversion is based on an overall tonnage percentage of the respective facility.

A-81



02/13/25

- 1869 Nirvana Avenue - Chula Vista CA 91911
- Phone 619-421-1980 - Fax 619-421-1910

Date:

10/29/2024

Ticket No.

1877187

Crusher Plant:

PASEO CRUSHER

TRUCK # and Name of Trucking Co.

70 Rust and Sons

FJW Billing Customer:

HAZARD CONSTRUCTION COMPANY [HAZARD]

Credit Card Customer (Company Name):

Cash Customer (Company Name):

FJW Job#

Point of Origin (If Not FJW Job)

24001-10

A-82

Section:

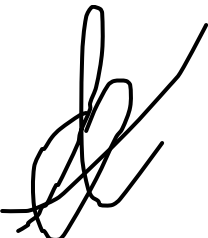
Commodity:	Surcharge:	Att A, Item 10, 02/13/25 Truck Type:
CONCRETE		Super 10 17 TONS

Surcharge Photo:

(0 of 0)

Name:	
File Type:	
Description:	

Signature:



Name:	Martin
Timestamp:	10/29/2024 2:43 PM (-07:00) at 32°33'21.4"N 116°55'7.8"W
Status:	Current

This certifies that the company above has utilized a recycling facility to divert construction demolition material in accordance with LEED requirements. The diversion is based on an overall tonnage percentage of the respective facility.

A-83

# DAILY EXTRA WORK REPORT

Att.A, Item 10, 02/13/25

## Metropolitan Transit System

Invoice: **FL 21382**

Contract: **PWB380.0-24**

Change Order **803**

Contractor Job: **24001-10 - Iris Bus Stops**

Cost Code: **8003..P03**

Billing Number **11.1**

Work Performed By: **Hazard Construction Company**

DEWR No. **19236** ☒ Signed

Report Date **11/22/2024**

Description of Work: **Place C2 base & compact for white paving at east & west end of location 11**

Report No. **R.C.**

Perform Date **10/30/2024**

### Labor Charges

Craft ID	Employee Name	RT Hrs	OT/DT Hrs	Subs Units	RT Rate	OT/DT Rate	Subs Rate	Extended
L01 OE G8	E Colbert	3.00			95.580			286.740
L02 CPT J	R Martinez	3.00			77.970			233.910

### Equipment Charges

Equipment ID	Description	RT Hrs	OT Hrs	RT Rate	OT Rate	Delay Factor	Extended
E01 RLR-R057-	BW120 Roller - CER	1.00		44.020			44.020
E02 BOB-R042-	Bobcat - Track (TL12) - CER	2.00		48.930			97.860

### Labor Charges

RT Labor	520.65
SC 9.00%	46.86
OT/DT Labor	0.00

Subtotal Labor	567.51
Subsistence	0.00
Other Expenses	0.00
MU 15.00%	85.13
Labor Total	652.64

### Equipment Charges

Subtotal	141.88
MU 15.00%	21.28
Equipment Total	163.16

### Material Charges

Activity Total **815.80**

Work Total **815.80**

Bill Subtotal **815.80**



### Hazard Construction Company

10529 Vine Street, Lakeside, CA 92040  
Phone: (858) 587-3600 Fax: (858) 453-6034  
Job Contact: Kevin Dunwell 760) 473-8616

Accepted:

Customer:

Date:

Contractor:

Date:

Bill Total **815.80**



**DAILY EXTRA WORK REPORT**  
**HAZARD CONSTRUCTION**  
P.O. BOX 229000, SAN DIEGO, CA 92192  
(858) 587-3600

Att.A, Item 10, 02/13/25

STATE LIC. #750542A/B

**RECEIVED**

By Kevin Dunwell at 08:30 am, Nov 4, 2024

CUSTOMER MTS WORK REPORT **19236**  
JOB NAME / LOCATION IRIS BUS STOPS / Loc. 11 / 30TH & IRIS AVE DATE PERFORMED 10-30-24  
DESCRIPTION OF WORK EDDY and Romeo used base to grade and compact for the white paving (East & West end) of Location 11. CHARGE TO JOB # 24001-10  
COST CODE 8003..PO3  
SUPERINTENDENT GARY GROVES  
REQUESTED BY \_\_\_\_\_ PURCHASE ORDER # \_\_\_\_\_ FOREMAN JOEL GROVES

DESCRIPTION OF CHARGES	EQUIP. NO.	HOURS		RATE	EXTENSION
		ST	OT		
LABOR & EQUIPMENT <u>Op8- EDDY COLBERT (4312)</u>	<u>4</u>	<u>3</u>			
<u>CRP. ROMEO MARTINEZ (4423)</u>	<u>8</u>	<u>3</u>			
<u>ROLLER Equip #: RLR-R057</u>	<u>8</u>	<u>3</u>			
<u>SKID STEER Equip #: BOB-R042</u>	<u>8</u>	<u>3</u>			
MOVE-IN <input type="checkbox"/> MOVE-OUT <input type="checkbox"/>					

MATERIALS ROLLER DID NOT ARRIVE TILL 9:42 AM  
AND CONCLUDED ROLLING SUBGRADE AT 10:18 AM,  
USED 36 MIN, REMAINDER ON ITEM WORK, PLACE CURB  
SKID STEER WORK  
6:00 AM TILL 8:00 AM  
WAITED FOR ROLLER,  
THEN ONTO CURB PLACE

I certify work and/or materials on this Work Order have been performed and/or received in good condition and the labor and equipment hours and material quantities are correct.

TOTAL AMOUNT

CUSTOMER'S AUTHORIZED REPRESENTATIVE:

COMMENTS

10/30/2024

Signature

Title

Date

VERIFY HOURS ONLY

White - Office

Canary - Customer

Green with Time Sheet

Pink - Field Copy

CHANGE ORDER 7



**CONTRACT CHANGE ORDER NO. 07**

PROJECT NAME: IRIS BUS STOPS AND TRANSIT CENTER

MTS WORK ORDER NUMBER: PWB380.0-24Date: November 05, 2024To: Hazard Construction Engr LLC. (Contractor)

You are directed to make the following changes from the Contract Documents or do the following described work not included in the Contract Documents for this Contract. **NOTE: This change order is not effective until approved by the Metropolitan Transit System (MTS).**

Change requested by: Contractor

This change order provides for the closure of the center driveway at the Iris Bus Station and construction of sidewalk, curb, and two each bus stops on 30<sup>th</sup> Street. This includes the following:

1. Excavation, grading, form, and the disposal of excavated material offsite.
2. Construct (2) concrete pads shall be 5' x 10.17' + 5' x 2.335' = 62.53 SF at southerly location and 10' x 4.5' = 45 SF at the northernly location. Dimension will be marked out in the field.
3. Place 20 LF of 6" curb on 30<sup>th</sup> Street and stripe curb face
4. Temporary lighting.
5. Full closure of center driveway at Iris Station.

**Extra Work at Lump Sum:**

Work shall be paid in accordance with Section 3.34, "Changes and Extra Work Payment," of the Standard Construction Agreement, and all applicable documents of the contract documents.

This is at no cost to MTS, including all labor, materials, equipment, tools, and incidentals necessary to construct all items noted above and in agreement with the Engineer.

For the work involved in this change order, the Contractor will receive and accept the agreed Lump Sum payment of \$0.00. This sum constitutes full and complete compensation, including mark-ups by reason of this change.

**Total Extra Work at Lump Sum: \$0.00****Contract Time of Completion:**

A determination of the delay in completion of the contract due to the work specified by contract change order No. 07 has been made in accordance with the provisions of Section 6-9, "Liquidated Damages" of the Standard Construction Agreement.

**This change order will adjust the contract time of completion by adding an additional (5) calendar days.**

---

**Total Cost of this Change Order    Increase \$ 0.00**

---

**This Change Order adjusts the time of completion as follows: (5) Calendar Days**

<p>This Change Order constitutes a complete and final resolution of all claims of the Contractor for additional time or additional compensation related to or affected by work that is the subject of this Change Order. Without limiting the applicability of other sections, this Change Order is subject to the standard specifications, Contract special provisions, newly provided plans and specifications, and applicable standard drawings.</p> <p>No Contract Change Order will be binding upon the Metropolitan Transit System (MTS) until signed by the authorized representatives of MTS Capital Projects Department.</p>	
RECOMMENDED BY: Hassan Mustafa, Resident Engineer (Sign and Print Name & Title)	DATE:
ACCEPTED BY CONTRACTOR: (Sign and Print Name & Title)	DATE:
Project Manager, MTS: (Sign and Print Name & Title)	DATE:
Procurement Specialist, MTS: (Sign and Print Name & Title)	DATE:

CHANGE ORDER 8

**CONTRACT CHANGE ORDER NO. 08**

PROJECT NAME: IRIS BUS STOPS AND TRANSIT CENTER

MTS WORK ORDER NUMBER: PWB380.0-24Date: November 22, 2024To: Hazard Construction Engr LLC. (Contractor)

You are directed to make the following changes from the Contract Documents or do the following described work not included in the Contract Documents for this Contract. **NOTE: This change order is not effective until approved by the Metropolitan Transit System (MTS).**

Change requested by: Contractor

This change order provides for the adjustment in actual quantities of a Unit Price item varying from the Bid Form in the Construction Agreement. Quantities are field measured.

**Increase in Contract Items at Contract Unit Price:****Group B**

Item No. 06: Crushed Aggregate Base

+20.82 CY (+31.5%) @ \$160.00/CY.....\$ 3,331.20 (+86.7%)

Item No.10: Concrete Bus Pad

+9.08 CY (+22.14%) @ \$430.00 / CY = .....\$3,904.40 (+68.34%)

Item No.11: Concrete Cross Gutter (6')

+3.00 SF (+1.4%) @ \$11.00 / SF = .....\$33.00 (+1.4%)

Item No. 12: Concrete Sidewalk

+289.59 SF (+20.8%) @ \$10.00 / SF = .....\$2,895.90 (+20.8%)

In accordance with Section 7-3.5.2 Increases of More Than 25 Percent, of 2018 Edition The Greenbook, the adjustment due to the increase in total item pay quantity for Group B, Item No. 06, Crushed Aggregate Base, Item No. 09, Concrete Bus Pad, Item No. 10, Concrete Cross Gutter (6'), and Item No. 12, Concrete Sidewalk, are deferred.

**Total Extra Work at Unit Price: \$10,164.50****Contract Time of Completion:**

A determination of the delay in completion of the contract due to the work specified by contract change order No. 08 has been made in accordance with the provisions of Section 6-9, "Liquidated Damages" of the Standard Construction Agreement.

**This change order will adjust the contract time of completion by adding an additional 0 calendar days.**

**Total Cost of this Change Order    Increase \$ 10,164.50**

**This Change Order adjusts the time of completion as follows: 0 Calendar Days**

This Change Order constitutes a complete and final resolution of all claims of the Contractor for additional time or additional compensation related to or affected by work that is the subject of this Change Order. Without limiting the applicability of other sections, this Change Order is subject to the standard specifications, Contract special provisions, newly provided plans and specifications, and applicable standard drawings.

No Contract Change Order will be binding upon the Metropolitan Transit System (MTS) until signed by the authorized representatives of MTS Capital Projects Department.

**RECOMMENDED BY:** Hassan Mustafa, Resident Engineer  
(Sign and Print Name & Title)

**DATE:** 11/22/2024

**ACCEPTED BY CONTRACTOR:**  
(Sign and Print Name & Title)

**DATE:**

<b>Project Manager, MTS:</b> (Sign and Print Name & Title)	<b>DATE:</b>
<b>Procurement Specialist, MTS:</b> (Sign and Print Name & Title)	<b>DATE:</b>

CHANGE ORDER 9

**CONTRACT CHANGE ORDER NO. 09**

PROJECT NAME: IRIS BUS STOPS AND TRANSIT CENTER

MTS WORK ORDER NUMBER: PWB380.0-24Date: December 04, 2024To: Hazard Construction Engr LLC. (Contractor)

You are directed to make the following changes from the Contract Documents or do the following described work not included in the Contract Documents for this Contract. **NOTE: This change order is not effective until approved by the Metropolitan Transit System (MTS).**

Change requested by: MTS

**Extra Work at Lump Sum:**

Provide all labor, materials, equipment, tools and incidental required to provide lighting to the (7) bus shelter canopies.

1. Work to be performed in accordance with Chapter 7.4, "Lighting", of the SANDAG General Design Criteria September 2014 as attached herein as pages 2 to 5 of this change order.
2. LED color shall be natural white.
3. Lighting controls shall include astronomical time clock, photocell, and lighting contactors. Lighting controls shall be installed for all shelters in seven meter pedestals.

Work shall be paid in accordance with Section 3.34, "Changes and Extra Work Payment," of the Standard Construction Agreement, and all applicable documents of the contract documents.

For the work involved in this change order, the Contractor will receive and accept the agreed Lump Sum payment of \$32,979.48. This sum constitutes full and complete compensation, including mark-ups by reason of this change.

**Total Extra Work at Lump Sum: \$32,979.48**

**Contract Time of Completion:**

A determination of the delay in completion of the contract due to the work specified by contract change order No. 09 has been made in accordance with the provisions of Section 6-9, "Liquidated Damages" of the Standard Construction Agreement.

**This change order will adjust the contract time of completion by adding an additional (1) calendar day.**

**Total Cost of this Change Order    Increase \$ 32,979.48**

**This Change Order adjusts the time of completion as follows: (1) Calendar Day**

<p>This Change Order constitutes a complete and final resolution of all claims of the Contractor for additional time or additional compensation related to or affected by work that is the subject of this Change Order. Without limiting the applicability of other sections, this Change Order is subject to the standard specifications, Contract special provisions, newly provided plans and specifications, and applicable standard drawings.</p> <p>No Contract Change Order will be binding upon the Metropolitan Transit System (MTS) until signed by the authorized representatives of MTS Capital Projects Department.</p>	
<b>RECOMMENDED BY:</b> Hassan Mustafa, Resident Engineer (Sign and Print Name & Title)	<b>DATE:</b> 12/04/2024
<b>ACCEPTED BY CONTRACTOR:</b> (Sign and Print Name & Title)	<b>DATE:</b>
<b>Project Manager, MTS:</b> (Sign and Print Name & Title)	<b>DATE:</b>
<b>Procurement Specialist, MTS:</b> (Sign and Print Name & Title)	<b>DATE:</b>



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.A, Item 10, 02/13/25

10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

## CHANGE ORDER REQUEST NO. 04R2

24001- 10 - Iris Bus Stops

December 03, 2024

**To:** Natalie Ven  
MTS - Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101  
**Phone:**  
**Email:** natalie.ven@sdmts.com

**From:** Kirk Kharas  
Hazard Construction Engr LLC  
10529 Vine Street  
Lakeside, CA 92040  
**Phone:** 858.587.3600  
**Email:** kkharas@hazardcon.com

<u>COR</u> <u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>UM</u>	<u>Unit Price</u>	<u>Amount</u>	<u>Change</u> <u>(Days)</u>
1	Bus Shelter Lighting	.00	LS	\$ .000	\$32,979.48	1
				<b>Total:</b>	<b>\$32,979.48</b>	

Please issue a Contract Change Order to allow for inclusion in our Contract Agreement.  
Thank you for your cooperation.



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
 HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
 HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.A, Item 10, 02/13/25  
 10529 Vine Street  
 Lakeside, CA 92040  
 Phone (858) 587-3600  
 Fax (858) 453-6034  
 hazardconstruction.com

## MTS – Iris Rapid Bus Stops and Transit Center East

December 3, 2024

### Change Order Request #4R2 – Bus Shelter Lighting

As requested by MTS by email dated September 24, 2024, the following is our price for the bus shelter lighting, for a total of seven (7) bus shelters.

Lighting for 7 Station Canopies	1 LS	@ \$18,166.65	=	\$18,166.65
(See attached quote from LNI dated 10/24/24)				
Hazard markup on material @ 15%	1 LS	@ \$2,725.00	=	\$2,725.00
Provide Power to Bus Shelter	1 DY	@ \$1,656.03	=	\$1,656.03
(See attached quote from Select Electric dated 12/03/24)				
Hazard markup on sub @ 10%	1 LS	@ \$165.60	=	\$165.60
Provide Astronomical Time Clock	1 LS	@ \$9,332.91	=	\$9,332.91
(see attached quote from Select Electric dated 11/01/24)				
Hazard markup on sub @ 10%	1 LS	@ \$933.29	=	<u>\$933.29</u>
	Total		=	\$32,979.48

Please issue a Contract Change Order in the amount of \$32,979.48 for Bus Shelter Lighting. This will allow us to start procuring the materials.

Note, per our meeting this morning, Select Electric has revised their proposal for power to the bus shelters. As stated in Select's proposal, they will return to the bus shelter locations after all the shelters have been installed and pull wire from the nearest HH to shelter and connect to existing wiring inside upright leg. All shelters are to be completed in 1 day.

Please add 1 WD of additional contract time.



**LNI Custom Manufacturing, Inc.**

15542 Broadway Center St.  
Gardena, California 90248

Main 310.978.2000 / 800.338.3387 / Fax 310.978.4000

CA Contractor's License # 773599  
CA Dept. of Industrial Relations # 100021928  
Los Angeles City Fabricator's License # 1981

**Quotation**

Date	Quote #	Pro #
10/24/24	LNIQ2540-A	23111

Excellence is our history, since 1952.

**Prepared For:**

Kurt Hindman  
Hazard Construction  
P.O. Box 229000  
6465 Marindustry Place  
San Diego, CA 92192-9000

**Phone:** (858) 587-3600  
**Mobile:**  
**Fax:** (858) 453-6034  
**Email:** khindman@hazardconstruction.com

**Project Information:**

**Iris - Station Lighting**

Sales Rep.	FOB	Ship Via	Terms
House	Job-Site	N/A	NET 30

Item	Description	Qty	Unit Price	Ext. Price
LNI-LED-ILU	Lighting for (7) Station Canopies - 1" Low Profile Recessed LEDBARII - 24V Dimmable LED Drivers & Power Supply	1.00 1	\$16,860.00	\$16,860.00

**Notes from LNI:**

The above quote is valid for (30) days, and subject to change at any point due to materials volatility.  
Please contact me if I can be of further assistance.

Sub Total	\$16,860.00
Sales Tax	\$1,306.65
<b>Total</b>	<b>\$18,166.65</b>

Accepted by: \_\_\_\_\_ Signature: \_\_\_\_\_ Date: \_\_\_\_\_

LNI Custom Manufacturing, Inc. is a material supplier. Prices based on quantities shown. Changes in quantity may affect price. Price does not include delivery unless stated above. Subject to LNI's Standard Terms & Conditions.



December 3, 2024

Hazard Construction

Attn: Kirk Kharas

RE: Bus Shelter Lighting activation

Location: Multiple

SUBJ: **Activate bus shelter lighting**

Description
Return to Bus shelter locations after all shelters have been installed and pull wire from nearest HH to shelter and connect to existing wiring inside upright leg. All shelters to be completed in 1 day

Select Electric Inc.'s quoted price for the referenced change order request is as follows:

LS Total	\$	1,656.03
Wrk Days		1

This change proposal is based on the usual cost elements such as labor, materials, and markup and does not include any amount for impacts such as interference, disruptions, rescheduling, change in the sequence of work, delays and/ or associated acceleration. We expressly reserve the right to submit our request for any of these items should we be faced with performing work under any of these conditions.

This quote is valid for 30 calendar days from the above date and void thereafter. All work affected by either the acceptance or rejection of the enclosed change order quotation is on hold pending notification.

Back-up data is attached for your reference.

Respectfully,

---

Michael Lichtenwalter  
Project Manager

Change Order Request Recap

Contract No: 24001-10

Project Title: Iris Bus Stops

Location: Various

Description of Work: **Return to Bus shelter locations after all shelters have been installed and pull wire from nearest HH to shelter and connect to existing wiring inside upright leg. All shelters to be completed in 1 day**

COR No: CCO 002 Ref No:

Date Submitted: December 3, 2024

G.C./Agency:

Job No: 3623

LABOR	Hours		Hourly Rate	Extended Amounts
Electrician - Journeyman SD	REG	8.00	\$ 90.82	\$ 726.56
-		-		
Cost of Labor				\$ 726.56
Labor Surcharge			10.00%	\$ 72.66
Total Cost of Labor with Surcharge				\$ 799.22

MATERIAL				
Description	Qty	U.M.	Unit Cost	Ext. Amount
Material	1	LS	\$ 25.00	\$ 25.00
Subtotal				\$ 25.00
(A) California Sales Tax			7.75%	\$ 1.94
Total Cost of Material				\$ 26.94

SUBCONTRACTED WORK				
Description	Qty	U.M.	Unit Cost	Ext. Amount
				\$ -
				\$ -
				\$ -
				\$ -
Total Cost of Subcontracted Work				\$ -

EQUIPMENT	Hours	Hourly Rate	Extended Amounts
WORK TRUCK WITH ATTACHMENTS	8	\$ 74.57	\$ 596.56
-			
-			
-	-		
-	-		
-	-		
Total Cost of Equipment			\$ 596.56

Total Cost of Labor		799.22
Labor Mark-up	15.00%	119.88
Total Cost of Equipment		596.56
Equipment Mark-up	15.00%	89.48
Total Cost of Material		26.94
Material Mark-up	10.00%	2.69
(B) California Sales Tax		0.00
Total Cost of Subcontracted Work		0.00
Subcontracted Work Mark-up	15.00%	0.00
Sub-total		1634.77
Bond & Insurance	1.30%	21.25
Other		
Total Cost		1656.03



November 1, 2024

Hazard Construction

Attn: Kirk Kharas

RE: Time clock addition to meter pedestals  
All meter pedestals except 30th / Coronado ave

SUBJ:

Description
Per MTS we are to add the astronomical time clock to the meter pedestal for lighting control at the bus shelters. Quote includes cost of clock and installation and wiring into the pedestal. This is done by the manufactor for warrenty support. This will be added to 7 pedestals

Select Electric Inc.'s quoted price for the referenced change order request is as follows:

LS Total	\$	9,332.91
Wrk Days		1

This change proposal is based on the usual cost elements such as labor, materials, and markup and does not include any amount for impacts such as interference, disruptions, rescheduling, change in the sequence of work, delays and/ or associated acceleration. We expressly reserve the right to submit our request for any of these items should we be faced with performing work under any of these conditions.

This quote is valid for 30 calendar days from the above date and void thereafter. All work affected by either the acceptance or rejection of the enclosed change order quotation is on hold pending notification.

Respectfully,

Michael Lichtenwalter  
Project Manager



A tactile information sign shall be positioned directly behind the directional bar mat at the back of platform. If the tactile information sign cannot be located in this position due to other platform equipment or causes obstruction to pedestrian flow, the bar mat location shall be adjusted a maximum of 2 feet in either direction along the platform to accommodate the placement of the tactile information sign, which provides the station name and destination in Braille and in raised letters.

### 7.3 International Symbol of Accessibility

The international symbol of accessibility shall be painted behind the detectable warning on the platform at the first door of the first car to line up with the wheelchair lift location, as shown in the Standard Plans, in accordance with ADA Standards for Accessible Design. The international symbol of accessibility shall be located on the plans so that the area is kept clear for wheelchair maneuverability.

### 7.4 Lighting

#### a) General

The lighting criteria contained herein are intended to provide functional and aesthetic guidelines necessary to design lighting for stations, parking lots, bus transfer areas, and any special structures of the transit system and to ensure a safe and comfortable environment. Conformance with these criteria is required to ensure consistency for system facilities and to provide intended maintenance quality, convenience, safety, and efficiency of the transit facility.

General objectives for lighting are as follows:

- Promote safety by identifying and properly illuminating areas and elements of potential hazard
- Enhance the system's visual and functional clarity by differentiating between site circulation networks, station entrances, and platforms
- Reinforce the presentation of graphic messages
- Minimize impact on surrounding properties

#### b) Codes and Standards

Lighting and emergency systems shall be in accordance with applicable codes and standards as listed below:

- American National Standards Institute C2 National Electrical Safety Code
- National Fire Protection Association (NFPA) 70 National Electrical Code
- NFPA 101 Life Safety Code
- NFPA 110 Standard for Emergency and Standby Power Systems
- NFPA 130 Standard for Fixed Guideway Transit System
- CBC



- Illumination Engineering Society Lighting Handbook
- Underwriters' Laboratories
- San Diego Gas & Electric Service Standards and Guide Manual
- Americans with Disabilities Act Accessibility Guidelines, Section 10.3.1(11)

c) Standard Elements

- 1) Where possible, luminaries and lamp types shall be standardized system wide to provide design and perceptual unity and simplify maintenance requirements. If system-wide standardization cannot be obtained, at a minimum, standardization within each station shall be provided and material and model types shall be standard "off-the-shelf" items for ease of replacement and maintenance. Light poles are often used to mount appurtenances such as public address speakers, signs, and video cameras. Designers shall account for these loads when sizing the poles.
- 2) Light fixtures and standards shall be incorporated into the structural and architectural elements of the stations as follows:
  - Signage
  - Platform
  - Shelters
  - Seating areas
  - Fare vending and validator equipment
  - Ramps, stairs, walls, and rails
  - Bus loading areas
  - Pedestrian walkways and crossings
  - All parking areas
- 3) All lighting provided for stations and parking lots shall be full color spectrum. All light controls will work with a photo cell and time clock. Lighting circuits shall be designed so that reduced lighting levels could be provided after Trolley service ends by allowing alternate lights to be turned off.
- 4) Station platform lights shall be mounted at a minimum of 15 feet high, spaced to meet the minimum illumination criteria but spaced at not more than every 60 feet apart. All station shelters shall have vandal-resistant lighting under the covered area. Parking lot lights shall be installed 30 feet above the ground. Fixtures shall be resistant to vandalism. Lights shall continue to operate when adjacent lights of a circuit fail.

d) Illumination Levels

Illumination levels shall define and differentiate between station areas, decision and transition points, and areas of potential hazard. In addition to quantity of light, illumination levels shall be uniform and minimize glare. Luminaries shall be so selected, located, and/or aimed that while accomplishing their primary purpose they will produce a minimum



of objectionable glare or interference with vehicular traffic, neighboring areas, and Trolley operations. Illumination levels for specified locations shall be as follows:

<u>Location</u>	<u>Footcandles</u>	
At-grade and aerial station platforms	5	
Fare collection, fare vending, and concession areas	15	
Stairs, escalators, and passageways	15	
Elevators	15	
	Minimum	
	<u>Normal</u>	
Vehicular access roadways	2	
Bus loading/unloading	5	
Kiss-and-ride	5	
Open parking	2	
	Average	
	Normal	
Underguideway parking	2	
Covered parking structures:		
Entrances	2	50*
Traffic lanes	2	10*
Storage	1	5*
Pedestrian ways:		
Walkways, ramps, and bridges	5	
Tunnels and passages	5	
At-grade crossings	5	
Yards and maintenance areas	5	
Traction power substations	50	Inside
Traction power substations	2	Outside
Emergency egress routes	1	

\*Sum of electric and daylight

#### e) Illumination Plan

An illumination plan shall be submitted prior to the start of final design showing source locations and probable illumination levels in the field of areas to be lighted. This plan shall be the basis for completing the lighting design plans. Lighting design plans shall be



overlaid with civil, architectural, structural, signage, electrical, and utility plans and all conflicts shall be resolved.

f) Emergency Lighting

Emergency lighting shall be provided for aerial and subterranean stations. Illumination level shall be as indicated in (d) above.

Exit lights, lights for essential signs, and emergency lights shall be included in the emergency lighting circuit. They shall be provided with a separate neutral and shall be separately wired from emergency distribution panels.

g) Emergency Backup Power System

The design of emergency backup power systems for emergency lighting and communication systems shall comply with all applicable federal, state, and local rules and regulations for the facility, in particular the NFPA. Upon loss of normal power, emergency circuits shall be in operation for 90 minutes, drawing power from the uninterruptible power system or other emergency lighting systems. A manual change-over switch and a receptacle shall be provided to accept a portable standby generator for the emergency lighting only. Additional loads for the backup power system shall be included at the direction of the Project Manager. Upon approval from SANDAG, a battery and charger system may be used in place of an uninterruptible power system design.

## 7.5 Trash Receptacles

Trash receptacles shall be provided on all station platforms and shall be coordinated with seating units. Trash receptacles shall be coordinated with the station finish materials and allow for easy service access and maintenance. Trash can enclosures shall be lockable and sized to accommodate a 300gallon trash can. Enclosures shall be secured to the surface to prevent removal by patrons but allow removal for maintenance. The number of trash can receptacles shall be determined based on estimated ridership for the station.

When finish is a painting or coating system, specifications should reflect custom color-matching with other elements of the station, platform, or canopy.

At key transit stations designated by the Metropolitan Transit System, explosion-resistant trash receptacles shall be provided, conforming to current Transit Security Administration requirements.





Date:	1/28/2025
Amendment Number	2
MTS CCO Number	10

Any time there is a change to a Subcontractor or Other Third Party Contractors resubmit Attachment: SUBCONTRACTORS and THIRD PARTY CONTRACTORS. Any change to these forms after bid submittal must be made in accordance with Public Contract Code sections 4100 et seq., as applicable, and as permitted by MTS.

This CCO is prepared in accordance with and incorporates Section Changes and Extra Work Payment of the Contract Documents and consists of the following:

Contractor REF#	Description	Bid Item	Quantity	QTY Change	Amount
				Subtotal A:	\$ -

Contractor REF#	Description	Amount
CCO 10	Add Bus Stop at Imperial Beach Blvd and 13th Street + add 35 days□	\$ 413,093.00
Subtotal B:		\$ 413,093.00

Contractor REF#	Description	Bid Item	Amount
		<i>Payroll Costs:</i>	
		<i>Equipment Costs</i>	
		<i>Materials Costs</i>	
		<i>Consultant Costs</i>	
		<i>Supplemental Costs</i>	
		<i>Consultant Costs</i>	
		<i>Other - Describe Services</i>	
		<i>Bonds &amp; Insurance total:</i>	
		<i>Contractor Overhead &amp; Profit on Subcontractors:</i>	
		<i>Contractor Overhead &amp; Profit total:</i>	
		<b>Subtotal C:</b>	\$ -

Total = (A+B+C)	\$	413,093.00
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Original Contract value:	\$ 4,410,884.00
Adjustment by Previous Amendment(s)	\$ 79,917.89
Adjustment by this Change Order	\$ 413,093.00
<b>New Contract Amount</b>	<b>\$ 4,903,894.89</b>

The Contract Time due to this Change Order will be (Increased or Unchanged):	Increased	by	35	days
Original Completion Date:			7/8/2025	
Adjustment to Completion Date by Previous Change Order(s) [Number of Calendar Days]:			6	
New Completion Date adjusted by this Change Order:			8/18/2025	

Contractor accepts the terms and conditions stated above as full and final settlement of any and all claims arising out of or related to the subject of this Change Order and acknowledges that the compensation (time and cost) set forth herein comprises the total compensation due for the work or change defined in the Change Order, including all impact on any unchanged work. By signing this Change Order, the Contractor acknowledges and agrees that the stipulated compensation includes payment for all Work contained in the Change Order, plus all payment for any acceleration or interruption of schedules, extended overhead costs, delay, and all impact or cumulative impact on all Work under this Contract. The signing of this Change Order acknowledges full mutual accord and satisfaction for the change and that the stated time and/or cost constitute the total equitable adjustment owed the Contractor as a result of the change. The Contractor hereby releases and agrees to waive all rights, without exception or reservation of any kind whatsoever, to file any further claim or request for equitable adjustment of any type, for any reasonably foreseeable cause that shall arise out of, or as a result of, this Change Order and/or its impact on the remainder of the Work under the Contract.

Contractor	Date:	MTS Chief Executive Officer	Date:
------------	-------	-----------------------------	-------

**Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.**

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 multiple cities in San Diego County.



**CONTRACT CHANGE ORDER NO. 10**

PROJECT NAME: IRIS BUS STOPS AND TRANSIT CENTER

MTS WORK ORDER NUMBER: PWB380.0-24Date: December 06, 2024To: Hazard Construction Engr LLC. (Contractor)

You are directed to make the following changes from the Contract Documents or do the following described work not included in the Contract Documents for this Contract. **NOTE: This change order is not effective until approved by the Metropolitan Transit System (MTS).**

Change requested by: MTS, Owner

**Extra Work at Lump Sum:**

This change order provides for the construction of a bus stop westbound on Imperial Beach Blvd just west of 13th Street. Replace plan sheets 12-D and 39-D herein as pages 3 and 4 of this change order into the Construction Agreement. This includes all labor, materials, equipment, tools, and incidentals necessary to construct all items noted below:

1. Mobilization to westbound Imperial Beach Blvd at 13<sup>th</sup> Street per section 3.33, Payment.
2. Provide an amendment for the Water Pollution Control Program (WPCP) per Attachment 5, Original WPCP Report, on page 280.
3. Clear and grub, all but not limited to, existing hardscape, landscape, curb, curb and gutter, sidewalk, driveway, or signs necessary in order to perform the work per section 300-1, Clearing and Grubbing
4. Provide traffic control, engineered traffic control plans, and permits per section 601, Temporary Traffic Control for Construction and Maintenance Work Zones.
5. Provide and install all bus stop electrical and communications necessary per section 701-2, Payment, #4.
6. Provide and construct VMS Pole, pedestal, and foundation per section 1100-1, VMS Pole, Pedestal, and Foundation.
7. Procure and install bus shelter per section 1100-3, Small Bus Shelter.
8. Prepare subgrade and placement of base materials per section 301, Subgrade Preparation, Treated Materials, and Placement of Base Materials.

Work shall be paid in accordance with Section 3.34, "Changes and Extra Work Payment," of the Standard Construction Agreement, and all applicable documents of the contract documents.

For the work involved in this change order, the Contractor will receive and accept the agreed Lump Sum payment of \$413,093.00. This sum constitutes full and complete compensation, including mark-ups by reason of this change.

**Total Extra Work at Lump Sum: \$413,093.00****Contract Time of Completion:**

A determination of the delay in completion of the contract due to the work specified by Contract Change Order No. 10 has been made in accordance with the provisions of Section 6-9, "Liquidated Damages" of the Standard Construction Agreement.

**This change order will adjust the contract time of completion by adding an additional (35) calendar days.**

**Total Cost of this Change Order    Increase \$413,093.00**

**This Change Order adjusts the time of completion as follows: (35) Calendar Days**

<p>This Change Order constitutes a complete and final resolution of all claims of the Contractor for additional time or additional compensation related to or affected by work that is the subject of this Change Order. Without limiting the applicability of other sections, this Change Order is subject to the standard specifications, Contract special provisions, newly provided plans and specifications, and applicable standard drawings.</p> <p>No Contract Change Order will be binding upon the Metropolitan Transit System (MTS) until signed by the authorized representatives of MTS Capital Projects Department.</p>	
<p><b>RECOMMENDED BY:</b> Hassan Mustafa, Resident Engineer (Sign and Print Name &amp; Title)</p>	<p><b>DATE:</b> 12/06/24</p>
<p><b>ACCEPTED BY CONTRACTOR:</b> (Sign and Print Name &amp; Title)</p>	<p><b>DATE:</b></p>

<b>Project Manager, MTS:</b> (Sign and Print Name & Title)	<b>DATE:</b>
<b>Procurement Specialist, MTS:</b> (Sign and Print Name & Title)	<b>DATE:</b>



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.B, Item 10, 02/13/25

10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

## CHANGE ORDER REQUEST NO. 05R4

24001- 10 - Iris Bus Stops

December 16, 2024

**To:** Natalie Ven  
MTS - Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101  
**Phone:**  
**Email:** natalie.ven@sdmts.com

**From:** Kirk Kharas  
Hazard Construction Engr LLC  
10529 Vine Street  
Lakeside, CA 92040  
**Phone:** 858.587.3600  
**Email:** kkharas@hazardcon.com

Change Order Request for additive alternative bus stop at WB Imperial Beach Blvd at 13th St. Please add 35 Calendar Days.

<u>COR</u>						<u>Change</u>
<u>Item</u>	<u>Description</u>	<u>Quantity</u>	<u>UM</u>	<u>Unit Price</u>	<u>Amount</u>	<u>(Days)</u>
1	Mobilization	.00	LS	\$ .000	\$51,100.00	
2	Water Pollution Control	.00	LS	\$ .000	\$7,500.00	
3	Clearing and Grubbing	.00	LS	\$ .000	\$30,000.00	
4	Traffic Control and Engineered Traffic Control Plans	.00	LS	\$ .000	\$35,000.00	
5	Recycled Aggregate Base	26.00	CY	\$350.000	\$9,100.00	
6	Asphalt Concrete Pavement	30.00	TN	\$600.000	\$18,000.00	
7	Bus Stop Electrical and Communication	.00	LS	\$ .000	\$96,393.00	
8	VMS Pole Pedestal and Foundation	1.00	EA	\$60,000.000	\$60,000.00	
9	Small Bus Shelter	1.00	EA	\$106,000.00 0	\$106,000.00	

				<b>Total:</b>	<b>\$413,093.00</b>	
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Please issue a Contract Change Order to allow for inclusion in our Contract Agreement.



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.B, Item 10, 02/13/25

10529 Vine Street  
Lakeside, CA 92040  
Phone (858) 587-3600  
Fax (858) 453-6034  
hazardconstruction.com

Thank you for your cooperation.



HAZARD CONSTRUCTION COMPANY | Lic. #750542 A/C31  
 HAZARD CM ENGR LLC | Lic. #1039495 A/C31  
 HAZARD CONSTRUCTION ENGR LLC | Lic. #1038899 A/C31

Att.B, Item 10, 02/13/25  
 10529 Vine Street  
 Lakeside, CA 92040  
 Phone (858) 587-3600  
 Fax (858) 453-6034  
 hazardconstruction.com

## MTS – Iris Rapid Bus Stops and Transit Center East

December 16, 2024

### Change Order Request #5R4 – WB Imperial Beach Blvd at 13<sup>th</sup> St.

This change order request is revised based on electrical rate changes from Select Electric and Hazard's portion of the electrical item of work. As requested by MTS by email dated October 24, 2024, the following is our cost proposal for the construction of additive alternative bus stop at WB Imperial Beach Blvd at 13<sup>th</sup> Street as shown on the bid set plan sheet 12-D and associated electrical work on plan sheet 39-D. The proposal is based on the pertinent bid items from the original Group C work with quantities adjusted for this location.

Pay Item Number	Description	Pay Quantity	Unit of Measure	Unit Price (current)	Total Price (current)
1	Mobilization	1.00	LS	\$51,100.00	\$51,100.00
2	Water Pollution Control	1.00	LS	\$7,500.00	\$7,500.00
3	Clearing and Grubbing	1.00	LS	\$30,000.00	\$30,000.00
4	Traffic Control and Engineered Traffic Control Plans	1.00	LS	\$35,000.00	\$35,000.00
5	Recycled Aggregate Base	26.00	CY	\$350.00	\$9,100.00
6	Asphalt Concrete Pavement	30.00	TN	\$600.00	\$18,000.00
7	Bus Stop Electrical and Communication	1.00	LS	\$96,393.00	\$96,393.00
8	VMS Pole, Pedestal, and Foundation	1.00	EA	\$60,000.00	\$60,000.00
9	Small Bus Shelter	1.00	EA	\$106,000.00	\$106,000.00
					<b>\$413,093.00</b>

Please issue a Contract Change Order in the amount of \$413,093.00 for the construction of the bus stop at WB Imperial Beach Blvd at 13<sup>th</sup> Street. Please add 35 calendar days of additional contract time.

Note, all work is to be performed during daytime work hours. Additionally, as noted in Select's proposal, their quote is based on designed path creation methods. If path creation cannot be completed per design due to ground conditions or set up area is insufficient for bore, a scope change will be required with additional costs.

CBS Position Code	Description	Forecast (T/O) Quantity	Unit of Measure	Unit Cost	Total Cost (Forecast)	MARKUP	
	1 Bus Stop Electrical and Communication-Sel ( see separate spreadsheet backup)	1.00	LS	\$67,294.34	\$67,294.38	\$10,094.16	
	<b>FINEGRADE- 4" SIDEWALK AND CURB</b>	280.00	SF				
	2 FINE GRADE-shift rate	280.00	SF	\$18.80	\$5,264.00	\$789.60	
	<b>FPS - SIDEWALK - BUS STOPS</b>	280.00	SF				
	3 BUY CONCRETE	6.00	CY	\$249.56	\$1,497.37	\$224.61	
	4 BUY FORMS	31.64	LF	\$6.00	\$189.83	\$28.47	
	5 SET FORMS-shift rate	0.20	DAY	\$8,323.56	\$1,645.90	\$246.89	
	6 POUR FLATWORK-shift rate	3.56	CY	\$1,636.00	\$5,823.05	\$873.46	
	7 STRIP FORMS-shift rate	0.10	DAY	\$8,323.56	\$822.95	\$123.44	
	<b>SPOILS</b>						
	17 LOAD SPOILS	1.00	LS	\$358.42	\$358.42	\$53.76	
	18 HAUL SPOILS	20.00	CY	\$16.20	\$324.00	\$48.60	
	19 DUMP FEES	2.00	EA	\$300.00	\$600.00	\$90.00	
					<b>\$83,819.91</b>	\$12,572.99	\$96,393



## Change Order Request Recap

Contract No: 24001-10

Project Title: Iris Bus Stops

Location: Various

Description of Work:

COR No: CCO 002

Ref No: \_\_\_\_\_

Date Submitted: December 13, 2024

G.C./Agency: \_\_\_\_\_

Job No: 3623

**Attached is our electrical breakdown for cost for the location 7 adder. Hours and equipment are based on daytime work only. Quote is based on designed path creation methods. If path creation cannot be completed per design due to ground conditions or set up area is insufficient for bore, a scope change will be required with additional cost. Exclusions listed on overall proposal**

LABOR	Hours	Hourly Rate	Extended Amounts
Electrician - General Foreman SD	REG 96.00	\$ 81.09	\$ 7,784.64
Electrician - Foreman SD	REG 96.00	\$ 69.51	\$ 6,672.96
Electrician - Journeyman SD	REG 80.00	\$ 66.87	\$ 5,349.60
Back Hoe Operator	REG 96.00	\$ 97.70	\$ 9,379.20
-			
-			
Cost of Labor			\$ 29,186.40
Labor Surcharge			\$ -
<b>Total Cost of Labor with Surcharge</b>			<b>\$ 29,186.40</b>

MATERIAL				
Description	Qty	U.M.	Unit Cost	Ext. Amount
2" PVC SCH 80	280	LF	\$ 3.00	\$ 840.00
#5 PB, GROUT, TERMS	6	EA	\$ 230.00	\$ 1,380.00
STUB OUTS	1	EA	\$ 250.00	\$ 250.00
PCC	1	LS	\$ 1,292.00	\$ 1,292.00
WIRE	1	LS	\$ 1,929.00	\$ 1,929.00
POTHOLES	1.0	LS	\$ 925.00	\$ 925.00
DIRECT BORE ENTER/EXIT PITS	1	LS	\$ 1,500.00	\$ 1,500.00
Subtotal				\$ 8,116.00
(A) California Sales Tax			7.75%	\$ 628.99
<b>Total Cost of Material</b>				<b>\$ 8,744.99</b>

SUBCONTRACTED WORK				
Description	Qty	U.M.	Unit Cost	Ext. Amount
				\$ -
				\$ -
				\$ -
				\$ -
<b>Total Cost of Subcontracted Work</b>				<b>\$ -</b>

EQUIPMENT	Hours	Hourly Rate	Extended Amounts
WORK TRUCK WITH ATTACHMENTS	96	\$ 74.57	\$ 7,158.72
HORIZONTAL DIRECTIONAL BORE RIG	16	\$ 212.00	\$ 3,392.00
CRANE	-	\$ 41.00	\$ -
DUMP TRUCK WITH BACKHOE AND TRAILER	96	\$ 84.00	\$ 8,064.00
PICK-UP TRUCK F150	80	\$ 20.00	\$ 1,600.00
-	-		
-	-		
-	-		
-	-		
-	-		
<b>Total Cost of Equipment</b>			<b>\$ 20,214.72</b>

<b>Total Cost of Labor</b>		\$ 29,186.40
Labor Mark-up	15.00%	\$ 4,377.96
<b>Total Cost of Equipment</b>		\$ 20,214.72
Equipment Mark-up	15.00%	\$ 3,032.21
<b>Total Cost of Material</b>		\$ 8,744.99
Material Mark-up	10.00%	\$ 874.50
(B) California Sales Tax		\$ -
<b>Total Cost of Subcontracted Work</b>		\$ -
Subcontracted Work Mark-up	15.00%	\$ -
<b>Sub-total</b>		\$ 66,430.78
Bond & Insurance	1.30%	\$ 863.60
Other		
<b>Total Cost</b>		<b>\$ 67,294.38</b>





**Metropolitan  
Transit  
System**

## **Agenda Item No. 11**

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

February 13, 2025

#### **SUBJECT:**

Broadway Rail Replacement – Work Order Agreement

#### **RECOMMENDATION:**

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC348-17 (in substantially the same format as Attachment A), under MTS Doc. No. PWG348.0-22, with Veterans Engineering Inc. (Veterans), a Disabled Veterans Business Enterprise (DVBE), for the replacement of the outside rail on the westbound track of Broadway and Park Boulevard grade crossing in downtown San Diego in the amount of \$395,747.67

#### **Budget Impact**

The total cost for this contract is estimated to be \$395,747.67. 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 \$6,965.16. This project is funded by Track Operating Budget account 370016-536600.

#### **DISCUSSION:**

In late December 2024, a cracked rail was discovered on the outside rail of the westbound track at the Broadway and Park Boulevard grade crossing in downtown San Diego. The crack is being monitored daily; however, if the condition worsens, the tracks at this location will need to be closed. To avoid such a disruption, repairs must be completed promptly. Since the rail is situated on a curve and embedded in Portland cement concrete pavement (PCCP), the work will require replacing the existing rail with custom-ordered pre-curved rail, along with replacing the PCCP on both the gauge and field sides of the rail.

This work will be completed by issuing a JOC work order to MTS's JOC contractor for railroad construction services. JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement.

The JOC program includes a catalog of pricing for a variety of potential tasks to be performed under the contract that have been pre-priced by the contractor, The Gordian Group. All



potential contractors are subject to the pricing within this catalog. Each contractor then includes an adjustment factor, escalating their proposed price from the catalog price, to determine the total cost of the task order. The adjustment factor represents an average percentage increase over the catalog price (i.e. 1.25 adjustment factor represents 25% above the catalog price) for that respective task within the project. To select the lowest responsive and responsible bidder, MTS staff compared each contractor's proposed adjustment factor.

On June 16, 2022 (AI 12), after a competitive Invitation for Bids (IFB) process, the MTS Board authorized the CEO to execute 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, along with their four (4) subcontractors, will be providing all materials, labor and equipment for the project. Subcontractor listing is provided within Attachment A. Work is expected to be completed approximately by March 2025.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order No. MTSJOC348-17, (in substantially the same format as Attachment A), under MTS Doc. No. PWG480.0-22, with Veterans, a DVBE, for the replacement of the outside rail on the westbound track of Broadway and Park Boulevard grade crossing in downtown San Diego in the amount of \$395,747.67

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachment: A. Draft Job Order Contract MTSJOC348-17



# Metropolitan Transit System

## JOB ORDER CONTRACT WORK ORDER

PWG348.0-22  
CONTRACT NUMBER

MTSJOC348-17  
WORK ORDER NUMBER

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2025, 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: 2300 N. Batavia St.

Form of Business: S. Corp. Orange, CA 92865  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (714) 733-1462

Authorized person to sign contracts: Paul Marshall COO  
Name 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 hereto as Exhibit A), the Cost Breakdown for the Scope of Work (attached hereto as Exhibit B), and the Subcontractor List applicable to this Work Order (attached hereto as Exhibit C). Federal terms in accordance with the master agreement apply.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$395,747.67

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



EXHIBIT A  
(Scope of Work)

DRAFT



# San Diego Metropolitan Transit System

1255 Imperial Ave  
San Diego, California 92101

## Final Scope of Work

Date: 2/5/2025

### Job Order Contracting

To:

From:

**Contract No:** PWG348.0-22  
**Job Order No:** MTSJOC348-17  
**Job Order Title:** Broadway Rail Replacement  
**Location:** Broadway - Smart Corner  
1080 Park Blvd  
San Diego, CA 92101

#### Brief Scope of Work:

This job order involves replacing 140 linear feet (LF) of the outside rail on the westbound track of the Broadway Avenue and Park Boulevard Grade Crossing.

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

#### Scope of Work

The Contractor shall complete the construction of this project in its entirety, providing all labor, materials, equipment, and traffic control required. This includes utility location and protection, demolition, rail replacement, procurement of materials, and all other tasks necessary to fulfill the requirements outlined in the Detailed Scope of Work and the Conformed Special Provisions.

This job order involves replacing 140 linear feet (LF) of the outside rail on the westbound track of the Broadway Avenue and Park Boulevard Grade Crossing.

#### Contractor Responsibilities:

- **Concrete Removal:** Remove and dispose of concrete surrounding the rail on both the field and gauge sides for areas measuring 110 LF by 54 inches and 30 LF by 7 feet, totaling 705 square feet (SF).
- **Rail Removal:** Remove and dispose of 140 LF of the outside rail on the westbound track.
- **Rail Installation:** Procure and install 140 LF of custom pre-bent 115# Head Hardened rail to match the existing track radius, including all necessary welds.
- **Field and Gauge Assembly:** Procure and install 140 LF of Iron Horse field and gauge assembly with a 2.5-inch flangeway (supplied by Iron Horse Inc. or an approved equivalent).
- **Concrete Replacement:** Procure and install 705 SF of Portland Cement Concrete Pavement, reinforced with #5 rebar @ 12", using high-early-strength concrete to reopen the crossing to traffic after the weekend work window.
- **Permits:** Obtain all necessary city traffic control and noise permits.

#### Specifications:

All work shall comply with the Special Provisions of the executed MTS Job Order Contract (JOC) PWG348.0-22.

#### Submittals:

- Concrete mix design (e.g., Vulcan Materials 6000 psi 406001 mix or an approved equivalent).
- Pre-bent 115# Head Hardened rail.
- Iron Horse Inc. or equivalent field and gauge assembly.

- Galvanized E-clips and other track materials (OTM) for areas outside the Iron Horse section.
- Traffic control permit.
- Noise permit.
- Hour-by-hour schedule.

### **Construction Surveying:**

The Contractor shall provide all field construction surveying necessary for accurate horizontal and vertical placement of railroad tracks and other contract work. For track rehabilitation, the elevation and alignment of new tracks will generally follow existing tracks as shown on the plans.

Survey data for the existing track location and elevation at 25-foot intervals extending 100 feet beyond project limits must be submitted within 30 calendar days of the Notice to Proceed (NTP) for evaluation. The Contractor shall replace any disturbed property markers, monuments, or agency markers and file updated records with the County Recorder's Office in accordance with applicable laws.

### **Existing Utilities:**

The Contractor shall notify the Engineer and Underground Service Alert (USA) at least two working days but no more than 14 calendar days prior to any excavation or work near underground utilities.

The Contractor is responsible for locating and protecting underground facilities, including signal wires, track circuits, lighting cables, and irrigation lines. Coordination with SDTI Maintenance of Way (MOW) personnel is required to mark these facilities. Damaged facilities must be promptly repaired to prevent extended delays to trolley service. Any such delays must be reported to MTS immediately.

### **Work Schedule:**

The project must be completed within 30 calendar days from the NTP issuance. Work will include:

- **Weekend Work Window:** Installation during a single weekend shutdown, from 1:30 AM Saturday to 4:30 AM Monday.
- **Weekday Work Window:** Work between trains from 9:30 PM to 1:30 AM. Non-revenue service hours are 1:30 AM to 4:30 AM.
- **Accessibility:** Ensure accessible wheelchair ingress/egress and directional signage for passengers during all construction.

### **Special Events:**

The Contractor must schedule work to avoid conflicts with special events (e.g., Rock 'n' Roll Marathon, Padres games, Comic-Con) and coordinate with City and MTS projects.

All job orders include the labor, equipment, and material costs for a complete and in-place installation, unless otherwise noted.

EXHIBIT B  
(Cost Breakdown)

DRAFT



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

Division		Install Total	NPP Total	Demo Total	Division Total
01	General Requirements	\$308,233.33	\$0.00	\$0.00	\$308,233.33
02	Existing Conditions	\$10,043.11	\$0.00	\$0.00	\$10,043.11
03	Concrete	\$32,932.21	\$0.00	\$0.00	\$32,932.21
10	Specialties	\$12,317.30	\$0.00	\$0.00	\$12,317.30
32	Exterior Improvements	\$851.71	\$0.00	\$0.00	\$851.71
34	Transportation	\$31,370.01	\$0.00	\$0.00	\$31,370.01
<b>Total:</b>		<b>\$395,747.67</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$395,747.67</b>
Line Count: 30		Proposal Total:			\$395,747.67

The Percentage of Non Pre-Priced on this Proposal:

0.0%





# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

01 General Requirements								\$308,233.33
-------------------------	--	--	--	--	--	--	--	--------------

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
1	012220000006	Carpenter	Install	440.00	\$87.30	HR	1.3921	\$53,473.35

Accepted

History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted

Includes Labor Yes Includes Equipment No Includes Materials No

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

								Total: \$53,473.35
--	--	--	--	--	--	--	--	--------------------

Division 01 General Requirements Total: \$53,473.35

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
2	012220000008	Cement Mason	Install	400.00	\$73.03	HR	1.3921	\$40,666.03

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor Yes Includes Equipment No Includes Materials No

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

								Total: \$40,666.03
--	--	--	--	--	--	--	--	--------------------

Division 01 General Requirements Total: \$40,666.03

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
3	012220000015	Equipment Operator (Crane Group 10)	Install	320.00	\$98.30	HR	1.3921	\$43,789.90

Accepted

History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted

Includes Labor Yes Includes Equipment No Includes Materials No

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

								Total: \$43,789.90
--	--	--	--	--	--	--	--	--------------------

Division 01 General Requirements Total: \$43,789.90

\* Includes Price Changes due to Construction Task Catalog update



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
4	012220000023	Equipment Operator (Group 8)	Install	320.00	\$96.36	HR	1.3921	\$42,925.68

Accepted

History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted

Includes Labor Yes Includes Equipment No Includes Materials No

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

								Total:	\$42,925.68
								Division 01 General Requirements Total:	\$42,925.68

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
5	012220000027	Laborer	Install	528.00	\$73.42	HR	1.3921	\$53,965.81

Accepted

History: 1.1 Added, 1.2 Modified, 1.3 Modified, 2.0 Accepted

Includes Labor Yes Includes Equipment No Includes Materials No

Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.

								Total:	\$53,965.81
								Division 01 General Requirements Total:	\$53,965.81

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
6	012220000064	Mileage For Professional Services (Engineering, Surveying, Etcetera)	Install	200.00	\$0.58	MI	1.3921	\$161.48

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor No Includes Equipment No Includes Materials Yes

Item Note: For use only when the Owner directs the contractor to use personnel whose base of operations is more than 100 miles from the site. Quantity shall be miles that exceed 100.

								Total:	\$161.48
								Division 01 General Requirements Total:	\$161.48

\* Includes Price Changes due to Construction Task Catalog update



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
7	012220000082	Project Manager	Install	100.00	\$116.25	HR	1.2993	\$15,104.36

Accepted

History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted

Includes Labor Yes Includes Equipment No Includes Materials No

Total: \$15,104.36

Division 01 General Requirements Total: \$15,104.36

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
8	012223000281	3,000 LB Capacity, 78" Wide, Tracked Skid-Steer Loader With Full-Time Operator	Install	5.00	\$1,284.12	DAY	1.3921	\$8,938.12

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor Yes Includes Equipment No Includes Materials Yes

Total: \$8,938.12

Division 01 General Requirements Total: \$8,938.12

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
9	012223000284	Hydraulic Hammer Attachment For Skid-Steer Loaders	Install	5.00	\$202.64	DAY	1.3921	\$1,410.48

Accepted

History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted

Includes Labor No Includes Equipment No Includes Materials Yes

Total: \$1,410.48

Division 01 General Requirements Total: \$1,410.48



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
10	012223000344	3/8 CY Hydraulic Excavator With Full-Time Operator	Install	10.00	\$1,057.22	DAY	1.3921	\$14,717.56
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment No Includes Materials Yes						

Total: \$14,717.56

Division 01 General Requirements Total: \$14,717.56

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
11	012223000653	4 x 1,000 Watt Floodlights, 30' Telescoping Tower, Diesel Power Trailer Mounted Light Tower	Install	10.00	\$145.52	DAY	1.3921	\$2,025.78
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor No Includes Equipment No Includes Materials Yes						

Total: \$2,025.78

Division 01 General Requirements Total: \$2,025.78

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
12	012223001322	18 CY Rear Dump Truck With Full-Time Truck Driver	Install	5.00	\$1,726.52	DAY	1.3921	\$12,017.44
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment No Includes Materials Yes						

Total: \$12,017.44

Division 01 General Requirements Total: \$12,017.44

\* Includes Price Changes due to Construction Task Catalog update



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
13	012223001330	2,000 Gallon Water Truck With Full-Time Driver	Install	5.00	\$1,022.43	DAY	1.3921	\$7,116.62
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment No Includes Materials Yes						

Total: \$7,116.62

Division 01 General Requirements Total: \$7,116.62

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
14	014523000097	Masonry Cores Compression Test	Install	6.00	\$81.98	EA	1.3921	\$684.75
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor No Includes Equipment No Includes Materials Yes						

Total: \$684.75

Division 01 General Requirements Total: \$684.75

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
15	015219000002	Portable Chemical Toilet	Install	1.00	\$63.29	WK	1.3921	\$88.11
Accepted		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						
		Includes Labor No Includes Equipment No Includes Materials Yes						

Total: \$88.11

Division 01 General Requirements Total: \$88.11



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
16	017113000002	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Rollback Flatbed Truck	Install	6.00	\$233.80	EA	1.3921	\$1,952.84
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

**Item Note:** Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as trenchers, skid-steer loaders (bobcats), industrial warehouse forklifts, sweepers, scissor platform lifts, telescoping and articulating boom man lifts with up to 40' boom lengths, etc.

							<b>Total:</b>	<b>\$1,952.84</b>
Division 01 General Requirements Total:								<b>\$1,952.84</b>

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
17	017113000003	>25 Miles, Equipment Delivery And Pickup Using A Rollback Flatbed Truck	Install	600.00	\$3.75	MI	1.3921	\$3,132.23
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

**Item Note:** Excludes first 25 miles.

							<b>Total:</b>	<b>\$3,132.23</b>
Division 01 General Requirements Total:								<b>\$3,132.23</b>

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
18	017123160006	Survey Highly Developed Areas, Sidewalks, Etcetera (>65% Buildings)	Install	0.50	\$7,852.69	ACR	1.3921	\$5,465.86
Accepted		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

							<b>Total:</b>	<b>\$5,465.86</b>
Division 01 General Requirements Total:								<b>\$5,465.86</b>

\* Includes Price Changes due to Construction Task Catalog update



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
19	017136000008	GPS Mapping Of Located Utilities/Items For Electromagnetic (SIR/GPR) Survey, Earth, Concrete, Masonry Or Asphalt	Install	1.00	\$428.80	EA	1.3921	\$596.93
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor No Includes Equipment No Includes Materials Yes						

Item Note: Includes GPS coordinates of located items and reference items.

Total: \$596.93

Division 01 General Requirements Total: \$596.93

## 02 Existing Conditions \$10,043.11

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
20	024119130067	Saw Cut In Streets, Concrete And Asphalt Up To 4" Depth	Install	1,500.00	\$2.32	LF	1.3921	\$4,844.51
Accepted		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

User Note: Sawcut is 8"

Total: \$4,844.51

Division 02 Existing Conditions Total: \$4,844.51

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
21	026113000005	Disposal Fees Of Non-Petroleum Contaminated Soil	Install	18.00	\$44.13	CY	1.3921	\$1,105.80
Accepted		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						
		Includes Labor No Includes Equipment No Includes Materials Yes						

Owner Comments: V:1.2-I calculate 18 CY.

Total: \$1,105.80

Division 02 Existing Conditions Total: \$1,105.80



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
22	029050000114	Project Director / Document Consultant / Account Manager For Emergency Clean Up	Install	20.00	\$157.50	HR	1.2993	\$4,092.80
Accepted		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment No Includes Materials No						
Owner Comments:		V:1.2-Adjusted Factor. Director is working standard shift.						

Total: \$4,092.80

Division 02 Existing Conditions Total: \$4,092.80

03 Concrete \$32,932.21

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
23	033113000043	>6", By Concrete Pump, Place 3,000 PSI Concrete Slab On Grade	Install	18.00	\$165.10	CY	1.3921	\$4,137.04
Accepted		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						
Owner Comments:		V:1.2-I calculate 18 CY.						

Item Note: Excludes pumping equipment.

Total: \$4,137.04

Division 03 Concrete Total: \$4,137.04

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
24	033113000100	8" Equipment Pad With Rebar	Install	705.00	\$29.34	SF	1.3921	\$28,795.17
Accepted		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						
Owner Comments:		V:1.2-Scope says 705 SF						

Total: \$28,795.17

Division 03 Concrete Total: \$28,795.17

10 Specialties \$12,317.30





# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
25	102616130031	6" High, 3" Deep, Wing Type, Rubber Wall Guard (Pawling WT-30)	Install	140.00	\$63.20	LF	1.3921	\$12,317.30
<b>Accepted</b>		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						
		Owner Comments: V:1.2-Scope Says 140 LF.						
		User Note: Iron Horse Rail Boot						

Total: \$12,317.30

Division 10 Specialties Total: \$12,317.30

### 32 Exterior Improvements \$851.71

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
26	320117630021	Asphalt Placement For Small Repair Areas, Cold Mix	Install	3.00	\$203.94	TON	1.3921	\$851.71
<b>Accepted</b>		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						

Item Note: For each ton over 3 to 100 tons. For small areas of existing asphalt is removed to allow work such as trenching across or in a road, excavating a drainage structure, uncovering a utility line, etc.

Total: \$851.71

Division 32 Exterior Improvements Total: \$851.71

### 34 Transportation \$31,370.01

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
27	340143000002	Chipping Of Concrete To Expose Rebar	Install	280.00	\$30.13	SF	1.3921	\$11,744.31
<b>Accepted</b>		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials No						

Total: \$11,744.31

Division 34 Transportation Total: \$11,744.31



# Price Proposal Detail Report

## By Division

Version: 2.0

Approved

Proposal Value: \$395,747.67

Approved Date: February 4, 2025

Job Order: MTSJOC348-17

Job Order Name: Broadway Rail Replacement

Location: Broadway - Smart Corner 1080 Park Blvd San Diego, CA 92101

Contractor: Veteran's Engineering Services

Contract Number: PWG348.0-22

Contract Name: JOC General Railroad Construction Services - Option 2

Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
28	341113230003	Field Welding Kit	Install	6.00	\$791.96	EA	1.3921	\$6,614.93
<b>Accepted</b>		History: 1.1 Added, 1.2 Accepted, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						
								Total: \$6,614.93
Division 34 Transportation Total:								\$6,614.93
Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
29	341113230033	115 LB Rail	Install	140.00	\$51.50	LF	1.3921	\$10,037.04
<b>Accepted</b>		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials Yes						
		Owner Comments: V:1.2-Scope says 140 LF.						
		Item Note: Includes reuse of existing plates. Excludes ballast and ties.						
								Total: \$10,037.04
Division 34 Transportation Total:								\$10,037.04
Record #	CSI Number	Description	Type	Quantity	Unit Price	UOM	Factor	Line Total
30	341113230070	Remove And Dispose/Recycle Of Existing Trackway Pavement	Install	705.00	\$3.03	SF	1.3921	\$2,973.73
<b>Accepted</b>		History: 1.1 Added, 1.2 Modified, 1.3 Accepted, 2.0 Accepted						
		Includes Labor Yes Includes Equipment Yes Includes Materials No						
		Owner Comments: V:1.2-Scope Says 705 SF.						
								Total: \$2,973.73
Division 34 Transportation Total:								\$2,973.73
Proposal Total:								\$395,747.67
Div	The Percentage of Non Pre-Priced on this Proposal:							0.0%

EXHIBIT C  
(Subcontractor List)

DRAFT

# San Diego Metropolitan Transit System

1255 Imperial Ave  
San Diego, CA 92101

Att.A, Item 11, 02/13/25



## Subcontractor Report

Date: 2/5/2025  
Job Order Contracting

**Contract #:** PWG348.0-22  
**Job Order #:** MTSJOC348-17  
**Job Order Title:** Broadway Rail Replacement  
**Job Order Value:** \$395,747.67  
**Location:** Broadway - Smart Corner  
**Contractor:** Veteran's Engineering Services  
**Subcontractors:** CABLE, PIPE & LEAK DETECTION, INC.  
Centurion Consultants  
CONNORP81 INC  
HUDSON SAFE-T-LITE

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	Participation %
CABLE, PIPE & LEAK DETECTION, INC. 1483 N 2nd St, Suite #201 El Cajon, CA 92021	860181	Laborer	No Certification	\$2,500.00	0.63%
Centurion Consultants 1441 Montiel Rd., Suite 117 Escondido, CA 92026		Laborer	No Certification	\$5,000.00	1.26%
CONNORP81 INC 6005 TYLER ST, Riverside, CA 92503	977475	Heavy equipment operator	No Certification	\$5,000.00	1.26%
HUDSON SAFE-T-LITE 1215 N Marshall Ave, El Cajon, CA 92020	788289	Laborer	No Certification	\$10,000.00	2.53%

### Summary

Certification Name	Value	% Subcontracted
No Certification	\$22,500.00	5.69%
<b>Total</b>	<b>\$22,500.00</b>	<b>5.69%</b>



**Metropolitan  
Transit  
System**

## **Agenda Item No. 12**

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS

February 13, 2025

**SUBJECT:**

Operations Budget Status Report for December 2024

**INFORMATIONAL ONLY**

Budget Impact

None.

**DISCUSSION:**

This report summarizes the year-to-date operating results for December 2024 compared to the Fiscal Year (FY) 2025 budget for the San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations', and other activities' results for December 2024. Attachment A-2 details the December 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 December 2024 results for MTS's other activities (For Hire Vehicle (FHV) Administration/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 December 2024, MTS's net-operating income favorable variance totaled \$3,252,000 (2.0%). Operations produced a \$2,897,000 (1.8%) favorable variance and the administrative/other activities areas were favorable by \$355,000.

### **MTS COMBINED RESULTS**

Operating Revenues Year-to-date combined revenues through December 2024 were \$53,875,000, compared to the year-to-date budget of \$54,525,000, representing a \$651,000 (-1.2%) unfavorable variance. Year-to-date passenger revenue was unfavorable by \$755,000 (-1.9%) through December. Passenger revenue is up by \$2,250,000 (6.3%) versus the prior year.

Other operating revenue was favorable by \$104,000 (0.7%), primarily due to interest income.



Operating Expenses Year-to-date combined expenses through December 2024 were \$216,857,000, compared to the budget of \$220,760,000, representing a \$3,903,000 (1.8%) favorable variance.

Personnel Costs Year-to-date personnel-related costs totaled \$95,673,000, compared to a budgetary figure of \$98,202,000, producing a favorable variance of \$2,529,000 (2.6%). This is primarily due to favorable health and welfare costs and defined contribution pension plan costs for represented Bus employees. Security wages within Administration and Flag-person wages within Trolley are favorable as well.

Outside Services and Purchased Transportation Total outside services through six months of the fiscal year totaled \$78,665,000, compared to a budget of \$77,475,000, resulting in an unfavorable variance of \$1,190,000 (-1.5%). This is primarily due to unfavorable engines/transmission repairs and purchased transportation costs within Fixed Route operations.

Materials and Supplies Total year-to-date materials and supplies expenses were \$9,728,000, compared to a budgetary figure of \$9,978,000, resulting in a favorable variance of \$250,000 (2.5%). This is primarily due to favorable costs for revenue vehicle parts and maintenance supplies within Rail and Bus operations.

Energy Total year-to-date energy costs were \$23,347,000, compared to the budget of \$25,812,000, resulting in a favorable variance of \$2,465,000 (9.5%). This is primarily due to favorable commodity rates for both Compressed Natural Gas (CNG) and electricity.

Risk Management Total year-to-date expenses for risk management were \$4,868,000 compared to the budget of \$5,027,000, resulting in a favorable variance totaling \$159,000 (3.2%). This is primarily due to favorable claims payouts, recoveries, and legal costs within Administration as well as favorable claims and legal costs within Bus Operations.

General and Administrative The year-to-date general and administrative costs were \$3,445,000 through December 2024, compared to a budget of \$3,207,000, resulting in an unfavorable variance of \$238,000 (-7.4%). This is primarily due to unfavorable costs of office equipment within Administration due to handheld unit purchases for Security.

Vehicle and Facility Leases The year-to-date vehicle and facilities leases costs were \$1,131,000 compared to the budget of \$1,059,000, resulting in a \$72,000 (-6.8%) unfavorable variance.

#### YEAR-TO-DATE SUMMARY

The December 2024, year-to-date net-operating income totaled a favorable variance of \$3,252,000 (2.0%). These factors include favorable variances in other revenue, personnel, materials and supplies, energy, and risk management costs; partially offset by unfavorable variances in passenger revenue, outside services, general and administrative costs, and vehicle/facility lease costs.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachment: A. December Operating Budget Results

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**MTS**  
**CONSOLIDATED**  
**COMPARISON TO BUDGET - FISCAL YEAR 2025**  
**DECEMBER 31, 2024**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 38,241	\$ 38,995	\$ (755)	-1.9%
Other Revenue	15,634	15,530	104	0.7%
<b>Total Operating Revenue</b>	<b>\$ 53,875</b>	<b>\$ 54,525</b>	<b>\$ (651)</b>	<b>-1.2%</b>
Personnel costs	\$ 95,673	\$ 98,202	\$ 2,529	2.6%
Outside services	78,665	77,475	(1,190)	-1.5%
Materials and supplies	9,728	9,978	250	2.5%
Energy	23,347	25,812	2,465	9.5%
Risk management	4,868	5,027	159	3.2%
General & administrative	3,445	3,207	(238)	-7.4%
Vehicle/facility leases	1,131	1,059	(72)	-6.8%
Administrative Allocation	0	0	0	0.0%
<b>Total Operating Expenses</b>	<b>\$ 216,857</b>	<b>\$ 220,760</b>	<b>\$ 3,903</b>	<b>1.8%</b>
<b>Operating Income (Loss)</b>	<b>\$ (162,982)</b>	<b>\$ (166,234)</b>	<b>\$ 3,252</b>	<b>2.0%</b>
<b>Total Non-Operating Activities</b>	<b>160</b>	<b>400</b>	<b>(240)</b>	<b>-60.0%</b>
<b>Income (Loss) before Capital Contributions</b>	<b>\$ (162,822)</b>	<b>\$ (165,834)</b>	<b>\$ 3,012</b>	<b>-1.8%</b>



## Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Board of Directors

February 13, 2025

### SUBJECT:

San Diego Metropolitan Transit System (MTS) Transit Asset Management (TAM) Plan – Fiscal Year (FY) 2025 Update

### INFORMATIONAL ONLY

#### Budget Impact

None.

### DISCUSSION:

On July 26, 2016, Federal Transit Administration (FTA) published the TAM Final Rule (49 CFR 625 & 49 CFR 630), which defines the term State of Good Repair (SGR) and establishes minimum Federal requirements for transit asset management that will apply to all recipients and subrecipients of chapter 53 funds that own, operate, or manage public transportation capital assets.

TAM is a strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces transit assets to manage their performance, risks, and costs over their lifecycle to provide cost-effective, reliable, and safe service to current and future customers. The goal of TAM is to keep all organizational assets in a state of good repair, which is defined by the FTA as the condition in which a transit or capital asset is able to safely operate at a full level of performance.

On September 20, 2018 (Agenda Item No. 23), the MTS Board of Directors adopted MTS Board Policy No. 65, “TAM Policy” and approved the TAM plan for FY 2019. This policy and plan document the procedures in place for MTS to effectively manage its transit assets and maintain its system in a state of good repair to support safe, efficient, and reliable transit services across the organization. The TAM plan was updated in December 2024 to include up-to-date asset inventory, owners, condition, and performance information as reported to the National Transit Database (NTD) for FY 2024. The five-year constrained and unconstrained capital needs were also updated in accordance with the FY 2025 Capital Improvement Program (CIP). All other material aspects of the TAM plan remain unchanged.





/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachment: A. TAM Plan – FY 2025 Update



# TRANSIT ASSET MANAGEMENT PLAN

**FISCAL YEAR 2025**



## Document Control History:

Version	Date	Comments
1.0	5/15/2018	Preliminary Draft
1.1	8/3/2018	Draft presented to Operations
1.2	8/27/2018	Draft post Operational Review
1.5	9/22/2018	2018 Draft to MTS Board
1.6	1/7/2022	Fiscal Year 2022 Update
1.7	2/13/2025	Fiscal Year 2025 Update

# Transit Asset Management Plan

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## Approvals

Transit asset management plans are required for all Federal Transit Administration grantees per federal legislation. The benefits from enhanced asset management practice include improved system safety and reliability, reduced costs, better customer service, and optimized resource allocation. This Transit Asset Management Plan outlines the agency's policy, approach, and specific actions to improve its asset management practices over the next five years.

### Accountable Executive

Sharon Conney	Chief Executive Officer	
<b>Name</b>	<b>Title</b>	<b>Signature</b>

**Original Board Policy adoption date:** 9/20/2018

Fiscal Year 2025 Update: 2/13/2025

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## Executive Summary

On July 6, 2012, a new two-year transportation reauthorization bill was signed into law, the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 mandated new National Transit Database (NTD) reporting requirements for asset management. These Transit Asset Management (TAM) regulations were finalized in July 2016 with revisions through the Federal Registry (The Final Rule) detailing the expected responsibilities of transit agencies.

TAM is a strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces transit assets to manage their performance, risks, and costs over their lifecycle to provide cost-effective, reliable, and safe service to current and future customers. The goal of TAM is to keep all organizational assets in a state of good repair (SGR), which is defined by the Federal Transit Administration (FTA) as the condition in which a transit or capital asset is able to safely operate at a full level of performance.

MTS established Board Policy No. 65, “MTS Transit Asset Management” (the “Policy”) as guidelines for the management of the agency’s organizational assets. This TAM Policy complies with the requirements of MAP-21.

MTS has always been committed to effectively managing its transit assets and maintaining its system in an SGR to support safe, efficient, and reliable transit services across the organization. No procedures are changing operationally as MTS has always been required to comply with applicable maintenance regulations of the FTA, Federal Railroad Administration (FRA), and the California Public Utilities Commission (CPUC). This policy and the attached TAM plan consolidate the many standard operating procedures that have been in place at MTS in each maintenance department into one formalized and unified framework. These documents will help MTS standardize maintenance practices across the agency, and also comply with the new regulations.

With this policy, MTS commits to:

- Maintain an asset inventory that includes vehicles, facilities, and facility equipment used in the delivery of transit service; and
- Identify safety-critical assets within the asset inventory and prioritize efforts to maintain those safety-critical assets in a SGR; and
- Clearly define ownership, control, accountability, and reporting requirements for assets, including leased and third-party assets; and
- Set asset performance targets and measure, monitor, and report on progress towards meeting those targets; and
- Base capital project prioritization and other asset management decisions on asset criticality, condition, performance, available funding, safety considerations, and on the evaluation of alternatives that consider full lifecycle benefits, costs, and risks; and
- Maintain an agency-wide TAM Plan that complies with current Federal Transit Administration requirements, Board Policies, Fleet and Facilities Maintenance Plans, Standard Operating Procedures and Transit Asset Management best practices; and
- Provide tools to communicate forecasted performance metrics outlined in MTS Board Policy 42.



## TAM Plan

Per FTA's TAM Final Rule and as mentioned above, MTS must maintain an agency-wide TAM plan. This plan will include the following elements:

- Inventory of assets – A register of capital assets and information about those assets. The FTA defines these assets as all capital assets a provider owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle.
- Condition assessment – A rating of the assets' physical state.
- Decision support tool – Analytic process/ tool to assist in capital asset investment prioritization needs.
- Prioritized list of investments – A prioritized list of projects or programs to manage or improve the SGR of capital assets.
- TAM and SGR policy – Executive-level direction regarding expectations for TAM.
- Implementation strategy – Operational actions to achieve agency TAM goals and policies.
- Key annual activities – Describe the key TAM annual activities.
- Identification of resources – List resources needed to carry out the TAM Plan.
- Evaluation plan – Monitor and update to support continuous TAM improvement.

It is anticipated that the TAM Plan strategy will evolve in response to internal and external changes or challenges faced by MTS. Therefore, the TAM Plan will be considered a “living document” that will be reviewed and revised every three years. Any and all process changes within SOPs or FMPs will be reviewed and impacts to the overall TAM plan will be revised accordingly. The figures included in the five-year plan will be from the most recent approved CIP (a five-year plan and a 20-year forecast are updated each year as part of the annual CIP development). The updated TAM plan will be published to the MTS Board of Directors every three years.

## Asset Reporting

The Final Rule sets the minimum asset management practices for transit providers. Beginning in Report Year 2018, agencies that receive or benefit from Chapter 53 funds from the Federal Transit Administration are required to report asset inventory, condition, and performance information to the NTD.

The NTD program's Asset Inventory Module (AIM) is designed to collect basic information on assets and infrastructure used by U.S. transit agencies to deliver service. The purpose of assembling a nationwide inventory is to improve the FTA's ability to project capital costs for the future replacement (and necessary capital renewal activities) of existing transit assets. This information supports the FTA biennial report to the U.S. Congress regarding cost estimates of transit capital. These estimates directly influence the FTA annual budget request submitted for the Federal fiscal year.

The Asset Inventory Module data elements are contained within the following forms and will be submitted annually:

- Transit Asset Management Performance Measure Targets (A-90), plus the year-end narrative of progress against those targets
- Transit Asset Management Facilities Inventory (A-15)
- Transit Way Mileage (A-20)
- Revenue Vehicle Inventory (A-30)
- Service Vehicle Inventory (A-35)

In 2016 MTS implemented two new SAP systems, the Enterprise Resource Planning (ERP) system and the Enterprise Asset Management (EAM) system, to help facilitate TAM reporting. The SAP EAM system is utilized to manage each individual maintenance plan and the entire lifecycle for all MTS assets. MTS uses its SAP EAM system to track all inspections, preventive maintenance, and unscheduled repairs for each individual asset. The SAP ERP system is utilized to track all financial transactions, and these costs can be traced back to the underlying assets within EAM. All of this information enables the data-driven approach to maintenance that is essential to identify performance issues, deploy maintenance resources efficiently, and improve maintenance procedures with objective decision-making.

## Introduction

### Overview of MTS

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 740 buses, all of which are environmentally friendly compressed natural gas bus or battery electric bus. In fiscal year (FY) 2025, MTS bus services operated a total of 97 fixed routes, including traditional urban shuttle-type, express and bus rapid transit routes, plus paratransit services. These bus services will log over 2.5 million revenue hours while traveling over 32 million revenue miles across San Diego County.

Bus operations are supported by five bus maintenance facilities: Imperial Avenue, Kearny Mesa, South Bay, East County and Copley Park. Each facility includes a maintenance building, administrative building, cleaning and fueling facilities, storage yard, and maintenance equipment which is used to support overall operations.

### Rail Operations

MTS Rail Operations (SDTI) operate and maintain a fleet of 174 light rail vehicles (LRVs) to provide transit service over four separate operating line segments. The UC San Diego Blue Line operates from the US/Mexico border through downtown San Diego and terminates at the University Town Center Transit Center. The Orange Line serves the East County communities from El Cajon through downtown San Diego and terminates at the new County Courthouse Station. The Copper Line also serves the East County Communities from El Cajon Transit Center to Santee Town Center. The Green Line operates from El Cajon along Mission Valley and serves the campus of SDSU through a short tunnel section before continuing to the Imperial Avenue Station, via the Bayside Corridor. The entire system encompasses 65 total miles (126 total track miles) of light rail transit (LRT) to 62 transit centers. Regular LRT service is provided around the clock with a 22-hour service window and 509 daily scheduled train trips (many more during special events). The entire system (all four line segments) provides low-floor service where on-time performance and service efficiencies continue to enhance the ridership experience.

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, one 4,100-ft long tunnel, and an underground station at San Diego State University.

Rail Operations are supported by the maintenance facility in Downtown San Diego. This facility includes three buildings for maintenance activities, paint booth, vehicle wash and a large storage yard.

## Management

California law establishes the San Diego Association of Governments (SANDAG) as the planning agency for San Diego County. The responsibility and decision-making for all transportation-related planning, programming, and development activities occurs within SANDAG's nine-member Transportation Committee. Approved transportation plans and programs are subsequently executed by SANDAG staff. Within this structure, MTS and the North County Transit District (NCTD) focus primarily on operating activities.

The MTS Board of Directors (Board) has policy-setting responsibility for the operation and development of MTS's transit operations as well as for the planning and approval of capital expenditures. The Board is comprised of 15 members with four appointed from the San Diego City Council, one appointed from the San Diego County Board of Supervisors, two appointed from the city council of Chula Vista, one appointed from each Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee. One of the appointed members is then elected by other Board members to serve as Chairman.

The day-to-day operating functions, labor matters, and maintenance of facilities are managed by the individual transit operators. MTS has centralized and consolidated Security, Planning, Human Resources, Finance, Information Technology, Stores, and Purchasing for all MTS operations.

MTS's mission statement, adopted by the Board, is to enhance the personal mobility of San Diego metropolitan area residents and visitors by:

- Obtaining maximum benefit for every dollar spent.
- Being the community's major public transportation advocate.
- Increasing public transportation usage per capita.
- Taking a customer-oriented approach.
- Implementing capital projects on schedule and within budget.
- Offering high-quality public transportation services.
- Responding to the community's socioeconomic interests.

The long-term goal of MTS is to fund operations solely with recurring revenues. MTS recognizes that this requires a delicate balance between funding the operating budget and also funding the Capital Improvement Program (CIP). In many cases, adequately funding the CIP enables savings within the operating budget. This lifecycle management planning is intended to drive successful service delivery and financial performance by minimizing the cost to procure, operate, maintain, rehabilitate, dispose of, and replace an asset while meeting or exceeding established service and reliability commitments for both the asset and the transit system as a whole.

Over the last decade, MTS has made funding the CIP a priority to bring the system up to a State of Good Repair (SGR), with over \$2.8 billion of funding spent on Capital. MTS and SANDAG completed the Mid-Coast extension, rehabilitation of the Blue Line, and also replaced both the East County and South Bay bus facilities. Our annual bus fleet replacement plan has been adjusted to keep the number of buses replaced to a manageable figure each year. The U2 LRV fleet has been replaced and we are in the process of replacing the SD100 LRVs as they approach the end of their useful lives. MTS has committed \$250 million for CIP in FY25, funding 66 projects focused on fleet replacement and state of good repair.

## Transit Asset Management Plan Purpose

Transit assets cost money to build, maintain, operate, and use. Transit asset management (TAM) is defined as a strategic and systematic process through which an organization procures, operates, maintains, rehabilitates, and replaces its transit assets to manage their performance, risks, and costs

over their lifecycle to provide safe, cost-effective, and reliable service to current and future customers. The core of this plan is to understand and minimize the total cost of ownership of an asset while maximizing its performance. TAM integrates activities across departments within a transit agency to optimize resource allocation by providing quality information and well-defined business objectives to support decision-making within and between classes of assets.

Transit assets include both fixed long-life infrastructure assets (structures, tunnels, facilities, and maintenance of way) and equipment (bus, rail, and paratransit revenue vehicles or rolling stock). This guide provides a transit-specific asset management framework for managing assets individually and as a portfolio of assets that comprise an integrated system. In this guide, transit assets include physical infrastructure elements, equipment, and systems. Our definition of assets does not include “human capital” (the skills, training, goodwill, and institutional memory of employees), financial assets, data/information, or intangible assets (for example, reputation, culture, and intellectual property).

Asset management is most successful when it is integrated into an agency’s existing management processes for establishing policy, strategy, and business plans, as well as connected to an agency’s performance management and risk management processes. As SGR has long been a focus of this agency, this TAM plan is largely built upon existing procedures. These procedures are documented in the Fleet and Facilities Maintenance Plans (FMP) of the MTS Operators. The purpose of these FMPs is to not only ensure that our assets are maintained in an SGR based on original equipment manufacturer (OEM) standards but also help to enhance our operations by providing safe, frequent, and reliable service. These FMPs are used to monitor and manage assets to achieve these standards, improve safety, and increase reliability and performance. On the Rail side, MTS must also comply with regulations of the Federal Railroad Administration (FRA) and the California Public Utilities Commission (CPUC).

Asset management supports and enables the following elements of transit agency management:

- Performance management focus: Asset management integrates management activities across the agency’s various functional areas to address customer level of service and performance outcomes.
- Optimization of resources: Asset management aligns investment decisions associated with operations and maintenance budgeting and capital programming to achieve levels of service that meet agency goals.
- Fact-based management: Asset management is data-driven and transparent.
- Performance culture: Asset management is outcome-based, establishes metric-driven management, and provides tools to adopt a “predict and prevent” or “reliability” culture as opposed to a “find and fix” culture.

The TAM Plan is a key management document for tying the agency’s strategic goals and outcomes, or performance measures to the maintenance and capital programs that it delivers. The management cycle is completed by having more detailed, lower-level performance measures to both determine the effectiveness of the agency’s programs in achieving the outcomes (e.g., safety, asset condition, travel times, etc.) and its efficiency in completing the programs (e.g., output measures such as lane-miles resurfaced, projects completed on time and on budget, etc.).

Emphasis on managing assets through their life cycles, which vary by asset class and can stretch to decades, helps staff, management, and stakeholders to realize that the assets are being managed for the long term, and that the concept of ownership (“it is ours to do with what we like”) is able to be substituted with stewardship (“at the moment it is ours to care for and pass on to our grandchildren”).

MTS is committed to effectively managing its transit assets and maintaining its system in an SGR to support safe, efficient, and reliable transit across the organization. An Asset Management Policy (No. 65) will be approved by the Board apart from developing this TAM Plan.

This TAM Plan outlines the overall asset management approach in a manner consistent with that policy and current federal regulations and sets the direction for establishing and maintaining transit asset management strategies and plans that are achievable with available funds.

This TAM Plan complies with the Federal Requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21), which mandated new National Transit Database (NTD) reporting requirements for asset management. These regulations were finalized in July 2016 with revisions through the Federal Registry (The Final Rule) detailing the expected responsibilities of transit agencies. This included responsibilities mandating that transit agencies have TAM and SGR procedures in place. Accordingly, MTS commits to:

- Maintain an asset inventory that includes vehicles, facilities, and facility equipment used in the delivery of transit service; and
- Identify safety-critical assets within the asset inventory and prioritize efforts to maintain those safety-critical assets in an SGR; and
- Clearly define ownership, control, accountability, and reporting requirements for assets, including leased and third-party assets; and
- Set asset performance targets to measure, monitor, and report on progress towards meeting those targets; and
- Base capital project prioritization and other asset management decisions on asset criticality, condition, performance, available funding, safety considerations, and on the evaluation of alternatives that consider full lifecycle benefits, costs, and risks; and
- Maintain an agency-wide TAM Plan current with Federal Transit Administration (FTA) requirements, Board Policies, Fleet and Facilities Maintenance Plans, SOPs, and Transit Asset Management best practices.

### Plan Contents

The FTA regulation defines MTS as a Tier I agency and, as such, MTS has implemented a TAM Plan that includes the following nine (9) TAM Elements listed and described in the Board-approved Asset Management Policy No. 65.

- Inventory of assets – A register of capital assets and information about those assets.
- Condition assessment – A rating of the assets' physical state.
- Decision support tool – Analytic process/ tool to assist in capital asset investment prioritization needs.
- Prioritized list of investments – A prioritized list of projects or programs to manage or improve the SGR of capital assets.
- TAM and SGR policy – Executive-level direction regarding expectations for transit asset management.
- Implementation strategy – Operational actions to achieve agency TAM goals and policies.
- Key annual activities – Describe the key TAM annual activities.
- Identification of resources – List resources needed to carry out the TAM Plan.
- Evaluation plan – Monitor and update to support continuous TAM improvement.

## Implementation strategy

MTS's core business is to provide safe, reliable, and sustainable transportation options to the communities it serves. To accomplish this, MTS must continually improve its management of fleet and facilities. When executed properly, TAM improves the coordination of all departments across all phases of an asset's lifecycle to manage assets and required resources more efficiently.

This Plan sets forth MTS's approach to improving its TAM capabilities in compliance with federal requirements. This master document sets agency-wide objectives and strategies for delivering all commitments in its TAM Policy and its mission. This TAM Plan will:

- Specify the lifecycle management activities outlined in the FMPs for each department that is responsible for the operations and/or maintenance of a given asset class.
- Outline the personnel and technology resources that will be utilized to optimize the costs, risks, and performance of the transit system.
- Identify priority projects to improve TAM capabilities across the agency, as well as the funding for these projects.
- Provide structure for an ongoing planning effort.
- Create an ongoing performance monitoring and evaluation plan.
- Define the reporting framework to communicate with the FTA, the Board and the public about the results of these asset management activities, the benefits of investing in the transit system and the consequences of underinvestment.

## Federal Requirements

The TAM rule (49 CFR part 625) is a set of federal regulations that set out minimum asset management practices for transit providers. Beginning in Report Year (RY) 2018, agencies that receive or benefit from Chapter 53 funds from the FTA are required to report asset inventory, condition, and performance information to the NTD. The FTA defines these assets as all capital assets a provider owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle.

The NTD program's Asset Inventory Module (AIM) is designed to collect basic information on assets and infrastructure used by U.S. transit agencies to deliver service. The purpose of assembling a nationwide inventory is to improve the FTA's ability to project capital costs for the future replacement (and necessary capital renewal activities) of existing transit assets. This information supports the FTA biennial report to the U.S. Congress regarding cost estimates of transit capital. These estimates directly influence the FTA annual budget request submitted for the Federal fiscal year (FFY).

## Asset Inventory

The asset inventory is structured to include a hierarchy of asset categories that comprise a specific asset class. The asset inventory and the associated asset hierarchy can provide a common basis for integrating this information and using it for multiple purposes across the agency.

### Asset categories/hierarchy

A detailed asset inventory is maintained in the SAP Enterprise Asset Management (EAM) System. The table below summarizes the asset classes and asset categories used by MTS:

Classes:	Vehicles	Facilities & Stations	Fixed Guideway	Systems
Categories:	<b>Revenue Vehicles:</b> -Bus -Rail  <b>Non-Revenue Vehicles:</b> -Operations -Maintenance -Administrative	<b>Maintenance Facilities:</b> -Bus -Rail  <b>Stations:</b> -Transit Centers -Benches/shelters  <b>Administrative Buildings</b>	<b>Track:</b> -Rail/Ties -Grade Crossings -Special Trackwork  <b>Right of Way:</b> -Bridges -Elevated Track -Signaling  <b>Electrification</b>	<b>Software:</b> -Financial -Maintenance -Operational  <b>Hardware</b>

During asset procurement and receipt or acceptance, specific asset identification, useful life, warranty, and maintenance interval information [data] is collected from the OEM. This practice ensures the asset data is properly recorded into the EAM for effective and efficient lifecycle management.

SAP EAM Asset Inventory:

**Display Equipment : General Data**

Class overview Measuring points/counters Map

Equipment  Category  REVENUE VEHICLE-BUS

Description

Status

Valid From  Valid To

General Location Organization Structure Documents Sales and Distribution Vehicle I...

**General data**

Class	BUS_300	Bus - 300 Series Class
Vehicle Type	BUS_BU	BUS
AuthorizGroup	BM	Bus Maintenance
Weight	31,280.00	LB
Inventory no.	4808	Size/dimension 8.5 X 11.1 X 40.8
Shift Note Type	NB	Start-up date 09/18/2008
Report Type		

**Reference data**

AcquistnValue	0.00	Acquistion date	08/14/2008
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**Manufacturer data**

Manufacturer	NEW FLYER	ManufCountry	
Model number	C40LF	Constr.yr/mth	2008 / 08
ManufPartNo.			
ManufSerialNo.	5FYC4FB128C033862		



## Vehicles

MTS vehicle inventory divides the vehicles into two categories: revenue vehicles and non-revenue vehicles. Revenue vehicles are the vehicles available to operate transit services provided by the agency. For MTS, this includes both buses and LRVs. Revenue vehicles tend to have maintenance priority among all transit assets, not only because of their critical role but also because they must meet regulatory requirements and acceptable safety and reliability levels to provide passenger service.

MTS vehicle inventory:

Category	Sub-category	Count
<b>Bus Revenue Vehicles</b>	40-Foot Bus	452
	60-Foot Articulated Bus	128
	ADA Minibus/Minivan	150
	Commuter Express Bus	24
<b>Rail Revenue Vehicles</b>	Vintage/U2/SD100 High Floor Vehicle	27
	SD7 Low Floor Vehicle	11
	SD8 Low Floor Vehicle	65
	SD9 Low Floor Vehicle	45
	SD10 Low Floor Vehicle	28
<b>Non-Revenue Vehicles</b>	Automobiles	2
	Trucks and other Rubber Tire Vehicles	20

As seen above, bus revenue vehicles come in a number of different sizes. MTS categorizes the buses by size and propulsion system and then groups them into series by the year they were put in service.

- **Heavy duty buses** – This asset category includes both the 40-foot buses and the 60-foot articulated buses, which comprise the majority of the bus fleet. MTS primarily purchases from New Flyer and Gillig; the 60-foot contract is with New Flyer through 2027, and the 40-foot contract is with New Flyer through 2027. Most of the heavy-duty buses currently run on compressed natural gas (CNG), with the exception of 29 new zero-emission buses.
- **Minibuses** – This asset category includes both minibuses used for ADA paratransit service as well as the less traveled fixed route services. These buses are propane-powered.
- **Commuter Express buses** – This asset category consists of the over-the-road coach-style bus used for MTS's Interstate 15 premium express service. All 24 buses run on compressed natural gas (CNG).

On the rail side, the LRVs have been purchased from Siemens. For these vehicles, they are grouped by series based on the same build cycle. The 2000 series SD100 high-floor vehicles have been in service since the mid-1990s, and are in the process of being replaced by the new low-floor SD10 fleet by 2025. The 3000 series SD7 LRVs went into service in 2005, the 4000 series SD8 LRVs went into service between 2011 and 2013, and the 5000 series SD9 LRVs went into service between 2019 and 2021.

Non-revenue vehicles are the vehicles utilized by support staff of the agency. 165 of these vehicles are leased through Enterprise, an arrangement MTS started almost 15 years ago which has proven to provide a lower cost of ownership versus owning these vehicles outright. (Per FTA instructions, these

leased vehicles are not included in the table above nor are they reported to the NTD.) These vehicles include:

- Supervisory and pool vehicles
- Maintenance vehicles
- Security vehicles
- Other administrative vehicles

MTS also has specialized maintenance vehicles across the agency. These vehicles typically have a longer useful life, and due to their specialized nature, make direct purchase a lower cost of ownership. These vehicles include:

- Bus service trucks
- Flatbed trucks

### Facilities

Facilities refer to the structures that enclose or support maintenance, operations, administrative, and spaces for passengers. Facilities also house specialized equipment that supports the operations and maintenance of the vehicles (for example, fueling and wash facilities). Maintenance work spaces must accommodate vehicle movement within and around buildings, industrial workflow, and storage. Service facilities may include industrial workspaces similar to maintenance facilities, storage areas, and office spaces. Passenger facilities are usually focused around spaces for pedestrian movement or waiting areas. Stations provide shelter for employees and customers, and facilities provide shelter for employees, revenue vehicles, and power systems. Stations and passenger facilities are particularly important because they directly impact the customer experience.

MTS facility inventory:

Category	Sub-category	Count
<b>Maintenance Facilities</b>	Maintenance Facility (Service and Inspection)	8
	General Purpose Maintenance Facility/Depot	2
	Heavy Maintenance & Overhaul (Back shop)	1
	Other, Administrative & Maintenance	1
<b>Stations</b>	LRV At-Grade Fixed Guideway	53
	Elevated Fixed Guideway	9
	Underground Fixed Guideway	1
	Bus At-Grade Fixed Guideway	5
	Bus Transfer Center	14
	Surface Parking Lot	30
	Parking Structure	3
<b>Administrative Offices</b>	Administrative office/sales office	3
	Combined Administrative office	3

Each of these facilities is owned by MTS. These facility types are described in greater detail below:

- **General Purpose Maintenance Facility/Depot** – This asset category refers to the five bus maintenance facilities: Imperial Avenue, Kearny Mesa, South Bay, East County and Copley Park. These include the structures used to maintain bus revenue vehicles (for example, heavy duty buses, over-the-road coaches, and paratransit buses), plus operations offices, administrative facilities, operations central control, and central warehouses. Each of these facilities also includes a large yard to store the vehicles when not in service.
- **Maintenance Facility (Service and Inspection)** – This asset category refers to the maintenance facility in Downtown San Diego. It includes the structures used for maintaining LRVs, maintenance-of-way, buildings, grounds field crew, operations offices, administrative facilities, operations central control, and central warehouses. This facility also includes a large rail yard to store the LRVs when not in service.
- **Vehicle Fueling Facility** – This asset category refers to specialized fueling stations at the bus maintenance facilities for each fuel type utilized at MTS.
- **Stations** – This asset category refers to structures intended primarily for passengers' use, including bus transfer facilities, rail stations (both elevated and at grade), and customer service facilities. MTS also has one underground station at San Diego State University.
- **Administrative Offices** – This asset category refers to stand-alone administrative facilities. This includes the MTS corporate offices in the Mills Building, and the Taxicab Administration building.

Each facility type listed above also encompasses a wide variety of subsystems required for that facility to function appropriately. These subsystems or sub-categories include assets such as:

- Substructure
- Shell
- Interiors
- Conveyance (Elevators and Escalators)
- Plumbing
- HVAC
- Fire Protection
- Electrical
- Site
- Equipment (for Administrative and Maintenance Facilities)
- Fare Collection (for Passenger and Parking Facilities)

MTS tracks assets at this subsystem level to ensure the entire facility is kept in a state of good repair.

### Fixed Guideway

Fixed guideway elements refer to the structural elements that allow for the movement of MTS's LRVs. These assets are broadly categorized into track elements, guideway elements comprising the track right-of-way, grade crossings, and the electrical infrastructure. Failure to maintain minimum condition standards in any of these assets increases the risk of slow, unreliable, potentially unsafe, or inoperable service.

MTS fixed guideway inventory:

Category	Sub-category	Count/ Linear Feet
<b>Track</b>	Tangent – Revenue Service	53 miles
	Curve – Revenue Service	51 miles
	Non-Revenue Service	7 miles
<b>Special Trackwork</b>	Double Diamond Crossover	7
	Single Crossover	61
	Single Turnout	28
<b>Guideway</b>	At-Grade/Ballast (including expressway)	83 miles
	At-Grade/In-Street/Embedded	7 miles
	Elevated/Concrete	9 miles
	Below-Grade/Retained Cut	1 mile
	Below-Grade/Cut-and-Cover Tunnel	3 miles
	Below-Grade/Bored or Blasted Tunnel	1 mile
<b>Grade Crossings</b>		96
<b>Electrification</b>	Substation Building	62
	Overhead Catenary System	104 miles

The guideway asset categories are described in greater detail below:

- **Track** – This asset category refers to the guide structure directly under the wheels of the transit vehicle that distributes vehicle dynamic loads to its supporting infrastructure both above and below ground.
- **Special Trackwork** – This asset category consists of trackwork structures, trackwork components or apparatus that are normally fabricated in whole or in part from regular rail sections. This includes items such as crossovers and turnouts.
- **Guideway** – This asset category consists of the right-of-way elements upon which the track resides. The majority of MTS's system is run on at-grade ballast, but there are significant portions that are on elevated bridges.
- **Grade Crossings** – This asset category refers to specific points along the track line where the track is embedded in the street and shares right-of-way with general automobile or pedestrian traffic.

- **Electrification** – This asset category provides supply and distribution of propulsion power for MTS’s electric-powered LRVs and includes alternating current (AC) and direct current (DC) systems. Subsystems include overhead catenary system, distribution, and substations.

Like with facilities, there are a number of ancillary structures not detailed above that are required to physically support the safe and efficient operation of a transit system. These structures can include culverts, retaining walls, pedestrian walkways, utilities conduits, communications towers, light poles, safety fencing, signal cases, traffic gates, and vehicular signage.

MTS’s light rail service does not operate on an exclusive guideway, meaning the right-of-way is shared with other traffic or services. Portions of the trolley line share right-of-way with general automobile or pedestrian traffic, and other portions share right-of-way with overnight freight services. However, MTS is financially responsible for the entire rail line, even the portions that are shared.

## Systems

The systems asset class includes a diverse set of systems that support core operational functions. In today's technology dependent world, practically everything is dependent on its own specialized system. All of these systems are critical to transit operations, providing financial information, communications, network connectivity, revenue collection, security, customer service, and safety controls.

Major MTS systems inventory:

Technology	Description	Owner
<b>SAP ERP</b>	Enterprise Resource Planning System – management information system that integrates accounting, budgeting, purchasing, inventory and asset management.	Information Technology (IT)
<b>SAP EAM</b>	Integrated module of SAP ERP, to manage Enterprise Asset Management System for Fleet and Facilities management. Software solution that improves planning, scheduling, routing, preventative and corrective maintenance, and completing work orders based on miles, condition, priority, resources and assets.	IT
<b>SAP CRM</b>	SAP Customer Relationship Management System, to manage customers' Lost & Found, complaints and compliment cases, integrated with Hastus for incidents, and Risk Department.	IT
<b>ADP</b>	Human Resources Information Systems that manages all employees benefit data and payroll operations.	IT/ Human Resources
<b>ARINC</b>	Centralized Train Control (CTC) refers to the wayside and onboard equipment responsible for safe train operation and traffic control	IT/ Operations
<b>CAD/AVL</b>	The CAD/AVL system connects our vehicles seamlessly with our back office scheduling and dispatching software. It automatically collects vital data used by dispatchers such as bus GPS locations, schedule adherence status, breakdowns and emergencies	IT/ Operations
<b>Pronto</b>	Revenue Collection systems used to collect transit revenues, and to collect data, including ridership and service performance data	IT/ Operations
<b>Hastus</b>	Scheduling & Dispatch – provides improved planning, scheduling, operations, passenger information and analysis.	IT/ Planning
<b>S&amp;A Systems FleetWatch</b>	Fluid Management – provides real-time control and data acquisition for fluids and tank monitor systems to monitor fluid usage, schedule preventive maintenance, and reconcile fluids.	IT/ Operations
<b>Multiple Vendors</b>	Security provides protection for customers and employees from threats and vulnerabilities, both internal and external to the system. It comprises both monitoring and control systems	IT/ Security

This asset class also includes all of the hardware utilized by the systems listed above. This includes servers, computers, cameras, and other specialized devices.

## Useful life

The Useful Life (UL) is the estimated lifespan of a fixed asset, during which it can be expected to contribute to agency operations. MTS has developed UL assumptions for all assets based on FTA guidelines and Generally Accepted Accounting Principles. Due to their specialized nature, many transit assets are not specifically listed in FTA guidelines or accounting rule. In these situations, staff will rely on manufacturer recommendations in order to determine the UL of these types of assets. MTS manages the asset lifecycles based on these ULs.

The Useful Life Benchmark (ULB) is the expected lifecycle of a capital asset for reporting to the NTD only. FTA has outlined default useful life benchmarks for vehicle types, using average age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. The FTA default ULB for each vehicle class is listed in the table below. As you can see, MTS's established UL is different from the FTA ULB. MTS will measure against these ULB for NTD reporting purposes.

Code	Vehicle Type	UL	ULB
AB	Articulated bus	12	14
AO	Automobile	7	8
BR	Over-the-road bus	12	14
BU	Bus	12	14
CU	Cutaway bus	7	10
LR	Light rail vehicle	25	31
MB	Minibus	7	10
MV	Minivan	7	8
SV	Sport utility vehicle	7	8
VN	Van	7	8

## Condition assessments

Condition assessment is the process of inspecting the asset to collect data that is used to measure condition and performance. The condition assessment process involves regular inspections that evaluate an asset's visual and physical condition (for example, structural issues, and faulty components). This process addresses risk, ensures the asset can meet its level-of-service requirements, and provides information from which assets can be managed across their lifecycle.

The TAM Rule requires the inclusion of condition assessments in an agency's TAM Plan. Specific requirements include:

- A condition assessment of those inventoried assets for which a provider has direct capital responsibility.
- A condition assessment must generate information in a level of detail sufficient to monitor and predict the performance of the assets.
- A condition assessment must generate information in a level of detail sufficient to inform the investment prioritization.

Each asset class has different requirements for condition inspection and monitoring that depend on their performance characteristics, the risks, and the impacts of failure. In some cases, these requirements are specified by state and federal regulations. Gathering condition and performance data can be costly as it is a strictly manual process. However, these conditions and performance measures can be used to improve reliability and proactively plan for the investments required to maintain good performance on the most critical assets.

The following is a high-level summary of MTS's procedures for data collection:

- **Data collection frequency** – This addresses how often the inspections should occur. Triggers for a condition inspection may be based on a time or mileage interval, criticality or risk assessment, or it may be based on a performance trigger (for example, a bus with a skyrocketing mean time between failure metric).
- **Inspection approach** – For many asset classes, condition inspections can require appropriately trained and credentialed staff. Additionally, there is increasing interest and the ability to substitute a visual or manual inspection with technology-enabled monitoring. Examples include using sensors to monitor structural conditions and switch performance. Moreover, some inspection data may be collected through day-to-day operating and maintenance processes.
- **Quality assurance process** – These are the processes used to verify the data and ensure quality. Quality assurance processes may require random data checks or formal audits.
- **Training** – This is an important part of quality assurance for condition assessment and ensures that the condition is being measured consistently and accurately.

In order to determine an asset's condition, the FTA's Transit Economic Requirements Model (TERM) scale is being used, listed in the table below, with condition rating ranges from (5) Excellent to (1) Poor.

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, maybe slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective, but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

Per the FTA TAM Final Rule, assets with a condition rating score of 3.0 and above are in a state of good repair. Assets with a condition score lower than 2.9 are not in a state of good repair, and may require prioritization during capital programming to ensure safe, efficient, and reliable transit service.

#### **Facilities and Facility Equipment Condition Assessment:**

For Facilities assets, condition assessments are scheduled and completed using in-house staff along with regular scheduled intervals. To determine the overall condition of a facility, MTS will inspect and assess the assets at the individual asset level. The FTA defines these assets as all capital assets a provider owns, except equipment with an acquisition value under \$50,000, as a general rule the condition assessments will follow this guideline, but there may be instances where condition assessments are done on assets with an acquisition value under \$50,000. Those individual assets will then be grouped into the following subcategories for each facility:

- Substructure



- Shell
- Interiors
- Conveyance (Elevators and Escalators)
- Plumbing
- HVAC
- Fire Protection
- Electrical
- Site
- Equipment (for Administrative and Maintenance Facilities)
- Fare Collection (for Passenger and Parking Facilities)

Each of these subcategories will encompass a number of individual assets. These results on an asset level are compiled into the Condition Assessment Report for a master asset which will aggregate (roll-up) the individual asset condition assessments to the subcategory levels listed above. Those subcategory scores will then aggregate (roll-up) for the master asset condition rating, which will be included in the NTD reports.

### **Fixed Guideway Condition Assessment:**

MTS fixed guideway assets are subject to regulation by the FRA and the CPUC. As such, there are clearly defined inspection schedules per state and federal regulations. The data generated by these inspections allows MTS to track performance and proactively plan the required investments to keep the assets in a state of good repair.

Unlike facility assets, condition ratings for this asset class do not utilize the TERM scale. NTD requires a metric of the percentage of track segments that have performance restrictions. Performance restrictions are reported by mode and type of service as an average length of directional route mileage (DRM) operating under performance restriction. The NTD definition of DRM is the mileage in each direction over which public transportation vehicles travel while in revenue service

A performance restriction is defined to exist on a segment of a fixed guideway when the maximum permissible speed of transit vehicles is set to a value that is below the guideway's design speed. Generally, the design speed for a section will be the same as the maximum allowable speed established for the section at the time of system opening. The performance restriction can be communicated through operating instructions, route signage, flaggers, or an agency's dispatch system. Performance restrictions may result from a variety of causes, including defects, signaling issues, construction zones, maintenance work, or other causes.

To determine this measure, agencies are required to calculate the DRM (measured to the nearest hundredth of a mile) under performance restrictions as a result of all causes at the same time each month: 9:00 AM local time on the first Wednesday of each month. The total impacted DRM for that month is divided by the overall length of track, generating the performance restriction metric for that month. This process is repeated each month, and is then averaged to produce the required annual metric for the NTD.

### **Vehicle Condition Assessment:**

Condition ratings for vehicles are expressed in terms of the percentage of assets that are at or beyond the Useful Life Benchmark (ULB). At the end of each year, the age of each asset in each vehicle type is compared to the ULB for that vehicle type. The number of assets that exceed the ULB is divided by the total number of assets in that vehicle type, generating the ULB percentage metric that is reported to the NTD.

## Asset Lifecycle Management

Asset management is most successful when it is integrated into an agency's existing management processes for establishing policy, strategy, and business plans, as well as connected to an agency's performance management and risk management processes. As SGR has long been a focus of this agency, this TAM plan is largely built upon existing procedures. Asset management supports and enables the following elements of transit agency management:

- **Performance management focus:** Asset management integrates management activities across the agency's various functional areas to address customer level of service and performance outcomes.
- **Optimization of resources:** Asset management aligns investment decisions associated with operations and maintenance budgeting and capital programming to achieve levels of service that meet agency goals.
- **Fact-based management:** Asset management is data-driven and transparent.
- **Performance culture:** Asset management is outcome-based, establishes metric-driven management, and provides tools to adopt a "predict and prevent" or "reliability" culture as opposed to a "find and fix" culture.

The TAM Plan is a key management document for tying the agency's strategic goals and outcomes, or performance measures, to the maintenance and capital programs that it delivers. The management cycle is completed by having more detailed, lower-level performance measures to both determine the effectiveness of the agency's programs in achieving the outcomes (e.g., safety, asset condition, travel times, etc.) and its efficiency in completing the programs (e.g., output measures such as lane-miles resurfaced, projects completed on time and on budget, etc.).

Emphasis on managing assets through their life cycles, which vary by asset class and can stretch to decades, helps staff, management, and stakeholders to realize that the assets are being managed for the long term, and that the concept of ownership ("it is ours to do with what we like") is able to be substituted with stewardship ("at the moment it is ours to care for and pass on to our grandchildren").

## Asset Lifecycle

Lifecycle management enables agencies to make better investment decisions across the lifecycle using management processes and data specific to each asset as a basis for predicting remaining useful life (including age, condition, historic performance, and level of usage). Transit asset management involves processes for managing and maximizing the performance of an asset while minimizing its costs throughout the course of its lifecycle. Lifecycle activities include the following:

- **Design/Procure** – If creating, this includes planning, design, and construction of the asset. If acquiring, this includes the scoping of the development and procurement of the asset. The asset management perspective involves considering the level of service requirements and total cost of ownership in this initial step.
- **Use/Operate** – This involves the use (or operation) of the asset. Asset management ensures that the asset is available in the specified condition to be used, or operates reliably to deliver the planned level of service.
- **Maintain/Monitor** – This involves all the predictive, preventive, corrective, and reactive activities required to maintain the asset in the condition required to deliver the planned level of service.
- **Rehabilitate** – Rehabilitation is the planned capital expenditures required to replace, refurbish, or reconstruct an asset partially, in-kind, or with an upgrade to optimize service and minimize

lifecycle costs. Examples might include reconstruction work on a bridge structure that replaces critical elements and thereby extends the bridge's life or a rail vehicle overhaul.

- **Dispose/Reconstruct/Replace** – When an asset can no longer perform at its intended level of service, the agency has the choice to dispose, reconstruct, or replace the asset. Typically at this stage, it is no longer cost-effective to renew the asset or it is functionally obsolete, and the agency must determine whether the asset must be replaced, whether the function of the asset remains necessary, and whether its function can be met more economically or efficiently by being replaced outright.

While these activities follow an asset through its lifecycle, the majority of the TAM activities and investment covers the operation, maintenance, and rehabilitation activities.

## Maintenance Plans

Maintenance is managed with a multi-year time horizon to improve the reliability of all of its assets. The maintenance procedures are documented in the Fleet and Facilities Maintenance Plans (FMP) of the MTS Operators. The purpose of these FMPs is to not only ensure that the assets are maintained in a state of good repair based on original equipment manufacturer (OEM) standards, but also help to enhance operations by providing safe, frequent, and reliable service. These FMPs are used to monitor and manage assets to achieve these standards, improve safety and increase reliability and performance. On the Rail side, MTS must also comply with regulations of the Federal Railroad Administration (FRA) and the California Public Utilities Commission (CPUC).

The purpose of each FMP is to provide an overview of each department's resources, structure, asset management, and maintenance programs. These FMPs are also supported by the Standard Operating Procedures (SOPs) used to guide day-to-day activities.

## Vehicle Maintenance Plans

Vehicle asset management focuses primarily on vehicle procurement, the structuring of the vehicle maintenance program, the identification of and response to specific maintenance issues, the planning of system and component replacements, and the management of the spare fleet and inventory. Manufacturers provide guidelines for preventive maintenance and replacement, and maintenance practices are broadly shared across the industry.

For all operating revenue and non-revenue fleet assets, the FMP addresses:

- Organization Structure
- Maintenance Program Schedules
- Quality Control
- Training
- Preventive Maintenance
- Inspections
- Records
- Service and Cleaning Activities
- Warranty Program
- Goals and statistics

The FMP is also supported by the departmental Standard Operating Procedures (SOPs) used to guide employee day to day functions.

MTS utilizes a number of Key Performance Indicators (KPI) to oversee its maintenance activities. These KPIs are utilized across the industry, generating reliable benchmarks to compare against. MTS will also set annual goals and track performance against those goals. Among these KPIs are:

- Mean distance between failure (MDBF)
- % of PMs performed on time
- California Highway Patrol (CHP) Inspection Defects
- Accidents
- Injuries
- Maintenance cost per mile

Additionally, MTS utilizes a Quality Assurance (QA) department to perform quality control measures to ensure that vehicle maintenance staff is adhering to business processes and properly completing inspections, maintenance, and rehabilitation activities. MTS staff also performs quarterly inspections and more frequent informal on-site walk-throughs and inspections of the vehicles at the contractor facilities to check fleet maintenance data. Daily operations reports are also reviewed to examine the operational status of ADA equipment on vehicles in revenue service. Finally, monthly oversight reports are produced for both the in-house and contracted service operations that monitor performance in the same KPIs.

As part of the annual CIP process, MTS will update its Fleet Replacement Plan. This plan will forecast the replacement needs of the agency over 15 year horizon based on the useful lives of each vehicle type, attempting to normalize the year-by-year replacement needs as much as possible, and also estimating the funding requirements.

MTS has additional standardized procedures for accepting new buses delivered each year, as well as decommissioning and disposal of vehicles that have reached the end of their useful life.

### **Facilities Maintenance Plans**

Because of the unique functional requirements for most transit facilities, transit agencies tend to manage most of their facilities throughout the entire facility lifecycle rather than acquire and dispose of them as needed. Therefore, agencies are typically involved in the facility design, operation, maintenance, renewal, and replacement. All MTS transit facilities and stations are owned by the agency. However, the functions within two bus maintenance facilities have to be outsourced, including the maintenance of the facility. For both directly operated and contracted services, the lifecycle management is documented within the facilities management plans maintained by each relevant department to monitor and manage all assets to achieve and maintain a state of good repair, improve safety and increase reliability and performance.

Inspections are often the most cost-effective method to assess the condition of and identify issues related to facility structures including defects, deterioration, and damage. Each FMP will have precise procedures for both higher-frequency routine inspections and more-detailed structural inspections. Third-party maintenance agreements are in place for many of MTS's specialized facility assets to allow for the greater expertise required for those inspections (for example, for the compressed natural gas fueling stations).

MTS Contract Services staff monitors the facilities and vehicles maintained by contractors via frequent informal on-site walk-throughs and inspections as well as reviews of monthly facility inspection reports and monthly fleet maintenance data. Staff also conducts formal quarterly inspections of the maintenance records of the contractors to ensure compliance with the maintenance requirements.

For all operations and support facilities, the FMP addresses:

- Organization Structure
- Maintenance Program Schedules
- Quality Control
- Preventive Maintenance
- Inspections
- Service and Cleaning Activities
- Warranty Program

As part of the annual CIP process, MTS will utilize the annual CIP 20-Year Projection file to review the near-term and long-term rehabilitation and replacement needs for each facility. This plan will forecast the needs of the agency over a 20-year horizon based on the useful lives of each asset type and also estimate the funding requirements.

### **Fixed Guideway Maintenance Plans**

Most fixed guideway elements are required by FRA and CPUC regulations to have regular condition inspections and assessments since they are safety-critical. For these assets, there are preventive maintenance activities that will be performed to minimize the risk of failures and to ensure the asset reaches (or even exceeds) its design life.

The longevity of guideway structures means that there may be a relatively high level of financial uncertainty and risk over the course of the asset's useful life. Guideway assets typically represent some of the largest capital assets of a transit agency, and without timely and effective maintenance, these assets may require additional or more costly rehabilitation to reach their full design life. Track elements require significant maintenance and investment over time to maintain performance and allow revenue vehicles to move at authorized speeds with minimal vehicle wear and maximum comfort.

The guideway asset owner should specify the requirements associated with the asset lifecycles—including design requirements, preventive maintenance activities, expected rehabilitation needs, and lifecycle costs—and incorporate this information into the lifecycle management plans for track, tunnels, and bridges. In addition, MTS is staffed for ongoing engineering support to modify the maintenance approach based on ongoing condition assessments and address unforeseen technical issues as they arise.

Track inspections are a critical quality control measure to assess both the quality and effectiveness of maintenance procedures, as well as to comply with FRA as well as CPUC regulations. As stated previously, MTS monitors the directional route mileage (DRM) operating under performance restriction by mode and type of service as another measure of the quality and effectiveness of maintenance procedures.

The assets will be evaluated relative to their remaining life to avoid the failure of the components in a timeframe that would not allow for repair or replacement. As part of the annual CIP process, MTS will review the near-term and long-term rehabilitation and replacement needs for these assets. The annual CIP 20-Year Projection file will forecast the needs of the agency over a 20-year horizon based on the useful lives of each asset type and also estimate the funding requirements.

## **Identification of Resources**

### **Personnel Resources**

Asset owners are responsible for the planning and implementation of lifecycle management. An asset owner is a transit agency manager who is usually in charge of an asset class's maintenance and, ideally, is also involved in asset design and procurement. The asset owner is responsible for lifecycle

management planning, developing and implementing the lifecycle management plan, and for facilitating asset management activities. The asset owner also participates in the annual operating and capital budgeting cycles, where they act as advocates for the necessary funding resources to keep their assets in a state of good repair. The table below lists the asset owners and their specific areas of responsibility:

Asset Owner	Title	Area of Responsibility
Thomas Pascarella	Director of Fleet & Facility Maintenance	Bus Revenue Vehicles, Bus Facilities
Michael Daney	Manager of Contract Operations & Passenger Facilities	Bus Transit Centers, Contracted Bus Facilities
Charles Posejpal	Manager of Paratransit & Mini Bus	ADA/Mini Bus Facility
Israel Maldonado	Fare Systems Administrator	Fare Collection Equipment
Alex Pereyra	Superintendent Wayside Maintenance	Rail Fixed Guideway and Electrification
Andy Goddard	Superintendent of LRV Maintenance	Rail Revenue Vehicles
Rolando Montes	Superintendent of Facilities	Rail Facilities and Transit Stations
Ernesto Garcia	Chief Information Officer	Information Technology
Jeremiah Johnson	Security Systems Administrator	Security Equipment

The FMPs and SOPs described previously provide a foundation asset owners can use to increase the effectiveness of these lifecycle management activities and thereby drive improved lifecycle management and optimize asset performance. The FMPs also describe the resources available to each asset owner for their applicable asset class.

### Technology Resources

Information technology is a critical asset management enabler. Enterprise-wide lifecycle management for individual asset classes is data-driven and requires the application of innovative and creative information technologies. This data-driven approach to maintenance is essential to identify performance issues, deploy maintenance resources efficiently, and improve maintenance procedures. Also, appropriate levels of preventive maintenance for each asset category can decrease long-term costs and potentially avoid the need for additional costly rehabilitations.

### Enterprise Asset Management Software

MTS utilizes SAP for both its Enterprise Resource Planning (ERP) and Enterprise Asset Management (EAM) systems.

The SAP EAM system is utilized to manage each individual maintenance plan and entire lifecycle for all MTS assets. MTS uses its SAP EAM system to track all inspections, preventive maintenance, and unscheduled repairs for each individual asset. The system also tracks completion timelines and overall PM compliance.

The process begins with the asset inventory. During asset procurement and receipt or acceptance, specific asset identification, useful life, warranty, and maintenance interval information [data] is collected from the original equipment manufacturer (OEM). This practice ensures the asset data is properly recorded into the EAM for effective and efficient lifecycle management.

This asset database allows MTS to track things such as:

- Asset class and an overall hierarchy of assets
- Individual asset number
- Asset owner
- Type
- Location
- Manufacturer
- Serial numbers
- Metadata statistics (like mileage data, condition ratings, etc.)
- All maintenance done on that asset

SAP EAM Asset Inventory:

**Display Equipment : General Data**

Class overview Measuring points/counters Map

Equipment  Category  REVENUE VEHICLE-BUS

Description

Status

Valid From  Valid To

General Location Organization Structure Documents Sales and Distribution Vehicle I...

**General data**

Class	<input type="text" value="BUS_300"/>	Bus - 300 Series Class
Vehicle Type	<input type="text" value="BUS_BU"/>	BUS
AuthorizGroup	<input type="text" value="BM"/>	Bus Maintenance
Weight	<input type="text" value="31,280.00"/>	<input type="text" value="LB"/> Size/dimension <input type="text" value="8.5 X 11.1 X 40.8"/>
Inventory no.	<input type="text" value="4808"/>	Start-up date <input type="text" value="09/18/2008"/>
Shift Note Type	<input type="text" value="NB"/>	
Report Type	<input type="text"/>	

**Reference data**

AcquistnValue	<input type="text" value="0.00"/>	Acquistion date	<input type="text" value="08/14/2008"/>
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**Manufacturer data**

Manufacturer	<input type="text" value="NEW FLYER"/>	ManufCountry	<input type="text"/>
Model number	<input type="text" value="C40LF"/>	Constr.yr/mth	<input type="text" value="2008"/> / <input type="text" value="08"/>
ManufPartNo.	<input type="text"/>		
ManufSerialNo.	<input type="text" value="5FYC4FB128C033862"/>		

The OEM recommended preventive maintenance plan is also entered in the system, and these plans are assigned to each individual asset as appropriate. This allows the creation of an unlimited number of maintenance plans, differentiating things such as:

- Time or mileage interval
- Type of inspections
- Data to be recorded
- Maintenance required, if applicable

These individualized plans ensure the each asset is maintained according to OEM requirements and optimizes the lifecycle of each asset.

SAP EAM Maintenance Plan:

**Display Maintenance Plan: Strategy plan 000000000005**

Maintenance plan  Bus #202 Preventive Maintenance

Maint. plan header

Maintenance plan cycle 05/23/2018 Maintenance plan scheduling parameters Maintenance plan additional data Maintenance pla... < >

Counter  BUS #202 ODOMETER

Cycle	Unit	Maintenance cycle text	Offset
6000MI	6,000 Miles	0	
12000MI	12,000 Miles	0	
24000MI	24,000 Miles	0	

Item Object list item Item location Schedule call item Cycle item 05/23/2018

Maintenance Item  Bus #202 PM (6K Frequency)

Reference object

Functional loc.	BUS-RV-KMD	REVENUE VEHICLES - KEARNY MESA
Equipment	202	202-GILLIG 40LF Year: 2015
Assembly		

Planning Data

Planning plant	1000 Metropolitan Transit System	Maint. Planner Group	BM Bus Maintenance
Order Type	BM01 Bus Maintenance Preventive Maintena...	MaintActivityType	B15 Inspection/Maintenance
Main WorkCtr	BM_KMD / 1000 Bus Maintenance - KMD	Business Area	3000 San Diego Transit Corpora..
Priority	2-High	Settlement Rule	
Sales Document			

☐ Do Not Rel.Immediately



The EAM uses the asset and plan data to generate a specific work order for any inspection or maintenance event. The system also enables the assignment of the work order to a mechanic/technician, plus the tracking of who completed the work and when. If one or more materials are used and added to a work order, the system integrates with the stock and non-stock items, and includes that cost to the maintenance order.

#### SAP EAM Work Order:

**Display Bus Facility Corrective Maintenance 50000023: Simplified Order**

Order: BF02 50000023 CURBSIDE MIRROR ACCIDENT: BUS # 609 Notification: 10014296

System Status: TECO CNF NMAT PRC SETC User Status: TECO

PMActType: B30 Repair

Simplified Order-Bus Facility Maint. Map

**Reference Object**

Functional loc.: BUS-RV-IAD REVENUE VEHICLES - IMPERIAL AVENUE

Equipment: 609 609-New Flyer C40LF Year: 2011

Assembly:

**Malfnctn data** Damage Notif. dates

Malfnctn start: 02/21/2016 09:34:36 Out of Service

Malfnctn end: 00:00:00 Breakdown dur.: 0.00 H

**Responsibilities**

Planner group: BM / 1000 Bus Maintenance

Main WorkCtr: BM\_IAD / 1000 Bus Maintenance - IAD

Person respons.: 00518620 Guy M Ledesma

**Dates**

Bas. start date: 02/21/2016 Priority

Basic fin. date: 02/21/2016 Revision

OpAc	SO	Work ctr	Plant	Co...	StTextKy	S...	Operation short text	LT	Work	U...	N...	Norm. d...	Un.	Calc. key	ActTyp	Recipien
0010		BM_IAD	1000	PM01			R/R CURBSIDE MIRROR DUE TO ACCIDENT			0.0HR	0	0.0HR		Calcula...	BSMECH	

Coupled with the financial data of the ERP, the system also calculates the overall cost of each work order. Over time, this information can be totaled and trended across individual assets, or summarized across a similar series of assets or asset categories.

All of this information enables the data-driven approach to maintenance that is essential to identify performance issues, deploy maintenance resources efficiently, and improve maintenance procedures with objective decision-making. This data is used for performance analysis, trend identification, lifecycle costing, as well as budget development. It can also flag outlier assets that require more attention than similar assets, helping replacement planning decisions.

## List of Key Annual Activities

Key annual activities supporting the TAM Plan and asset lifecycle management are detailed within Board Policies, Fleet and Facilities Maintenance Plans, Standard Operating Procedures, and the Capital Improvement Program (CIP). These activities align with the agency's business goals and objectives and include both the tactical, and day-to-day operational aspects, as well as longer-term strategic planning activities.

A high-level sample of these activities includes:

- Operational
  - Preventive Maintenance compliance
  - Goal setting and performance measurement against those goals
  - Costing/trending analysis
  - Annual NTD Asset Inventory Module Reporting
- Planning
  - Annual CIP process to review SRG needs and plan the near-term investments that need to take place
  - Vehicle fleet replacement plans
  - 20-year CIP to review longer-term SGR needs
  - Incorporate all changes identified into the updated TAM Plan

## Capital Planning and Funding

The creation of the annual capital and operating budgets involves a multitude of decisions that impact transit asset management and the agency's ability to keep these assets in a state of good repair. This requires a delicate balance between funding capital and operations in order to effectively and efficiently provide transit services for the San Diego region.

The capital budget is used to fund the planning, design, acquisition, replacement, and capital maintenance of all MTS assets. The capital budget can also include major rehabilitations that extend the useful life of an existing asset.

The operating budget is used to fund service delivery as well as asset maintenance, including employee wages, spare parts, consumables, energy, and a variety of support services used throughout the organization. This also includes payments to third-party contractors responsible for a portion of the fixed-route bus services, the ADA Paratransit services, as well as general consulting and maintenance activities.

Both budgets are required for the service on the street and to keep that service in a state of good repair. The following sections detail how MTS makes these important decisions.

## Capital and Operating Funding

### Funding Sources

One of the primary funding sources for MTS is the fares it receives from its passengers. Typically, around 20% of the operating budget is funded by these fares for using the transit services provided to the region.

MTS receives a variety of operating revenues that are not received directly from passenger fares. The sources of these revenues are advertising, interest, rental income, land management revenue, energy credits, and other miscellaneous revenues.

MTS also receives a variety of non-operating revenues that primarily consist of federal, state, and local subsidy funds. The major subsidy sources of funding are described in more detail below.

#### Federal Transit Administration (FTA)

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 FTA programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53 and provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventive maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs
- 5337 State of Good Repair Funding for capital improvements and preventive maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements

#### Transportation Development Act (TDA)

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

#### State Transit Assistance (STA)

STA funding comes from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuel.

### TransNet

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) and funded transportation needs throughout the San Diego region. This approval had two impacts; first, it assured and slightly improved the original TransNet funding beyond 2008; second, the Bus Rapid Transit (BRT) and Superloop Programs will receive most of its funding from TransNet II. SANDAG is responsible for the apportionment of these funds within the region.

### **Funding Plan**

Each year, the Finance department generates a projected funding plan of revenues that will be available for both the operating and capital budgets. This funding plan incorporates regional revenue forecasts from SANDAG with short-term revenue assumptions for other MTS subsidies, creating the five-year estimate of available subsidy funding. Assumptions are also created for all operating revenues over a five-year horizon.

### **Capital Budget Development Process**

The CIP process begins each October with a call for projects by the MTS Finance department. All asset owners review the state of their asset inventory and put together project requests for all rehabilitation, reconstruction, and replacement needs to cover the following five fiscal years. The project requests are submitted through the SAP Budgeting and Planning (SBP) online module and each request will include the following:

- Scope of Work (SOW)
- Independent Cost Estimate (ICE)
- Project Manager
- Department
- Completion time frame
- Regional project ranking criteria
- Department priority

Once submissions are received, Finance conducts a review meeting of all projects for each department. After the reviews are complete, the list of all projects is consolidated into the five-year, unconstrained need for the MTS operators.

The consolidated priority list of projects will be reviewed by the Capital Project Review Committee (CPRC) according to available funding and the investment prioritization process described below. This secondary prioritization becomes the five-year, constrained CIP.

The constrained five-year CIP is then forwarded to the MTS Board of Directors and Budget Development Committee (BDC) for approval. Once approved, the projects are then added to the Regional Transportation Improvement Program (RTIP), which first goes to SANDAG for approval before ultimately being approved as part of the FTA's comprehensive national Transportation Improvement Program (TIP).

The prioritized list of projects is also subject to an analysis based on social equity principles. This process assures that the benefits and burdens of transit investment are shared equitably throughout the MTS service area. A series of maps are used to detail the results of this analysis.

## Operating Budget Development Process

MTS uses a zero-based budgeting process that begins in December each year. In MTS's process, every line item budget is approved each year. Department managers complete budget templates using the SBP online module, 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. Personnel headcount assumptions are also reviewed at this meeting. This collaborative process results in the consolidated MTS assumptions that are then presented to and reviewed by senior management.

Beginning in late February through April, staff will meet with the Board and BDC to review the budget development progress. Staff presents the major revenue and expense assumptions that are included in the budget, and ultimately will present a balanced budget where revenues match expenses. Staff will also present a five-year forecast of operating revenue and expenses in order to give the Board a strategic view of the financial condition of the agency to help the decision-making process.

In May each year, a public hearing is held by the Board to approve the overall capital and operating budgets for the next fiscal year. That fiscal year begins on July 1 and ends on June 30.

## Investment Prioritization

MTS uses an existing capital project prioritization process that considers asset condition or age along with investment categorization. The basic unit of the prioritization process is the project request. As described previously, project requests are created by asset owners and have a set of required fields to assist in the prioritization process.

Asset owners are asked to pay special attention to their departmental prioritizations. Issues involving safety should always be given the highest priority. Capital items needed to replace critical components on the system that have reached the end of their useful life should also be given a high priority so the agency can maintain our state of good repair. Additionally, capital investment projects that yield a solid return on investment, decrease operating costs, or provide improved customer service will be strong contenders for funding.

Once submissions are received, Finance conducts a review meeting of all projects for each department. The asset inventory and condition assessment will be reviewed in this step to validate project requests based on the asset age or condition (as applicable to that asset class) for rehabilitation or replacement of the assets that are indicated within the CIP period. SAP reports showing the scheduled and unscheduled maintenance costs by assets will also be used to validate project requests and foster a fact-based decision-making process.

The five-year unconstrained project list will also be compared against the longer-term 20-year CIP forecast. This 20-year forecast is an overarching strategic look at asset management, and helps staff encapsulate the immediate decisions within the long-term plans to keep the system in a state of good repair.

The consolidated priority list of projects will be reviewed by the Capital Project Review Committee (CPRC). The CPRC is comprised of representatives from MTS Bus, MTS Rail, MTS Administration, and SANDAG. Each CPRC member was responsible for submitting the capital requests for its division, agency, or city. The CPRC reviews and approves the prioritization of the list of projects, subject to funding availability. Typically, revenue vehicle replacements are funded first, and the remaining

submitted projects compete for the balance of available funding. Based on these funding constraints, the CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund by year. The remaining unfunded projects are deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years.

The constrained five-year CIP determined by the CPRC is then forwarded to BDC for review. The BDC is a five-member subcommittee of the Board. The BDC will review the recommended prioritization from staff, and then forward its own recommendation of the constrained five-year CIP to the Board for ultimate approval.

### Five-year investment plan

For fiscal year 2025, the CIP process has produced the following unconstrained and constrained funding plans for the next five years. MTS plans to invest \$864.8 million in its Capital Improvement Program to improve the overall state of good repair of MTS assets. Through this plan, MTS is able to fund 65% of the overall capital need. There still remains a five-year unfunded balance of \$463.0 million, and MTS does recognize that the continued deferral of some projects could have negative impacts on system infrastructure in future years.

### Unconstrained Capital Needs (\$000s)

Asset Class	FY25	FY26	FY27	FY28	FY29	Total
Vehicle	\$82,277	\$75,566	\$70,566	\$93,566	\$97,566	\$419,491
Facilities & Stations	137,627	123,158	100,150	99,945	10,155	\$471,034
Fixed Guideway	76,672	104,894	93,408	52,435	45,288	\$372,697
Systems	22,702	10,395	12,280	9,800	9,400	\$64,577
<b>Total</b>	<b>\$319,277</b>	<b>\$314,013</b>	<b>\$276,404</b>	<b>\$255,746</b>	<b>\$162,409</b>	<b>\$1,327,798</b>

### Constrained Capital Plan (\$000s)

Asset Class	FY25	FY26	FY27	FY28	FY29	Total
Vehicle	\$82,227	\$75,566	\$70,566	\$93,566	\$97,566	\$419,491
Facilities & Stations	137,627	116,025	72,837	50,014	10,155	\$386,658
Fixed Guideway	30,223	0	0	0	28,402	\$58,625
Systems	0	0	0	0	0	\$0
<b>Total</b>	<b>\$250,077</b>	<b>\$191,591</b>	<b>\$143,403</b>	<b>\$143,580</b>	<b>\$136,123</b>	<b>\$864,774</b>

## Evaluation and Reporting

Asset lifecycle management is an ever-changing environment with advances in technology, changes in regulation, funding availability and asset management best practices. Therefore, the TAM Plan will be considered a “living document” that will be reviewed, and revised as necessary, on an annual basis. Any and all process changes within SOPs or FMPs will be reviewed and any impacts to the overall TAM plan will be revised accordingly. The figures included in the five-year plan will also be updated each year at the completion of the CIP process. In general, the revisions to the TAM plan will originate from the MTS Finance department with inputs from various internal and external stakeholders. The updated TAM plan will then be published to the MTS Board each year.

Continuous improvement is a core feature of asset management implementation, embodied in the self-assessment, monitoring, and measuring required to ensure there is a feedback loop. Ongoing evaluation of MTS asset maintenance activities will be detailed covering three distinct areas:

- Budget monitoring of both CIP projects and the operating budget to ensure the implementation of the projects deemed necessary to improve the state of good repair of the agency.
- Performance monitoring across the agency used to reinforce the feedback loop required in a continuous improvement culture.
- Tracking the agency’s actual results against FTA required performance measures.

## Budget Monitoring

Each year, the capital and operating budgets identify a number of projects that urgently require funding in order to keep MTS assets in a state of good repair. Once funding is achieved, the management teams at MTS are tasked with implementing these projects in a timely manner. To help ensure the implementation of these projects, MTS routinely monitors the actual financial performance against what was submitted during the budgeting process.

## Budget to Actual Monitoring

Budgets are entered into the SAP ERP system for each project (as well as each operating department) at a detailed line item level. The system records the actual expenses, pre-encumbrances and encumbrances at the same level of detail. But in order for a budget to be considered useful, it needs to be used as a comparison tool when the actual business results take place. The ERP provides useful reports for finance personnel and Project Managers to view the real-time actual performance against the budget, and also to quickly access the underlying source documents for those situations that require further analysis.

While a budget versus actual variance analysis might not provide all the answers, it gives finance personnel and the Project Managers an indication of where they can look for possible material issues and provide further investigation of each of those items as necessary. This practice will ensure both parties have a detailed understanding of the overall project and help achieve a successful outcome. In some instances, cost overruns can occur. Common reasons for cost overruns include higher than estimated costs versus the engineering plans and specifications, late additions to the overall scope of the project that were not included in the original budget, or even project delays. When projects incur cost overruns, recovery plan options are discussed between the finance and the Project Managers, before being approved by the CEO and Board if necessary.

## Capital Project Status Updates

Project schedules, budgets and performance objectives are monitored through monthly meetings under the Project Management Department at MTS, as well as through quarterly status reports provided by the Project Managers. During the quarterly project status meeting, the project milestones are discussed



with the Project Manager to ensure the project is completed on time. Senior Management receives a system generated monthly Capital Project Budget Executive Summary report and also has access to the Capital Project Monitoring report so they can also keep tabs on the projects to ensure continued progress.

### **Operating Budget Status Updates**

Consolidated reviews of the actual performance versus the operating budget are prepared and presented monthly to the CEO, Senior Management and the Board. The Finance department prepares these budgets versus actuals reviews at the department level, which are then summarized and consolidated for presentation purposes. Major assumptions are presented to the Board during the budget development process, covering items such as passenger levels, operating revenue, subsidy revenue, service levels, personnel assumptions, energy rates and other expense assumptions. These key assumptions are also reviewed with the Board throughout the year as part of the operating budget results presentations.

### **Performance monitoring**

Performance monitoring across the agency is used to reinforce the feedback loop required in a continuous improvement culture. Monitoring of outcomes covers both their agency's performance and that of the assets, and helps ensure the outcomes that are listed in strategies, programs, and plans are in fact being delivered. Goals are determined, typically at the beginning of the fiscal year, and progress is benchmarked against the goals on a recurring basis.

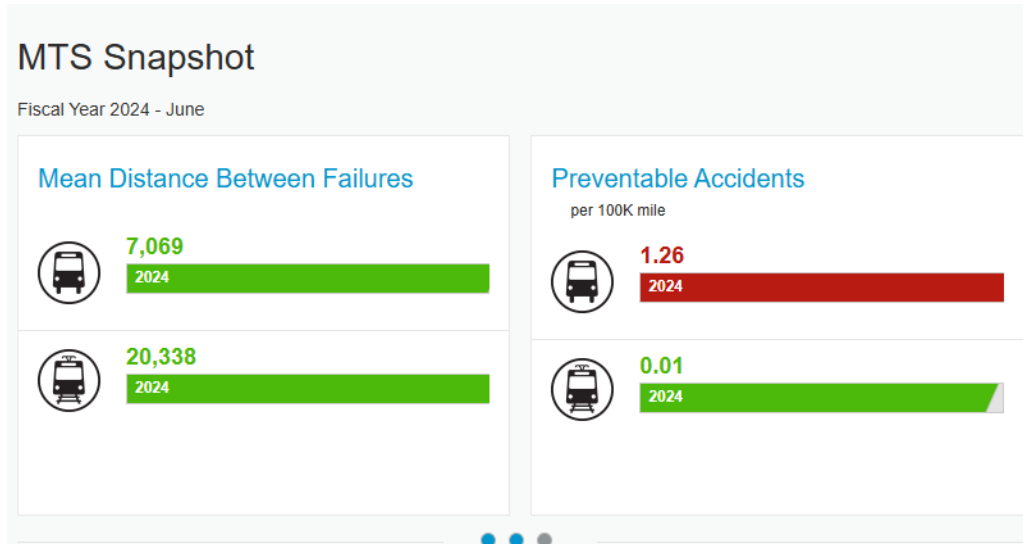
The agency also does a number of benchmarking efforts against other transit agencies as an effort to measure the performance of the agency. Whether using industry standard metrics or data of peer agencies as reported to the NTD, these benchmark comparisons are another point of feedback that can be used to measure the efficiency and effectiveness of the agency.

### **Key Performance Indicators**

Another useful tool is the creation of Key Performance Indicators (KPI), which are standardized metrics that are routinely tracked. Certain KPIs are reported to the Board twice a year as part of overall performance monitoring. MTS Board Policy No. 42, "Transit Service Evaluation and Adjustment", establishes a process for evaluating existing transit services to achieve the objective of developing a customer-focused, competitive, integrated, and sustainable system. Additionally, federal Title VI guidance requires that certain performance measures be evaluated and reported to the Board periodically. Staff presents a summary of system performance, including the metrics outlined in Policy 42 and Title VI-required standards, including service efficiency, utilization, as well as safety and maintenance performance. The semi-annual nature of these reports allows the decision makers to see the trends in overall performance and use this information for fact based decision making.

KPIs are a great tool to communicate performance of the agency to a broad base of employees and provide the feedback required for a continuous improvement culture. Previously, maintenance focused KPIs were discussed, and every department has their individual KPIs they track and measure against. Most of these KPIs are department specific, used by managers to measure the effectiveness of their specific processes. However, MTS also has a number of agency-wide KPIs that are published on the landing page of the agency's intranet, visible to each employee every time they open a web browser.

Sample of MTS Intranet KPI report:



Highlighted below are the definitions for seven Key Performance Indicators (KPI) describing how they are measured and why. This is essential to understanding what changes can be made in order to improve performance.

- **Monthly Ridership** - Ridership is one of the most common measurements for transportation performance. Monthly ridership is measured by the number of passengers who take a single trip on a bus or Trolley. Tracking ridership is important because it helps MTS understand trends in transportation so we can make the best system adjustments.
- **Passengers Per Revenue Hour** - Passengers per revenue hour measures the average number of passenger boardings on an MTS bus or Trolley for every hour of service that a vehicle is on the rail or road. The measurement allows MTS to gauge the productivity and effectiveness of our service by providing a good comparison across routes (or modes) of differing levels of service. It also helps us adjust the frequency of service to match demand.
- **Farebox Recovery** - Farebox Recovery is the percent of total operating costs recovered through fare revenue paid by passengers. It is calculated by dividing total cash fares and pass sales revenue by the total operating expenses. This measurement is popular with decision-makers because it highlights a transit system's ability to maximize ridership while being efficient in other areas like maintenance, procurement of goods and services, grant acquisitions and customer service. The higher the farebox recovery rate, the less an agency has to depend on other sources of funding to keep us in business.
- **On-Time Performance** - On-Time Performance (OTP) refers to the level of success of the bus and Trolley remaining on the published schedule. OTP is a reflection of the dependability of our system to meet the needs of our passengers. If MTS is not timely with our delivery of services, riders will look for other options to get where they need to go.

- **Complaints per 100K Passengers** - Complaints Per 100K Passengers count the number of customer complaints received about MTS Bus or Trolley service per 100,000 passenger trips. Tracking complaints allows us to understand how MTS employees and customers are interacting and how our services are performing. It is important to identify the reasons for complaints against MTS employees and MTS services so we can realize the circumstances and use each situation as a learning tool to improve.
- **Mean Distance Between Failures** - Mean Distance Between Failures is the average distance between mechanical failures of an MTS Bus or Trolley. Measuring the distance between failures is important because it helps us understand the health of our vehicle fleet. The goal of our maintenance departments is to increase the distance between failures so that our reliability of service is the highest possible. Any time our in-service vehicles have maintenance issues it has a ripple effect throughout the entire system, and impacts other KPIs such as Complaints per 100K Passengers and On-Time Performance.
- **Preventable Accidents per 100K Miles** - A preventable accident can be defined as one in which the operator failed to do everything that he/she reasonably could have done to avoid the accident. Additionally, a preventable accident is one in which the operator has some responsibility for failing to prevent, contributing to, or causing an accident. Safety is the number one priority at MTS and preventable accidents are taken very seriously. We measure the number of preventable accidents to better understand why accidents happen and how we can prevent them in the future. Learning from these accidents helps us improve operator training methods, alter bus routes, and also help us find the safest routes to take. MTS operators are professional drivers, therefore we are held to a higher standard than non-professional drivers. A professional driver is expected to take all reasonable actions to prevent accidents and overcome the mistakes of other drivers.

### Performance Improvement Plan

From a short term and operational perspective, MTS completes an annual Performance Improvement Plan (PIP). The plan is broken into two parts, performance measures with annual targets for improvement, and performance goals consisting of key projects that need to be completed over a one to two year horizon.

Every year, MTS leadership defines goals they hope to meet before the end of the next fiscal year (June 30) and breaks these goals down by department. These goals are "stretch goals," tasks that are in many cases above-and-beyond normal daily operations, designed to encourage MTS employees to push the envelope and accomplish things a little beyond their normal responsibilities. It's all in an effort to make MTS one of the most efficient, innovative and safest systems in the country.

The goals for the agency, listed by department, are posted on the agency's intranet. Results of each goal are tabulated and reported after the fiscal year end.

### Performance measures

To comply with the FTA requirements associated with SGR, performance measures for capital assets have been established for each asset class along with performance targets. The measure targets are set at the beginning of each fiscal year. The description of these measures by asset class is as follows:

- **Rolling Stock** - Condition ratings for vehicles are expressed in terms of the percentage of assets that are at or beyond the Useful Life Benchmark (ULB), therefore the ideal situation is to be less than the target. At the end of each year, the age of each asset in each vehicle type is compared to the ULB for that vehicle type. The number of assets that exceed the ULB is divided by the

total number of assets in that vehicle type, generating the ULB percentage metric that is reported to the NTD.

- **Equipment (Automobiles/Trucks)** - Same as the above.
- **Infrastructure** - To determine this measure, agencies are required to calculate the DRM (measured to the nearest hundredth of a mile) under performance restrictions as a result of all causes at the same time each month: 9:00 AM local time on the first Wednesday of each month. The total impacted DRM for that month is divided by the overall length of the track, generating the performance restriction metric for that month. This process is repeated each month, and is then averaged to produce the required annual metric for the NTD.
- **Facilities** - Targets for facilities are expressed in terms of percentage of assets that are rated below the benchmark condition score, therefore the ideal situation is to be less than the target. Each of these subcategories will encompass a number of individual assets. These results on an asset level are compiled into the Condition Assessment Report for a master asset which will aggregate (roll-up) the individual asset condition assessments to the subcategory levels listed above. Those subcategory scores will then aggregate (roll-up) for the master asset condition rating, which will be included in the NTD reports.

There is no penalty for missing a target and there is no reward for attaining a target. At the end of each year, a narrative report will be compiled and submitted that describes conditions in the prior year that led to overall target attainment results. Transit Asset Management Plan Performance Metrics and Targets for FY24 are reflected below:

No.	Performance Measure	FY2024 Target (%)	FY2024 Performance
<b>1</b>	<b>Rolling Stock - Percentage of revenue vehicles that have met or exceeded their U</b>		
	AB - Articulated bus	0.0%	0.0%
	BR - Over-the-road bus	0.0%	0.0%
	BU - Bus	0.0%	0.0%
	CU - Cutaway Bus	0.0%	0.0%
	MV - Minivan	0.0%	0.0%
	LR - Light rail vehicle	0.0%	0.6%
	VT - Vintage trolley / streetcar	100.0%	100.0%
	Total Fleet Count		
<b>2</b>	<b>Equipment - Percentage of service vehicles that have either met or exceeded the</b>		
	Automobiles	100.0%	100%
	Trucks and other Rubber Tire Vehicles	20.0%	15%
<b>3</b>	<b>Facility - Percentage of facilities rated below 3 on the condition scale</b>		
	Maintenance Facilities	0.0%	0.0%
	Administrative Facilities	0.0%	0.0%
	Passenger Facilities	0.0%	0.0%
	Passenger Parking Facilities	0.0%	0.0%
<b>4</b>	<b>Infrastructure - Percentage of track segments with performance restrictions</b>		
	LR - Light Rail	2.0%	2.3%

## Communication Strategy

Clear communication, to both internal and external stakeholders, will be needed to demonstrate the progress being made in implementing asset management and the benefits to be gained from continuing the effort. It will also help provide an accurate understanding of the vision for and value of asset management and the challenges the agency faces.

## NTD reporting

The Transit Asset Management (TAM) rule (49 CFR part 625) sets the minimum asset management practices for transit providers. Beginning in Report Year (RY) 2018, agencies that receive or benefit from Chapter 53 funds from the Federal Transit Administration are required to report asset inventory, condition, and performance information to the National Transit Database (NTD).

The NTD program's Asset Inventory Module (AIM) is designed to collect basic information on assets and infrastructure used by U.S. transit agencies to deliver service. The purpose of assembling a nationwide inventory is to improve the Federal Transit Administration's (FTA's) ability to project capital costs for the future replacement (and necessary capital renewal activities) of existing transit assets. This information supports the FTA biennial report to the U.S. Congress regarding cost estimates of transit capital. These estimates directly influence the FTA annual budget request submitted for the Federal fiscal year (FFY).

The Asset Inventory Module data elements are contained within the following forms:

- Transit Asset Management Performance Measure Targets (A-90), plus the year-end narrative of progress against those targets
- Transit Asset Management Facilities Inventory (A-15)
- Transit Way Mileage (A-20)
- Revenue Vehicle Inventory (A-30)
- Service Vehicle Inventory (A-35)

## Reporting to the MTS Board

In the spirit of transparency and effective communication, staff routinely presents a number of monitoring reports to the MTS Board. Many of these reports have already been discussed, including:

- Budget development reporting
- Operating budget status reports
- MTS Board Policy No. 42, "Transit Service Evaluation and Adjustment", performance monitoring report
- Annual TAM plan update

Through these routine reports, staff will continue to identify the agency's challenges and progress. This habit of transparency, to both the board's elected officials and the greater public in general, reinforces the benefits of a sustained investment in transit asset management and transit in general.

## Appendix

### Key Definitions

AIM: Asset Inventory Module for NTD reporting to the FTA

Asset Category: Refers to a grouping of asset classes. The categories used at MTS include: Vehicles, Facilities, Guideway Elements, and Systems

Asset Class: Refers to the sub-groups within an asset category. For example, “Vehicles” is the asset category for three asset classes: “Bus Revenue Vehicles,” “Rail Revenue Vehicles,” and “Non-Revenue Vehicles.”

Asset Hierarchy: Refers to segmenting assets into appropriate classifications, based upon asset function, asset type or a combination of the two.

BDC: Budget Development Committee; a five-member subcommittee of the MTS Board of Directors.

CBM: Condition based maintenance

CIP: Capital improvement program

CNG: Compressed natural gas

CPRC: Capital Projects Review Committee

DRM: Directional route mileage

EAM: Enterprise asset management system

FMP: Fleet, facility, and equipment maintenance plans

FTA: Federal Transit Administration

ICE: Independent Cost Estimate

KPI: Key performance indicator

Level of Service: Level of service is the defined service quality that the agency and its assets are expected to deliver and be measured against. Levels of service usually relate to the quality, quantity, reliability, responsiveness, sustainability, cost, and cost efficiency of service. It applies at the enterprise level and for asset classes (for example, buses and elevators). Generally, level of service should be driven by what is important to the customer.

LRV: Light rail vehicle

MDBF: Mean distance between failure

NTD: National Transit Database

OEM: Original equipment manufacturer

PM: Preventive maintenance

QA: Quality assurance

RTIP: Regional Transportation Improvement Program

SAP: Systems, Applications and Products software

SBP: SAP Budgeting and Planning module

SOP: Standard operating procedure

SOW: Statement of Work

State Of Good Repair (SGR): Defined by 49 U.S.C. Chapter 53 as the “condition in which a [transit asset or] capital asset is able to [safely] operate at a full level of performance.” The State of Good Repair is further defined by an asset’s Useful Life Benchmark (for rolling stock and equipment) or physical condition (for facilities). Assets are considered in a State of Good Repair when they do not meet or exceed their ULB or physical condition threshold. Vehicle and equipment assets, for example, are considered in a State of Good Repair, when rated as a 2.5 or above on the FTA’s TERM Lite scale, where 2.5 is equivalent to the ULB set for an asset class. Additionally, facilities are considered in a State of Good Repair when rated as a 3 or above on FTA’s TERM scale. Also see definition for Useful Life Benchmark.

TERM Scale: The five category rating system used in the FTA’s Transit Economic Requirements Model (TERM) to describe the condition of an asset, where 5 is excellent condition and 1 is poor condition.

Tier I Transit Provider: An entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a sub recipient, that owns, operates, or manages either (1) one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or (2) rail transit.

TIP: Transportation Improvement Program

Transit Asset Management (TAM): Defined by 49 U.S.C. Chapter 53 as “the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.”

Total Cost of Ownership: Reflects the total estimated capital and Operations and Maintenance costs associated with an asset throughout its lifecycle (including the cost to design/procure, use/operate, maintain/monitor, rehabilitate, and dispose/reconstruct/replace.

Transit Asset Management Plan (TAM Plan): This document, which describes: the capital asset inventory; condition of inventoried assets; TAM performance measures, targets, and prioritization of investments aligned with the agency’s TAM and SGR policy, strategic goals and objectives; as well as the strategies, activities, and resources required for delivering this Plan (including decision support tools and processes); and other agency-wide approaches to continually improve TAM practices.

Useful Life: Defined by 49 U.S.C. Chapter 53 as “either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.” It generally defines the minimum eligibility for retirement, replacement, or disposal of an asset.

Useful Life Benchmark (ULB): Defined by 49 U.S.C. Chapter 53 as “the expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.” The ULB is the realistic expectation for when an asset would be disposed or replaced based on operating environment and procurement timelines. It is not the same as “Useful Life” in FTA grant programs, is reported by age (in years), and usually only pertains to rolling stock or equipment. It is a single number shared for or within specified asset classes, although may vary across different asset classes and providers.



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## Asset Listing

The tables below summarize the AIM data submitted to the NTD for the current reporting year.

### Transit Asset Management Facilities Inventory (A-15)

Facility ID	Name	Primary Mode	Secondary Mode	Facility Type	Section of Larger Facility?	Condition Assessment	Date of Assessment	Next Assessment	Year Built or Reconstructed as New	Transit Agency Capital Responsibility (%)
18582	Taxi Administration Bldg	DR-Demand Response		Administrative Office / Sales Office	No	2	10/20/20	10/20/24	1973	100
6493	MTS Rail - Building A	LR - Light Rail		General Purpose Maintenance Facility/Depot	Yes	4	12/16/22	12/16/26	1981	100
6494	MTS Rail - Building B	LR - Light Rail		General Purpose Maintenance Facility/Depot	Yes	4	12/16/22	12/16/26	1989	100
6495	MTS Rail - Building C	LR - Light Rail		Heavy Maintenance & Overhaul (Backshop)	Yes	4	12/16/22	12/16/26	1990	100
6497	MTS Rail - Paint Both	LR - Light Rail		Maintenance Facility (Service and Inspection)	Yes	4	12/16/22	12/16/26	2000	100
6496	MTS Rail - Yard Tower	LR - Light Rail		Other, Administrative & Maintenance (describe in	Yes	4	12/16/22	12/16/26	2000	100
6481	Imperial Avenue Division (IAD)	MB - Bus		Combined Administrative and Maintenance Facilit	No	4	02/28/23	02/28/27	1972	100
6482	Administrative Offices (IAD)	MB - Bus		Administrative Office / Sales Office	Yes	4	02/28/23	02/28/27	1972	100
6483	Maintenance Bldg (IAD)	MB - Bus		Maintenance Facility (Service and Inspection)	Yes	4	02/28/23	02/28/27	2000	100
6484	Kearny Mesa Division (KMD)	MB - Bus		Maintenance Facility (Service and Inspection)	No	3	02/28/23	02/28/27	1989	100
6485	East County Bus Maintenance Facility	MB - Bus	CB	Maintenance Facility (Service and Inspection)	No	5	03/01/23	03/01/27	2017	100
6490	Old Administrative Bldg (SB)	MB - Bus		Combined Administrative and Maintenance Facilit	Yes	4	03/01/23	03/01/27	1985	100
6486	South Bay Bus Maintenance Facility	MB - Bus		Combined Administrative and Maintenance Facilit	No	4	03/01/23	03/01/27	2015	100
6487	Administrative Offices (SB)	MB - Bus		Administrative Office / Sales Office	Yes	5	03/01/23	03/01/27	2015	100
6488	Maintenance Bldg (SB)	MB - Bus		Maintenance Facility (Service and Inspection)	Yes	4	03/01/23	03/01/27	2015	100
6489	Old Maintenance Bldg (SB)	MB - Bus		Maintenance Facility (Service and Inspection)	Yes	3	03/01/23	03/01/27	1960	100
6491	Copley Park Division	DR - Demand Response		Maintenance Facility (Service and Inspection)	Yes	3	11/18/21	11/18/25	1995	100
6492	Copley Park Division	DR - Demand Response		Maintenance Facility (Service and Inspection)	Yes	3	11/18/21	11/18/25	2005	100



Transit Way Mileage (A-20)

Transit Way Mileage (A-20)

90026 - San Diego Metropolitan Transit System (Full Reporter: Operating) - RY24 Revision 2 (In Review)

[View Previous Year Data](#)

There are currently no open issues on this form.

Rail/Non-Rail Guideway

Select a guideway to update its information

Edit	Mode	Type of Service	Rail/Non-Rail	Total Miles	Total Crossings
Edit	LR	DO	Rail	135.63	131.00
Edit	MB	DO	Non-Rail	22.2	N/A
Edit	MB	PT	Non-Rail	11.4	N/A
Edit	CB	PT	Non-Rail	15.9	N/A

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Revenue Vehicle Inventory (A-30)

Revenue Vehicle Inventory (A-30) - LR DO

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There are currently no open issues on this form.

Fleet Totals

Total Vehicles	Active Fleet Vehicles	ADA Accessible Vehicles	Emergency Contingency Vehicles
185	185	185	0

Fleets

Energy Consumption

Type	Amount
Propulsion Power	60268354 Kilowatt Hours

ADD NEW FLEET

RV ID	Agency Fleet ID	Total Vehicles	Active Fleet Vehicles	Vehicle Type	Manufacturer	Model	Year Manufactured	Useful Life Remaining (Years)	Miles This Year	Average Lifetime Miles	Status
25812	2000	33	33	LR	SDU - Siemens Mass Transit Division	SD100	1995	2	18,041	1,570,704	Active
25813	3000	11	11	LR	SDU - Siemens Mass Transit Division	S70	2005	12	100,453	1,104,448	Active
43778	529	1	1	VT	SLC - St. Louis Car Company	PCC	1946	-20	144	20,694	Active
49044	4000	65	65	LR	SDU - Siemens Mass Transit Division	S70US	2011	18	5,526,638	982,702	Active
347023	530	1	1	VT	SLC - St. Louis Car Company	PCC	1946	-20	52	683,216	Active
376580	5000	73	73	LR	SDU - Siemens Mass Transit Division	S70US	2019	26	6,965,607	330,186	Active
382272	1000	1	1	LR	SDU - Siemens Mass Transit Division	U2	1980	-13	254	629,263	Active

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## Service Vehicle Inventory (A-35)

### Service Vehicle Inventory (A-35)

90026 - San Diego Metropolitan Transit System (Full Reporter: Operating) - RY24 Revision 2 (In Review)

[View Previous Year Data](#)

There are currently no open issues on this form.

[> Filters](#)

#### Service Fleets

[ADD NEW](#) [EDIT SELECTED](#) [DELETE SELECTED](#)

<input type="checkbox"/>	ID	<input type="checkbox"/>	Agency Fleet Id	Fleet Name	Vehicle Type	Primary Mode	Year Manufactured	Estimated Cost	Status
<input type="checkbox"/>	8709		2223	2007 Dodge Caliber SXT	Automobiles	MB - Bus	2007	\$4,745.59	Active
<input type="checkbox"/>	8710		2224	2007 Dodge Caliber SXT	Automobiles	MB - Bus	2007	\$8,000.00	Active
<input type="checkbox"/>	8711		9663	1988 Ford F150 Bed Truck	Trucks and other Rubber Tire Vehicles	MB - Bus	1998	\$24,363.98	Active
<input type="checkbox"/>	8717		9667	2007 Ford F250 SuperDuty	Trucks and other Rubber Tire Vehicles	MB - Bus	2007	\$16,855.46	Active
<input type="checkbox"/>	8723		M10	2017 Ford F450	Trucks and other Rubber Tire Vehicles	MB - Bus	2017	\$86,000.00	Active
<input type="checkbox"/>	8724		9405	2017 Ford F450	Trucks and other Rubber Tire Vehicles	MB - Bus	2017	\$86,000.00	Active
<input type="checkbox"/>	8725		9406	2017 Ford F450	Trucks and other Rubber Tire Vehicles	MB - Bus	2017	\$86,000.00	Active
<input type="checkbox"/>	21331		M-11	2019 Ford F-450	Trucks and other Rubber Tire Vehicles	MB - Bus	2018	\$107,014.34	Active
<input type="checkbox"/>	21332		M-12	2019 Ford F-450	Trucks and other Rubber Tire Vehicles	MB - Bus	2018	\$107,014.34	Active
<input type="checkbox"/>	21333		M-14	2019 Ford F-450	Trucks and other Rubber Tire Vehicles	MB - Bus	2018	\$107,014.34	Active
<input type="checkbox"/>	21334		M-15	2019 Ford F-450	Trucks and other Rubber Tire Vehicles	MB - Bus	2018	\$107,014.34	Active
<input type="checkbox"/>	21335		M-16	2019 Ford F-450	Trucks and other Rubber Tire Vehicles	MB - Bus	2018	\$107,014.34	Active
<input type="checkbox"/>	21336		9407	2019 Ford F-450	Trucks and other Rubber Tire Vehicles	MB - Bus	2018	\$47,836.69	Active
<input type="checkbox"/>	22683		504	2010 Hi-Rail Vehicle	Trucks and other Rubber Tire Vehicles	LR - Light Rail	2010	\$151,777.40	Active
<input type="checkbox"/>	22684		440	2011 Altec Bucket Truck	Trucks and other Rubber Tire Vehicles	LR - Light Rail	2011	\$191,701.18	Active



**Metropolitan  
Transit  
System**

## **Agenda Item No. 14**

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

**February 13, 2025**

**SUBJECT:**

**Uninterruptible Power Supply (UPS) On-Site Repair and Support – Contract Amendment**

**RECOMMENDATION:**

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

- 1) Ratify Amendment No. 7 and 8 to MTS Doc. No. G2009.0-14 (Attachment A), with Schneider Electric IT Corporation (Schneider), for the addition of South Bay Bus Rapid Transit (BRT) UPS units under service agreement, end-of-life (EOL) battery replacements and a 4-month contract extension in the amount of \$117,489.66; and**
- 2) Execute Amendment No. 9 to MTS Doc. No. G2009.0-14 (in substantially the same format as Attachment B), with Schneider, for an additional 4-month maintenance service extension in the amount of \$62,836.00.**

**Budget Impact**

**The total cost of these amendments are estimated to be \$180,325.66, and the total contract cost of the goods and services is estimated to be \$1,776,182.42. These services will be funded by the Information Technology (IT) Operations Budget account 661010-571250.**

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Document	Description	Authorization	Board Authorized Amount	Exercised Contract Value
Original	UPS On-Site Repair and Support (3 base & 2 option)	Board authorized on 9/21/2017, Agenda Item (AI) 9	\$671,931.23	\$426,053.38
AM 1	Purchase additional UPS units and replace EOL batteries	Board authorized on 5/10/2018, AI 19	\$356,066.05	\$ 782,119.43
AM 2	Exercise option years	CEO authority	-	\$1,027,997.28
AM 3	Vendor name change	CEO authority	-	\$1,027,997.28
AM 4	Add out of warranty UPS units under maintenance agreement	CEO authority	-	\$1,031,651.41
AM 5	Extend maintenance agreement 1 year and replace EOL batteries	Board authorized on 11/10/2022, AI 19	\$390,266.48	\$1,418,263.76
AM 6	Extend maintenance agreement 1 year	Board authorized on 10/19/2023, AI 17	\$177,593.00	\$ 1,595,856.76
<b>Board Authorized Subtotal</b>			<b>\$1,595,856.76</b>	
AM 7	Add South Bay BRT UPS units under maintenance and replace EOL batteries	Today's Proposed Action - Ratify (approved under CEO's authority)	\$43,127.23	\$1,638,983.99
AM 8	Purchase UPS units and extend maintenance agreement 4-months	Today's Proposed Action - Ratify (approved under CEO's authority)	\$74,362.43*	\$ 1,713,346.42*
AM 9	Extend maintenance agreement additional 4-months	Today's Proposed Action - Execute	\$62,836.00	Pending approval
<b>Today's Action Subtotal</b>			<b>\$180,325.66</b>	
<b>Grand Total</b>			<b>\$1,776,182.42</b>	

\*Corrects improperly totaled amount on executed amendment.

#### DISCUSSION:

UPS units provide continuous power during an emergency to maintain network and systems operations during power fluctuations and outages. The UPS units protect hardware such as computers, data centers, telecommunication equipment and other critical electronic equipment.

MTS has IT equipment deployed to all trolley stations and located in communication cabinets along the right-of-way. These cabinets are secured (locked) with access limited to authorized staff. The computer equipment within these cabinets supports closed circuit television (CCTV), Public Announcement (PA), network switches, fare system communication, and track control. All of these systems are connected through a UPS or multiple UPS units in order to protect them from damage during a power loss or power fluctuations. The UPS units installed at MTS trolley stations were initially procured on behalf of MTS by The San Diego Association of Governments (SANDAG) beginning in 2012 and were primarily manufactured by Schneider.

In 2015, after the completion of the Trolley Renewal Project, SANDAG turned over the operational support of the trolley stations to MTS which included the UPS units. All of the UPS

units had been installed with an original manufacturer's one-year warranty, which had expired by the time MTS took over operational support.

On September 21, 2017 (AI 9), the MTS Board of Directors approved MTS Doc. No. G2009.0-17 with Schneider to provide on-site repair and support services for all UPS units deployed throughout MTS facilities. This UPS repair and support agreement covers both Schneider-manufactured and other manufactured UPS equipment. The agreement was for a three-year base term and two option years, exercisable at MTS's sole discretion, expiring November 14, 2022. The contract was extended for two (2) years (to November 14, 2024) under Amendment 5 and 6 due to the ongoing IT projects that happened during this time and affected the UPS maintenance services.

Today's Board action ratifies the Amendments 7 and 8 which added the South Bay BRT UPS units under service agreement, EOL battery replacements and a 4-month contract extension to March 14, 2025. Today's Proposed Action would also approve Amendment 9 that extends the existing on-site repair support agreement for four (4) additional months to July 14, 2025. This extension will provide time to conclude procurement of new long-term UPS maintenance contracts. Staff has determined that UPS repair and support services can be divided into two future contracts: a sole source contract for maintenance of the Schneider equipment, and a competitively bid contract for maintenance of the non-Schneider UPS equipment. The additional extension to July 14, 2025 will provide staff with time to complete a competitive procurement for the non-Schneider UPS equipment and to negotiate a sole source agreement for the Schneider equipment.

In comparison to staff's Independent Cost Estimate (ICE) based on past purchase history the initial quote received from Schneider was 0.12% higher than expected. Despite the slight inflationary pressure staff has determined the cost to be fair and reasonable.

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

- 1) Ratify Amendment No. 7 and 8 to MTS Doc. No. G2009.0-14 (Attachment A), with Schneider, for the addition of South Bay BRT UPS units under service agreement, EOL battery replacements and a 4-month contract extension in the amount of \$117,489.66; and
- 2) Execute Amendment No. 9 to MTS Doc. No. G2009.0-14 (in substantially the same format as Attachment B), with Schneider, for an additional 4-month maintenance service extension in the amount of \$ 62,836.00.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachments: A. Executed Amendments, MTS Doc. No. G2009.7-17 and G2009.8-17  
B. Draft Amendment, MTS Doc. No. G2009.9-17



**Metropolitan  
Transit  
System**

## **Amendment 7**

May 13, 2024

MTS Doc. No. G2009.7-17

### **SCHNEIDER ELECTRIC UNINTERRUPTIBLE POWER SUPPLY (UPS) MAINTENANCE SUPPORT AND BATTERY REPLACEMENTS**

Schneider Electric IT Corporation  
Alexis Hart  
VP, Secure Power Service Sales  
5081 Collections Center Drive  
Chicago, IL 60693-5081

This shall serve as Amendment No. 7 to the original agreement G2009.0-17 as further described below.

#### SCOPE

Under this Amendment, Contractor shall add additional UPS units and replace batteries per the attachment.

#### SCHEDULE

Due to this amendment, there shall be no change to the term of the agreement.

#### PAYMENT

This contract amendment shall authorize additional costs not to exceed \$43,127.23. The total value of this contract including this amendment shall be in the amount of \$1,638,983.99. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

DocuSigned by:

Alexis Hart, VP, Secure Power Service  
Sales  
Schneider Electric IT Corporation

Date: 28-May-2024

Attachment: Schneider 8-Month Onsite Support Agreement with Battery Refresh Quote





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Innovation At Every Level

# Schneider Electric IT Global Field Services

## 2024-2140629

**Schneider Electric  
Reference :** OP-240206-13982546

**Service Quote Number** 2024-2140629

**Quote Date** 3/19/2024

**Prepared by** Albert Lawrence Monton

**Prepared For** San Diego Metropolitan Transit Systems

**Sales Contact** Ian Burrows

**Address** 100 16th St  
SAN DIEGO, California, 92101-7602  
USA

SCHNEIDER ELECTRIC IT CORP.

70 Mechanic Street - Foxboro, MA 02035 -  
<http://www.schneider-electric.com>

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## 8-Month Onsite Support Agreement with Battery Refresh - San Diego Metropolitan Transit Systems

### Products and Services (All Prices in USD)

QSKU	DESCRIPTION	PRICE
QWVUPS-QJRA04958-00	8-Month Onsite Support Agreement	\$10,740.73
QWVPARTS-QJRA14301-00	Labor during normal business hours	\$9,787.50
QWVPARTS-QJRA14301-00	Replacement Battery Kits for (13) SRT3000RMXLA UPS units, (13) SRT96RMBP Battery Packs & (3) SMX120RMBP2U Battery Packs	\$22,599.00
	<b>Total:</b>	<b>\$43,127.23</b>
<b>SOW:</b>		
<ul style="list-style-type: none"> <li>8-Month Onsite Support Agreement for (13) UPS units, (16) Battery Packs and (13) 30A ATS units at SDMTS South Bay BRT Sites and IAD.</li> <li>Coverage Dates: 3/15/24 to 11/14/24</li> <li>Parts, Labor, and Travel for any required repairs during contract period.</li> <li>Response Time for each UPS unit specified in Exhibit A.</li> <li><b>Note:</b> Battery replacement services must be performed on any UPS or Battery Pack prior to unit being added to support agreement.</li> <li>Replacement Battery Kits for (13) SRT3000RMXLA UPS units, (13) SRT96RMBP Battery Packs &amp; (3) SMX120RMBP2U Battery Packs</li> <li>Battery Replacement Services 5x8 for (13) 3kVA UPS and (16) Battery Packs.</li> <li>Removal &amp; proper recycling of (39) old APCRBC152 battery kits and (6) old APCRBC118 battery kits.</li> <li>Installation of (39) APCRBC-152 replacement battery kits and (6) APCRBC-118 replacement battery kits.</li> <li>Testing of units.</li> <li>5x8 Standard business hours service scheduling.</li> <li><b>Exclusions:</b> Does not include replacement battery kits.</li> </ul>		

Location	Address	Model	4-Hour Response	8-Hour Response	Battery Refresh during Contract Period
Bus Blue Line Virginia Ave	415 Virginia Ave	SRT3000RMXLA #TBD	No	Yes	Yes
Bus Blue Line Virginia Ave	415 Virginia Ave	SRT96RMBP #TBD	No	Yes	Yes
Bus Blue Line Virginia Ave	415 Virginia Ave	AP4453 #TBD	No	Yes	No
Bus Green Line Old Town Bunker	4005 Taylor Street	SRT3000RMXLA #TBD	No	Yes	Yes
Bus Green Line Old Town Bunker	4005 Taylor Street	SRT96RMBP #TBD	No	Yes	Yes
Bus Green Line Old Town Bunker	4005 Taylor Street	AP4453 #TBD	No	Yes	No
Bus I-15 BRT Kaiser	9415 Clairemont Mesa Blvd	SRT3000RMXLA #TBD	No	Yes	Yes
Bus I-15 BRT Kaiser	9415 Clairemont Mesa Blvd	SRT96RMBP #TBD	No	Yes	Yes
Bus I-15 BRT Kaiser	9415 Clairemont Mesa Blvd	AP4453 #TBD	No	Yes	No
Bus Southbay BRT East Palomar	400 East Palomar St	SRT3000RMXLA #TBD	No	Yes	Yes
Bus Southbay BRT East Palomar	400 East Palomar St	SRT96RMBP #TBD	No	Yes	Yes
Bus Southbay BRT East Palomar	400 East Palomar St	AP4453 #TBD	No	Yes	No
Bus Southbay BRT Heritage	1368 E Palomar St Chula Vista	SRT3000RMXLA #TBD	No	Yes	Yes
Bus Southbay BRT Heritage	1368 E Palomar St Chula Vista	SRT96RMBP #TBD	No	Yes	Yes
Bus Southbay BRT Heritage	1368 E Palomar St Chula Vista	AP4453 #TBD	No	Yes	No
Bus Southbay BRT Lomas Verdes	1733 East Palomar Street	SRT3000RMXLA #TBD	No	Yes	Yes
Bus Southbay BRT Lomas Verdes	1733 East Palomar Street	SRT96RMBP #TBD	No	Yes	Yes
Bus Southbay BRT Lomas Verdes	1733 East Palomar Street	AP4453 #TBD	No	Yes	No
Bus Southbay BRT Millenia	2011 Transit Guideway	SRT3000RMXLA #TBD	No	Yes	Yes
Bus Southbay BRT Millenia	2011 Transit Guideway	SRT96RMBP #TBD	No	Yes	Yes
Bus Southbay BRT Millenia	2011 Transit Guideway	AP4453 #TBD	No	Yes	No
Bus Southbay BRT Otay Mesa	Otay Mesa Transit Center	SRT3000RMXLA #TBD	No	Yes	Yes
Bus Southbay BRT Otay Mesa	Otay Mesa Transit Center	SRT96RMBP #TBD	No	Yes	Yes
Bus Southbay BRT Otay Mesa	Otay Mesa Transit Center	AP4453 #TBD	No	Yes	No
Bus Southbay BRT Otay Ranch	1574 Eastlake Parkway	SRT3000RMXLA #TBD	No	Yes	Yes
Bus Southbay BRT Otay Ranch	1574 Eastlake Parkway	SRT96RMBP #TBD	No	Yes	Yes
Bus Southbay BRT Otay Ranch	1574 Eastlake Parkway	AP4453 #TBD	No	Yes	No
Bus Southbay BRT Santa Venetia	1923 East Palomar Street	SRT3000RMXLA #TBD	No	Yes	Yes
Bus Southbay BRT Santa Venetia	1923 East Palomar Street	SRT96RMBP #TBD	No	Yes	Yes
Bus Southbay BRT Santa Venetia	1923 East Palomar Street	AP4453 #TBD	No	Yes	No
Copley Building Annex IDF	7490 Copley Park Place	SRT3000RMXLA #TBD	No	Yes	Yes
Copley Building Annex IDF	7490 Copley Park Place	SRT96RMBP #TBD	No	Yes	Yes
Copley Building Annex IDF	7490 Copley Park Place	AP4453 #TBD	No	Yes	No
Copley Building Main Building IDF	7490 Copley Park Place	SRT3000RMXLA #TBD	No	Yes	Yes
Copley Building Main Building IDF	7490 Copley Park Place	SRT96RMBP #TBD	No	Yes	Yes
Copley Building Main Building IDF	7490 Copley Park Place	AP4453 #TBD	No	Yes	No
UTC	4333 La Jolla Village Dr	SRT3000RMXLA #TBD	No	Yes	Yes
UTC	4333 La Jolla Village Dr	SRT96RMBP #TBD	No	Yes	Yes
UTC	4333 La Jolla Village Dr	AP4453 #TBD	No	Yes	No
Imperial Avenue Division (IAD)	100 16th Street	SMX120RMBP2U #TBD	Yes	No	Yes
Imperial Avenue Division (IAD)	100 16th Street	SMX120RMBP2U #TBD	Yes	No	Yes
Imperial Avenue Division (IAD)	100 16th Street	SMX120RMBP2U #TBD	Yes	No	Yes
Total Charges for 8-Month Onsite Support Includes: Parts, Labor, and Travel.					

The quote total above does not include Applicable Taxes.

All services will be performed during normal business hours, unless an off-hours upgrade is purchased, and with standard accessibility (no stairs, no scale,...). Otherwise, Services will not be executed and additional cost will have to be applied.



## Are you Satisfied?

[Click HERE to Rate your Quotation Experience.](#)

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70 Mechanic Street - Foxboro, MA 02035 -  
<http://www.schneider-electric.com>

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## General Conditions

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### Date

**Quote validity:** 5/31/2024

### Billing detail

**Payment term:** NET 30 DAYS

**Bill to address:** SAN DIEGO METROPOLITAN  
TRANSIT SYSTEM  
ACCOUNTING  
DEPARTMENT  
SAN DIEGO  
CA, 92101  
UNITED STATES

## Terms and Conditions

ANY ORDER PLACED PURSUANT TO THIS QUOTATION SHALL BE GOVERNED SOLELY BY THE TERMS AND CONDITIONS SET FORTH AT

[https://www.apc.com/salestools/CFOT-AHJQ SX/CFOT-AHJQ SX\\_R0\\_EN.pdf](https://www.apc.com/salestools/CFOT-AHJQ SX/CFOT-AHJQ SX_R0_EN.pdf)

Parties recognize that notwithstanding the link to Schneider Electric's Terms and Conditions, that MTS Doc No. G2009.0-17, and its executed amendments, contains the applicable terms and conditions for this agreement.

## Signature

Provider	Customer « Review & Sign »
----------	-------------------------------

SCHNEIDER ELECTRIC IT CORP.

San Diego Metropolitan Transit Systems

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

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

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

**PURCHASE ORDERS NEED TO BE ADDRESSED TO:**

SCHNEIDER ELECTRIC IT CORP. - 5081 Collections Center Drive - Chicago, Illinois 60693 -

Schneider Electric accepts purchase orders placed using the following modes of transmission:

**EMAIL:** purchaseorders@schneider-electric.com    **FAX:** 401-792-2313

Please only send original Po requests to the above email or fax number. Once submitted, all inquiries regarding PO's should be directed to the respective coordinator.

**PURCHASE ORDER (PO) CHECKLIST**

The data below is required for order processing and needs to be stated on each PO. Please note that missing information may cause order processing delays.

**NOTE:** Tax & freight are not to be included as line items

**MANDATORY**

- **Quotation ID# if applicable**
- Bill to Address (Account # with Schneider if known)
- PO Number
- Freight & Delivery Terms
- Payment Terms
- Ship To Address
- Partial Shipment Allowed - Yes/No (May not ship complete)
- Shipping Contact Name & Phone Number
- Part # and Quantity
- Price per Unit
- Total Line Value
- Requested date of delivery/collection
- Purchaser's Name & Contact #
- Purchaser's email address (used for order/shipping notices)
- **Service Orders:** Model, Serial Number, End User contact name & phone number
- **Custom Orders:** Delivery Check list (if delivery requires more than Dock to Dock)
- **Solution Orders:** ISX solution #, Opportunity ID
- Export Documentation Requirements
- Site Inspection Requirements
- 3rd Party Freight Billing Details (Carrier and Account #, contact name and number, freight billing address)



**Metropolitan  
Transit  
System**

## Amendment 8

Date: November 1, 2024

MTS Doc No. G2009.8-17

### SCHNEIDER ELECTRIC UNINTERRUPTIBLE POWER SUPPLY (UPS) MAINTENANCE SUPPORT AND BATTERY REPLACEMENTS

Schneider Electric IT Corporation  
Alexis Hart  
VP, Secure Power Service Sales  
5081 Collections Center Drive  
Chicago, IL 60693-5081

This shall serve as Amendment No. 8 to the original agreement G2009.0-17 as further described below.

### SCOPE

Under this Amendment, Contractor shall extend maintenance agreement 4 months (attachment A) and provide additional UPS units with installation, per attachment B.

### SCHEDULE

Due to this amendment, the term of the agreement will be extended from November 15, 2024 through March 14, 2025.

### PAYMENT

This contract amendment shall authorize additional costs not to exceed \$74,632.43. The total value of this contract including this amendment shall be in the amount of \$1,713,616.42. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Signed by:

Alexis Hart, VP, Secure Power Service Sales  
Schneider Electric IT Corporation

Date: 07-Nov-2024



Attachments:

- A. 4-Month Service Extension Quote 2024-2303256
- B. UPS Purchase and Install Quote 2024-2319200-1

# **ATTACHMENT A**

## **(4-Month Service Extension Quote 2024-2303256)**





# Schneider Electric IT Global Field Services



**Schneider Electric Reference :** OP-240718-14479541

**Service Quote Number** 2024-2303256

**Quote Date** 9/20/2024

**Prepared For** San Diego Metropolitan Transit System

**Sales Contact** Albert Lawrence Monton

SCHNEIDER ELECTRIC IT CORP.

70 Mechanic Street - Foxboro, MA 02035 -  
<http://www.schneider-electric.com>



Products and Services (All Prices in USD)

Product Description	Qty	Net Price	Ext. Net Price
QWVUPS-QJRA88973-00 (Three phase)	1	\$ 16,683.38	\$ 16,683.38
QWVUPS-QJRA04958-01 (Single phase)	1	\$ 44,248.35	\$ 44,248.35

QUOTE TOTAL ( USD)      \$ 60,931.73

The quote total above does not include Applicable Taxes.

Scope of Work:
Single Phase APC Units
<ul style="list-style-type: none"><li>Response Time listed on below chart for each Unit.</li><li>Includes: Parts, Labor, Travel, and Break-fix Batteries.</li></ul>
Three Phase Units (Eaton & Galaxy VS)
<ul style="list-style-type: none"><li>Response Time listed on below chart for each Unit.</li><li>Includes: Parts, Labor, Travel, and (1) PM Visit 5x8.</li><li>Exclusions: Batteries, Capacitors, and Fans for APC 25kW Galaxy VS UPS units &amp; Eaton 80kVA 9390 UPS units</li></ul>
Dates of Coverage: Start Date: 11/15/2024 End Date: 3/14/2025

List of Assets:

Single Phase				
Location	Model	Unit Serial	Unit Type	Response Time
12th and Imperial	SRT3000RMXLA	AS1828190430	UPS	8-Hour
12th and Imperial	SRT96RMBP	7S1824L02167	External Battery Pack	8-Hour
12th and Imperial	AP4453	5A1832T93239	ATS	8-Hour
24th Street	SRT3000RMXLA	AS1827293260	UPS	8-Hour
24th Street	SRT96RMBP	7S1828L02319	External Battery Pack	8-Hour
24th Street	AP4453	5A1832T93248	ATS	8-Hour
25th and Commercial	SRT3000RMXLA	AS1828190494	UPS	8-Hour
25th and Commercial	SRT96RMBP	7S1828L00745	External Battery Pack	8-Hour
25th and Commercial	AP4453	5A1832T21706	ATS	8-Hour

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32nd and Commercial	SRT3000RMXLA	AS1828190482	UPS	8-Hour
32nd and Commercial	SRT96RMBP	7S1829L01640	External Battery Pack	8-Hour
32nd and Commercial	AP4453	5A1832T21690	ATS	8-Hour
47th Street	SRT3000RMXLA	AS1827293282	UPS	8-Hour
47th Street	SRT96RMBP	7S1828L00706	External Battery Pack	8-Hour
47th Street	AP4453	5A1832T93234	ATS	8-Hour
5th Ave	SRT3000RMXLA	AS1827293265	UPS	8-Hour
5th Ave	SRT96RMBP	7S1825L00064	External Battery Pack	8-Hour
5th Ave	AP4453	5A1832T21700	ATS	8-Hour
70th Street	SRT3000RMXLA	AS1828190438	UPS	8-Hour
70th Street	SRT96RMBP	7S1825L00479	External Battery Pack	8-Hour
70th Street	AP4453	5A1832T21698	ATS	8-Hour
8th Street	SRT3000RMXLA	AS1827293280	UPS	8-Hour
8th Street	SRT96RMBP	7S1828L00700	External Battery Pack	8-Hour
8th Street	AP4453	5A1832T93250	ATS	8-Hour
Alvarado Medical Center	SRT3000RMXLA	AS1828190440	UPS	8-Hour
Alvarado Medical Center	SRT96RMBP	7S1825L00483	External Battery Pack	8-Hour
Alvarado Medical Center	AP4453	5A1832T21693	ATS	8-Hour
Amaya Drive	SRT3000RMXLA	AS1827293294	UPS	8-Hour
Amaya Drive	SRT96RMBP	7S1828L02314	External Battery Pack	8-Hour
Amaya Drive	AP4453	5A1832T21697	ATS	8-Hour
American Plaza	SRT3000RMXLA	AS1828190485	UPS	8-Hour
American Plaza	SRT96RMBP	7S1828L00707	External Battery Pack	8-Hour
American Plaza	AP4453	5A1832T93242	ATS	8-Hour
Arnele Avenue	SRT3000RMXLA	AS1827293308	UPS	8-Hour
Arnele Avenue	SRT96RMBP	7S1825L00481	External Battery Pack	8-Hour
Arnele Avenue	AP4453	5A1832T93243	ATS	8-Hour
B Building IDF	SMT3000RM2U	JS1110012191	UPS	8-Hour
B Building IDF	SURT192RMXLBP3 U	8S1413F15529	UPS	8-Hour
B Building IDF	SURT192RMXLBP3 U	8S1413F15518	External Battery Pack	8-Hour
B Building IDF	SURTA3000RMXL3 U	QS1352140686	External Battery Pack	8-Hour
B Building Managers Office	SURTA1500RMXL2 U	QS1343342083	UPS	8-Hour
B Building Revenue Room	SMT2200	IS1128009468	UPS	8-Hour
Balboa Ave	SRT3000RMXLA	AS1928193330	UPS	8-Hour
Balboa Ave	SRT96RMBP	7S2032L00872	External Battery Pack	8-Hour
Balboa Ave	SRT96RMBP	7S2032L00842	External Battery Pack	8-Hour
Balboa Ave	AP4453	5A1926T32794	ATS	8-Hour
Barrio Logan	SRT3000RMXLA	AS1828190492	UPS	8-Hour

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<http://www.schneider-electric.com>



Barrio Logan	SRT96RMBP	7S1828L02318	External Battery Pack	8-Hour
Barrio Logan	AP4453	5A1832T93286	ATS	8-Hour
Beyer Blvd	SRT3000RMXLA	AS1827293292	UPS	8-Hour
Beyer Blvd	SRT96RMBP	7S1828L00733	External Battery Pack	8-Hour
Beyer Blvd	AP4453	5A1832T93226	ATS	8-Hour
Boulevard Transit Plaza	SMX3000RMLV2U	AS1723160306	UPS	8-Hour
Boulevard Transit Plaza	SMX3000RMLV2UN C	AS1738160621	UPS	8-Hour
Boulevard Transit Plaza	SMX120RMBP2U	7A1729L45956	External Battery Pack	8-Hour
Boulevard Transit Plaza	SMX120RMBP2U	7A1730L45656	External Battery Pack	8-Hour
Boulevard Transit Plaza	SMX120RMBP2U	7A1730L45655	External Battery Pack	8-Hour
Boulevard Transit Plaza	SMX120RMBP2U	7A1729L45955	External Battery Pack	8-Hour
C Building IDF	SMX2000RMLV2UN C	AS1727163149	UPS	8-Hour
City College	SRT3000RMXLA	AS1828190435	UPS	8-Hour
City College	SRT96RMBP	7S1825L00478	External Battery Pack	8-Hour
City College	AP4453	5A1832T21680	ATS	8-Hour
Civic Center	SRT3000RMXLA	AS1828190432	UPS	8-Hour
Civic Center	SRT96RMBP	7S1824L02158	External Battery Pack	8-Hour
Civic Center	AP4453	5A1832T93225	ATS	8-Hour
Clairemont Drive	SRT3000RMXLA	AS2050292311	UPS	8-Hour
Clairemont Drive	SRT96RMBP	7S2032L00844	External Battery Pack	8-Hour
Clairemont Drive	SRT96RMBP	7S2032L00871	External Battery Pack	8-Hour
Clairemont Drive	AP4453	5A2223T00173	ATS	8-Hour
Convention Center	SRT3000RMXLA	AS1828190434	UPS	8-Hour
Convention Center	SRT96RMBP	7S1828L00573	External Battery Pack	8-Hour
Convention Center	AP4453	5A2252T51802	ATS	8-Hour
Copley Building IDF	SUA2200RM2U	JS1048001493	UPS	8-Hour
Copley Building MDF	SUA2200RM2U	JS1027004713	UPS	8-Hour
Copley Building MDF	SUA2200RM2U	JS1046001491	UPS	8-Hour
Copley Building MDF	SUA2200RM2U	JS1046001497	UPS	8-Hour
Courthouse Station	SRT3000RMXLA	AS1827293289	UPS	8-Hour
Courthouse Station	SRT96RMBP	7S1829L01644	External Battery Pack	8-Hour
Courthouse Station	AP4453	5A1832T93246	ATS	8-Hour
D Building	SMT1500	AS1134211506	UPS	8-Hour
Del Lago	SMT2200	IS1212002698	UPS	8-Hour
E Street	SRT3000RMXLA	AS1827293284	UPS	8-Hour
E Street	SRT96RMBP	7S1828L02313	External Battery Pack	8-Hour
E Street	AP4453	5A1832T93237	ATS	8-Hour
East County Admin Building - Datacenter	SMT3000RM2U	AS1626261539	UPS	8-Hour

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East County Admin Building - Datacenter	SMT3000RM2U	AS1539141387	UPS	8-Hour
East County Admin Building - Datacenter	SMT3000RM2U	AS1613162421	UPS	8-Hour
East County Admin Building - Datacenter	SMT3000RM2U	AS1622162824	UPS	8-Hour
East Palomar Transit Station	SMX3000RMLV2U	AS1637164781	UPS	8-Hour
East Palomar Transit Station	SMX120RMBP2U	7A1634L13018	External Battery Pack	8-Hour
East Palomar Transit Station	SMX120RMBP2U	7A1634L13019	External Battery Pack	8-Hour
El Cajon TransDev	SMT3000RM2U	AS1539141387	UPS	8-Hour
El Cajon TransDev	SMT3000RM2U	AS1626261539	UPS	8-Hour
El Cajon TransDev	SMT3000RM2U	AS1723363554	UPS	8-Hour
El Cajon TransDev	SMT3000RM2U	AS1726254029	UPS	8-Hour
El Cajon Transit Center	SRT3000RMXLA	AS1828190436	UPS	8-Hour
El Cajon Transit Center	SRT96RMBP	7S1824L02121	External Battery Pack	8-Hour
El Cajon Transit Center	AP4453	5A1832T93220	ATS	8-Hour
Encanto/62nd Street	SRT3000RMXLA	AS1827293293	UPS	8-Hour
Encanto/62nd Street	SRT96RMBP	7S1828L02312	External Battery Pack	8-Hour
Encanto/62nd Street	AP4453	5A1832T21673	ATS	8-Hour
Euclid Ave	SRT3000RMXLA	AS1827293297	UPS	8-Hour
Euclid Ave	SRT96RMBP	7S1825L00087	External Battery Pack	8-Hour
Euclid Ave	AP4453	5A1832T93272	ATS	8-Hour
Fashion Valley	SRT3000RMXLA	AS1827293278	UPS	8-Hour
Fashion Valley	SRT96RMBP	7S1829L01645	External Battery Pack	8-Hour
Fashion Valley	AP4453	5A1832T93275	ATS	8-Hour
Fenton	SRT3000RMXLA	AS1828190433	UPS	8-Hour
Fenton	SRT96RMBP	7S1828L02317	External Battery Pack	8-Hour
Fenton	AP4453	5A1832T93233	ATS	8-Hour
Gaslamp Quarter	SRT3000RMXLA	AS1827293270	UPS	8-Hour
Gaslamp Quarter	SRT96RMBP	7S1825L00113	External Battery Pack	8-Hour
Gaslamp Quarter	AP4453	5A1832T93229	ATS	8-Hour
Gillespie Field	SRT3000RMXLA	AS1827293275	UPS	8-Hour
Gillespie Field	SRT96RMBP	7S1825L00073	External Battery Pack	8-Hour
Gillespie Field	AP4453	5A1832T21675	ATS	8-Hour
Grantville	SRT3000RMXLA	AS1828190471	UPS	8-Hour
Grantville	SRT96RMBP	7S1825L00068	External Battery Pack	8-Hour
Grantville	AP4453	5A1832T21704	ATS	8-Hour
Grossmont	SRT3000RMXLA	AS1828190437	UPS	8-Hour
Grossmont	SRT96RMBP	7S1825L00482	External Battery Pack	8-Hour
Grossmont	AP4453	5A1832T21696	ATS	8-Hour
H Street	SRT3000RMXLA	AS1827293302	UPS	8-Hour

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H Street	SRT96RMBP	7S1828L00674	External Battery Pack	8-Hour
H Street	AP4453	5A1832T93236	ATS	8-Hour
Harborside	SRT3000RMXLA	AS1828190492	UPS	8-Hour
Harborside	SRT96RMBP	7S1828L02318	External Battery Pack	8-Hour
Harborside	AP4453	5A1832T93286	ATS	8-Hour
Hazard	SRT3000RMXLA	AS1828190486	UPS	8-Hour
Hazard	SRT96RMBP	7S1829L01643	External Battery Pack	8-Hour
Hazard	AP4453	5A1832T93240	ATS	8-Hour
Heritage Station	SRT3000RMXLA	AS1827293321	UPS	8-Hour
Heritage Station	SRT96RMBP	7S1828L00679	External Battery Pack	8-Hour
Heritage Station	AP4453	5A1832T21692	ATS	8-Hour
IAD Data Center	SMT1500RM2U	AS1318220707	UPS	4-Hour
IAD Data Center	SMT2200RM2U	JS1114013291	UPS	4-Hour
IAD Data Center	SMT3000RM2U	IS1136000147	UPS	4-Hour
IAD Data Center	SMT3000RM2U	IS1136000148	UPS	4-Hour
IAD Data Center	SMX3000RMLV2UN C	AS1824254816	UPS	4-Hour
IAD Data Center	SUA5000RMT5U	IS1125004596	UPS	4-Hour
IAD Data Center	SURT5000RMXLT	QS1429271613	UPS	4-Hour
IAD Data Center	SURT5000XLT	NS0632015670	UPS	4-Hour
IAD Data Center	U-SURTD5000XLT	NS0647032018	UPS	4-Hour
IAD Data Center	SURT15KRMXLT	IS1248004979	UPS	4-Hour
IAD Data Center	AP9626	ZS1130024151	Transformer	4-Hour
IAD Data Center	AP9627	na-761	Transformer	4-Hour
IAD Data Center	SURT192RMXLB2	IS1249002343	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX3000RMLV2U	AS1701261822	UPS	4-Hour
IAD Radio Room MDF	SMX3000RMLV2U	AS1627160587	UPS	4-Hour
IAD Radio Room MDF	SMX3000RMLV2U	AS1545142433	UPS	4-Hour
IAD Radio Room MDF	SMX3000RMLV2U	AS1644264262	UPS	4-Hour
IAD Radio Room MDF	SRT6KRMXLT	AS2126170864	UPS	4-Hour
IAD Radio Room MDF	SYA16K16RMP	QD1415260365	UPS	4-Hour
IAD Radio Room MDF	SRT5KTF	7S2122L00833	Transformer	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1612L02486	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1638L40368	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1541L08167	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1704L31809	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1704L31808	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1640L23985	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1612L17792	External Battery Pack	4-Hour

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IAD Radio Room MDF	SMX120RMBP2U	7A1537L32400	External Battery Pack	4-Hour
IAD RAM IDF	SMX2000RMLV2UNC	AS1649264568	UPS	4-Hour
IAD Service Lane IDF	SMX3000RMLV2U	AS1815360478	UPS	4-Hour
IAD Service Lane IDF	SMX120RMBP2U	7A1815L44511	External Battery Pack	4-Hour
IAD Service Lane IDF	SBP3000RM2U	UA1723000130	ATS	4-Hour
Iris Ave	SRT3000RMXLA	AS1827293309	UPS	8-Hour
Iris Ave	SRT96RMBP	7S1828L02320	External Battery Pack	8-Hour
Iris Ave	AP4453	5A1832T93230	ATS	8-Hour
KMD Dispatch IDF	SMT1500	AS1134211496	UPS	8-Hour
KMD IDF East	SMX2000RMLV2UNC	AS1649264574	UPS	8-Hour
KMD IDF East	SRT3000RMXLA	AS1828294415	UPS	8-Hour
KMD IDF East	SRT96RMBP	7S1828L00682	External Battery Pack	8-Hour
KMD IDF East	AP4453	5A1832T21687	ATS	8-Hour
La Mesa Blvd	SRT3000RMXLA	AS1827293298	UPS	8-Hour
La Mesa Blvd	SRT96RMBP	7S1828L00575	External Battery Pack	8-Hour
La Mesa Blvd	AP4453	5A1832T21701	ATS	8-Hour
Lemon Grove Depot	SRT3000RMXLA	AS1828190468	UPS	8-Hour
Lemon Grove Depot	SRT96RMBP	7S1828L00576	External Battery Pack	8-Hour
Lemon Grove Depot	AP4453	5A1832T21705	ATS	8-Hour
Little Italy	SRT3000RMXLA	AS1827293283	UPS	8-Hour
Little Italy	SRT96RMBP	7S1828L00741	External Battery Pack	8-Hour
Little Italy	AP4453	5A1832T93227	ATS	8-Hour
Lomas Verdes	SRT3000RMXLA	AS1829294372	UPS	8-Hour
Lomas Verdes	SRT96RMBP	7S1828L00680	External Battery Pack	8-Hour
Lomas Verdes	AP4453	5A1832T93214	ATS	8-Hour
Massachusetts Ave	SRT3000RMXLA	AS1828190470	UPS	8-Hour
Massachusetts Ave	SRT96RMBP	7S1825L00110	External Battery Pack	8-Hour
Massachusetts Ave	AP4453	5A1832T93231	ATS	8-Hour
Middletown	SRT3000RMXLA	AS1827293258	UPS	8-Hour
Middletown	SRT96RMBP	7S1828L00748	External Battery Pack	8-Hour
Middletown	AP4453	5A1832T21694	ATS	8-Hour
Millenia Station	SMX120RMBP2U	7A1804L40075	UPS	8-Hour
Millenia Station	SMX120RMBP2U	na-483	External Battery Pack	8-Hour
Millenia Station	SMX3000RMLV2U	AS1815360476	External Battery Pack	8-Hour
Millenia Station	SBP3000RM2U	UA1817001296	ATS	8-Hour
Mills 10th Floor	SMT2200	IS1128002164	UPS	4-Hour
Mills 10th Floor	SMT3000RM2U	JS1110012187	UPS	4-Hour
Mills 10th Floor	SURT8000RMXLT	QS1244150685	UPS	4-Hour

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Mills 10th Floor	AP9627	na-1072	Transformer	4-Hour
Mills 10th Floor	SURT192XLBP	IS0922002918	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	IS0922002918	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0648018037	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0721023320	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0631028821	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0547002358	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0708009780	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0746006640	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	IS08300003670	External Battery Pack	4-Hour
Mills 8th Floor IDF	SUA1500	AS0442132150	UPS	4-Hour
Mills 9th Floor Storage	SMX2000RMLV2UN C	AS1649264570	UPS	4-Hour
Miramar College	SMX3000RMLV2UN C	AS1328246447	UPS	8-Hour
Miramar College	SMX3000RMLV2UN C	AS1333237555	UPS	8-Hour
Miramar College	SMX120RMBP2U	na-655	External Battery Pack	8-Hour
Miramar College	SMX120RMBP2U	na-656	External Battery Pack	8-Hour
Miramar College	SMX120RMBP2U	na-657	External Battery Pack	8-Hour
Miramar College	SMX120RMBP2U	na-658	External Battery Pack	8-Hour
Mission San Diego	SRT3000RMXLA	AS1828190429	UPS	8-Hour
Mission San Diego	SRT96RMBP	7S1824L02100	External Battery Pack	8-Hour
Mission San Diego	AP4453	5A1832T93262	ATS	8-Hour
Mission Valley Center	SRT3000RMXLA	AS1827293274	UPS	8-Hour
Mission Valley Center	SRT96RMBP	7S1828L00693	External Battery Pack	8-Hour
Mission Valley Center	AP4453	5A1832T21686	ATS	8-Hour
Morena / Linda Vista	SRT3000RMXLA	AS1827293279	UPS	8-Hour
Morena / Linda Vista	SRT96RMBP	7S1828L00749	External Battery Pack	8-Hour
Morena / Linda Vista	AP4453	5A1832T93228	ATS	8-Hour
OCC Datacenter	SUA2200RM2U	JS0703007721	UPS	4-Hour
OCC Datacenter	SUA3000RM2U	JS1104018801	UPS	4-Hour
OCC Datacenter	SURTA3000RMXL3 U	QS1540240065	UPS	4-Hour
OCC Datacenter	GXT2-3000RT120	08289R1150AF09 1	UPS	4-Hour
OCC Datacenter	GXT2-6000RT208	09015R0038BW5 71	UPS	4-Hour
OCC Datacenter	SURT192RMXLBP3 U	7S1545L02425	External Battery Pack	4-Hour
OCC Datacenter	SURT192RMXLBP3 U	7S1545L02549	External Battery Pack	4-Hour
OCC MOW	SMT1500	AS1134311711	UPS	4-Hour
OCC Telephone Room	SMT1500	AS1134311709	UPS	4-Hour

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Old Town Bunker	SRT3000RMXLA	AS2050292331	UPS	8-Hour
Old Town Bunker	SRT96RMBP	7S2102L03445	External Battery Pack	8-Hour
Old Town Bunker	SRT96RMBP	7S2102L03265	External Battery Pack	8-Hour
Old Town Bunker	AP4453	5A2050T57627	ATS	8-Hour
Old Town West	SRT3000RMXLA	AS2245193067	UPS	8-Hour
Old Town West	SRT96RMBP	7S1824L02099	External Battery Pack	8-Hour
Old Town West	AP4453	5A1832T93257	ATS	8-Hour
Otay Mesa	SRT3000RMXLA	AS1827293323	UPS	8-Hour
Otay Mesa	SRT96RMBP	7A1828L00578	External Battery Pack	8-Hour
Otay Mesa	AP4453	5A1832T93283	ATS	8-Hour
Otay Ranch	SRT3000RMXLA	na-473	UPS	8-Hour
Otay Ranch	SRT96RMBP	na-474	External Battery Pack	8-Hour
Otay Ranch	AP4453	na-475	ATS	8-Hour
Pacific Fleet	SRT3000RMXLA	AS1827293281	UPS	8-Hour
Pacific Fleet	SRT96RMBP	7S1828L02323	External Battery Pack	8-Hour
Pacific Fleet	AP4453	5A1832T21671	ATS	8-Hour
Palm Ave	SRT3000RMXLA	AS1827293285	UPS	8-Hour
Palm Ave	SRT96RMBP	7S1828L02322	External Battery Pack	8-Hour
Palm Ave	AP4453	5A1832T93241	ATS	8-Hour
Palomar Street	SRT3000RMXLA	AS1827293321	UPS	8-Hour
Palomar Street	SRT96RMBP	7S1829L01653	External Battery Pack	8-Hour
Palomar Street	AP4453	5A1832T21707	ATS	8-Hour
Park and Market	SRT3000RMXLA	AS1828190490	UPS	8-Hour
Park and Market	SRT96RMBP	7S1828L00699	External Battery Pack	8-Hour
Park and Market	AP4453	5A1832T93213	ATS	8-Hour
Rancho Bernardo	SMT2200	IS1212002700	UPS	8-Hour
Rio Vista	SRT3000RMXLA	AS1828190439	UPS	8-Hour
Rio Vista	SRT96RMBP	7S1828L00573-2	External Battery Pack	8-Hour
Rio Vista	AP4453	5A1832T21672	ATS	8-Hour
Ruffin Road (Kaiser I-15)	SMX3000LV	AS1432141164	UPS	8-Hour
Sabre Springs	SMX3000RMLV2UNC	AS1338236726	UPS	8-Hour
Sabre Springs	SMX120RMBP2U	na-661	External Battery Pack	8-Hour
San Ysidro	SMX3000LV	AS1332137146	UPS	8-Hour
San Ysidro	SMX120BP	7A1505L35786	External Battery Pack	8-Hour
San Ysidro	AP4453	5A1832T93253	ATS	8-Hour
Santa Fe	SMX3000RMLV2U	na-1535	UPS	8-Hour
Santa Fe	SMX3000RMLV2U	IS1239000143	UPS	8-Hour
Santa Fe	SMX120RMBP2U	na-1533	External Battery Pack	8-Hour

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Santa Fe	SMX120RMBP2U	na-1534	External Battery Pack	8-Hour
Santa Fe	SMX120RMBP2U	na-1536	External Battery Pack	8-Hour
Santa Fe	SMX120RMBP2U	na-1537	External Battery Pack	8-Hour
Santa Fe (On Rail)	SRT3000RMXLA	AS1827293272	UPS	8-Hour
Santa Fe (On Rail)	SRT96RMBP	7S1828L00678	External Battery Pack	8-Hour
Santa Fe (On Rail)	AP4453	5A1832T21691	ATS	8-Hour
Santa Venetia	SRT3000RMXLA	AS1827293290	UPS	8-Hour
Santa Venetia	SRT96RMBP	7S1825L00116	External Battery Pack	8-Hour
Santa Venetia	AP4453	5A1832T93245	ATS	8-Hour
Santee Town Center	SRT3000RMXLA	AS1827293301	UPS	8-Hour
Santee Town Center	SRT96RMBP	7S1828L00688	External Battery Pack	8-Hour
Santee Town Center	AP4453	5A1832T93238	ATS	8-Hour
SDSU	SRT3000RMXLA	AS1827293299	UPS	8-Hour
SDSU	SRT96RMBP	7S1828L00580	External Battery Pack	8-Hour
SDSU	AP4453	5A1832T21699	ATS	8-Hour
Seaport Village	SRT3000RMXLA	AS1828190428	UPS	8-Hour
Seaport Village	SRT96RMBP	7S1824L02132	External Battery Pack	8-Hour
Seaport Village	AP4453	5A1832T93249	ATS	8-Hour
Southbay Main 3650	SMT3000RM2U	AS1414143663	UPS	8-Hour
Southbay Main 3650	SMT3000RM2U	AS1414143638	UPS	8-Hour
Southbay Main 3650	SMT3000RM2U	na-1128	UPS	8-Hour
Southbay Main 3650a	SMX2000RMLV2UNC	AS1649264573	UPS	8-Hour
Southbay Main Datacenter	SMT3000RM2U	AS1337140673	UPS	8-Hour
Southbay Main Datacenter	SMT3000RM2U	AS1337140671	UPS	8-Hour
Southbay Main Datacenter	SMT3000RM2U	na-1158	UPS	8-Hour
Spring Street	SRT3000RMXLA	AS1827293291	UPS	8-Hour
Spring Street	SRT96RMBP	7S1828L02321	External Battery Pack	8-Hour
Spring Street	AP4453	5A1832T93247	ATS	8-Hour
Stadium	SRT3000RMXLA	AQ1910290880	UPS	8-Hour
Stadium	SRT96RMBP	7S1828L00579	External Battery Pack	8-Hour
Stadium	AP4453	5A1832T21670	ATS	8-Hour
Tecolote Road	SRT3000RMXLA	AS1930393181	UPS	8-Hour
Tecolote Road	SRT96RMBP	7S2032L00832	External Battery Pack	8-Hour
Tecolote Road	SRT96RMBP	7S2032L00843	External Battery Pack	8-Hour
Tecolote Road	AP4453	5A1926T32786	ATS	8-Hour
University Ave Transit Center	SMX3000RMLV2UNC	AS1338237693	UPS	8-Hour
University Ave Transit Center	SMX3000RMLV2UNC	AS1727163159	UPS	8-Hour
University Ave Transit Center	SMX120RMBP2U	7A1730L42195	External Battery Pack	8-Hour

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University Ave Transit Center	SMX120RMBP2U	7A1730L42194	External Battery Pack	8-Hour
University Ave Transit Center	SMX120RMBP2U	7A1730L42197	External Battery Pack	8-Hour
University Ave Transit Center	SMX120RMBP2U	7A1730L42196	External Battery Pack	8-Hour
UTC	SMX3000LV	AS1434235857	UPS	8-Hour
UTC	SMX120BP	7A1609L05295	External Battery Pack	8-Hour
VA Medical Center	SRT3000RMXLA	AS1930393184	UPS	8-Hour
VA Medical Center	SRT96RMBP	7S2032L00828	External Battery Pack	8-Hour
VA Medical Center	SRT96RMBP	7S2032L00841	External Battery Pack	8-Hour
VA Medical Center	AP4453	5A1926T52270	ATS	8-Hour
Virginia Ave Transit Center	SMX2000RMLV2UNC	AS2135254032	UPS	8-Hour
Washington Street	SRT3000RMXLA	AS1827293264	UPS	8-Hour
Washington Street	SRT96RMBP	7S1828L00696	External Battery Pack	8-Hour
Washington Street	AP4453	5A1832T21695	ATS	8-Hour
Wright Street Yard	SMT1500RM2U	AS2021130148	UPS	8-Hour
Yard Tower	SUA2200RM2U	YS0402124403	UPS	8-Hour
<b>Three Phase</b>				
<b>Location</b>	<b>Model</b>	<b>Unit Serial</b>	<b>Unit Type</b>	<b>Response Time</b>
OCC Datacenter	9390-80	EG013CBC05	UPS	4-Hour
OCC Datacenter	9390-80	EX192CAA03	UPS	4-Hour
Executive Drive Trolley Station	GVSUPS25KFS	ID2036012016	UPS	8-Hour
Nobel Drive Transit Center	GVSUPS25KFS	ID1952001814	UPS	8-Hour
Pepper Canyon Trolley Station (UC San Diego Central Campus)	GVSUPS25KFS	ID2020003960	UPS	8-Hour
University Town Center Trolley Station (UTC)	GVSUPS25KFS	ID2005006844	UPS	8-Hour
Voigt Drive Trolley Station (UC San Diego Health La Jolla)	GVSUPS25KFS	ID2001005202	UPS	8-Hour

All services will be performed during normal business hours, unless an off-hours upgrade is purchased, and with standard accessibility (no stairs, no scale,...). Otherwise, Services will not be executed and additional cost will have to be applied.



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Electric

General Conditions

Date

Quote validity: 11/15/2024

Billing detail

Payment term: NET 30 DAYS

Bill to address: SAN DIEGO METROPOLITAN  
TRANSIT SYSTEM  
ACCOUNTING  
DEPARTMENT  
SAN DIEGO  
CA, 92101  
UNITED STATES

## Terms and Conditions

ANY ORDER PLACED PURSUANT TO THIS QUOTATION SHALL BE GOVERNED SOLELY BY THE TERMS AND CONDITIONS SET FORTH AT

[https://www.apc.com/salestools/CFOT-AHJQSX/CFOT-AHJQSX\\_R0\\_EN.pdf](https://www.apc.com/salestools/CFOT-AHJQSX/CFOT-AHJQSX_R0_EN.pdf)

Parties recognize that notwithstanding the link to Schneider Electric's Terms and Conditions, that MTS Doc No. G2009.0-17, and its executed amendments, contains the applicable terms and conditions for this agreement.

# **ATTACHMENT B**

## **(UPS Purchase and Install Quote 2024-2319200-1)**

**Prepared For:** San Diego Metropolitan Transit System

**Quote Number:** 2024-2319200-1

**Quote Date:** 10/18/2024

Schneider Electric is pleased to present you with this proposal to meet your Critical Infrastructure needs. Schneider Electric is a global leader in critical power and cooling services. We provide industry-leading hardware, software, and services designed to ensure availability and energy efficiency across the residential, business network, datacenter, and manufacturing environments. Backed by the strength, experience, and global reach of Schneider Electric's network, Schneider Electric delivers well-planned and seamlessly installed and maintained solutions throughout their lifecycle. Through an unparalleled commitment to innovation, Schneider Electric delivers energy efficient solutions for critical technology and industrial applications.

If you have any question or require any additional information, please feel free to contact me at your convenience.

Sincerely,

Nancy Ollarzabal  
Territory Account Executive

nancy.ollarzabal@se.com

**SCHNEIDER ELECTRIC IT CORP.**

70 Mechanic Street  
Foxboro, MA 02035 -  
<http://www.schneider-electric.com>



Product and Services (All Prices in USD)

Standard Products					
Item No.	Qty.	Product	Description	Price	Extended Price
1	1	SMT1500C	APC Smart-UPS 1500VA LCD 120V with SmartConnect	611.10	611.10
2	2	SRT5KXLT	APC Smart-UPS SRT 5000VA 208V	5,535.00	11,070.00
Sub Total					11,681.10

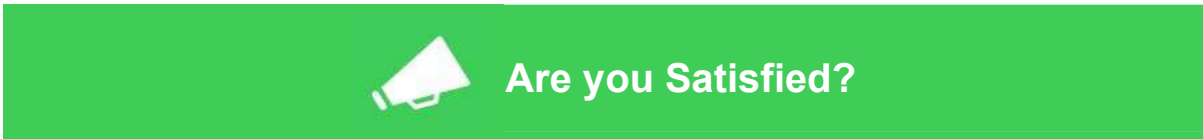
Standard Products					
Item No.	Qty.	Product	Description	Price	Extended Price
1.1	1	QWVUPSSA-QJRA15314-00	STANDALONE INSTALLATION AND STARTUP SERVICE 5X8 NORMAL BUSINESS HOU	1,749.60	1,749.60
Sub Total					1,749.60

Grand Total \$13,430.70

Prices do not include freight/delivery costs unless otherwise specified. Prices are exclusive of VAT/sales taxes which will be payable in addition at the applicable rates.

Important Quotation Information:

Quote Status: Approved  
Total Weight:



[Click HERE to Rate your Quotation Experience.](#)

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<http://www.schneider-electric.com>





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## PURCHASE ORDER NEED TO BE ADDRESSED TO :

**SCHNEIDER ELECTRIC IT CORP.**  
**70 Mechanic Street**  
**Foxboro, MA 02035**

Schneider Electric accepts purchase orders placed using the following modes of transmission:

**EMAIL:** purchaseorders@schneider-electric.com    **FAX:** 401-792-2313

When placing a manual order please only send original PO requests to the above email or fax number. Once submitted, all inquiries regarding PO's should be directed to the respective coordinator.

**OR**

**Through MySchneider:**

Register for MySchneider to view/order quotes, submit your purchase orders online, get access to your account information, including:

- **NEW !** View Your Quotes & Order Approved Transactional Quotes
- Order status & tracking information
- Price & availability information
- Request CMA's & check CMA status
- Serial Numbers
- Invoice & credit memo copies and more!
- Sign up today! [www.se.com/myschneider](http://www.se.com/myschneider)

## PURCHASE ORDER (PO) CHECKLIST

The data below is required for order processing and needs to be stated on each PO. Please note that missing information may cause order processing delays.

**NOTE:** Tax & freight are not to be included as line items

**MANDATORY**

- **Quotation ID# if applicable**
- Bill to Address (Account # with Schneider if known)
- PO Number
- Freight & Delivery Terms
- Payment Terms
- Ship To Address
- Partial Shipment Allowed - Yes/No (May not ship complete)
- Shipping Contact Name & Phone Number
- Part # and Quantity
- Price per Unit
- Total Line Value

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- Requested date of delivery/collection
- Purchaser's Name & Contact #
- Purchaser's email address (used for order/shipping notices)
- **Service Orders:** Model, Serial Number, End User contact name & phone number
- **Custom Orders:** Delivery Check list (if delivery requires more than Dock to Dock)
- **Solution Orders:** ISX solution #, Opportunity ID
- Export Documentation Requirements
- Site Inspection Requirements
- 3rd Party Freight Billing Details (Carrier and Account #, contact name and number, freight billing address)

**US Only-Sales Tax:** please email your exemption certificate for the ship to state to [apc.credit.tax@schneider-electric.com](mailto:apc.credit.tax@schneider-electric.com). If you are registered in multiple states, please send your current packet and we will set up the exemptions in all the states where you are registered. Be sure to note your Oracle order number/PO#/ or customer code so that we update the correct account.

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Foxboro, MA 02035 -  
<http://www.schneider-electric.com>



## Terms and Conditions

Unless you have entered into an agreement in writing intended to govern the purchase of the Products and Services included in this Quotation, the General Terms and Conditions of Sale of the Schneider Electric legal entity that provided the Quotation or is selling the Products and Services will govern the purchase by you of these Products and Services. Such General Terms and Conditions of Sale can be found at

[https://download.schneider-electric.com/files?p\\_Doc\\_Ref=Standard\\_Terms\\_Conditions\\_Sale](https://download.schneider-electric.com/files?p_Doc_Ref=Standard_Terms_Conditions_Sale)

Parties recognize that notwithstanding the link to Schneider Electric's Terms and Conditions, that MTS Doc No. G2009.0-17, and its executed amendments, contains the applicable terms and conditions for this agreement.

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## Certificate Of Completion

Envelope Id: 792EA71C3C0247A98A94BF138BD16F91

Status: Completed

Subject: Complete with DocuSign: (SCM-4329) San Diego MTS - G2009.8-17 - SE IT Corp - EXTEND 4 MONTHS

DUNS:

Source Envelope:

Document Pages: 23

Signatures: 1

Envelope Originator:

Certificate Pages: 5

Initials: 0

Marshari Murphy

AutoNav: Enabled

35 rue Joseph Monier

Envelopeld Stamping: Enabled

92500 RUEIL MALMAISON,

Time Zone: (UTC+01:00) Brussels, Copenhagen, Madrid, Paris

Marshari.Murphy@se.com

IP Address: 71.115.0.198

## Record Tracking

Status: Original

Holder: Marshari Murphy

Location: DocuSign

11/7/2024 3:18:56 PM

Marshari.Murphy@se.com

## Signer Events

Alexis Hart

alexis.hart@se.com

VP of Sales

Schneider Electric IT Corporation

Security Level: Email, Account Authentication  
(None)

## Signature

Signed by:


  
3E97563E173C44B...

Signature Adoption: Pre-selected Style

Using IP Address: 4.34.196.170

## Timestamp

Sent: 11/7/2024 3:25:57 PM

Viewed: 11/7/2024 6:55:24 PM

Signed: 11/7/2024 6:55:35 PM

## Electronic Record and Signature Disclosure:

Accepted: 11/7/2024 6:55:24 PM

ID: 9b04d515-8821-4a8c-a934-8a04d720f09b

## In Person Signer Events

## Signature

## Timestamp

## Editor Delivery Events

## Status

## Timestamp

## Agent Delivery Events

## Status

## Timestamp

## Intermediary Delivery Events

## Status

## Timestamp

## Certified Delivery Events

## Status

## Timestamp

## Carbon Copy Events

## Status

## Timestamp

Albert Lawrence Monton

albertlawrence.monton@se.com

Security Level: Email, Account Authentication  
(None)

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## Electronic Record and Signature Disclosure:

Not Offered via DocuSign

## Witness Events

## Signature

## Timestamp

## Notary Events

## Signature

## Timestamp

## Envelope Summary Events

## Status

## Timestamps

Envelope Sent

Hashed/Encrypted

11/7/2024 3:25:57 PM

Certified Delivered

Security Checked

11/7/2024 6:55:24 PM

Signing Complete

Security Checked

11/7/2024 6:55:35 PM

Completed

Security Checked

11/7/2024 6:55:35 PM

Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

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If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

**Consequences of changing your mind**

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**How to contact Schneider Electric:**

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**Required hardware and software**

Operating Systems:	Windows® 2000, Windows® XP, Windows Vista®; Mac OS® X
Browsers:	Final release versions of Internet Explorer® 6.0 or above (Windows only); Mozilla Firefox 2.0 or above (Windows and Mac); Safari™ 3.0 or above (Mac only)
PDF Reader:	Acrobat® or similar software may be required to view and print PDF files
Screen Resolution:	800 x 600 minimum
Enabled Security Settings:	Allow per session cookies

\*\* These minimum requirements are subject to change. If these requirements change, you will be asked to re-accept the disclosure. Pre-release (e.g. beta) versions of operating systems and browsers are not supported.

**Acknowledging your access and consent to receive materials electronically**



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**Metropolitan  
Transit  
System**

## **Amendment 9**

Date: November 1, 2024

MTS Doc No. G2009.9-17

### **SCHNEIDER ELECTRIC UNINTERRUPTIBLE POWER SUPPLY (UPS) MAINTENANCE SUPPORT AND BATTERY REPLACEMENTS**

Schneider Electric IT Corporation  
Alexis Hart  
VP, Secure Power Service Sales  
5081 Collections Center Drive  
Chicago, IL 60693-5081

This shall serve as Amendment No. 9 to the original agreement G2009.0-17 as further described below.

#### **SCOPE**

Under this Amendment, Contractor shall extend maintenance service agreement 4 months, per attachment A.

#### **SCHEDULE**

Due to this amendment, the term of the agreement will be extended from March 15, 2024 through July 14, 2025.

#### **PAYMENT**

This contract amendment shall authorize additional costs not to exceed \$62,836.00. The total value of this contract including this amendment shall be in the amount of \$1,776,182.42. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

\_\_\_\_\_  
Sharon Cooney, Chief Executive Officer

\_\_\_\_\_  
Alexis Hart, VP, Secure Power Service  
Sales  
Schneider Electric IT Corporation

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

Attachments: A. 4-Month Service Extension Quote 2024-2303256



# **ATTACHMENT A**

(4-Month Service Extension Quote  
2025-2423502)

**EcoStruxure™**  
Innovation At Every Level

# Schneider Electric IT Global Field Services

**Schneider Electric  
Reference :** OP-241115-14843029  
**Service Quote Number** 2025-2423502  
**Quote Date** 2/6/2025

**Prepared For** San Diego Metropolitan Transit System  
**Sales Contact** Albert Lawrence Monton

SCHNEIDER ELECTRIC IT CORP.

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**Service Contract 2025 - San Diego Metropolitan Transit System (4 Month Renewal)****Products and Services (All Prices in USD)**

Product Description	Qty	Net Price	Ext. Net Price
QWVUPS-QJRA88973-01 – Eaton Onsite Support	1	\$ 6,046.00	\$ 6,046.00
QWVUPS-QJRA04958-02 – Schneider Onsite Support	1	\$ 56,790.00	\$ 56,790.00

**Coverage Dates: 3/15/25 to 7/14/25****QUOTE TOTAL ( USD )      \$ 62,836.00**

The quote total above does not include Applicable Taxes.

**Scope of Work:**

Single Phase Units:

- Includes: Parts, Labor, Travel, and Break-fix Batteries.
- Response Time listed for each Unit.

Three Phase Units (SE &amp; Eaton):

- Includes: Parts, Labor, Travel.
- Response Time listed for each Unit.
- Exclusions: Batteries, Capacitors, and Fans for APC 25kW Galaxy VS UPS units.
- Exclusions: Batteries, Capacitors, and Fans for Eaton 80kVA 9390 UPS units.

**Equipment List:**

Location	Model	Unit Serial	Unit Type	Response Time
<b>1-Phase UPS Systems</b>				
12th and Imperial	SRT3000RMXLA	AS1828190430	UPS	8-Hour
12th and Imperial	SRT96RMBP	7S1824L02167	External Battery Pack	8-Hour
12th and Imperial	AP4453	5A1832T93239	ATS	8-Hour
24th Street	SRT3000RMXLA	AS1827293260	UPS	8-Hour
24th Street	SRT96RMBP	7S1828L02319	External Battery Pack	8-Hour
24th Street	AP4453	5A1832T93248	ATS	8-Hour
25th and Commercial	SRT3000RMXLA	AS1828190494	UPS	8-Hour
25th and Commercial	SRT96RMBP	7S1828L00745	External Battery Pack	8-Hour
25th and Commercial	AP4453	5A1832T21706	ATS	8-Hour
32nd and Commercial	SRT3000RMXLA	AS1828190482	UPS	8-Hour
32nd and Commercial	SRT96RMBP	7S1829L01640	External Battery Pack	8-Hour
32nd and Commercial	AP4453	5A1832T21690	ATS	8-Hour
47th Street	SRT3000RMXLA	AS1827293282	UPS	8-Hour
47th Street	SRT96RMBP	7S1828L00706	External Battery Pack	8-Hour
47th Street	AP4453	5A1832T93234	ATS	8-Hour
5th Ave	SRT3000RMXLA	AS1827293265	UPS	8-Hour

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5th Ave	SRT96RMBP	7S1825L00064	External Battery Pack	8-Hour
5th Ave	AP4453	5A1832T21700	ATS	8-Hour
70th Street	SRT3000RMXLA	AS1828190438	UPS	8-Hour
70th Street	SRT96RMBP	7S1825L00479	External Battery Pack	8-Hour
70th Street	AP4453	5A1832T21698	ATS	8-Hour
8th Street	SRT3000RMXLA	AS1827293280	UPS	8-Hour
8th Street	SRT96RMBP	7S1828L00700	External Battery Pack	8-Hour
8th Street	AP4453	5A1832T93250	ATS	8-Hour
Alvarado Medical Center	SRT3000RMXLA	AS1828190440	UPS	8-Hour
Alvarado Medical Center	SRT96RMBP	7S1825L00483	External Battery Pack	8-Hour
Alvarado Medical Center	AP4453	5A1832T21693	ATS	8-Hour
Amaya Drive	SRT3000RMXLA	AS1827293294	UPS	8-Hour
Amaya Drive	SRT96RMBP	7S1828L02314	External Battery Pack	8-Hour
Amaya Drive	AP4453	5A1832T21697	ATS	8-Hour
American Plaza	SRT3000RMXLA	AS1828190485	UPS	8-Hour
American Plaza	SRT96RMBP	7S1828L00707	External Battery Pack	8-Hour
American Plaza	AP4453	5A1832T93242	ATS	8-Hour
Arnele Avenue	SRT3000RMXLA	AS1827293308	UPS	8-Hour
Arnele Avenue	SRT96RMBP	7S1825L00481	External Battery Pack	8-Hour
Arnele Avenue	AP4453	5A1832T93243	ATS	8-Hour
B Building IDF	SMT3000RM2U	JS1110012191	UPS	8-Hour
B Building IDF	SURT192RMLBP 3U	8S1413F15529	UPS	8-Hour
B Building IDF	SURT192RMLBP 3U	8S1413F15518	External Battery Pack	8-Hour
B Building IDF	SURTA3000RML3 U	QS1352140686	External Battery Pack	8-Hour
B Building Managers Office	SURTA1500RML2 U	QS1343342083	UPS	8-Hour
B Building Revenue Room	SMT2200	IS1128009468	UPS	8-Hour
Balboa Ave	SRT3000RMXLA	AS1928193330	UPS	8-Hour
Balboa Ave	SRT96RMBP	7S2032L00872	External Battery Pack	8-Hour
Balboa Ave	SRT96RMBP	7S2032L00842	External Battery Pack	8-Hour
Balboa Ave	AP4453	5A1926T32794	ATS	8-Hour
Barrio Logan	SRT3000RMXLA	AS1828190492	UPS	8-Hour
Barrio Logan	SRT96RMBP	7S1828L02318	External Battery Pack	8-Hour
Barrio Logan	AP4453	5A1832T93286	ATS	8-Hour
Beyer Blvd	SRT3000RMXLA	AS1827293292	UPS	8-Hour
Beyer Blvd	SRT96RMBP	7S1828L00733	External Battery Pack	8-Hour
Beyer Blvd	AP4453	5A1832T93226	ATS	8-Hour
Boulevard Transit Plaza	SMX3000RMLV2U	AS1723160306	UPS	8-Hour
Boulevard Transit Plaza	SMX3000RMLV2U NC	AS1738160621	UPS	8-Hour
Boulevard Transit Plaza	SMX120RMBP2U	7A1729L45956	External Battery Pack	8-Hour
Boulevard Transit Plaza	SMX120RMBP2U	7A1730L45656	External Battery Pack	8-Hour
Boulevard Transit Plaza	SMX120RMBP2U	7A1730L45655	External Battery Pack	8-Hour
Boulevard Transit Plaza	SMX120RMBP2U	7A1729L45955	External Battery Pack	8-Hour
C Building IDF	SMX2000RMLV2U NC	AS1727163149	UPS	8-Hour
City College	SRT3000RMXLA	AS1828190435	UPS	8-Hour

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City College	SRT96RMBP	7S1825L00478	External Battery Pack	8-Hour
City College	AP4453	5A1832T21680	ATS	8-Hour
Civic Center	SRT3000RMXLA	AS1828190432	UPS	8-Hour
Civic Center	SRT96RMBP	7S1824L02158	External Battery Pack	8-Hour
Civic Center	AP4453	5A1832T93225	ATS	8-Hour
Clairemont Drive	SRT3000RMXLA	AS2050292311	UPS	8-Hour
Clairemont Drive	SRT96RMBP	7S2032L00844	External Battery Pack	8-Hour
Clairemont Drive	SRT96RMBP	7S2032L00871	External Battery Pack	8-Hour
Clairemont Drive	AP4453	5A2223T00173	ATS	8-Hour
Convention Center	SRT3000RMXLA	AS1828190434	UPS	8-Hour
Convention Center	SRT96RMBP	7S1828L00573	External Battery Pack	8-Hour
Convention Center	AP4453	5A2252T51802	ATS	8-Hour
Copley Building IDF	SUA2200RM2U	JS1048001493	UPS	8-Hour
Copley Building MDF	SUA2200RM2U	JS1027004713	UPS	8-Hour
Copley Building MDF	SUA2200RM2U	JS1046001491	UPS	8-Hour
Copley Building MDF	SUA2200RM2U	JS1046001497	UPS	8-Hour
Courthouse Station	SRT3000RMXLA	AS1827293289	UPS	8-Hour
Courthouse Station	SRT96RMBP	7S1829L01644	External Battery Pack	8-Hour
Courthouse Station	AP4453	5A1832T93246	ATS	8-Hour
D Building	SMT1500	AS1134211506	UPS	8-Hour
Del Lago	SMT2200	IS1212002698	UPS	8-Hour
E Street	SRT3000RMXLA	AS1827293284	UPS	8-Hour
E Street	SRT96RMBP	7S1828L02313	External Battery Pack	8-Hour
E Street	AP4453	5A1832T93237	ATS	8-Hour
East County Admin Building - Datacenter	SMT3000RM2U	AS1626261539	UPS	8-Hour
East County Admin Building - Datacenter	SMT3000RM2U	AS1539141387	UPS	8-Hour
East County Admin Building - Datacenter	SMT3000RM2U	AS1613162421	UPS	8-Hour
East County Admin Building - Datacenter	SMT3000RM2U	AS1622162824	UPS	8-Hour
East Palomar Transit Station	SMX3000RMLV2U	AS1637164781	UPS	8-Hour
East Palomar Transit Station	SMX120RMBP2U	7A1634L13018	External Battery Pack	8-Hour
East Palomar Transit Station	SMX120RMBP2U	7A1634L13019	External Battery Pack	8-Hour
El Cajon TransDev	SMT3000RM2U	AS1539141387	UPS	8-Hour
El Cajon TransDev	SMT3000RM2U	AS1626261539	UPS	8-Hour
El Cajon TransDev	SMT3000RM2U	AS1723363554	UPS	8-Hour
El Cajon TransDev	SMT3000RM2U	AS1726254029	UPS	8-Hour
El Cajon Transit Center	SRT3000RMXLA	AS1828190436	UPS	8-Hour
El Cajon Transit Center	SRT96RMBP	7S1824L02121	External Battery Pack	8-Hour
El Cajon Transit Center	AP4453	5A1832T93220	ATS	8-Hour
Encanto/62nd Street	SRT3000RMXLA	AS1827293293	UPS	8-Hour
Encanto/62nd Street	SRT96RMBP	7S1828L02312	External Battery Pack	8-Hour
Encanto/62nd Street	AP4453	5A1832T21673	ATS	8-Hour
Euclid Ave	SRT3000RMXLA	AS1827293297	UPS	8-Hour
Euclid Ave	SRT96RMBP	7S1825L00087	External Battery Pack	8-Hour
Euclid Ave	AP4453	5A1832T93272	ATS	8-Hour
Fashion Valley	SRT3000RMXLA	AS1827293278	UPS	8-Hour
Fashion Valley	SRT96RMBP	7S1829L01645	External Battery Pack	8-Hour
Fashion Valley	AP4453	5A1832T93275	ATS	8-Hour
Fenton	SRT3000RMXLA	AS1828190433	UPS	8-Hour



Fenton	SRT96RMBP	7S1828L02317	External Battery Pack	8-Hour
Fenton	AP4453	5A1832T93233	ATS	8-Hour
Gaslamp Quarter	SRT3000RMXLA	AS1827293270	UPS	8-Hour
Gaslamp Quarter	SRT96RMBP	7S1825L00113	External Battery Pack	8-Hour
Gaslamp Quarter	AP4453	5A1832T93229	ATS	8-Hour
Gillespie Field	SRT3000RMXLA	AS1827293275	UPS	8-Hour
Gillespie Field	SRT96RMBP	7S1825L00073	External Battery Pack	8-Hour
Gillespie Field	AP4453	5A1832T21675	ATS	8-Hour
Grantville	SRT3000RMXLA	AS1828190471	UPS	8-Hour
Grantville	SRT96RMBP	7S1825L00068	External Battery Pack	8-Hour
Grantville	AP4453	5A1832T21704	ATS	8-Hour
Grossmont	SRT3000RMXLA	AS1828190437	UPS	8-Hour
Grossmont	SRT96RMBP	7S1825L00482	External Battery Pack	8-Hour
Grossmont	AP4453	5A1832T21696	ATS	8-Hour
H Street	SRT3000RMXLA	AS1827293302	UPS	8-Hour
H Street	SRT96RMBP	7S1828L00674	External Battery Pack	8-Hour
H Street	AP4453	5A1832T93236	ATS	8-Hour
Harborside	SRT3000RMXLA	AS1828190492	UPS	8-Hour
Harborside	SRT96RMBP	7S1828L02318	External Battery Pack	8-Hour
Harborside	AP4453	5A1832T93286	ATS	8-Hour
Hazard	SRT3000RMXLA	AS1828190486	UPS	8-Hour
Hazard	SRT96RMBP	7S1829L01643	External Battery Pack	8-Hour
Hazard	AP4453	5A1832T93240	ATS	8-Hour
Heritage Station	SRT3000RMXLA	AS1827293321	UPS	8-Hour
Heritage Station	SRT96RMBP	7S1828L00679	External Battery Pack	8-Hour
Heritage Station	AP4453	5A1832T21692	ATS	8-Hour
IAD Data Center	SMT1500RM2U	AS1318220707	UPS	4-Hour
IAD Data Center	SMT2200RM2U	JS1114013291	UPS	4-Hour
IAD Data Center	SMT3000RM2U	IS1136000147	UPS	4-Hour
IAD Data Center	SMT3000RM2U	IS1136000148	UPS	4-Hour
IAD Data Center	SMX3000RMLV2U NC	AS1824254816	UPS	4-Hour
IAD Data Center	SUA5000RMT5U	IS1125004596	UPS	4-Hour
IAD Data Center	SURT5000RMXL	QS1429271613	UPS	4-Hour
IAD Data Center	SURT5000XLT	NS0632015670	UPS	4-Hour
IAD Data Center	U-SURTD5000XLT	NS0647032018	UPS	4-Hour
IAD Data Center	SURT15KRMXL	IS1248004979	UPS	4-Hour
IAD Data Center	AP9626	ZS1130024151	Transformer	4-Hour
IAD Data Center	AP9627	na-761	Transformer	4-Hour
IAD Data Center	SURT192RMXLBP 2	IS1249002343	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX3000RMLV2U	AS1701261822	UPS	4-Hour
IAD Radio Room MDF	SMX3000RMLV2U	AS1627160587	UPS	4-Hour
IAD Radio Room MDF	SMX3000RMLV2U	AS1545142433	UPS	4-Hour
IAD Radio Room MDF	SMX3000RMLV2U	AS1644264262	UPS	4-Hour
IAD Radio Room MDF	SRT6KRMXL	AS2126170864	UPS	4-Hour
IAD Radio Room MDF	SYA16K16RMP	QD1415260365	UPS	4-Hour
IAD Radio Room MDF	SRT5KTF	7S2122L00833	Transformer	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1612L02486	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1638L40368	External Battery Pack	4-Hour



IAD Radio Room MDF	SMX120RMBP2U	7A1541L08167	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1704L31809	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1704L31808	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1640L23985	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1612L17792	External Battery Pack	4-Hour
IAD Radio Room MDF	SMX120RMBP2U	7A1537L32400	External Battery Pack	4-Hour
IAD RAM IDF	SMX2000RMLV2U NC	AS1649264568	UPS	4-Hour
IAD Service Lane IDF	SMX3000RMLV2U	AS1815360478	UPS	4-Hour
IAD Service Lane IDF	SMX120RMBP2U	7A1815L44511	External Battery Pack	4-Hour
IAD Service Lane IDF	SBP3000RM2U	UA1723000130	ATS	4-Hour
Iris Ave	SRT3000RMXLA	AS1827293309	UPS	8-Hour
Iris Ave	SRT96RMBP	7S1828L02320	External Battery Pack	8-Hour
Iris Ave	AP4453	5A1832T93230	ATS	8-Hour
KMD Dispatch IDF	SMT1500	AS1134211496	UPS	8-Hour
KMD IDF East	SMX2000RMLV2U NC	AS1649264574	UPS	8-Hour
KMD IDF East	SRT3000RMXLA	AS1828294415	UPS	8-Hour
KMD IDF East	SRT96RMBP	7S1828L00682	External Battery Pack	8-Hour
KMD IDF East	AP4453	5A1832T21687	ATS	8-Hour
La Mesa Blvd	SRT3000RMXLA	AS1827293298	UPS	8-Hour
La Mesa Blvd	SRT96RMBP	7S1828L00575	External Battery Pack	8-Hour
La Mesa Blvd	AP4453	5A1832T21701	ATS	8-Hour
Lemon Grove Depot	SRT3000RMXLA	AS1828190468	UPS	8-Hour
Lemon Grove Depot	SRT96RMBP	7S1828L00576	External Battery Pack	8-Hour
Lemon Grove Depot	AP4453	5A1832T21705	ATS	8-Hour
Little Italy	SRT3000RMXLA	AS1827293283	UPS	8-Hour
Little Italy	SRT96RMBP	7S1828L00741	External Battery Pack	8-Hour
Little Italy	AP4453	5A1832T93227	ATS	8-Hour
Lomas Verdes	SRT3000RMXLA	AS1829294372	UPS	8-Hour
Lomas Verdes	SRT96RMBP	7S1828L00680	External Battery Pack	8-Hour
Lomas Verdes	AP4453	5A1832T93214	ATS	8-Hour
Massachusetts Ave	SRT3000RMXLA	AS1828190470	UPS	8-Hour
Massachusetts Ave	SRT96RMBP	7S1825L00110	External Battery Pack	8-Hour
Massachusetts Ave	AP4453	5A1832T93231	ATS	8-Hour
Middletown	SRT3000RMXLA	AS1827293258	UPS	8-Hour
Middletown	SRT96RMBP	7S1828L00748	External Battery Pack	8-Hour
Middletown	AP4453	5A1832T21694	ATS	8-Hour
Millenia Station	SMX120RMBP2U	7A1804L40075	UPS	8-Hour
Millenia Station	SMX120RMBP2U	na-483	External Battery Pack	8-Hour
Millenia Station	SMX3000RMLV2U	AS1815360476	External Battery Pack	8-Hour
Millenia Station	SBP3000RM2U	UA1817001296	ATS	8-Hour
Mills 10th Floor	SMT2200	IS1128002164	UPS	4-Hour
Mills 10th Floor	SMT3000RM2U	JS1110012187	UPS	4-Hour
Mills 10th Floor	SURT8000RMXLT	QS1244150685	UPS	4-Hour
Mills 10th Floor	AP9627	na-1072	Transformer	4-Hour

Mills 10th Floor	SURT192XLBP	IS0922002918	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	IS0922002918	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0648018037	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0721023320	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0631028821	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0547002358	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0708009780	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	NS0746006640	External Battery Pack	4-Hour
Mills 10th Floor	SURT192XLBP	IS08300003670	External Battery Pack	4-Hour
Mills 8th Floor IDF	SUA1500	AS0442132150	UPS	4-Hour
Mills 9th Floor Storage	SMX2000RMLV2U NC	AS1649264570	UPS	4-Hour
Miramar College	SMX3000RMLV2U NC	AS1328246447	UPS	8-Hour
Miramar College	SMX3000RMLV2U NC	AS1333237555	UPS	8-Hour
Miramar College	SMX120RMBP2U	na-655	External Battery Pack	8-Hour
Miramar College	SMX120RMBP2U	na-656	External Battery Pack	8-Hour
Miramar College	SMX120RMBP2U	na-657	External Battery Pack	8-Hour
Miramar College	SMX120RMBP2U	na-658	External Battery Pack	8-Hour
Mission San Diego	SRT3000RMXLA	AS1828190429	UPS	8-Hour
Mission San Diego	SRT96RMBP	7S1824L02100	External Battery Pack	8-Hour
Mission San Diego	AP4453	5A1832T93262	ATS	8-Hour
Mission Valley Center	SRT3000RMXLA	AS1827293274	UPS	8-Hour
Mission Valley Center	SRT96RMBP	7S1828L00693	External Battery Pack	8-Hour
Mission Valley Center	AP4453	5A1832T21686	ATS	8-Hour
Morena / Linda Vista	SRT3000RMXLA	AS1827293279	UPS	8-Hour
Morena / Linda Vista	SRT96RMBP	7S1828L00749	External Battery Pack	8-Hour
Morena / Linda Vista	AP4453	5A1832T93228	ATS	8-Hour
OCC Datacenter	SUA2200RM2U	JS0703007721	UPS	4-Hour
OCC Datacenter	SUA3000RM2U	JS1104018801	UPS	4-Hour
OCC Datacenter	SURTA3000RMXL3 U	QS1540240065	UPS	4-Hour
OCC Datacenter	GXT2-3000RT120	08289R1150AF091	UPS	4-Hour
OCC Datacenter	GXT2-6000RT208	09015R0038BW571	UPS	4-Hour
OCC Datacenter	SURT192RMXLBP 3U	7S1545L02425	External Battery Pack	4-Hour
OCC Datacenter	SURT192RMXLBP 3U	7S1545L02549	External Battery Pack	4-Hour
OCC MOW	SMT1500	AS1134311711	UPS	4-Hour
OCC Telephone Room	SMT1500	AS1134311709	UPS	4-Hour
Old Town Bunker	SRT3000RMXLA	AS2050292331	UPS	8-Hour
Old Town Bunker	SRT96RMBP	7S2102L03445	External Battery Pack	8-Hour
Old Town Bunker	SRT96RMBP	7S2102L03265	External Battery Pack	8-Hour
Old Town Bunker	AP4453	5A2050T57627	ATS	8-Hour
Old Town West	SRT3000RMXLA	AS2245193067	UPS	8-Hour

Old Town West	SRT96RMBP	7S1824L02099	External Battery Pack	8-Hour
Old Town West	AP4453	5A1832T93257	ATS	8-Hour
Otay Mesa	SRT3000RMXLA	AS1827293323	UPS	8-Hour
Otay Mesa	SRT96RMBP	7A1828L00578	External Battery Pack	8-Hour
Otay Mesa	AP4453	5A1832T93283	ATS	8-Hour
Otay Ranch	SRT3000RMXLA	na-473	UPS	8-Hour
Otay Ranch	SRT96RMBP	na-474	External Battery Pack	8-Hour
Otay Ranch	AP4453	na-475	ATS	8-Hour
Pacific Fleet	SRT3000RMXLA	AS1827293281	UPS	8-Hour
Pacific Fleet	SRT96RMBP	7S1828L02323	External Battery Pack	8-Hour
Pacific Fleet	AP4453	5A1832T21671	ATS	8-Hour
Palm Ave	SRT3000RMXLA	AS1827293285	UPS	8-Hour
Palm Ave	SRT96RMBP	7S1828L02322	External Battery Pack	8-Hour
Palm Ave	AP4453	5A1832T93241	ATS	8-Hour
Palomar Street	SRT3000RMXLA	AS1827293321	UPS	8-Hour
Palomar Street	SRT96RMBP	7S1829L01653	External Battery Pack	8-Hour
Palomar Street	AP4453	5A1832T21707	ATS	8-Hour
Park and Market	SRT3000RMXLA	AS1828190490	UPS	8-Hour
Park and Market	SRT96RMBP	7S1828L00699	External Battery Pack	8-Hour
Park and Market	AP4453	5A1832T93213	ATS	8-Hour
Rancho Bernardo	SMT2200	IS1212002700	UPS	8-Hour
Rio Vista	SRT3000RMXLA	AS1828190439	UPS	8-Hour
Rio Vista	SRT96RMBP	7S1828L00573-2	External Battery Pack	8-Hour
Rio Vista	AP4453	5A1832T21672	ATS	8-Hour
Ruffin Road (Kaiser I-15)	SMX3000LV	AS1432141164	UPS	8-Hour
Sabre Springs	SMX3000RMLV2U NC	AS1338236726	UPS	8-Hour
Sabre Springs	SMX120RMBP2U	na-661	External Battery Pack	8-Hour
San Ysidro	SMX3000LV	AS1332137146	UPS	8-Hour
San Ysidro	SMX120BP	7A1505L35786	External Battery Pack	8-Hour
San Ysidro	AP4453	5A1832T93253	ATS	8-Hour
Santa Fe	SMX3000RMLV2U	na-1535	UPS	8-Hour
Santa Fe	SMX3000RMLV2U	IS1239000143	UPS	8-Hour
Santa Fe	SMX120RMBP2U	na-1533	External Battery Pack	8-Hour
Santa Fe	SMX120RMBP2U	na-1534	External Battery Pack	8-Hour
Santa Fe	SMX120RMBP2U	na-1536	External Battery Pack	8-Hour
Santa Fe	SMX120RMBP2U	na-1537	External Battery Pack	8-Hour
Santa Fe (On Rail)	SRT3000RMXLA	AS1827293272	UPS	8-Hour
Santa Fe (On Rail)	SRT96RMBP	7S1828L00678	External Battery Pack	8-Hour
Santa Fe (On Rail)	AP4453	5A1832T21691	ATS	8-Hour
Santa Venetia	SRT3000RMXLA	AS1827293290	UPS	8-Hour
Santa Venetia	SRT96RMBP	7S1825L00116	External Battery Pack	8-Hour
Santa Venetia	AP4453	5A1832T93245	ATS	8-Hour
Santee Town Center	SRT3000RMXLA	AS1827293301	UPS	8-Hour
Santee Town Center	SRT96RMBP	7S1828L00688	External Battery Pack	8-Hour
Santee Town Center	AP4453	5A1832T93238	ATS	8-Hour

SDSU	SRT3000RMXLA	AS1827293299	UPS	8-Hour
SDSU	SRT96RMBP	7S1828L00580	External Battery Pack	8-Hour
SDSU	AP4453	5A1832T21699	ATS	8-Hour
Seaport Village	SRT3000RMXLA	AS1828190428	UPS	8-Hour
Seaport Village	SRT96RMBP	7S1824L02132	External Battery Pack	8-Hour
Seaport Village	AP4453	5A1832T93249	ATS	8-Hour
Southbay Main 3650	SMT3000RM2U	AS1414143663	UPS	8-Hour
Southbay Main 3650	SMT3000RM2U	AS1414143638	UPS	8-Hour
Southbay Main 3650	SMT3000RM2U	na-1128	UPS	8-Hour
Southbay Main 3650a	SMX2000RMLV2U NC	AS1649264573	UPS	8-Hour
Southbay Main Datacenter	SMT3000RM2U	AS1337140673	UPS	8-Hour
Southbay Main Datacenter	SMT3000RM2U	AS1337140671	UPS	8-Hour
Southbay Main Datacenter	SMT3000RM2U	na-1158	UPS	8-Hour
Spring Street	SRT3000RMXLA	AS1827293291	UPS	8-Hour
Spring Street	SRT96RMBP	7S1828L02321	External Battery Pack	8-Hour
Spring Street	AP4453	5A1832T93247	ATS	8-Hour
Stadium	SRT3000RMXLA	AQ1910290880	UPS	8-Hour
Stadium	SRT96RMBP	7S1828L00579	External Battery Pack	8-Hour
Stadium	AP4453	5A1832T21670	ATS	8-Hour
Tecolote Road	SRT3000RMXLA	AS1930393181	UPS	8-Hour
Tecolote Road	SRT96RMBP	7S2032L00832	External Battery Pack	8-Hour
Tecolote Road	SRT96RMBP	7S2032L00843	External Battery Pack	8-Hour
Tecolote Road	AP4453	5A1926T32786	ATS	8-Hour
University Ave Transit Center	SMX3000RMLV2U NC	AS1338237693	UPS	8-Hour
University Ave Transit Center	SMX3000RMLV2U NC	AS1727163159	UPS	8-Hour
University Ave Transit Center	SMX120RMBP2U	7A1730L42195	External Battery Pack	8-Hour
University Ave Transit Center	SMX120RMBP2U	7A1730L42194	External Battery Pack	8-Hour
University Ave Transit Center	SMX120RMBP2U	7A1730L42197	External Battery Pack	8-Hour
University Ave Transit Center	SMX120RMBP2U	7A1730L42196	External Battery Pack	8-Hour
UTC	SMX3000LV	AS1434235857	UPS	8-Hour
UTC	SMX120BP	7A1609L05295	External Battery Pack	8-Hour
VA Medical Center	SRT3000RMXLA	AS1930393184	UPS	8-Hour
VA Medical Center	SRT96RMBP	7S2032L00828	External Battery Pack	8-Hour
VA Medical Center	SRT96RMBP	7S2032L00841	External Battery Pack	8-Hour
VA Medical Center	AP4453	5A1926T52270	ATS	8-Hour
Virginia Ave Transit Center	SMX2000RMLV2U NC	AS2135254032	UPS	8-Hour
Washington Street	SRT3000RMXLA	AS1827293264	UPS	8-Hour
Washington Street	SRT96RMBP	7S1828L00696	External Battery Pack	8-Hour
Washington Street	AP4453	5A1832T21695	ATS	8-Hour
Wright Street Yard	SMT1500RM2U	AS2021130148	UPS	8-Hour
Yard Tower	SUA2200RM2U	YS0402124403	UPS	8-Hour
<b>3-Phase UPS Systems</b>				
OCC Datacenter	9390-80	EG013CBC05	UPS	4-Hour
OCC Datacenter	9390-80	EX192CAA03	UPS	4-Hour

Executive Drive Trolley Station	GVSUPS25KFS	ID2036012016	UPS	8-Hour
Nobel Drive Transit Center	GVSUPS25KFS	ID1952001814	UPS	8-Hour
Pepper Canyon Trolley Station (UC San Diego Central Campus)	GVSUPS25KFS	ID2020003960	UPS	8-Hour
University Town Center Trolley Station (UTC)	GVSUPS25KFS	ID2005006844	UPS	8-Hour
Voigt Drive Trolley Station (UC San Diego Health La Jolla)	GVSUPS25KFS	ID2001005202	UPS	8-Hour



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## General Conditions

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### Date

Quote validity: 3/10/2025

### Billing detail

Payment term: NET 30 DAYS

Bill to address: SAN DIEGO METROPOLITAN  
TRANSIT SYSTEM  
ACCOUNTING  
DEPARTMENT  
SAN DIEGO  
CA, 92101  
UNITED STATES

## Terms and Conditions

ANY ORDER PLACED PURSUANT TO THIS QUOTATION SHALL BE GOVERNED SOLELY BY THE TERMS AND CONDITIONS SET FORTH AT

[https://www.apc.com/salestools/CFOT-AHJQSX/CFOT-AHJQSX\\_R0\\_EN.pdf](https://www.apc.com/salestools/CFOT-AHJQSX/CFOT-AHJQSX_R0_EN.pdf)

Parties recognize that notwithstanding the link to Schneider Electric's Terms and Conditions, that MTS Doc No. G2009.0-17, and its executed amendments, contains the applicable terms and conditions for this agreement.

## Signature

**Provider**

**Customer**  
**« Review & Sign »**

SCHNEIDER ELECTRIC IT CORP.

San Diego Metropolitan Transit System

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

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

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



## Agenda Item No. 16

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

February 13, 2025

#### SUBJECT:

San Diego Transit Corporation (SDTC) Pension Investment Status (Jeremy Miller, with RVK Inc., and Mike Thompson)

#### INFORMATIONAL ONLY

##### Budget Impact

None at this time.

#### DISCUSSION:

San Diego Metropolitan Transit System (MTS) was created by state statute in 1975. Over the following two decades, MTS assumed responsibility for all public transit services within our jurisdictional area. This was achieved by MTS bringing three distinct entities under the MTS umbrella: MTS (administration employees such as Human Resources (HR), Finance, Planning, Marketing, Legal, Internal Audit, Information Technology (IT), Security, Capital Projects, and the Executive Office), San Diego Trolley, Inc. (SDTI) (employees operating and maintaining the Trolley System), and SDTC (employees operating and maintaining the bus system). Members of the MTS Board also serve as members of the governing boards for SDTI and SDTC. MTS Board meetings are considered consolidated meetings of all three entities.

MTS and SDTI employees participate in the statewide California Public Employee Retirement System (CalPERS). However, legacy SDTC employees participate in a private retirement plan that was created before the City of San Diego transferred the SDTC entity to MTS.

Today's presentation will relate to the private SDTC Employee Retirement Plan (Plan) that MTS is responsible for. The Plan has a pool of investments to fund the current and future pension benefit of the Plan members. In 2012, the Plan was closed to new represented members.

The Plan's investment advisor, Jeremy Miller from RVK, will provide the Board of Directors with an update as to the performance of the Plan as well as general capital market performance. RVK's pension investment performance analysis (Attachment A) for the Plan as of June 30, 2024, includes assets with a market value of \$193.7 million. During fiscal year 2024, the Plan's assets increased by approximately \$9.3 million, primarily due to positive market investment performance partially offset by benefit payments to retirees.

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





The Plan's nine products achieved a combined investment return of 8.4% for the year. The Plan's returns over the past five and ten years were 4.8% and 4.3% respectively. Since inception (10/1/1982), the Plan's investments have returned 8.4%. The current actuarial target for the Plan is 6.0%.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachment: A. RVK Pension Investment Performance Analysis



# Monthly Investment Performance Analysis

San Diego Transit Corporation

Employees Retirement Plan

Period Ended: June 30, 2024

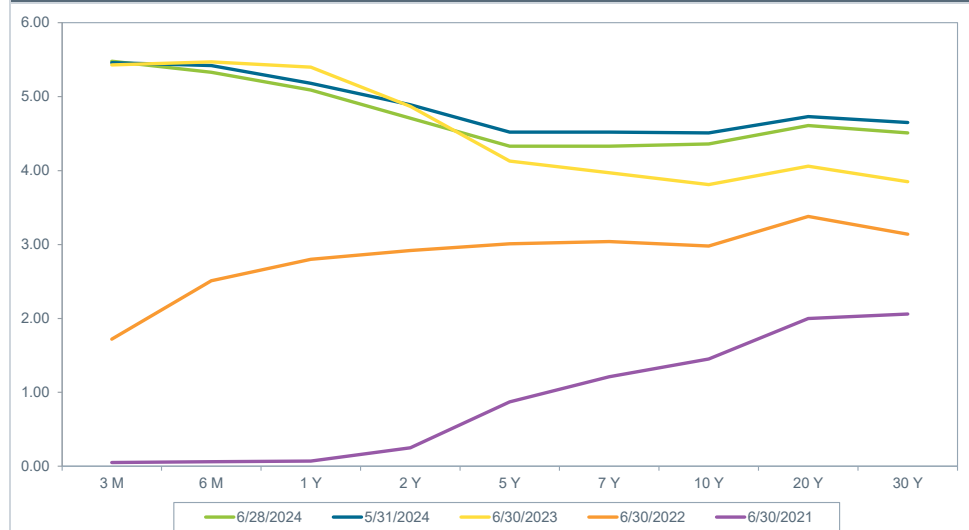


## General Market Commentary

- Global equity markets posted mixed results during June. In general, large cap stocks outperformed small cap stocks, and growth stocks outperformed their value counterparts, as tech-oriented and AI-related stocks continued to lead the way.
- Bonds traded higher for the month, as investors reacted favorably to easing inflation data and resulting rate cut expectations.
- US inflation, as measured by CPI, was flat in May while slowing to a rate of 3.3% year-over-year. The Fed's preferred inflation gauge, core PCE, slowed to 2.6%.
- As expected, the Federal Reserve kept its key interest rate unchanged for a 7th consecutive meeting. Notably, the Fed's updated forecast includes only one rate cut this year and four in 2025.
- Despite a mostly resilient economy, the job market is showing mixed signals, manufacturing activity remains contractionary, and consumer confidence dipped during the month. Overall, investors remain concerned about persistent high interest rates and an uncertain economic outlook.
- Equity markets posted mixed returns in June as the S&P 500 (Cap Wtd) Index returned 3.59% and the MSCI EAFE (Net) Index returned -1.61%. Emerging markets returned 3.94%, as measured by the MSCI EM (Net) Index.
- The Bloomberg US Aggregate Bond Index returned 0.95% in June, outperforming the 0.85% return by the Bloomberg US Treasury Intermediate Term Index. International fixed income markets returned -0.79%, as measured by the FTSE Non-US World Gov't Bond Index.
- Public real estate returned 2.89% in June and 3.90% over the trailing five-year period, as measured by the FTSE NAREIT Eq REITs Index (TR).
- The Cambridge US Private Equity Index returned 9.05% for the trailing one-year period and 16.12% for the trailing five-year period ending December 2023.
- Absolute return strategies returned 0.10% for the month and 8.56% over the trailing one-year period, as measured by the HFRI FOF Comp Index.
- Crude oil's price increased by 4.48% during the month and has increased by 15.43% YoY.

Economic Indicators	Jun-24	May-24	Jun-23	10 Yr	20 Yr
Federal Funds Rate (%)	5.33	—	5.33	5.08	1.53
Breakeven Inflation - 5 Year (%)	2.24	▼	2.37	2.17	1.93
Breakeven Inflation - 10 Year (%)	2.27	▼	2.37	2.21	1.98
Breakeven Inflation - 30 Year (%)	2.29	▼	2.37	2.23	2.03
Bloomberg US Agg Bond Index - Yield (%)	5.00	▼	5.10	4.81	2.79
Bloomberg US Agg Bond Index - OAS (%)	0.39	▲	0.37	0.49	0.47
Bloomberg US Agg Credit Index - OAS (%)	0.88	▲	0.80	1.14	1.16
Bloomberg US Corp: HY Index - OAS (%)	3.09	▲	3.08	3.90	4.23
Capacity Utilization (%)	N/A	N/A	78.17	78.94	77.44
Unemployment Rate (%)	4.10	▲	4.00	3.60	4.76
PMI - Manufacturing (%)	48.50	▼	48.70	46.00	53.58
Baltic Dry Index - Shipping	2,050	▲	1,815	1,091	1,400
Consumer Conf (Conf Board)	100.40	▼	102.00	110.10	109.82
CPI YoY (Headline) (%)	3.00	▼	3.30	3.00	2.86
CPI YoY (Core) (%)	3.30	▼	3.40	4.80	2.92
PPI YoY (%)	2.60	▲	2.20	0.30	2.70
M2 YoY (%)	N/A	N/A	0.60	-3.80	6.80
US Dollar Total Weighted Index	124.52	▲	122.48	119.71	114.25
WTI Crude Oil per Barrel (\$)	82	▲	78	71	63
Gold Spot per Oz (\$)	2,337	▼	2,344	1,906	1,534

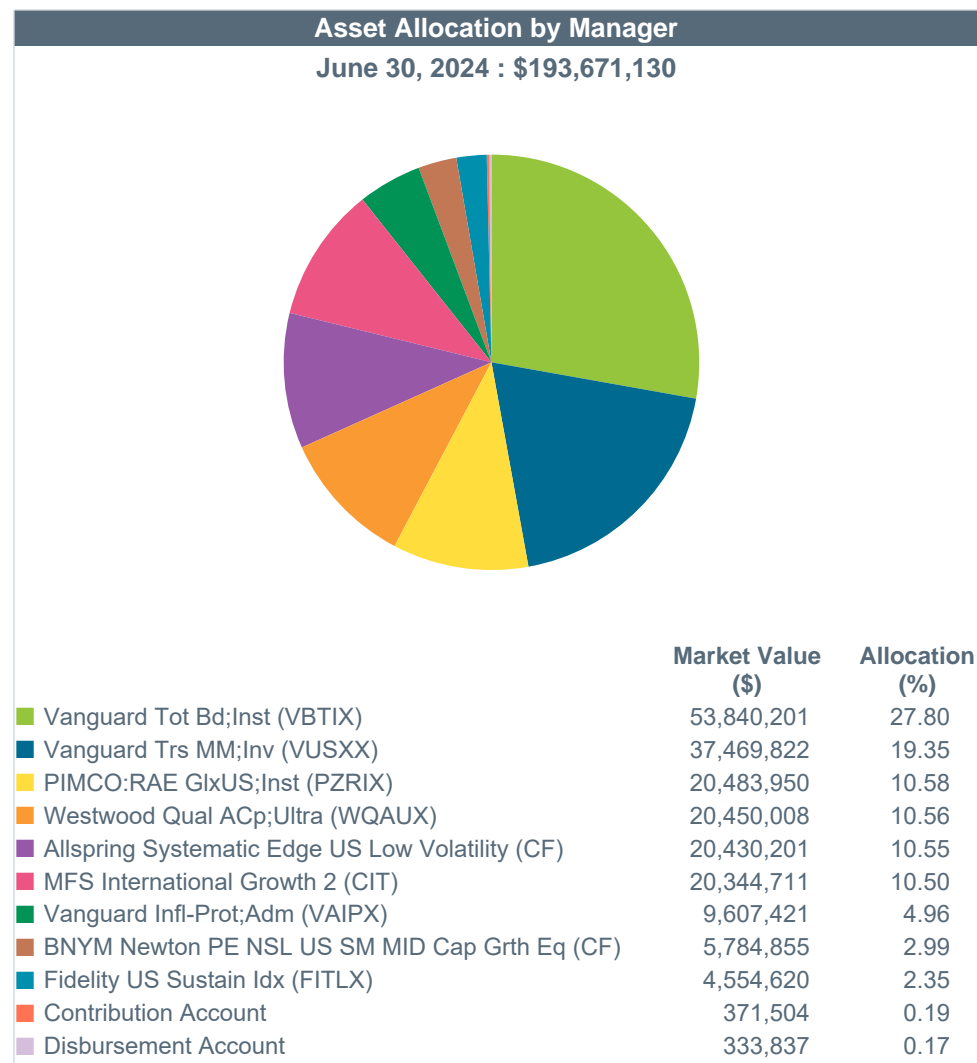
## Treasury Yield Curve (%)



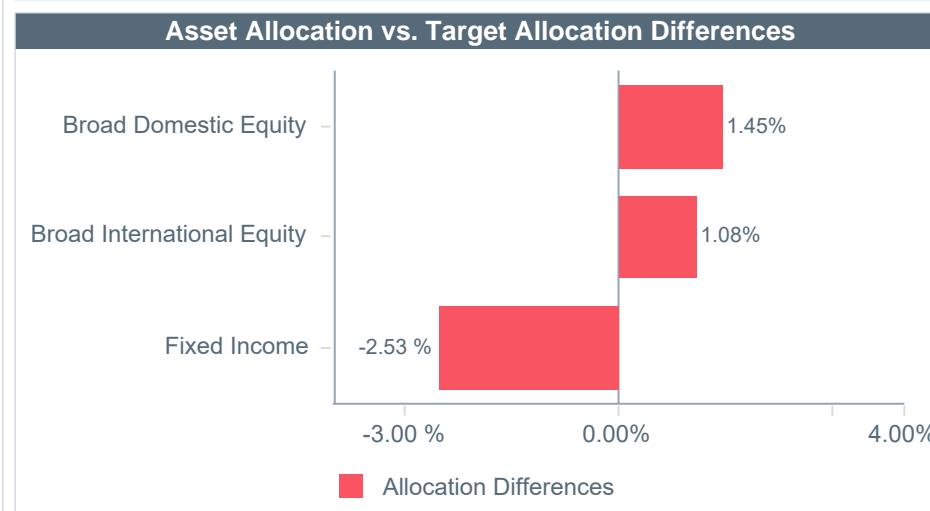
Treasury Yield Curve (%)	Jun-24	May-24		Jun-23		Jun-22		Jun-21
3 Month	5.48	5.46		5.43		1.72		0.05
6 Month	5.33	5.42		5.47		2.51		0.06
1 Year	5.09	5.18		5.40		2.80		0.07
2 Year	4.71	4.89		4.87		2.92		0.25
5 Year	4.33	4.52		4.13		3.01		0.87
7 Year	4.33	4.52		3.97		3.04		1.21
10 Year	4.36	4.51		3.81		2.98		1.45
20 Year	4.61	4.73		4.06		3.38		2.00
30 Year	4.51	4.65		3.85		3.14		2.06
Market Performance (%)	MTD	QTD	CYTD	1 Yr	3 Yr	5 Yr	7 Yr	10 Yr
S&P 500 (Cap Wtd)	3.59	4.28	15.29	24.56	10.01	15.05	14.28	12.86
Russell 2000	-0.93	-3.28	1.73	10.06	-2.58	6.94	6.85	7.00
MSCI EAFE (Net)	-1.61	-0.42	5.34	11.54	2.89	6.46	5.73	4.33
MSCI EAFE SC (Net)	-3.04	-1.84	0.51	7.78	-3.35	4.19	3.74	4.29
MSCI EM (Net)	3.94	5.00	7.49	12.55	-5.07	3.10	3.54	2.79
Bloomberg US Agg Bond	0.95	0.07	-0.71	2.63	-3.02	-0.23	0.86	1.35
ICE BofAML 3 Mo US T-Bill	0.41	1.32	2.63	5.40	3.03	2.16	2.07	1.51
NCREIF ODCE (Gross)	-0.45	-0.45	-2.81	-9.26	1.90	3.16	4.36	6.41
FTSE NAREIT Eq REITs Index (TR)	2.89	0.06	-0.13	7.79	0.30	3.90	4.86	5.90
HFRI FOF Comp Index	0.10	0.49	4.68	8.56	2.08	4.79	4.32	3.48
Bloomberg Cmdty Index (TR)	-1.54	2.89	5.14	5.00	5.65	7.25	5.14	-1.29

San Diego Transit Corporation Employees Retirement Plan  
AA by Manager, AA vs. Target, and Schedule of Investable Assets

Att. A, Item 16, 02/13/25  
As of June 30, 2024



Asset Allocation vs. Target Allocation			
	Market Value (\$)	Allocation (%)	Target (%)
Broad Domestic Equity	51,219,684	26.45	25.00
Broad International Equity	40,828,661	21.08	20.00
Fixed Income	101,622,785	52.47	55.00
Total Fund	193,671,130	100.00	100.00



Schedule of Investable Assets					
Periods Ending	Beginning Market Value (\$)	Net Cash Flow (\$)	Gain/Loss (\$)	Ending Market Value (\$)	% Return
FYTD	184,399,830	-5,926,362	15,197,661	193,671,130	8.39

Performance shown is gross of fees. Market values and performance are preliminary and subject to change. Allocations shown may not sum up to 100% exactly due to rounding. Fiscal year ends 06/30.

**San Diego Transit Corporation Employees Retirement Plan**  
**Asset Allocation & Performance**

Att. A, Item 16, 02/13/25  
As of June 30, 2024

	Allocation		Performance (%)												
	Market Value (\$)	%	MTD	QTD	CYTD	FYTD	1 Year	3 Years	5 Years	10 Years	2023	2022	2021	Since Incep.	Inception Date
San Diego Transit Total Fund	193,671,130	100.00	0.23	0.33	3.34	8.39	8.39	1.13	4.75	4.34	10.12	-10.44	8.36	8.42	10/01/1982
Policy Index			1.28	0.99	4.48	10.32	10.32	1.09	5.63	4.95	14.43	-15.80	8.87	8.69	
Difference			-1.05	-0.66	-1.14	-1.93	-1.93	0.04	-0.88	-0.61	-4.31	5.36	-0.51	-0.27	
Domestic Equity	51,219,684	26.45	0.62	-0.98	6.38	12.48	12.48	4.39	8.96	8.98	9.72	-7.18	16.35	8.05	03/01/2005
Russell 3000 Index			3.10	3.22	13.56	23.12	23.12	8.05	14.14	12.15	25.96	-19.21	25.66	10.13	
Difference			-2.48	-4.20	-7.18	-10.64	-10.64	-3.66	-5.18	-3.17	-16.24	12.03	-9.31	-2.08	
International Equity	40,828,661	21.08	-1.50	1.07	5.34	11.24	11.24	3.30	7.72	5.96	18.03	-11.49	12.03	4.99	03/01/2005
MSCI ACW Ex US Index (USD) (Net)			-0.10	0.96	5.69	11.62	11.62	0.46	5.55	3.84	15.62	-16.00	7.82	4.98	
Difference			-1.40	0.11	-0.35	-0.38	-0.38	2.84	2.17	2.12	2.41	4.51	4.21	0.01	
Fixed Income	101,622,785	52.47	0.73	0.48	0.31	3.41	3.41	-2.75	0.00	1.24	5.33	-13.01	-1.42	3.66	03/01/2005
Bloomberg US Agg Bond Index			0.95	0.07	-0.71	2.63	2.63	-3.02	-0.23	1.35	5.53	-13.01	-1.55	3.01	
Difference			-0.22	0.41	1.02	0.78	0.78	0.27	0.23	-0.11	-0.20	0.00	0.13	0.65	

Performance shown is gross of fees. Market values and performance are preliminary and subject to change. Fiscal year ends 06/30. Inception dates shown represent the first full month following initial funding.



**San Diego Transit Corporation Employees Retirement Plan  
Comparative Performance**

	MTD	QTD	CYTD	FYTD	1 Year	3 Years	5 Years	10 Years	2023	2022	2021	Since Incep.	Inception Date
<b>San Diego Transit Total Fund</b>	<b>0.23</b>	<b>0.33</b>	<b>3.34</b>	<b>8.39</b>	<b>8.39</b>	<b>1.13</b>	<b>4.75</b>	<b>4.34</b>	<b>10.12</b>	<b>-10.44</b>	<b>8.36</b>	<b>8.42</b>	<b>10/01/1982</b>
Policy Index	1.28	0.99	4.48	10.32	10.32	1.09	5.63	4.95	14.43	-15.80	8.87	8.69	
Difference	-1.05	-0.66	-1.14	-1.93	-1.93	0.04	-0.88	-0.61	-4.31	5.36	-0.51	-0.27	
<b>Westwood Qual ACp;Ultra (WQAUX) (1)</b>	<b>0.31</b>	<b>-1.64</b>	<b>5.01</b>	<b>11.16</b>	<b>11.16</b>	<b>5.94</b>	<b>10.07</b>	<b>8.83</b>	<b>10.04</b>	<b>-4.89</b>	<b>23.36</b>	<b>10.58</b>	<b>07/01/1986</b>
Russell 3000 Val Index (2)	-0.98	-2.25	6.18	12.93	12.93	5.14	8.89	8.10	11.66	-7.98	25.37	9.76	
Difference	1.29	0.61	-1.17	-1.77	-1.77	0.80	1.18	0.73	-1.62	3.09	-2.01	0.82	
<b>Allspring Systematic Edge US Low Volatility (CF)</b>	<b>0.23</b>	<b>-0.59</b>	<b>7.88</b>	<b>13.39</b>	<b>13.39</b>	<b>5.29</b>	<b>7.94</b>	<b>9.06</b>	<b>4.62</b>	<b>-2.85</b>	<b>15.69</b>	<b>10.23</b>	<b>10/01/2012</b>
MSCI US Min Vol Index (USD) (Net)	1.75	0.65	8.24	13.93	13.93	5.63	7.67	9.97	9.14	-9.67	20.43	10.80	
Difference	-1.52	-1.24	-0.36	-0.54	-0.54	-0.34	0.27	-0.91	-4.52	6.82	-4.74	-0.57	
Russell 1000 Index	3.31	3.57	14.24	23.88	23.88	8.74	14.61	12.51	26.53	-19.13	26.45	13.97	
Difference	-3.08	-4.16	-6.36	-10.49	-10.49	-3.45	-6.67	-3.45	-21.91	16.28	-10.76	-3.74	
<b>Fidelity US Sustain Idx (FITLX)</b>	<b>3.72</b>	<b>3.74</b>	<b>15.92</b>	<b>27.28</b>	<b>27.28</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>29.18</b>	<b>N/A</b>	<b>N/A</b>	<b>16.39</b>	<b>05/01/2022</b>
MSCI US ESG Leaders Index (USD) (Gross)	3.67	3.75	16.13	27.43	27.43	10.61	15.86	12.79	29.13	-20.21	31.73	16.46	
Difference	0.05	-0.01	-0.21	-0.15	-0.15	N/A	N/A	N/A	0.05	N/A	N/A	-0.07	
<b>BNYM Newton PE NSL US SM MID Cap Grth Eq (CF)</b>	<b>0.81</b>	<b>-3.48</b>	<b>-0.32</b>	<b>4.46</b>	<b>4.46</b>	<b>-9.76</b>	<b>6.53</b>	<b>9.90</b>	<b>15.97</b>	<b>-32.84</b>	<b>-3.24</b>	<b>14.32</b>	<b>04/01/2009</b>
Russell 2500 Grth Index	-0.54	-4.22	3.93	9.02	9.02	-4.11	7.58	8.77	18.93	-26.21	5.04	14.15	
Difference	1.35	0.74	-4.25	-4.56	-4.56	-5.65	-1.05	1.13	-2.96	-6.63	-8.28	0.17	
<b>PIMCO:RAE GlxUS;Inst (PZRIX)</b>	<b>-3.28</b>	<b>0.46</b>	<b>3.86</b>	<b>12.82</b>	<b>12.82</b>	<b>3.71</b>	<b>6.87</b>	<b>4.10</b>	<b>19.97</b>	<b>-8.72</b>	<b>12.77</b>	<b>6.21</b>	<b>03/01/2012</b>
FTSE RAFI Dvld Ex US 1000 Index	-2.60	-0.29	5.26	13.72	13.72	5.52	8.22	4.92	19.85	-8.43	16.13	6.77	
Difference	-0.68	0.75	-1.40	-0.90	-0.90	-1.81	-1.35	-0.82	0.12	-0.29	-3.36	-0.56	
MSCI ACW Ex US Val Index (USD) (Net)	-1.14	1.26	4.71	13.45	13.45	3.55	5.29	2.76	17.30	-8.59	10.46	4.22	
Difference	-2.14	-0.80	-0.85	-0.63	-0.63	0.16	1.58	1.34	2.67	-0.13	2.31	1.99	
<b>MFS International Growth 2 (CIT)</b>	<b>0.35</b>	<b>1.69</b>	<b>6.88</b>	<b>9.50</b>	<b>9.50</b>	<b>2.81</b>	<b>8.21</b>	<b>7.66</b>	<b>15.85</b>	<b>-14.09</b>	<b>10.61</b>	<b>8.13</b>	<b>03/01/2013</b>
MSCI ACW Ex US Grth Index (USD) (Net)	0.93	0.72	6.68	9.88	9.88	-2.62	5.49	4.74	14.03	-23.05	5.09	5.59	
Difference	-0.58	0.97	0.20	-0.38	-0.38	5.43	2.72	2.92	1.82	8.96	5.52	2.54	

Performance shown is gross of fees, preliminary and subject to change. Manager inception dates shown represent the first full month following initial funding. Fiscal year ends 06/30.

**San Diego Transit Corporation Employees Retirement Plan  
Comparative Performance**

	MTD	QTD	CYTD	FYTD	1 Year	3 Years	5 Years	10 Years	2023	2022	2021	Since Incep.	Inception Date
<b>Vanguard Tot Bd;Inst (VBTIX)</b>	<b>0.95</b>	<b>0.19</b>	<b>-0.59</b>	<b>2.81</b>	<b>2.81</b>	<b>-2.99</b>	<b>-0.17</b>	<b>N/A</b>	<b>5.76</b>	<b>-13.07</b>	<b>-1.77</b>	<b>0.74</b>	<b>07/01/2016</b>
Vanguard Spl B US Agg Flt Adj Index	0.92	0.08	-0.64	2.73	2.73	-2.99	-0.18	1.38	5.60	-13.07	-1.58	0.75	
Difference	0.03	0.11	0.05	0.08	0.08	0.00	0.01	N/A	0.16	0.00	-0.19	-0.01	
<b>Vanguard Trs MM;Inv (VUSXX)</b>	<b>0.44</b>	<b>1.34</b>	<b>2.70</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>2.70</b>	<b>01/01/2024</b>
ICE BofAML 3 Mo US T-Bill Index	0.41	1.32	2.63	5.40	5.40	3.03	2.16	1.51	5.02	1.46	0.05	2.63	
Difference	0.03	0.02	0.07	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.07	
<b>Vanguard Infl-Prot;Adm (VAIPX)</b>	<b>0.75</b>	<b>0.86</b>	<b>0.81</b>	<b>2.79</b>	<b>2.79</b>	<b>-1.33</b>	<b>2.07</b>	<b>1.93</b>	<b>3.94</b>	<b>-11.80</b>	<b>5.78</b>	<b>2.70</b>	<b>08/01/2010</b>
Bloomberg US Trsy US TIPS Index	0.78	0.79	0.70	2.71	2.71	-1.33	2.07	1.91	3.90	-11.85	5.96	2.68	
Difference	-0.03	0.07	0.11	0.08	0.08	0.00	0.00	0.02	0.04	0.05	-0.18	0.02	

Performance shown is gross of fees, preliminary and subject to change. Manager inception dates shown represent the first full month following initial funding. Fiscal year ends 06/30.

**San Diego Transit Corporation Employees Retirement Plan  
Fee Schedule**

Att. A, Item 16, 02/13/25  
As of June 30, 2024

	Fee Schedule	Market Value As of 06/30/2024 (\$)	Estimated Annual Fee (\$)	Estimated Annual Fee (%)
Westwood Qual ACp;Ultra (WQAUX)	0.45 % of Assets	20,450,008	92,025	0.45
Allspring Systematic Edge US Low Volatility (CF)	0.40 % of First \$20 M 0.30 % of Next \$80 M 0.20 % Thereafter	20,430,201	81,291	0.40
Fidelity US Sustain Idx (FITLX)	0.11 % of Assets	4,554,620	5,010	0.11
BNYM Newton PE NSL US SM MID Cap Grth Eq (CF)	0.90 % of First \$25 M 0.75 % Thereafter	5,784,855	52,064	0.90
PIMCO:RAE GlxUS;Inst (PZRIX)	0.57 % of Assets	20,483,950	116,759	0.57
MFS International Growth 2 (CIT)	0.75 % of Assets	20,344,711	152,585	0.75
Vanguard Tot Bd;Inst (VBTIX)	0.04 % of Assets	53,840,201	18,844	0.04
Vanguard Trs MM;Inv (VUSXX)	0.09 % of Assets	37,469,822	33,723	0.09
Vanguard Infl-Prot;Adm (VAIPX)	0.10 % of Assets	9,607,421	9,607	0.10
Contribution Account	0.18 % of Assets	371,504	669	0.18
Disbursement Account	0.18 % of Assets	333,837	601	0.18
San Diego Transit Total Fund		193,671,130	563,177	0.29

Mutual fund fees are sourced from Morningstar and/or the investment manager. The expense ratio for Vanguard Tot Bd;Inst (VBTIX) is 0.035%.



**San Diego Transit Corporation Employees Retirement Plan  
Addendum**

**Performance Related and Miscellaneous Comments**

- Performance is gross of fees.
- Performance is annualized for periods greater than one year.
- Manager inception dates shown represent the first full month following initial funding.
- Fiscal year ends 06/30.
- The Alternative Investment performance shown is a blend of gross and net of fees, due to gross of fees performance for PAAMCO Pacific Hedged Strategy (CF) being unavailable.
- PIMCO:RAE GlxUS;Inst (PZRIX) performance prior to 06/2015 is represented by Research Affiliates Global AC Ex-US, LP (CF).
- Effective 01/02/2019, The Boston Company was rebranded under the Mellon Corporation.
- Vanguard Infl-Prot;Adm (VAIPX) performance prior to 05/2019 is represented by Vanguard Infl-Prot;Inst (VIPIX). Prior to 06/2012, performance is represented by Vanguard Infl-Prot;Adm (VAIPX).
- During 02/2023, PAAMCO Pacific Hedged Strategy (CF) was fully liquidated.
- During 12/2023, PIMCO:All Ast Ath;Inst (PAUIX) was fully liquidated, with proceeds being used to fund Vanguard Trs MM;Inv (VUSXX).
- During 05/2024, GMO:Bchmk-Fr All;III (GBMFX) was fully liquidated.

**Custom Hybrid Comments**

- The Policy Index is calculated monthly and currently consists of 25% Russell 3000 Index, 20% MSCI ACW Ex US Index (USD) (Net) and 55% Bloomberg US Agg Bond Index. From 12/2023 through 04/2024, it consisted of 25% Russell 3000 Index, 20% MSCI ACW Ex US Index (USD) (Net), 45% Bloomberg US Agg Bond Index and 10% of the 60% MSCI ACW (Net)/40% Bbrg Gbl Agg Idx. From 05/2020 through 11/2023, it consisted of 25% Russell 3000 Index, 20% MSCI ACW Ex US Index (USD) (Net), 35% Bloomberg US Agg Bond Index and 20% of the 60% MSCI ACW (Net)/40% Bbrg Gbl Agg Idx. Prior to 05/2020, it consisted of 25% Russell 3000 Index, 20% MSCI ACW Ex US Index (USD) (Net), 32.50% Bloomberg US Agg Bond Index and 22.50% of the 60% MSCI ACW (Net)/40% Bbrg Gbl Agg Idx.
- Performance shown for Westwood Qual ACp;Ultra (WQAUX) (1) represents Westwood Qual ACp;Ultra (WQAUX) from 10/2021 through present; Westwood All Cap Val (CF) from 08/2011 through 09/2021; beginning of month market value weighted average of Westwood LargeCap Value (CF) and Westwood SMidCap Equity (CF) from 07/2008 through 07/2011; Westwood LargeCap Value (CF) from 10/2004 through 06/2008; beginning of month market value weighted average of Westwood LargeCap Value (CF) and Westwood SmallCap Growth (CF) from 01/1997 through 09/2004; and Westwood LargeCap Value (CF) from 07/1986 through 12/1996.
- Performance shown for Russell 3000 Val Index (2) represents Russell 3000 Val Index from 08/2011 through present; beginning of month market value weighted average of Westwood LargeCap Value (CF) and Westwood SMidCap Equity (CF) applied to the Russell 1000 Val Index and Russell 2500 Val Index, respectively, from 07/2008 through 07/2011; Russell 1000 Val Index from 10/2004 through 06/2008; beginning of month market value weighted average of Westwood LargeCap Value (CF) and Westwood SmallCap Growth (CF) applied to the Russell 1000 Val Index and Russell 2000 Grth Index, respectively, from 01/1997 through 09/2004; and Russell 1000 Val Index from 01/1986 through 12/1996.

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# San Diego Transit Corporation

## Investment Manager Fiscal Year

### 2024 Update

February 2025

# Investment Structure as of 6/30/2024

Asset Allocation vs. Target Allocation			
	Market Value (\$)	Allocation (%)	Target (%)
Broad Domestic Equity	51,219,684	26.4	25
Broad International Equity	40,828,661	21.1	20
Fixed Income	101,622,785	52.5	55
<b>Total Fund</b>	<b>193,671,130</b>	<b>100</b>	<b>100</b>

- Objective: to maximize asset returns, while also assuming a prudent level of risk that is appropriately aligned with the liability profile
  - Liability Structure: mature Plan, closed in 2011 (represented participants)
  - Asset Structure: risk profile has been reduced since the Plan closed
    - 6/30/2011: 3-Year Asset Risk = 16% Volatility
    - 6/30/2024: 3-Year Asset Risk = 10% Volatility (significant reduction in risk)
- The liability structure (mature and closed plan, with net outflows) would suggest an asset structure that is more conservative and liquid
  - Assets exist to satisfy Liabilities – thus capital preservation allocations become increasingly important for a mature plan, leading to less emphasis on equity allocations
  - Investment manager fees have also been meaningfully reduced through passive investing

# Investment Details as of 6/30/2024

Fund	Asset Class	Strategy	Market Value (\$)	Allocation (%)	Target (%)
Westwood All Cap Value	US Equity	Active	20,450,008	10.6	
Fidelity US Sustainability Index	US Equity	Passive	4,554,620	2.4	
Systematic Edge US Low Volatility	US Equity	Active	20,430,201	10.5	
BNYM Newton US SMID Growth	US Equity	Active	5,784,855	3.0	
<b>Total US Equity</b>			<b>51,219,684</b>	<b>26.4</b>	<b>25</b>
PIMCO RAE	Int'l Equity	Active	20,483,950	10.6	
MFS Int'l Growth	Int'l Equity	Active	20,344,711	10.5	
<b>Total International Equity</b>			<b>40,828,661</b>	<b>21.1</b>	<b>20</b>
Vanguard Total Bond	Fixed Income	Passive	53,840,201	27.8	
Vanguard Inflation-Protection	Fixed Income	Passive*	9,607,421	5.0	
Vanguard Treasury MM	Fixed Income	Passive*	37,469,822	19.3	
<b>Total Fixed Income<sup>1</sup></b>			<b>101,622,785</b>	<b>52.5</b>	<b>55</b>
<b>TOTAL FUND</b>			<b>193,671,130</b>	<b>100</b>	<b>100</b>

<sup>1</sup> Includes residual cash in the Contribution & Disbursement Accounts

\*Vanguard Inflation Protection and Vanguard Treasury MM are considered quasi-passive investments, with the associated lower fees

- Assets are diversified across 9 different product strategies
  - In May 2024, the Plan targets were updated to increase allocations to bonds given the improved incomes and lower fees – by removing alternative strategy allocations
- Direct investment in ESG (Environmental, Social & Governance) via Fidelity US Sustainability Index
- Allocation sizes for active managers are controlled, reducing concentration risks
- Product strategy diversification reduces overall portfolio risks as well

# FY 2024 Performance

- U.S. and International equities saw robust performance – led by strong economic growth, monetary easing, and significant gains in the technology sector.
- Bonds continued to face challenges as yields continued to rise with inflation uncertainty, but these same increased yields will be a tailwind moving forward

Schedule of Investable Assets				
Period Ending	Beginning Market Value (\$)	Gain/Loss (\$)	Ending Market Value (\$)	Return (%)
FYTD	184,399,830	15,197,661	193,671,130	8.4

- Plan returned **8.4%** over the 2024 fiscal year
- Assumed Actuarial annual rate of return is 6.0%
- Outperformed the Actuarial rate by 2.4% in fiscal year 2024

# Long Term Performance Details

As of 6/30/2024

	Allocation		Performance (%)				Inception Date
	Market Value (\$)	%	1 Year	5 Years	10 Years	42 Year	
San Diego Transit Total Fund	193,671,130	100%	8.4	4.8	4.3	8.4	10/01/1982
Domestic Equity	51,219,684	26.4%	12.5	9.0	9.0		
International Equity	40,828,661	21.1%	11.2	7.7	6.0		
Fixed Income	101,622,785	52.5%	3.4	0.0	1.2		

- Year-to-year returns will fluctuate significantly, with some years above and other years below the Actuarial rate of return, but over the short-run and long-run the SDTC portfolio has outperformed the 6.0% Actuarial return hurdle



# Investment Summary

- Plan is well diversified across a variety of strategies and broad asset classes
- Asset Allocation is more conservative by design, given that the Plan is closed and mature
  - Align the asset allocation with the liability profile
  - Higher emphasis on capital preservation, balancing the need for capital appreciation
- Investment manager fees are lowered with the use of passive investments
- Portfolio is well positioned for the future, given the liability profile of the Plan
- Fiscal Year 2025 return for the Plan is 3.1% through 12/31/2024



# Questions/Comments

# RVK

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**Metropolitan  
Transit  
System**

## **Agenda Item No. 17**

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

February 13, 2025

#### **SUBJECT:**

San Diego Transit Corporation (SDTC) Employee Retirement Plan's Actuarial Valuation as of July 1, 2024 (Anne Harper and Alice Alsberghe with Cheiron Inc., and Mike Thompson)

#### **RECOMMENDATION:**

That the San Diego Metropolitan Transit System (MTS) Board of Directors receive the SDTC Employee Retirement Plan's (Plan) Actuarial Valuation as of July 1, 2024 (Attachment A) and adopt the pension contribution amount of \$21,231,465 for fiscal year 2026.

#### **Executive Committee Recommendation:**

At its February 6, 2025 (Agenda Item No. 7), the Executive Committee voted 6 in favor to 0 (Whitburn, Goble, Montgomery Steppe, Elo-Rivera, Fernandez and Dillard in favor) with Board Member Vaus absent to recommend that the Board take the above action.

#### **Budget Impact**

Board adoption would result in the annual pension contribution of \$21,231,465 for fiscal year 2026, consisting of both employer and employee contributions. MTS's contribution will be partially offset by the "employee share" paid by individual active employees in the Plan.

#### **DISCUSSION:**

The Actuarial Valuation of the Plan as of July 1, 2024, was completed in December 2024 by Cheiron, Inc., and the entire report is included as Attachment A. The purpose of the actuarial valuation is to measure, describe, and identify the following as of the valuation date:

- The financial condition of the Plan,
- Past and expected trends in the financial progress of the Plan, and
- Compute the total annual pension contribution amount.

The Plan's funding policy is to contribute an amount equal to the sum of:

- The normal cost,
- Expected administrative expenses, and

**1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • [sdmts.com](http://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 multiple cities in San Diego County.



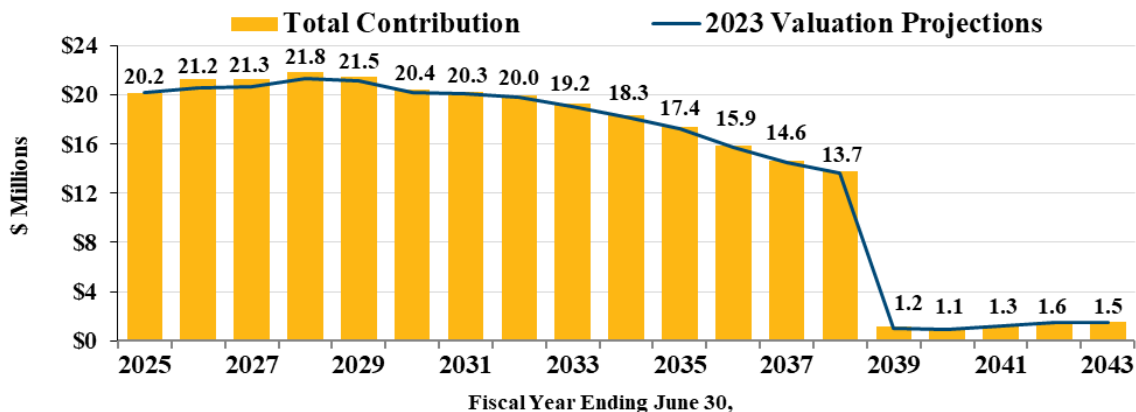
- Amortization of the unfunded actuarial liability.

This valuation has calculated a total contribution of \$21,231,465, an increase of 5.2% from fiscal year 2025, which would be used for the fiscal year 2026 budget.

As reflected in the following table, contributions are increasing year over year by approximately \$1,056,805.

Total Contribution Reconciliation	
<b>Fiscal Year 2025</b>	<b>\$ 20,174,660</b>
Change due to actuarial investment experience	491,754
Change due to liability experience	610,625
Change due to other miscellaneous factors	(45,574)
<b>Fiscal Year 2026</b>	<b>\$ 21,231,465</b>

Given the updated projected rates of return and the closed nature of the Plan, the Plan contributions are projected to continue to stabilize over the next few years, and the Unfunded Actuarial Liability will be fully paid off by fiscal year 2038.



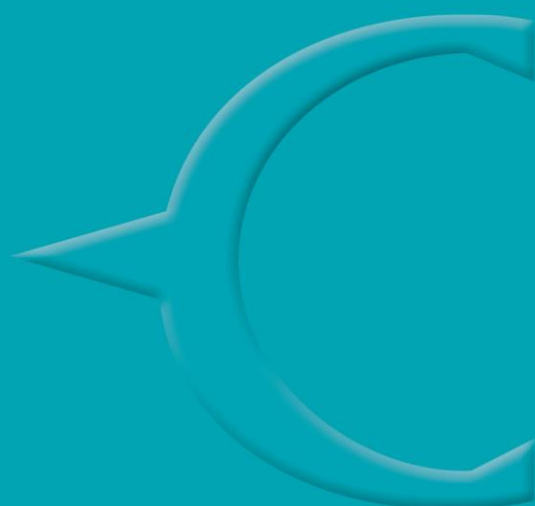
Anne Harper and Alice Alsberghe of Cheiron, Inc. will provide an overview of the report in more detail and be available for any questions.

This presentation was given to the Executive Committee on February 6, 2025 (Agenda Item No. 5) and following discussion, the Executive Committee voted to recommend that the Board of Directors adopt the pension contribution amount of \$21,231,465 for fiscal year 2026.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachment: A. Actuarial Valuation Report as of July 1, 2024



## **Retirement Plans of San Diego Transit Corporation**

### **Actuarial Valuation Report as of July 1, 2024**

**Produced by Cheiron**

**December 2024**

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***Via Electronic Mail***

December 20, 2024

Mr. Larry Marinesi  
San Diego Transit Corporation  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490

Dear Mr. Marinesi,

At your request, we have conducted an actuarial valuation of the Retirement Plans of San Diego Transit Corporation (“Plan,” “SDTC”) as of July 1, 2024. This report contains information on the Plan’s assets, liabilities, and contribution levels. It also contains an assessment and disclosures of the Plan’s risks. In the Foreword, we refer to the general approach employed in the preparation of this report.

The purpose of this report is to present the results of the annual actuarial valuation of the Plans. This report is for the use of the Retirement Board and the San Diego Metropolitan Transit System (“MTS”) Board and its auditors in preparing financial reports in accordance with applicable law and accounting requirements.

In preparing our report, we relied on information (some oral and some written) supplied by the plan administrator. This information includes, but is not limited to, the Plan provisions, employee data, and financial information. We performed an informal examination of the obvious characteristics of the data for reasonableness and consistency in accordance with Actuarial Standard of Practice No. 23.

The assumptions used in calculating the liabilities found in this report reflect the results of an Experience Study approved by the Budget Development Committee in October 2021 and the San Diego Metropolitan Transit System’s (MTS) Board of Directors in November 2021.

Future results may differ significantly from the current results presented in this report due to such factors as the following: plan experience differing from that anticipated by the assumptions; changes in assumptions; changes in methods; and, changes in plan provisions or applicable law.

This report and its contents have been prepared in accordance with generally recognized and accepted actuarial principles and our understanding of the Code of Professional Conduct and applicable Actuarial Standards of Practice set out by the Actuarial Standards Board as well as applicable law and regulations. Furthermore, as credentialed actuaries, we meet the U.S. Qualification Standards of the American Academy of Actuaries to render the opinion contained in this report. This report does not address any contractual or legal issues. We are not attorneys, and our firm does not provide any legal services or advice.



Mr. Larry Marinesi  
San Diego Transit Corporation  
December 20, 2024  
Page ii

This report was prepared exclusively for the Retirement Board and MTS Board for the purposes described herein. Other uses of this valuation report are not intended users as defined in the Actuarial Standards of Practice, and Cheiron assumes no duty or liability to any other user.

Sincerely,  
Cheiron



Anne D. Harper, FSA, EA, MAAA  
Principal Consulting Actuary



Alice I. Alsberghe, ASA, EA, MAAA  
Consulting Actuary

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**FOREWORD**

Cheiron has performed the actuarial valuation of the Retirement Plans of San Diego Transit Corporation as of July 1, 2024. The valuation report is organized as follows:

- In Section I, the **Executive Summary**, we describe the purpose of an actuarial valuation, summarize the key results found in this valuation, and disclose important trends.
- The **Main Body** of the report presents details on the Plan's:
  - Section II – Assessment and Disclosure of Risk
  - Section III – Assets
  - Section IV – Liabilities
  - Section V – Contributions
- In the **Appendices**, we conclude our report with detailed information describing plan membership (Appendix A), actuarial assumptions and methods employed in the valuation (Appendix B), a summary of pertinent plan provisions (Appendix C), and a glossary of key actuarial terms (Appendix D).

Cheiron utilizes ProVal, an actuarial valuation application leased from Winklevoss Technologies (WinTech), to calculate liabilities and project benefit payments. We have relied on WinTech as the developer of ProVal. We have reviewed ProVal and have a basic understanding of it and have used ProVal in accordance with its original intended purpose. We have not identified any material inconsistencies in assumptions or output of ProVal that would affect this report. The deterministic and stochastic projections shown in this report were developed using R-Scan, our proprietary stochastic projection tool for assessing probabilities of different outcomes. We have relied on Cheiron colleagues who developed the tool, and we have used the tool in accordance with its purpose.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**SECTION I – EXECUTIVE SUMMARY**

The primary purpose of the actuarial valuation and this report is to measure, describe, and identify the following as of the valuation date:

- The financial condition of the Plan,
- Past and expected trends in the financial progress of the Plan, and
- The total contribution amount (employer and employee) to be made during Fiscal Year 2025-2026.

In the balance of this Executive Summary, we present (A) the basis upon which this year's valuation was completed, (B) the key results of this valuation including a summary of all key financial results, (C) changes in Plan cost, (D) an examination of historical trends, and (E) the future expected financial trends for the Plan.

**A. Valuation Basis**

This valuation determines total employer and employee contributions for the fiscal year 2025-2026.

The Plan's funding policy is to contribute an amount equal to the sum of:

- The normal cost under the Entry Age Normal Cost Method,
- Expected administrative expenses, and
- Amortization of the Unfunded Actuarial Liability (UAL) based on level dollar payments.

The employee will contribute according to the Plan schedules below. Member contribution rates in the future may change in response to collective bargaining. It will be the responsibility of the employer to contribute the remaining portion of the total contribution determined in this report.

- IBEW members contribute 8% of compensation (since April 2016)
- ATU drivers and clerical members contribute 8% of compensation (since December 2017)
- Non-Contract members hired before January 1, 2013, contribute 8% of compensation (since January 2017)
- PEPRA members, Non-Contract members hired after on or January 1, 2013 are required to contribute half of the normal cost of the PEPRA member benefits, rounded to the nearest 0.25% of pay. The PEPRA member contribution rate, calculated in the July 1, 2024 actuarial valuation and effective during FY 2025-2026, will remain at 9.00% of pay. The development of the PEPRA member contribution rate can be found in Section V in the body of this report.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**SECTION I – EXECUTIVE SUMMARY**

The SDTC Plans are closed to new entrants, except for Non-Contract members. A closed plan has very different dynamics as active plan membership declines and grows older and a larger portion of the Plan's liability shifts to payees. This dynamic shortens the investment horizon thus mitigating investment risk becomes more important. If the asset mix changes to reflect the expected pattern of benefit payments, it will become more conservative and the expected return on plan assets will decrease. Thus, adjusting the Plan's investment rate of return to be consistent with the expected trending decrease of future asset returns should continue to be monitored.

The true cost of the Plan is a function of actual Plan experience, not the actuarial assumptions. It is important to set realistic assumptions to mitigate the risk of Plan contribution volatility. In Section II of this report, we provide a detailed assessment and disclosure of the Plan's risks.

This valuation was prepared based on the Plan provisions as summarized in Appendix C. There have been no changes in plan provisions since the prior valuation. The results of this valuation do not include members participating in the defined contribution plans.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**SECTION I – EXECUTIVE SUMMARY**

**B. Key Results of this Valuation**

The key results of the July 1, 2024 actuarial valuation are as follows:

- The actuarially determined contribution shown in this report is the total contribution required from both the employer and the employees. The total contribution increased from \$20.2 million to \$21.2 million, an increase of about \$1.0 million from the July 1, 2023 valuation. This increase is primarily due to the recognition of the prior year's net asset losses as well as unfavorable liability experience.

Based on the July 1, 2023 actuarial valuation, the contribution was expected to increase to approximately \$20.6 million. See Table I-2 for a reconciliation of the contribution cost from last year to this year that includes all components of the change.

- During the plan year ending June 30, 2024, the return on Plan assets was 7.9% based on the Market Value of Assets (MVA) compared to the 6.0% assumed rate of return. A return over 6.0% would result in an actuarial gain, and a return lower than 6.0% would result in an actuarial loss. The favorable investment experience resulted in an actuarial gain on the market value of assets of \$3.4 million.
- The Actuarial Value of Assets (AVA) recognizes 20% of the difference between the expected and actual return, referred to as "Unexpected Earnings," on the Market Value of Assets (MVA) for each of the prior five years. The return on the AVA was 3.7% for June 30, 2024 which is less than the 6.0% assumed rate of return. The asset experience resulted in an actuarial loss of \$4.5 million.

There are \$6.0 million in net deferred asset losses in the July 1, 2024 actuarial valuation compared to \$13.1 million in the previous valuation. See Table III-3 and III-4 for the detailed calculations.

- The Actuarial Liability was more than expected by \$4.4 million, primarily due to active member salary increases that were higher than expected by about 4.0%.
- The Plan's funded ratio as of July 1, 2024, the ratio of actuarial (smoothed) assets over the Actuarial Liability, stayed the same at 57.2%. However, the funded ratio based on the Market Value of Assets increased from 53.4% to 55.5%, because the asset gains for FYE 2024 are recognized immediately in the MVA.
- The Unfunded Actuarial Liability (UAL) is the excess of the Plan's Actuarial Liability over the Actuarial Value of Assets. The Plan's UAL increased from \$146,572,917 to \$148,713,406 as of July 1, 2024.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**SECTION I – EXECUTIVE SUMMARY**

Below we present Table I-1, which summarizes all the key results of the valuation with respect to membership, assets and liabilities, and contributions. The results are presented and compared for both the current and prior plan year.

**Table I-1  
Summary of Principal Plan Results**

<b><u>Participant Counts</u></b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>	<b>% Change</b>
Active Participants	310	289	-6.8%
Participants Receiving a Benefit	1,066	1,064	-0.2%
Inactive Participants	<u>175</u>	<u>172</u>	-1.7%
Total	1,551	1,525	-1.7%
Projected Plan Member Payroll <sup>1</sup> for Fiscal Year 2024 and 2025	\$ 22,728,817	\$ 22,601,625	-0.6%
<b><u>Assets and Liabilities</u></b>			
Actuarial Liability (AL)	\$ 342,852,868	\$ 347,621,403	1.4%
Actuarial Value of Assets (AVA)	<u>196,279,951</u>	<u>198,907,997</u>	1.3%
Unfunded Actuarial Liability (UAL)	\$ 146,572,917	\$ 148,713,406	1.5%
Market Value of Assets (MVA)	\$ 183,172,692	\$ 192,944,763	5.3%
Funded Ratio (AVA)	57.2%	57.2%	0.0%
Funded Ratio (MVA)	53.4%	55.5%	2.1%
<b><u>Contributions</u></b>	<b>FY 2024-2025</b>	<b>FY 2025-2026</b>	
Total Normal Cost <sup>2</sup>	\$ 3,960,536	\$ 3,915,835	-1.1%
Total UAL Contribution	<u>16,214,124</u>	<u>17,315,630</u>	6.8%
Total Contribution (middle of year)	\$ 20,174,660	\$ 21,231,465	5.2%

<sup>1</sup> Based on valuation data projected using half-year of salary increases but excludes payroll for members expected to leave employment or retire during the year.

<sup>2</sup> Includes assumed administrative expenses as of the beginning of the valuation year of \$289,050 and \$296,276 for both July 1, 2023 and July 1, 2024, respectively.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**SECTION I – EXECUTIVE SUMMARY**

**C. Changes in Plan Cost**

Table I-2 below summarizes the impact of actuarial experience on Plan cost.

<b>Table I-2</b>		
<b>Total Contribution Reconciliation</b>		
<b>Fiscal Year 2024-2025, middle of year</b>	<b>\$</b>	<b>20,174,660</b>
Total Change due to actuarial investment experience		491,754
Investment experience from FYE 2024	(75,670)	
Increase from deferred investment losses 2020-2023	567,424	
Change due to liability experience		610,625
Change due to effect of closed plan on benefits earned		(178,115)
Change due to other miscellaneous factors		132,541
<b>Fiscal Year 2025-2026, middle of year</b>	<b>\$</b>	<b>21,231,465</b>

An analysis of the cost **changes from the prior valuation** reveals the following:

- The Actuarial Value of Assets recognizes unexpected gains or losses on the Market Value of Assets over a five-year period. Actuarial gains and losses are based on the assumed rate of return. The actual return on Actuarial Value of Assets (AVA) was 3.7%, compared to the expected return of 6.00%, resulting in an actuarial loss of \$4,482,042 which is paid over a 13-year period. The actuarial asset experience increased the total contribution by \$491,754.

The asset gain on the Market Value of Assets for the plan year ending June 30, 2024 was \$3,448,419 and resulted in a \$75,670 decrease to the total contribution but was offset by the partial recognition of previous years' net deferred assets losses of \$567,424.

- Actual demographic experience will always differ from the actuarial assumptions. The liability experience of the Plan increased the total contribution by \$610,625. The liability experience loss was primarily driven by salary increases for active members which increased the contribution by about \$485,000 and the changing demographics of the active membership (including new entrants) which increased the contribution by about \$125,000.
- Closing the Plan to most new entrants decreased the total amount of benefits that are being earned each year as members continue to leave employment through retirements, terminations, disabilities, and death, and thus cease to earn additional benefits. This decreased the Plan contribution by \$178,115.
- The net effect of other miscellaneous factors mostly due to the contribution timing lag slightly offset by administrative expense experience increased the Plan contributions by \$132,541.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**SECTION I – EXECUTIVE SUMMARY**

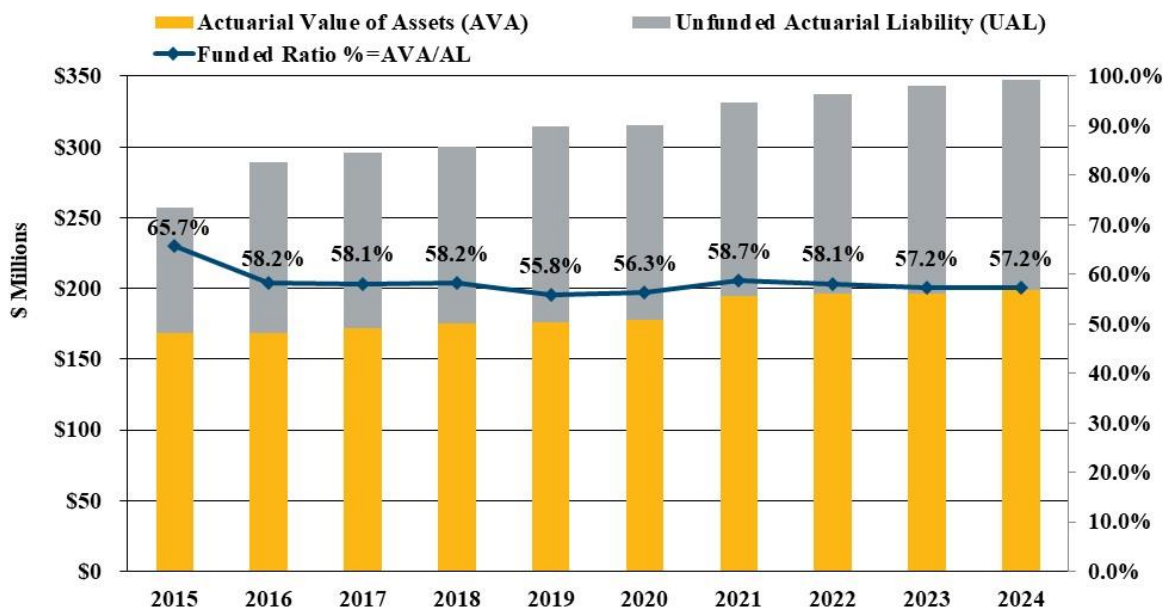
**D. Historical Trends**

For most retirement plans the greatest attention is given to the current valuation results – in particular, the size of the current Unfunded Actuarial Liability (UAL) and the total contribution; however, it is important to remember that each valuation is merely a snapshot in the long-term progress of a pension fund. It is important to judge a current year's valuation results relative to historical trends, as well as trends expected into the future.

**Assets and Liabilities**

The chart below presents the Actuarial Value of Assets (gold bars), Unfunded Actuarial Liability (gray bars), and Funded Ratio (navy line). The top of the bars (sum of gold and gray bars) depicts the total Actuarial Liability. Over the 10-year period shown, both the Actuarial Liability and Actuarial Value of Assets have been increasing, however, the Actuarial Liability has grown at a slightly faster pace than the Actuarial Value of Assets. It is important to note that the assumed rate of return at the beginning of the period was 7.50% and has been gradually reduced over the 10-year period to 6.00% as of July 1, 2021, which has been a major source of the decrease in the funded ratio.

The funded ratio decreased from 65.7% in 2015 to 58.2% in 2016, primarily due to a reduction in the assumed rate of return from 7.50% to 7.00%, as well as increases in assumed life expectancy. From 2016 to 2018, the funded ratio remained relatively stable around 58%, then decreased to 55.8% in 2019 due to a further reduction to 6.75% in the assumed rate of return. There was an increase in the funded ratio in 2021 even though the assumed rate of return was reduced from 6.75% to 6.00%. The significant return on assets as of June 30, 2021, and an additional \$7.8 million contribution from the CARES Act, more than offset the impact of the assumption changes. From 2021 to 2024, the funding ratio has declined due to both, liability experience (mostly salary increases in excess of the assumptions) and the 2022 asset losses.





**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**SECTION I – EXECUTIVE SUMMARY**

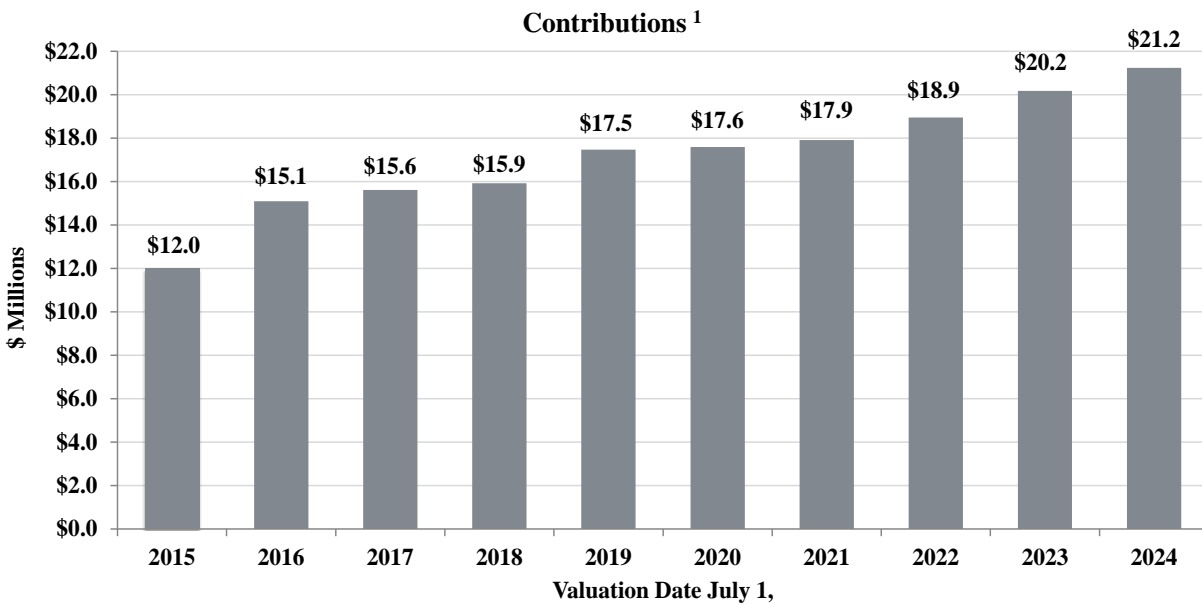
**Contributions**

The chart below shows a history of the Plan’s actuarially determined total contribution for the upcoming fiscal year, reported by valuation date.

In 2016, the investment rate of return was reduced from 7.50% to 7.00% and mortality assumptions were updated for improved life expectancy, which led to a notable increase in total contribution. Investment experience on the actuarial valuation of assets was the primary source of contribution increases during for the next four years. However, in 2019, there was a further reduction in the assumed rate of return to 6.75% which increased the contribution to \$17.5 million.

In 2021, the assumption changes, including a reduction in the assumed rate of return to 6.00%, were the primary source for the increase in the total contribution, but were partially offset by the additional CARES Act contribution and favorable investment experience. From 2021 to 2024, the contributions continued to increase, increasing to \$21.2 million with the 2024 valuation due to combined actuarial asset and liability losses.

A reconciliation of the contributions from the 2023 to 2024 valuations can be found in Table I-2 of this report.



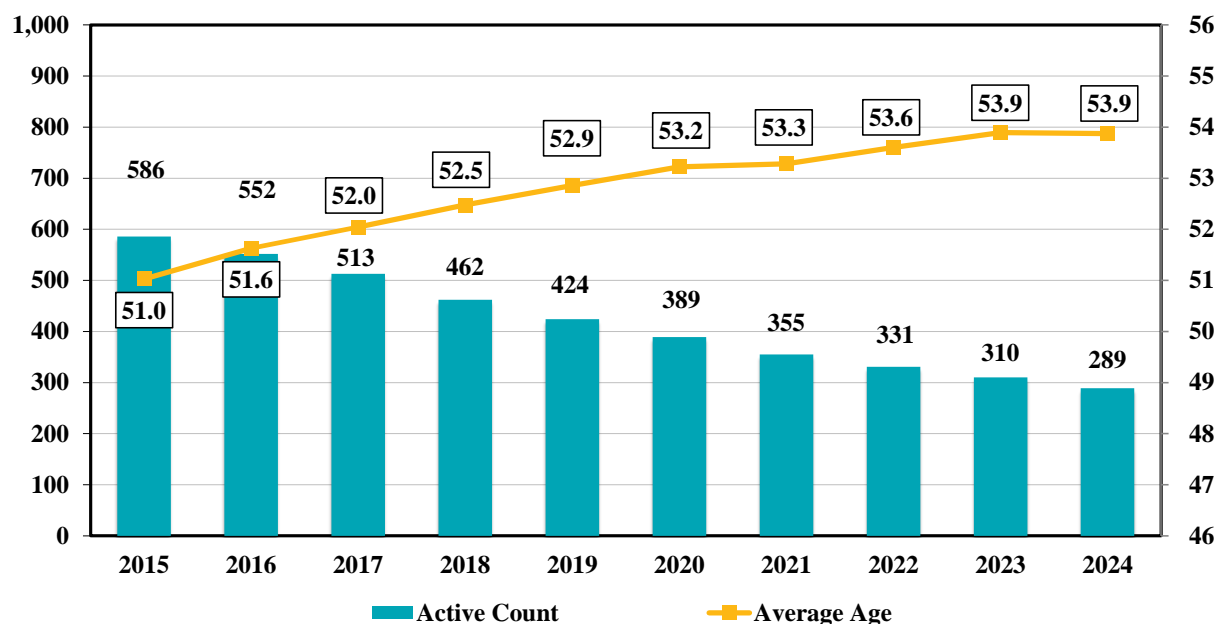
<sup>1</sup> Contribution amounts reported by valuation date are mid-year values for the upcoming fiscal year.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**SECTION I – EXECUTIVE SUMMARY**

**Active Participant Trends**

The number and average age of active Plan members for the last 10 years is shown in the chart below. Because the plan has been mostly closed to new entrants since 2012, the membership has declined by more than 50% from 586 to 289 actives over this period. In addition, the average age of an active member has increased by almost three years during the period shown. The trend of declining active membership is expected to continue, as new bargained employees participate in the defined contribution plan.



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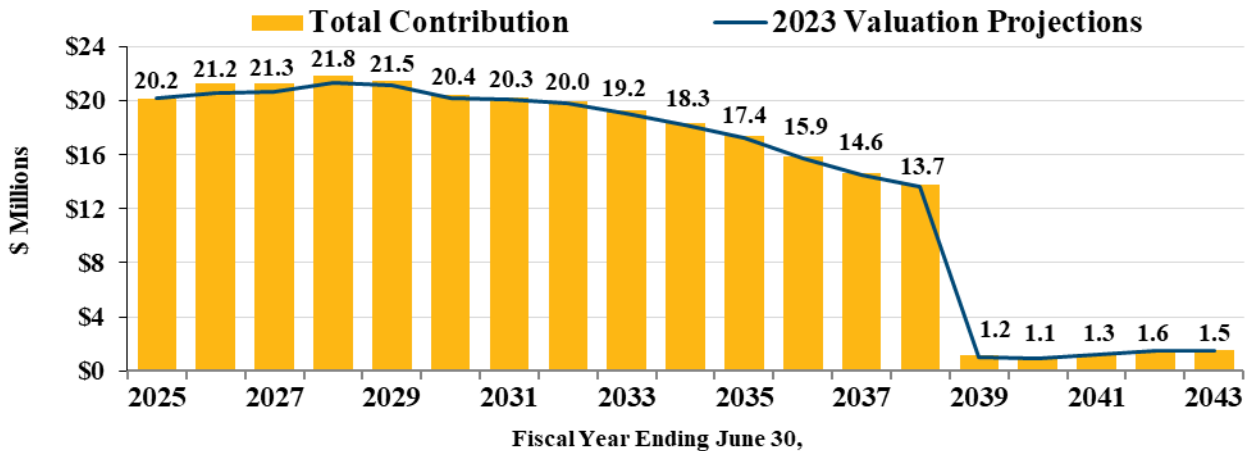
**SECTION I – EXECUTIVE SUMMARY**

**E. Future Expected Financial Trends**

The analysis of projected financial trends is an important component of this valuation. In this section, we present our assessment of the implications of the July 1, 2024 valuation results in terms of benefit security (assets over liabilities) and contributions over the next 19 years.

The projections in this section assume that the Plan will achieve the 6.00% investment return assumption, and all other actuarial assumptions will be met each year, which is highly unlikely. We also assume the current funding method and amortization policy will remain in place throughout the projection period.

Contributions are shown for the Fiscal Year End that they are expected to be made. For example, the actuarially determined contribution from the July 1, 2024 valuation of \$21.2 million is expected to be made during the period July 1, 2025 through June 30, 2026.



The Plan's projected contributions are very similar to those projected in the 2023 valuation, shown by the blue line. The graph shows that the Plan's contributions are expected to gradually increase over the next two years from \$21.2 million to \$21.8 million in fiscal year ending 2028 as the \$6.0 million in net deferred asset losses are recognized. The steady decline in the contributions thereafter is due to previous years' actuarial losses being fully paid and the decrease in the annual benefits that are earned as the number of active members decline since the Plan is closed to most new entrants.

During fiscal year ending 2038 (which will be based on results from the July 1, 2036 valuation), the last payments for the Plan's expected UAL will be made. After that point, employer contributions are expected to stabilize and are based on the normal cost and expected administrative expense. However, as the targeted full funding date approaches, changes to the amortization policy may be made at the MTS Board's discretion to mitigate volatility or unsustainable increases in the UAL payment.

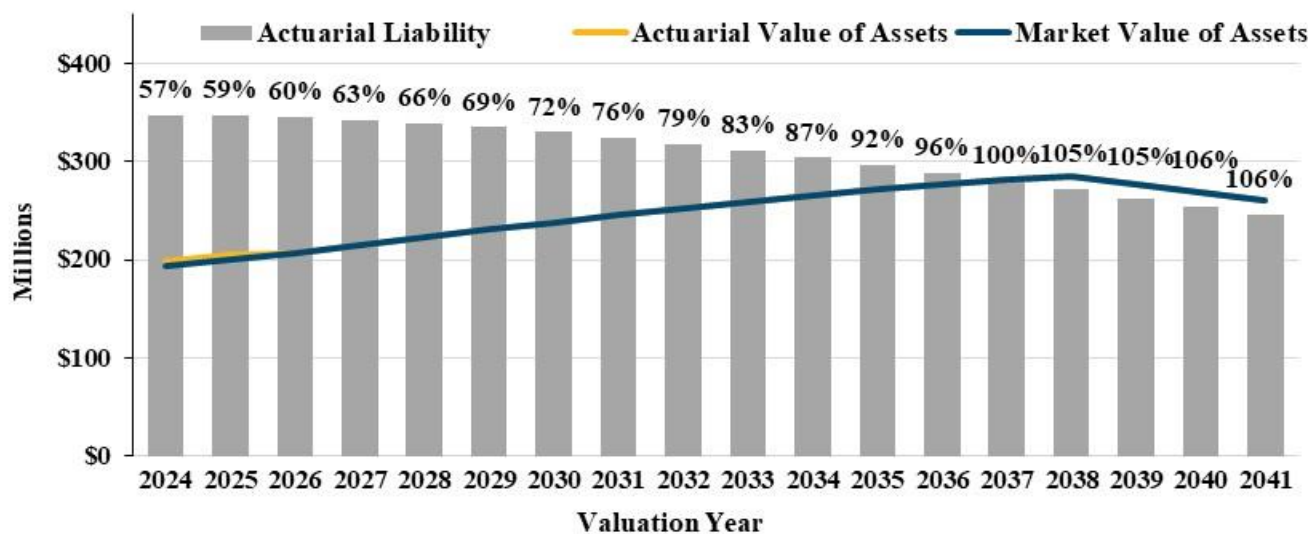
PEPRA mandates that employees and employers must continue to contribute at least the normal cost portion unless the plan is 120% funded and has met certain legal requirements as well.

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**SECTION I – EXECUTIVE SUMMARY**

**Asset and Liability Projections:**

This graph shows the projection of assets and liabilities, assuming that assets will earn the 6.00% assumption each year during the projection period, as all other assumptions are met. The percentages at the top of the graph represent the funded ratio based on the Actuarial Value of Assets.



The funded status is expected to steadily increase over the projection period. The Plan is projected to be fully funded with the July 1, 2037 valuation, assuming the actuarial assumptions are achieved. The projected funded status increases over 100% funded to 106% because of the aforementioned minimum contribution requirement of the normal cost. However, it is the actual return on Plan assets that will determine the future funding status and contributions to the Plan.

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**SECTION II – ASSESSMENT AND DISCLOSURE OF RISK**

Actuarial valuations are based on a set of assumptions about future economic and demographic experience. These assumptions represent a reasonable estimate of future experience, but actual future experience will undoubtedly be different and may be significantly different. This section of the report is intended to identify the primary risks to the plan, provide some background information about those risks, and provide an assessment of those risks.

**Identification of Risks**

The fundamental risk to a pension plan is that the contributions needed to pay the benefits become unaffordable. While we believe it is unlikely that the Plan by itself would become unaffordable, the contributions needed to support the Plan may differ significantly from expectations. While there are a number of factors that could lead to contribution amounts deviating from expectations, we believe the primary sources are:

- Investment risk,
- Inflation risk, and
- Contribution risk.

Other risks that we have not identified may also turn out to be important.

*Investment Risk* is the potential for investment returns to be different than expected. Lower investment returns than anticipated will increase the Unfunded Actuarial Liability (UAL) necessitating higher contributions in the future unless there are other gains that offset these investment losses. In contrast, higher investment returns than anticipated may create a potentially significant surplus that could be difficult to use until all benefits have been paid. Expected future investment returns and their potential volatility are determined by the Plan's asset allocation.

*Inflation risk* is the potential for actual inflation to be different than expected. Retirement benefits under the plan for the Non-Contract retirees who retired on or after June 30, 1999 are potentially increased annually for inflation with certain caps. Higher inflation than expected could result in the payment of greater benefits, and lower inflation than expected could result in the payment of lower benefits. Inflation can also potentially impact expected salary increases, but since the plan is closed to most new hires, this risk is diminishing.

*Contribution risk* is the potential for actual future actuarially determined contributions to deviate from expected future contributions to an extent that they become unaffordable. The Plan's funding policy is to determine an Actuarially Determined Contribution (ADC) equal to the sum of the normal cost, amortization of the UAL, and the Plan's expected administrative expenses. The UAL is amortized in level dollar payments with several layers with differing amortization periods. The UAL is currently expected to be fully paid for as of the July 1, 2037 actuarial valuation. However, as 2037 gets closer and the Plan's remaining amortization period shortens, a significant loss or change in assumption may cause a large increase in the ADC. While the funding policy can be changed when such a situation occurs, any reduction in the ADC will result in a slower recovery in funded status.

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**SECTION II – ASSESSMENT AND DISCLOSURE OF RISK**

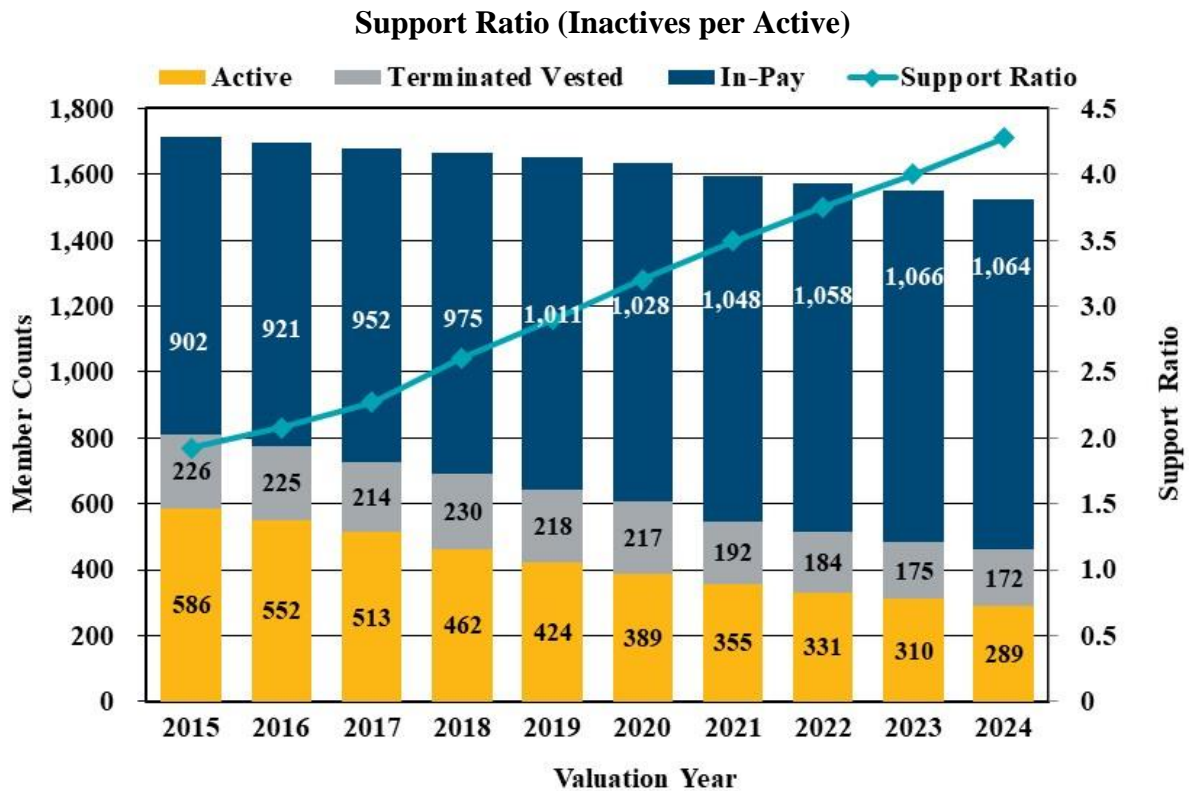
### Plan Maturity Measures

The future financial condition of a mature pension plan is more sensitive to each of the risks identified above than a less mature plan. Before assessing each of these risks, it is important to understand the maturity of the plan.

Plan maturity can be measured in a variety of ways, but they all get at one basic dynamic – the larger the plan is compared to the contribution or revenue base that supports it, the more sensitive the plan will be to risk. Given that the Plan has been closed to most new entrants since 2012, measures specific to the Plan show significant increases in maturity and risk. However, for the Metropolitan Transit System, this risk is declining relative to the total employment base.

#### Support Ratio (Inactives per Active)

One simple measure of plan maturity is the ratio of the number of inactive members (those receiving benefits or entitled to a deferred benefit) to the number of active members. For a closed plan, the Support Ratio is expected to increase significantly as the active members retire or terminate and there are no new entrants replacing them. The chart below shows the growth in the Support Ratio for the Plan for the past 10 years.



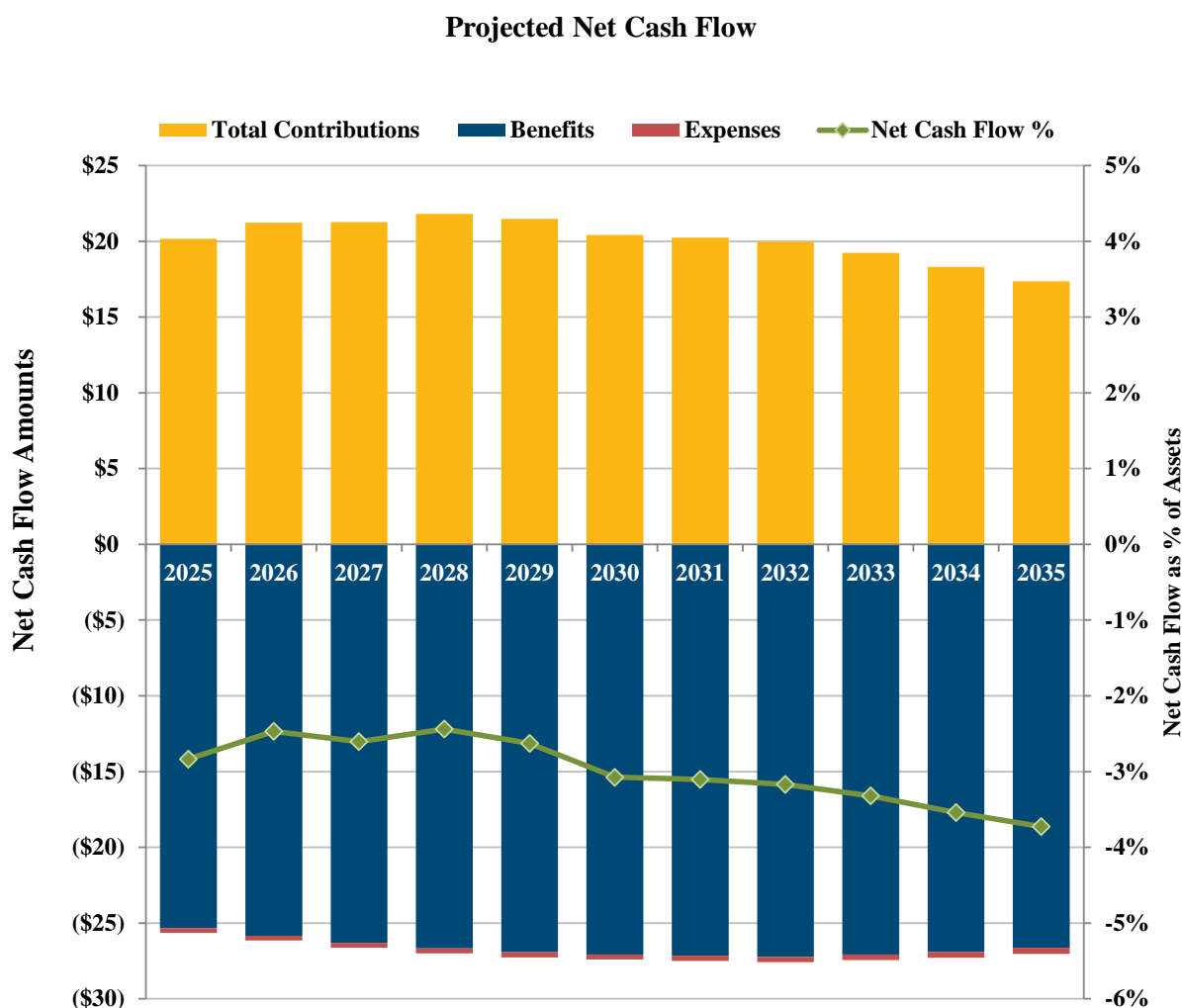
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**SECTION II – ASSESSMENT AND DISCLOSURE OF RISK**

**Net Cash Flow**

The net cash flow of the plan as a percentage of the beginning of year assets indicates the sensitivity of the plan to short-term investment returns. Net cash flow is equal to contributions less benefit payments and administrative expenses. Mature plans can have large amounts of benefit payments compared to contributions, particularly if they are well funded.

The chart below shows the projected net cash flow for the next 10 fiscal years. The bars represent the dollar amounts of the different components of the projected net cash flow, and the line represents the net cash flow as a percentage of the assets as of the beginning of the fiscal year.



The net cash flow has been negative since at least 2013. The net cash flow is expected to become less negative as contributions increase over the next four years. Then as the Plan becomes better funded, benefit payments increase and contributions slowly decline, the net cash flow starts to become increasingly negative.

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**SECTION II – ASSESSMENT AND DISCLOSURE OF RISK**

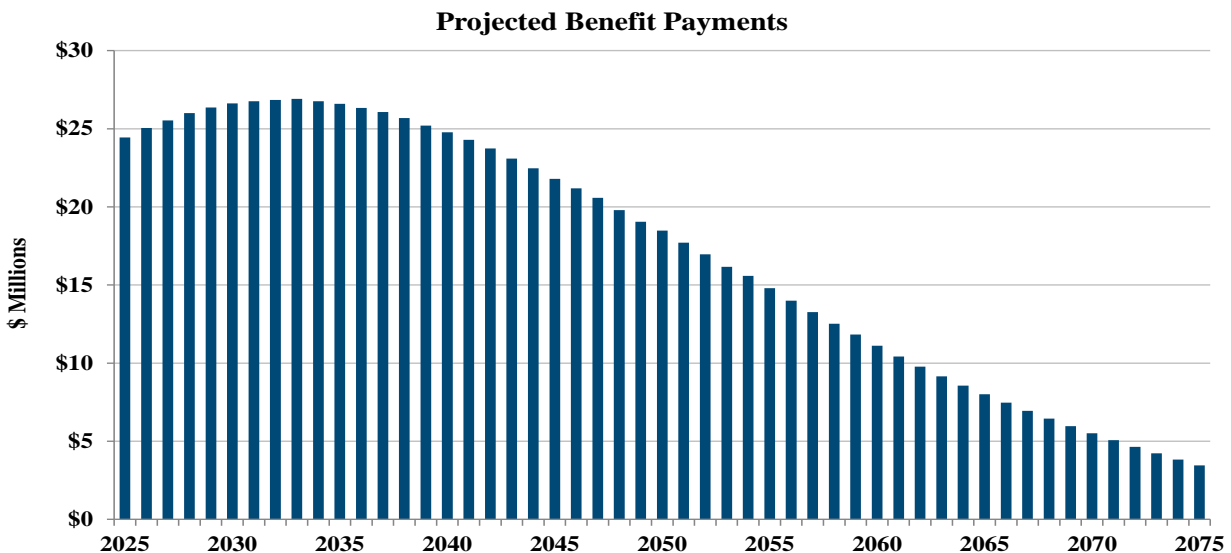
The first issue the negative cash flow presents to the Plan is a need for liquidity in the investments so that benefits can be paid. When the cash flow was positive or close to neutral, benefits could be paid out of contributions without liquidating investments. As net cash flow becomes increasingly negative, the benefit payments will require liquidation of some investments (at least to the extent the bond portfolio does not generate sufficient cash income).

The other change of note is the sensitivity to short-term investment returns. Investment losses in the short term are compounded by the net withdrawal from the plan leaving a smaller asset base to recover from the investment losses. On the other hand, large investment gains in the short term also tend to have a longer beneficial effect as any future losses are relative to a smaller liability base due to the negative cash flow.

### Assessing Costs and Risks

A closed pension plan will ultimately either end up with excess assets after all benefits have been paid or run out of assets before all benefits have been paid. If the Plan develops surplus assets, it may be able to reduce the risk in its investment portfolio, immunize investments, or purchase annuities to settle the remaining obligation. However, such an approach may not be the objective for MTS, and if the surplus assets exceed the additional amounts needed to purchase annuities or immunize the portfolio, it is not clear how they could be used once all benefits have been paid.

If the Plan, on the other hand, were to run out of assets, MTS would be forced to pay benefits directly on a pay-as-you-go basis. As long as MTS can afford the pay-as-you-go costs, benefits would remain secure. The chart below shows a projection of expected benefit payments for the closed plan.



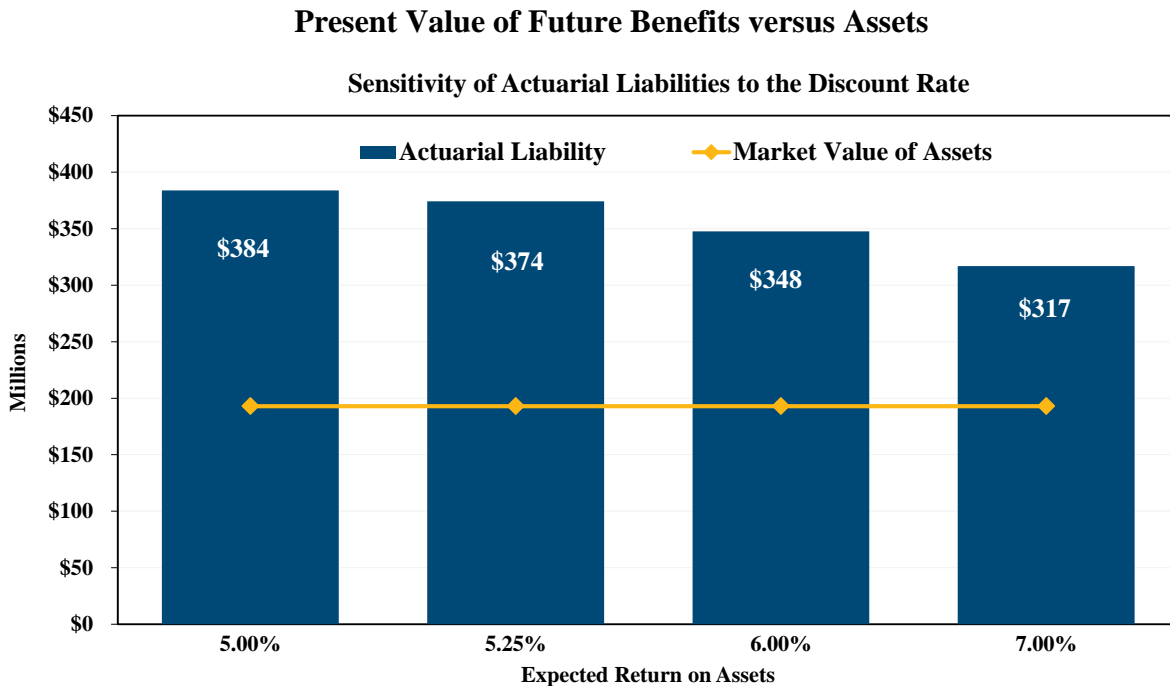


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**SECTION II – ASSESSMENT AND DISCLOSURE OF RISK**

**Sensitivity to Discount Rates (Investment Returns)**

The chart below compares the Market Value of Assets (gold line) to the Actuarial Liability (blue bars) using the discount rates equal to the current expected rate of return, 6.00% and 100 basis points above and below the expected rate of return, as well as the LDROM rate of 5.25%. The low-default-risk obligation measure (LDROM) is the Actuarial Liability using a discount rate derived from low-default-risk fixed-income securities that approximately match the benefit payments of the plan. The revised Actuarial Standard of Practice No. 4 requires the disclosure of this measurement.



The Plan invests in a diversified portfolio with the objective of maximizing investment returns at a reasonable level of risk. If investments return 6.00% annually, the Plan would need approximately \$348 million in assets today to pay all benefits attributable to past service compared to current assets of \$193 million. If investment returns are only 5.00%, the Plan would need approximately \$384 million in assets today, and if investment returns are 7.00%, the Plan would only need \$317 million in assets.

The lowest risk portfolio for a pension plan with fixed cash flows would be composed entirely of low-default-risk fixed-income securities whose cash flows match the benefit cash flows of the Plan. As of June 30, 2024 using the FTSE Pension Liability Index (rounded to the nearest 0.25%), we estimate that such a portfolio would have an expected return of 5.25% and the Plan would need \$374 million to pay all benefits attributed to past service. This amount is the LDROM. The \$26 million difference between the LDROM and the Actuarial Liability at 6.00% represents the expected savings from bearing the risk of investing in the Plan's diversified portfolio. Alternatively, it also represents the cost of significantly minimizing the investment risk.

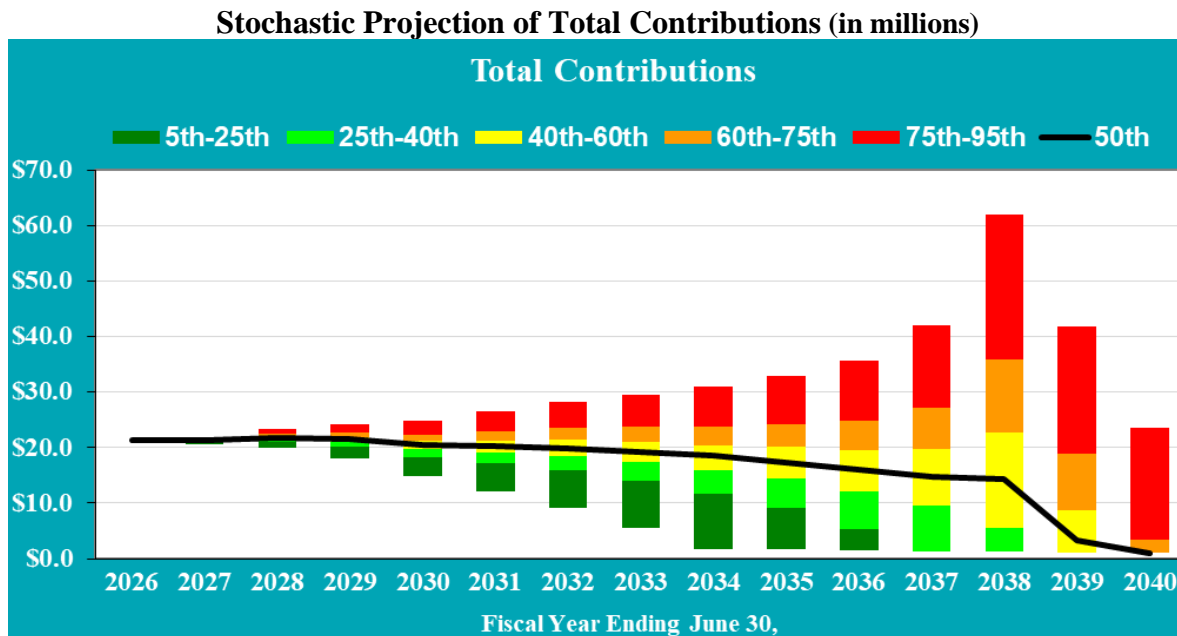
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**SECTION II – ASSESSMENT AND DISCLOSURE OF RISK**

Because the Plan invests in a diversified portfolio and not the LDROM portfolio, the reported funded status is higher and expected employer contributions are lower. Benefit security for members of the Plan depends on a combination of the Plan's assets, the investment returns generated on those assets, and the ability of the Plan to make any needed future contributions. An LDROM portfolio would generate more predictable but lower expected investment returns, potentially changing the level of reliance on future MTS contributions to secure benefits.

**Stochastic Projections**

Stochastic projections show the range of probable outcomes of various measurements. The charts that follow show the projected range of the total contributions and of the funded ratio on an actuarial value of assets basis. The range in both scenarios is driven by the volatility of investment returns (8.5% standard deviation of annual returns from RVK's Asset Allocation Study dated March 2024). The stochastic projections of investment returns are based on an assumption that each future year's investment return is independent from all other years and is identically distributed according to a lognormal distribution. This assumption may result in an unrealistically wide range of compound investment returns over longer periods of time.

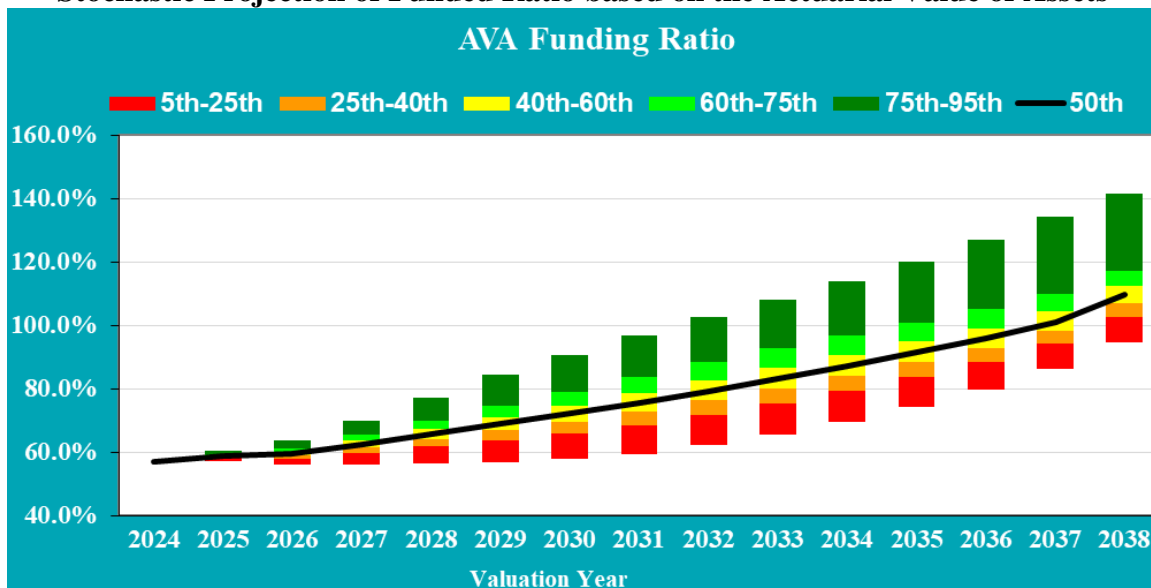


The stochastic projection of contributions shows the probable range of future contributions. The baseline contributions (black line), which is based on the median simulations using an average return of 6.00%, aligns with the projections discussed in Subsection E (page 9) of the Executive Summary of this report. In the most pessimistic scenario shown, the 95<sup>th</sup> percentile, the projected contributions are slightly over \$60 million in FYE 2038. The large range of contributions in FYE 2038 is due to the current funding policy where any actuarial losses occurring with the July 1, 2036 valuation as recognized immediately. However, in the most optimistic scenario shown, the 5th percentile, the projected contribution amount declines to about \$1 million in FYE 2038.

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**SECTION II – ASSESSMENT AND DISCLOSURE OF RISK**

**Stochastic Projection of Funded Ratio based on the Actuarial Value of Assets**



While the baseline funded ratio (black line) is projected to be around 100% at the end of the 15-year period shown here, there is a wide range of potential outcomes. Good investment returns have the likelihood of bringing the funded ratio well over 100%. Due to the sound funding policy of the Plan, even in scenarios with unfavorable investment returns, the Plan is projected to remain above 55% funded, as long as actuarially determined contributions continue to be made.

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**SECTION III – ASSETS**

Pension Plan assets play a key role in the financial operation of the Plan and in the decisions the Board may make with respect to future deployment of those assets. The level of assets, the allocation of assets among asset classes, and the methodology used to measure assets will likely impact benefit levels, contributions, and the ultimate security of participants' benefits.

In this section, we present detailed information on Plan assets including:

- **Disclosure** of Plan assets as of June 30, 2023 and June 30, 2024,
- Statement of the **changes** in market values during the year,
- Development of the **Actuarial Value of Assets**.

**Disclosure**

There are two types of asset values disclosed in the valuation, the Market Value of Assets, and the Actuarial Value of Assets. The market value represents a snapshot value that provides the principal basis for measuring financial performance from one year to the next. Market values, however, can fluctuate widely with corresponding swings in the marketplace. As a result, market values are usually not as suitable for long-range planning as are the Actuarial Value of Assets that reflect smoothing of annual investment returns.

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**SECTION III – ASSETS**

Table III-1 discloses and compares each component of the Market Value of Assets as of June, 30, 2023 and June 30, 2024.

<b>Table III-1 Statement of Assets at Market Value</b>		
	<b>June 30, 2023</b>	<b>June 30, 2024</b>
<b>Investments</b>		
Common Stock	\$ 61,854,033	\$ 66,949,764
Mutual Funds	59,799,632	45,478,416
Corporate Debt / Bond Funds	52,385,530	53,838,498
Closely Held Instruments	484	0
US Treasury Obligations	9,355,832	9,607,283
Short-Term Investments	601,832	17,671,846
Total Investments	\$ 183,997,343	\$ 193,545,807
<b>Receivables</b>		
Dividends and Interest	\$ 3,495	\$ 78,434
Other Receivables	31,825	27,842
Total Receivables	\$ 35,320	\$ 106,276
<b>Payables</b>		
Due to Plan Sponsor	\$ 634,237	\$ 600,842
Other Payables	225,734	106,478
Total Payables	\$ 859,971	\$ 707,320
<b>Market Value of Assets</b>	<b>\$ 183,172,692</b>	<b>\$ 192,944,763</b>

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**SECTION III – ASSETS**

**Changes in Market Value**

The components of asset change are:

- Contributions (employer and employee)
- Investment income (realized and unrealized), net of investment expenses
- Benefit payments
- Administrative Expenses

Table III-2 shows the components of a change in the Market Value of Assets during FYE 2023 and FYE 2024.

<b>Table III-2 Changes in Market Values</b>		
	<b>June 30, 2023</b>	<b>June 30, 2024</b>
<b>Contributions</b>		
Employer's Contribution	16,157,770	17,213,854
Members' Contributions	<u>1,719,444</u>	<u>1,712,165</u>
Total Contributions	17,877,214	18,926,019
<b>Investment Income</b>		
Interest	38,083	128,205
Dividends	4,490,000	5,187,711
Miscellaneous	0	0
Realized & Unrealized Gain/(Loss)	7,074,461	9,207,890
Investment Expenses	<u>(199,423)</u>	<u>(219,026)</u>
Net Investment Income	11,403,121	14,304,780
<b>Disbursements</b>		
Benefit Payments	(22,630,610)	(23,302,300)
Administrative Expenses	<u>(354,459)</u>	<u>(156,428)</u>
Total Disbursements	(22,985,069)	(23,458,728)
<b>Net Increase (Decrease)</b>	6,295,266	9,772,071
<b>Net Assets Held in Trust for Benefits</b>		
Beginning of Year	<u>176,877,426</u>	<u>183,172,692</u>
End of Year	<u>183,172,692</u>	<u>192,944,763</u>
Approximate Return	6.5%	7.9%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**SECTION III – ASSETS**

**Actuarial Value of Assets (AVA)**

The Actuarial Value of Assets represents a “smoothed” value developed by the actuary to reduce the volatile results, which could develop due to short-term fluctuations in the Market Value of Assets. For this Plan, the Actuarial Value of Assets is calculated on a modified market-related value. The Market Value of Assets is adjusted to recognize, over a five-year period, investment earnings which are greater than (or less than) the assumed investment return. The actuarial value is constrained to fall within 20% of the market value.

**Table III-3  
Development of Actuarial Value of Assets  
as of June 30, 2024**

<u>Plan Year</u>	(a) <u>Expected</u> <u>Earnings</u>	(b) <u>Actual</u> <u>Earnings</u>	(c) = (b) – (a) <u>Unexpected</u> <u>Earnings</u>	(d) <u>Phase-In</u> <u>Factor</u>	(c) x (d) <u>Phase-In</u> <u>Adjustment</u>
2019 -20	11,343,578	24,666	(11,318,912)	0%	0
2020 -21	11,328,702	34,664,950	23,336,248	20%	4,667,250
2021 -22	12,125,387	(22,759,878)	(34,885,265)	40%	(13,954,106)
2022 -23	10,461,642	11,403,121	941,479	60%	564,887
2023 -24	10,856,361	14,304,780	3,448,419	80%	2,758,735
1. Total Unrecognized Asset Gains/(Losses)					(5,963,234)
2. Market Value of Assets as of June 30, 2024					192,944,763
3. Actuarial Value of Assets as of June 30, 2024: [(2) - (1)]					198,907,997
4. Ratio of Actuarial Value to Market Value [(3) ÷ (2)]					103%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**SECTION III – ASSETS**

**Investment Performance**

The following table calculates the investment related gain/loss for the plan year on both a market value and an actuarial value basis. The market value gain/loss is an appropriate measure for comparing the actual asset performance to the valuation's long-term assumption. The rate of return assumption was 6.00% for the July 1, 2023 actuarial valuation.

<b>Table III-4 Asset Gain/(Loss)</b>		
	<b>Market Value</b>	<b>Actuarial Value</b>
<b>As of June 30, 2023</b>	<b>\$ 183,172,692</b>	<b>\$ 196,279,951</b>
Employer Contributions	17,213,854	17,213,854
Employee Contributions	1,712,165	1,712,165
Benefit Payments	(23,302,300)	(23,302,300)
Administrative Expenses	(156,428)	(156,428)
Expected Investment Earnings at 6.00%	10,856,361	11,642,797
<b>Expected Value as of June 30, 2024</b>	<b>\$ 189,496,344</b>	<b>\$ 203,390,039</b>
Actuarial Gain/(Loss) on Assets	3,448,419	(4,482,042)
<b>Actual Value as of June 30, 2024</b>	<b>\$ 192,944,763</b>	<b>\$ 198,907,997</b>
Return	7.9%	3.7%
Variance from Expected Return of 6.00%	1.9%	-2.3%



**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**SECTION IV – LIABILITIES**

In this section, we present detailed information on Plan liabilities including:

- **Disclosure** of Plan liabilities at July 1, 2023 and July 1, 2024,
- Statement of **changes** in these liabilities during the year.

**Disclosure**

Several types of liabilities are calculated and presented in this report. Each type is distinguished by the people ultimately using the figures and the purpose for which they are using them. Note that these liabilities are not appropriate for settlement purposes, including the purchase of annuities and the payment of lump sums.

- **Present Value of Future Benefits:** Used for measuring all future Plan obligations; the obligations of the Plan earned as of the valuation date and those to be earned in the future by current Plan participants, under the current Plan provisions.
- **Actuarial Liability:** Used for funding calculations, this liability is calculated taking the total Present Value of Future Benefits and subtracting all future normal costs. The method used for this Plan is called the Entry Age Normal (EAN) Funding Method.
- **Unfunded Actuarial Liability:** The excess of the Actuarial Liability over the Actuarial Value of Assets.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**SECTION IV – LIABILITIES**

Table IV-1 discloses each of these liabilities for the current and prior valuations.

<b>Table IV-1 Liabilities and Unfunded Actuarial Liability</b>		
	<b>July 1, 2023</b>	<b>July 1, 2024</b>
1. Present Value of Future Benefits		
Active Participant Benefits		
ATU/Drivers	\$ 55,441,138	\$ 54,621,376
IBEW/Mechanics	29,633,090	27,953,569
ATU/Clerical	2,152,220	1,798,906
Non-Contract/Admin <sup>1</sup>	28,069,668	31,546,117
Total	<b>\$ 115,296,116</b>	<b>\$ 115,919,968</b>
2. Inactive Actuarial Liability		
ATU/Drivers	\$ 128,086,052	\$ 129,053,590
IBEW/Mechanics	33,899,436	34,959,383
ATU/Clerical	5,186,826	5,272,084
Non-Contract/Admin <sup>1</sup>	83,207,265	85,149,192
Total	<b>\$ 250,379,579</b>	<b>\$ 254,434,249</b>
3. Active Actuarial Liability		
ATU/Drivers	\$ 44,696,858	\$ 44,640,491
IBEW/Mechanics	24,822,227	23,728,949
ATU/Clerical	1,834,465	1,514,519
Non-Contract/Admin <sup>1</sup>	21,119,739	23,303,195
Total	<b>\$ 92,473,289</b>	<b>\$ 93,187,154</b>
4. Total Actuarial Liability, [(2) + (3)]	\$ 342,852,868	\$ 347,621,403
5. Plan Assets (Actuarial Value)	196,279,951	198,907,997
6. Unfunded Actuarial Liability (UAL), [(4) - (5)]	<b>\$ 146,572,917</b>	<b>\$ 148,713,406</b>

<sup>1</sup> Includes PEPRAs members.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**SECTION IV – LIABILITIES**

Table IV-2 below analyzes the increases or decreases in the liabilities since the last valuation.

**Changes in Liabilities**

Each of the liabilities disclosed in the prior table are expected to change at each valuation. The components of that change (as shown in Table IV-2 below), depending upon which liability is analyzed, can include:

- Benefits accrued since the last valuation
- Plan amendments changing benefits
- Passage of time which adds interest to the prior liability
- Benefits paid to retirees since the last valuation
- Actuarial gains or losses from participants retiring, terminating, or dying at rates different than expected
- A change in actuarial assumptions
- A change in the actuarial funding method or software

<b>Table IV-2</b>		
<b>Changes in Actuarial Liability</b>		
Actuarial Liability at July 1, 2024	\$	347,621,403
Actuarial Liability at July 1, 2023	\$	<u>342,852,868</u>
Liability Increase (Decrease)	\$	4,768,535
Change due to:		
Assumption Changes		0
Accrual of Benefits		3,557,763
Actual Benefit Payments		(23,302,300)
Interest		20,095,752
Actuarial (Gain)/Loss		<u>4,417,320</u>
Liability Increase (Decrease)	\$	4,768,535

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**SECTION IV – LIABILITIES**

Unfunded liabilities will change (as shown in Table IV-3 below) because of the changes in liabilities on the previous page, and also due to changes in Plan assets resulting from:

- Contributions different than expected
- Investment earnings different than expected
- Expenses different than expected

**Table IV-3  
Development of Actuarial Gain / (Loss)**

1. Unfunded Actuarial Liability (UAL) at Start of Year (not less than zero)	\$	146,572,917
2. Expected UAL Payment		(15,748,549)
3. Interest on (1) and (2) to End of Year		7,849,462
4. Increase in UAL due to Assumption Change		<u>0</u>
5. Expected Unfunded Actuarial Liability at End of Year, [(1) + (2) + (3) + (4)]	\$	138,673,830
6. Actual Unfunded Actuarial Liability at End of Year (not less than zero)	\$	148,713,406
7. <b>Actuarial Gain/(Loss), [(5) – (6)]</b>	<b>\$</b>	<b>(10,039,576)</b>
(a) Liability Gain/(Loss)		(4,417,320)
(b) Asset Gain/(Loss) on Actuarial Value		(4,482,042)
(c) Contribution Timing Delay Gain/(Loss)		(1,285,555)
(d) Administrative Expenses Less than Expected		145,341

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**SECTION V – CONTRIBUTIONS**

In the process of evaluating the financial condition of any pension plan, the actuary analyzes the assets and liabilities to determine what level (if any) of contributions are needed to properly maintain the funding status of the Plan. Typically, the actuarial process will use a funding technique that will result in a pattern of contributions that are both stable and predictable.

Based on the assumptions and cost method, Plan assets are currently below the target level of assets determined by the cost method; consequently, there is an Unfunded Actuarial Liability. As a result, the required Plan contribution consists of three components: The normal cost, the amortization of the Unfunded Actuarial Liability (UAL), and assumed administrative expenses.

The normal cost represents the cost of the additional benefits earned during the plan year by active Plan members. The amortization of the unfunded liability represents a payment designed to bring the Plan's assets up to the target level set by the actuarial cost method. Currently, the amortization of UAL represents about three-fourths of the total contribution.

As the UAL is paid overtime, the Plan contribution is expected to decrease to a level near the normal cost plus administrative expenses. The normal cost itself will be changing since the Plan is closed to new members other than Non-Contract employees.

The table below presents the total Plan contributions (both employer and employee) for the current and prior valuations.

<b>Table V-1 Development of Annual Contribution</b>		
Valuation Date	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Effective Date	FY 2024-2025	FY 2025-2026
1. Total Actuarial Liability	\$ 342,852,868	\$ 347,621,403
2. Plan Assets (Actuarial Value)	<u>196,279,951</u>	<u>198,907,997</u>
3. Unfunded Actuarial Liability (UAL), [(1) - (2)]	\$ 146,572,917	\$ 148,713,406
4. UAL Amortization Payment	\$ 15,748,549	\$ 16,818,427
5. Total Plan Normal Cost	3,557,763	3,507,119
6. Expected Administrative Expenses	<u>289,050</u>	<u>296,276</u>
7. Total Cost (beginning of year), [(4) + (5) + (6)]	\$ 19,595,362	\$ 20,621,822
8. Total Cost (interest adjusted to middle of year)	\$ 20,174,660	\$ 21,231,465

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION**  
**ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**SECTION V – CONTRIBUTIONS**

Table V-2 presents the calculation of the UAL payments for the Plan under the amortization policy adopted in 2012.

Table V-2 Development of the Amortization Payment (BOY) as of July 1, 2024						
Type of Base	Date Established	Initial Balance	Initial Amortization	Outstanding Balance	Remaining Amortization	Amortization Amount
Initial Unfunded						
1. Actuarial Liability	7/1/2012	\$ 87,613,245	25	\$ 62,414,979	13	\$ 6,651,323
2. Actuarial Loss	7/1/2013	6,555,553	15	2,414,847	4	657,457
3. Actuarial Gain	7/1/2014	(2,132,368)	15	(949,575)	5	(212,666)
4. Actuarial Loss	7/1/2015	740,624	15	382,920	6	73,464
5. Assumption Changes	7/1/2016	29,699,872	21	22,648,195	13	2,413,531
6. Actuarial Loss	7/1/2016	4,978,340	15	2,906,622	7	491,205
7. Actuarial Loss	7/1/2017	5,880,935	15	3,805,686	8	578,162
8. Method Changes	7/1/2018	(640,322)	19	(511,908)	13	(54,552)
9. Actuarial Loss	7/1/2018	5,453,907	15	3,852,118	9	534,290
10. Assumption Changes	7/1/2019	7,536,766	18	6,190,925	13	659,743
11. Actuarial Loss	7/1/2019	9,988,472	15	7,607,865	10	975,156
12. Actuarial Loss	7/1/2020	3,425,437	15	2,788,603	11	333,561
13. Assumption Changes	7/1/2021	10,215,184	16	8,948,419	13	953,598
14. Actuarial Gain	7/1/2021	(5,703,358)	15	(4,923,274)	12	(553,994)
15. Actuarial Loss	7/1/2022	10,345,013	15	9,429,445	13	1,004,860
15. Actuarial Loss	7/1/2023	12,250,922	14	11,667,963	13	1,243,410
16. Actuarial Loss	7/1/2024	10,039,576	13	<u>10,039,576</u>	13	<u>1,069,879</u>
<b>TOTAL</b>				<b>\$ 148,713,406</b>		<b>\$ 16,818,427</b>
				<b>Total UAL Payment, Middle of Year</b>		<b>\$ 17,315,630</b>

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**SECTION V – CONTRIBUTIONS**

Table V-3 presents the development of the PEPRA Member Contribution Rate. PEPRA Members must contribute half of the total normal cost rate of the PEPRA member benefits, rounded to the nearest 0.25%, as shown in the table below. However, the member rate does not adjust unless the total normal cost upon which the current member rate is based changes by more than 1.00%. The current member contribution rate of 9.00% is based on the July 1, 2023 total normal cost rate of 18.07%. Since the July 1, 2024 total normal cost rate of 17.72% did not change by more than 1.00%, the PEPRA member contribution rate remains at 9.00%.

<b>Table V-3</b>		
<b>Development of the PEPRA Member Contribution Rate</b>		
<b>Valuation Date</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Effective Date	FY 2024-2025	FY 2025-2026
Assumed Rate of Return	6.00%	6.00%
Total Normal Cost Rate	18.07%	17.72%
50/50 Cost Sharing Rate for Members	9.03%	8.86%
<b>Member Contribution Rate</b>	<b>9.00%</b>	<b>9.00%</b>
Active PEPRA Membership Statistics		
Number	26	29
Average Age	44.4	43.8
Average Service	6.0	3.9
Average Age at Hire Date	38.4	39.9

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**APPENDIX A – MEMBERSHIP INFORMATION**

Data pertaining to active and inactive Members and their beneficiaries as of the valuation date was supplied by the Plan Administrator on electronic media. As is usual in studies of this type, Member data was neither verified nor audited; however, it was reviewed to ensure that it complies with generally accepted actuarial standards.

**Summary of Participant Data**

**Active Participants**

<b>Non-Contract/Admin</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	45	44
Average Age	52.3	52.3
Average Service	18.9	19.2
Average Pay	\$ 85,940	\$ 100,008
<b>Non-Contract/PEPRA</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	26	29
Average Age	44.4	43.8
Average Service	6.0	3.9
Average Pay	\$ 76,165	\$ 82,803
<b>ATU/Clerical</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	9	8
Average Age	54.0	53.9
Average Service	16.4	15.9
Average Pay	\$ 56,224	\$ 55,796
<b>ATU/Drivers</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	152	139
Average Age	55.7	56.0
Average Service	18.7	19.3
Average Pay	\$ 76,771	\$ 81,273
<b>IBEW/Mechanics</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	78	69
Average Age	54.5	54.7
Average Service	23.7	25.0
Average Pay	\$ 76,804	\$ 79,835
<b>Total</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	310	289
Average Age	53.9	53.9
Average Service	18.8	19.0
Average Pay	\$ 77,463	\$ 83,230



**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX A – MEMBERSHIP INFORMATION**

**Summary of Participant Data**

**Deferred Participants**

<b>Terminated Vested</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	175	172
Average Age	55.4	56.3
Average Annual Benefit	\$ 9,366	\$ 9,730

**In-Pay Participants**

<b>Service Retired</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	817	818
Average Age	71.7	72.1
Average Annual Benefit	\$ 24,829	\$ 25,420
<b>Beneficiaries</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	181	179
Average Age	73.7	73.6
Average Annual Benefit	\$ 11,787	\$ 12,046
<b>Disabled</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	68	67
Average Age	71.8	72.8
Average Annual Benefit	\$ 10,170	\$ 10,287
<b>Total</b>	<b>July 1, 2023</b>	<b>July 1, 2024</b>
Number	1,066	1,064
Average Age	72.0	72.4
Average Annual Benefit	\$ 21,680	\$ 22,217

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX A – MEMBERSHIP INFORMATION**

**Status Reconciliation - All Divisions  
Changes in Plan Membership as of July 1, 2024**

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
<b>Participant count as of July 1, 2023</b>	<b>310</b>	<b>175</b>	<b>68</b>	<b>817</b>	<b>181</b>	<b>1,551</b>
New Entrants	8					8
Rehires						0
Disabilities						0
Retirements/ Domestic Relations Order (DRO)	(21)	(8)		29	1	1
Vested Terminations	(5)	5				0
Died, with Beneficiaries' Benefit Payable	(1)			(6)	7	0
Transfers						0
Died, without Beneficiary, and Other Terminations	(1)		(1)	(22)	(1)	(25)
Beneficiary Deaths					(10)	(10)
Data Corrections	(1)				1	0
Total Change	(21)	(3)	(1)	1	(2)	(26)
<b>Participant count as of July 1, 2024</b>	<b>289</b>	<b>172</b>	<b>67</b>	<b>818</b>	<b>179</b>	<b>1,525</b>

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX A – MEMBERSHIP INFORMATION**

**Status Reconciliation - Non-Contract/Administrative<sup>1</sup>  
Changes in Plan Membership as of July 1, 2024**

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
<b>Participant count as of July 1, 2023</b>	<b>71</b>	<b>21</b>	<b>1</b>	<b>138</b>	<b>36</b>	<b>267</b>
New Entrants	8					8
Rehires						0
Disabilities						0
Retirements/ Domestic Relations Order (DRO)	(4)	(2)		6		0
Vested Terminations						0
Died, with Beneficiaries' Benefit Payable	(1)			(1)	2	0
Transfers	1					1
Died, without Beneficiary, and Other Terminations	(1)			(1)		(2)
Beneficiary Deaths					(2)	(2)
Data Corrections	(1)					(1)
Total Change	2	(2)	0	4	0	4
<b>Participant count as of July 1, 2024</b>	<b>73</b>	<b>19</b>	<b>1</b>	<b>142</b>	<b>36</b>	<b>271</b>

<sup>1</sup> Includes 23 active individuals participating in PEPRAs.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX A – MEMBERSHIP INFORMATION**

**Status Reconciliation - Clerical  
Changes in Plan Membership as of July 1, 2024**

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
<b>Participant count as of July 1, 2023</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>30</b>	<b>6</b>	<b>54</b>
New Entrants						0
Rehires						0
Disabilities						0
Retirements/ Domestic Relations Order (DRO)	(1)			1		0
Vested Terminations						0
Died, with Beneficiaries' Benefit Payable						0
Transfers						0
Died, without Beneficiary, and Other Terminations						0
Beneficiary Deaths					(1)	(1)
Data Corrections						0
Total Change	(1)	0	0	1	(1)	(1)
<b>Participant count as of July 1, 2024</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>31</b>	<b>5</b>	<b>53</b>

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**APPENDIX A – MEMBERSHIP INFORMATION**

**Status Reconciliation - ATU/Drivers  
Changes in Plan Membership as of July 1, 2024**

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
<b>Participant count as of July 1, 2023</b>	<b>152</b>	<b>109</b>	<b>56</b>	<b>520</b>	<b>106</b>	<b>943</b>
New Entrants						0
Rehires						0
Disabilities						0
Retirements/ Domestic Relations Order (DRO)	(8)	(6)		14	1	1
Vested Terminations	(4)	4				0
Died, with Beneficiaries' Benefit Payable				(2)	2	0
Transfers	(1)					(1)
Died, without Beneficiary, and Other Terminations			(1)	(17)	(1)	(19)
Beneficiary Deaths					(7)	(7)
Data Corrections				0	1	1
Total Change	(13)	(2)	(1)	(5)	(4)	(25)
<b>Participant count as of July 1, 2024</b>	<b>139</b>	<b>107</b>	<b>55</b>	<b>515</b>	<b>102</b>	<b>918</b>

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**APPENDIX A – MEMBERSHIP INFORMATION**

**Status Reconciliation - IBEW/Mechanics  
Changes in Plan Membership as of July 1, 2024**

	Active	Terminated Vested	Disabled	Retired	Beneficiaries	Total
<b>Participant count as of July 1, 2023</b>	<b>78</b>	<b>37</b>	<b>10</b>	<b>129</b>	<b>33</b>	<b>287</b>
New Entrants						0
Rehires						0
Disabilities						0
Retirements/ Domestic Relations Order (DRO)	(8)			8		0
Vested Terminations	(1)	1				0
Died, with Beneficiaries' Benefit Payable				(3)	3	0
Transfers						0
Died, without Beneficiary, and Other Terminations				(4)		(4)
Beneficiary Deaths						0
Data Corrections						0
Total Change	(9)	1	0	1	3	(4)
<b>Participant count as of July 1, 2024</b>	<b>69</b>	<b>38</b>	<b>10</b>	<b>130</b>	<b>36</b>	<b>283</b>

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX A – MEMBERSHIP INFORMATION**

**Age / Service Distribution Of Active Participants - Non-Contract/Administrative<sup>1</sup> (Counts)  
As of July 1, 2024**

Age	Service												Total
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0
25 to 29	1	2	0	0	0	0	0	0	0	0	0	0	3
30 to 34	2	1	1	0	0	0	1	0	0	0	0	0	5
35 to 39	0	1	1	0	0	3	0	4	0	0	0	0	9
40 to 44	3	1	0	0	0	1	5	4	0	0	0	0	14
45 to 49	0	0	2	0	0	1	3	1	1	1	0	0	9
50 to 54	0	0	1	0	0	0	3	1	1	3	0	0	9
55 to 59	0	0	0	0	1	0	1	1	1	2	0	0	6
60 to 64	0	0	0	0	0	2	1	6	1	0	1	1	12
65 to 69	1	0	0	0	0	1	2	0	0	0	1	0	5
70 & up	0	0	0	0	0	0	0	0	1	0	0	0	1
<b>Total</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>16</b>	<b>17</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>73</b>

<sup>1</sup> Includes 29 active individuals participating in PEPRAs.

**Age / Service Distribution Of Active Participants - Non-Contract/Administrative<sup>1</sup> (Average Salary)  
As of July 1, 2024**

Age	Service												Total
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	\$0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	\$0
25 to 29	77,000	65,407	0	0	0	0	0	0	0	0	0	0	\$69,271
30 to 34	87,121	98,121	82,801	0	0	0	98,121	0	0	0	0	0	\$90,657
35 to 39	0	75,250	82,801	0	0	90,653	0	100,819	0	0	0	0	\$92,587
40 to 44	69,874	98,121	0	0	0	71,205	96,020	111,447	0	0	0	0	\$93,202
45 to 49	0	0	63,427	0	0	91,396	106,433	101,450	99,495	109,375	0	0	\$94,208
50 to 54	0	0	82,801	0	0	0	96,023	119,677	84,912	107,869	0	0	\$99,896
55 to 59	0	0	0	0	70,339	0	104,507	87,035	97,844	79,920	0	0	\$86,594
60 to 64	0	0	0	0	0	81,901	114,781	99,894	96,682	0	76,893	111,982	\$96,959
65 to 69	77,000	0	0	0	0	70,575	96,034	0	0	0	145,720	0	\$97,073
70 & up	0	0	0	0	0	0	0	0	87,035	0	0	0	\$87,035
<b>Total</b>	<b>\$76,838</b>	<b>\$80,461</b>	<b>\$75,051</b>	<b>\$0</b>	<b>\$70,339</b>	<b>\$83,617</b>	<b>\$99,809</b>	<b>\$103,329</b>	<b>\$93,194</b>	<b>\$98,803</b>	<b>\$111,306</b>	<b>\$111,982</b>	<b>\$93,173</b>

<sup>1</sup> Includes 29 active individuals participating in PEPRAs.

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**APPENDIX A – MEMBERSHIP INFORMATION**

**Age / Service Distribution Of Active Participants - ATU/Clerical (Counts)  
As of July 1, 2024**

Age	Service												Total
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0
25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0
30 to 34	0	0	0	0	0	0	0	0	0	0	0	0	0
35 to 39	0	0	0	0	0	0	0	1	0	0	0	0	1
40 to 44	0	0	0	0	0	0	0	0	0	0	0	0	0
45 to 49	0	0	0	0	0	0	1	1	0	0	0	0	2
50 to 54	0	0	0	0	0	0	1	0	0	0	0	0	1
55 to 59	0	0	0	0	0	0	1	1	1	0	0	0	3
60 to 64	0	0	0	0	0	0	0	0	0	0	0	0	0
65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0
70 & up	0	0	0	0	0	0	0	1	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>

**Age / Service Distribution Of Active Participants - ATU/Clerical (Average Salary)  
As of July 1, 2024**

Age	Service												Total
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	\$0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	\$0
25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	\$0
30 to 34	0	0	0	0	0	0	0	0	0	0	0	0	\$0
35 to 39	0	0	0	0	0	0	0	55,944	0	0	0	0	\$55,944
40 to 44	0	0	0	0	0	0	0	0	0	0	0	0	\$0
45 to 49	0	0	0	0	0	0	83,166	51,114	0	0	0	0	\$67,140
50 to 54	0	0	0	0	0	0	51,114	0	0	0	0	0	\$51,114
55 to 59	0	0	0	0	0	0	51,114	51,114	51,690	0	0	0	\$51,306
60 to 64	0	0	0	0	0	0	0	0	0	0	0	0	\$0
65 to 69	0	0	0	0	0	0	0	0	0	0	0	0	\$0
70 & up	0	0	0	0	0	0	0	51,114	0	0	0	0	\$51,114
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$61,798</b>	<b>\$52,322</b>	<b>\$51,690</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,796</b>



**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**APPENDIX A – MEMBERSHIP INFORMATION**

**Age / Service Distribution Of Active Participants - ATU/Drivers (Counts)  
As of July 1, 2024**

Age	Service												Total
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0
25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0
30 to 34	0	0	0	0	0	0	0	0	0	0	0	0	0
35 to 39	0	0	0	0	0	0	3	3	0	0	0	0	6
40 to 44	0	0	0	0	0	0	7	6	0	0	0	0	13
45 to 49	0	0	0	0	0	0	2	11	3	0	0	0	16
50 to 54	0	0	0	0	0	0	1	10	7	2	0	0	20
55 to 59	0	0	0	0	0	0	6	19	7	3	1	0	36
60 to 64	0	0	0	0	0	0	9	7	6	3	4	1	30
65 to 69	0	0	0	0	0	0	6	3	3	3	0	1	16
70 & up	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>59</b>	<b>26</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>139</b>

**Age / Service Distribution Of Active Participants - ATU/Drivers (Average Salary)  
As of July 1, 2024**

Age	Service												Total
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	\$0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	\$0
25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	\$0
30 to 34	0	0	0	0	0	0	0	0	0	0	0	0	\$0
35 to 39	0	0	0	0	0	0	85,878	77,133	0	0	0	0	\$81,505
40 to 44	0	0	0	0	0	0	71,274	79,074	0	0	0	0	\$74,874
45 to 49	0	0	0	0	0	0	74,378	78,635	78,118	0	0	0	\$78,006
50 to 54	0	0	0	0	0	0	81,521	82,489	78,838	84,669	0	0	\$81,380
55 to 59	0	0	0	0	0	0	86,950	85,861	73,580	93,714	96,419	0	\$84,602
60 to 64	0	0	0	0	0	0	81,426	88,188	73,901	84,155	91,693	78,351	\$83,038
65 to 69	0	0	0	0	0	0	78,642	71,801	89,161	76,210	0	67,753	\$78,195
70 & up	0	0	0	0	0	0	0	0	0	86,380	0	84,581	\$85,481
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,800</b>	<b>\$82,369</b>	<b>\$77,391</b>	<b>\$84,830</b>	<b>\$92,638</b>	<b>\$76,895</b>	<b>\$81,273</b>

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
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**APPENDIX A – MEMBERSHIP INFORMATION**

**Age / Service Distribution Of Active Participants - IBEW/Mechanics (Counts)  
As of July 1, 2024**

Age	Service												Total
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	0
25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0
30 to 34	0	0	0	0	0	0	1	0	0	0	0	0	1
35 to 39	0	0	0	0	0	0	4	5	0	0	0	0	9
40 to 44	0	0	0	0	0	0	2	1	2	0	0	0	5
45 to 49	0	0	0	0	0	0	1	0	1	3	0	0	5
50 to 54	0	0	0	0	0	0	1	0	3	2	6	0	12
55 to 59	0	0	0	0	0	0	0	2	0	3	0	1	6
60 to 64	0	0	0	0	0	0	0	3	5	1	7	5	21
65 to 69	0	0	0	0	0	0	0	4	1	1	1	1	8
70 & up	0	0	0	0	0	0	0	1	0	0	1	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>15</b>	<b>7</b>	<b>69</b>

**Age / Service Distribution Of Active Participants - IBEW/Mechanics (Average Salary)  
As of July 1, 2024**

Age	Service												Total
	Under 1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 & up	
Under 20	0	0	0	0	0	0	0	0	0	0	0	0	\$0
20 to 24	0	0	0	0	0	0	0	0	0	0	0	0	\$0
25 to 29	0	0	0	0	0	0	0	0	0	0	0	0	\$0
30 to 34	0	0	0	0	0	0	88,795	0	0	0	0	0	\$88,795
35 to 39	0	0	0	0	0	0	84,393	88,795	0	0	0	0	\$86,839
40 to 44	0	0	0	0	0	0	63,887	88,795	88,795	0	0	0	\$78,832
45 to 49	0	0	0	0	0	0	88,795	0	88,795	73,014	0	0	\$79,326
50 to 54	0	0	0	0	0	0	88,795	0	73,014	84,097	84,097	0	\$81,718
55 to 59	0	0	0	0	0	0	0	65,672	0	85,663	0	79,400	\$77,955
60 to 64	0	0	0	0	0	0	0	63,332	85,037	79,400	80,619	86,916	\$80,642
65 to 69	0	0	0	0	0	0	0	71,923	59,749	59,749	88,795	79,400	\$71,923
70 & up	0	0	0	0	0	0	0	50,848	0	0	79,400	0	\$65,124
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$81,303</b>	<b>\$74,541</b>	<b>\$80,863</b>	<b>\$78,337</b>	<b>\$82,474</b>	<b>\$84,768</b>	<b>\$79,835</b>

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**APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS**

**A. Contribution Allocation Procedure**

The contribution allocation procedure primarily consists of an actuarial cost method, an asset smoothing method, and an amortization method as described below. This contribution allocation procedure, combined with reasonable assumptions, produces a reasonable actuarially determined contribution as defined in Actuarial Standard of Practice No. 4. The contribution allocation procedure was selected to balance benefit security, intergenerational equity, and the stability of actuarially determined contributions. The selection also considered the demographics of plan members, the funding goals and objectives of the Board, and the need to accumulate assets to make benefit payments when due.

**1. Actuarial Cost Method**

The actuarial funding method used to determine the normal cost and the Unfunded Actuarial Liability is the individual entry age to final decrement cost method. This method is consistent with the method required under the GASB accounting statements. Under this cost method, the normal cost is calculated as the amount necessary to fund Members' benefits as a level percentage of total payroll over their projected working lives. At each valuation date, the Actuarial Liability is equal to the difference between the liability for the Members' total projected benefit and the present value of future normal cost contributions. The total normal cost is calculated as the sum of the individual normal costs for each active member (individual entry age method). The Unfunded Actuarial Liability (UAL) is the difference between the Actuarial Liability and the Actuarial Value of Assets (AVA).

**2. Amortization Method**

The initial Unfunded Actuarial Liability as of July 1, 2012 is amortized in level dollar payments over a 25-year period ending June 30, 2037. Changes in the Unfunded Actuarial Liability due to Plan amendments, changes in actuarial assumptions or methods will be amortized in level dollar payments over a separate period that ends on June 30, 2037 consistent with the amortization of the remaining June 30, 2012 UAL. Changes in the Unfunded Actuarial Liability due to actuarial gains and losses are amortized over closed separate 15-year periods in level dollar payments. In order for SDTC to achieve its goal of full funding by 2037 once the amortization of future gains and losses extends beyond June 30, 2037, the period will be reduced to end on June 30, 2037. The amortization period for the actuarial loss as of July 1, 2024 is 13 years. However, as the targeted full funding date approaches, changes to the amortization policy may be made at the MTS Board's discretion to mitigate volatility or unsustainable increases in the UAL payment.

Though the Retirement Board may make exceptions, in general, the intent is to follow the guidelines published by the California Actuarial Advisory Panel and the Government Finance Officers' Association.

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**APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS**

**3. Actuarial Value of Plan Assets**

For the purposes of determining contributions, a smoothed Actuarial Value of Assets (AVA) is used that dampens the effects of volatility in the Market Value of Assets on the pattern of contributions. The AVA is determined using an adjusted market value. Under this method, a preliminary AVA is determined as the Market Value of Assets on the valuation date less a decreasing fraction ( $4/5$ ,  $3/5$ ,  $2/5$ ,  $1/5$ ) of the gain or loss in each of the preceding four years. The gain or loss for a given year is the difference between the actual investment return (on a market-to-market basis) and the assumed investment return based on the Market Value of Assets at the beginning of the year and actual cash flow. The AVA is adjusted, if necessary, to remain between 80% and 120% of the market value.

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**APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS**

## **B. Actuarial Assumptions**

The economic and demographic assumptions are based on the experience study covering the period from July 1, 2015 through June 30, 2020 that was adopted at the MTS Board of Directors Meeting in November 2021. The rationale for all the assumptions can also be found in the experience study report dated September 2021. All assets and liabilities are computed as of the valuation date, July 1, 2024.

### **1. Rate of Return**

The annual rate of return on all Plan assets is assumed to be 6.00% net of investment expenses.

### **2. Cost of Living**

The cost of living as measured by the Consumer Price Index (CPI) will increase at the rate of 2.50% per year.

### **3. Post Retirement COLA**

Benefits for Non-Contract retirees assumed to increase after retirement at the rate of 2.0% per year.

### **4. Pay for Benefits**

In most cases, pay for benefits is based on a two-year average of each Participant's pay during the two years preceding the valuation date. Special procedures are used in some cases, as noted for full-time Participants.

<u>Unit</u>	<u>Pay for Continuing Participants</u>	<u>Pay for New Participants</u>
Drivers	The larger of gross pay or 1,800 hours times the member's hourly rate	
Mechanics	2,150 hours times the Participant's hourly rate	
Clerical	Gross pay	The larger of gross pay or 2,100 hours times the Participant's hourly rate
Non-Contract	Gross pay	The larger of gross pay or 2,080 hours times the Participant's hourly rate

Part-time Participants are assumed to work 1,040 hours in the calculations shown above.

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**APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS**

**5. Merit Pay (Longevity and Promotion) Increases**

Assumed pay increases for active Participants consist of increases due to inflation (cost-of-living adjustments) and those due to longevity and promotion. Based on an analysis of pay levels and service, we developed the following assumptions:

Longevity and Promotion Increases				
Service	ATU Drivers	IBEW Mechanics	Clerical	Non-Contract
0	6.00%	7.50%	10.00%	3.50%
1	6.00%	7.50%	10.00%	3.50%
2	6.00%	7.50%	0.25%	3.50%
3	6.00%	7.50%	0.25%	3.50%
4	6.00%	7.50%	0.25%	3.50%
5	6.00%	7.50%	0.25%	3.50%
6	6.00%	7.50%	0.25%	3.50%
7	6.00%	7.50%	0.25%	3.50%
8	0.50%	7.50%	0.25%	3.50%
9	0.50%	7.50%	0.25%	3.50%
10+	0.50%	0.50%	0.25%	0.25%

In addition, annual adjustments in pay due to inflation will equal the CPI, for an additional annual increase of 2.50%. The combination of rates is compounded rather than using an additive method.

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**APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS**

**6. Active Participant Mortality**

Rates of mortality for all active ATU and IBEW Participants are given by Cheiron's ATU Non-Annuitant mortality with generational improvements from the base year 2016 using Scale MP-2020. Sample base rates are shown in the table below:

Age	Male	Female
25	0.040%	0.033%
30	0.049%	0.038%
35	0.056%	0.051%
40	0.064%	0.072%
45	0.079%	0.101%
50	0.113%	0.151%
55	0.174%	0.239%
60	0.272%	0.365%
65	0.408%	0.524%

Rates of mortality for all active Clerical and Non-Contract Participants are given by 2010 Public General Employee mortality with generational improvements from the base year 2010 using Scale MP-2020.

**7. Healthy Inactive Participant and Beneficiary Mortality**

Rates of mortality for healthy inactive ATU and IBEW Participants, spouses, and surviving spouses are given by Cheiron's ATU Healthy-Annuitant mortality with generational improvements from the base year 2016 using Scale MP-2020. Sample base rates are shown in the table below:

Age	Male	Female
55	0.898%	0.519%
60	1.123%	0.762%
65	1.309%	1.103%
70	1.983%	1.633%
75	3.272%	2.631%
80	5.595%	4.433%
85	9.647%	7.691%
90	15.707%	13.411%
95	22.864%	20.609%

Rates of mortality for healthy inactive Clerical and Non-Contract Participants, spouses, and surviving spouses are given by 2010 Public General Healthy Annuitant Amount Weighted mortality with generational improvements from the base year 2010 using Scale MP-2020.

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**APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS**

**8. Disabled Participant Mortality**

Rates of mortality for disabled members are given by Cheiron's ATU Disabled Annuitant mortality with generational improvements from the base year 2016 using Scale MP-2020. Sample base rates are shown in the table below:

Age	Male	Female
55	2.413%	1.852%
60	2.800%	2.062%
65	3.348%	2.211%
70	4.198%	2.720%
75	5.702%	3.857%
80	8.157%	5.905%
85	12.163%	9.262%
90	18.616%	13.582%
95	26.042%	19.152%

**9. Mortality Improvement**

Mortality is assumed to improve in future years in accordance with the MP-2020 generational improvement tables.

**10. Disability**

Among ATU Drivers and IBEW Mechanics uses an 80% male/20% female blend of the standard CalPERS Public Agency Table, with sample rates below. Disabled Participants are assumed not to return to active service. No disability is assumed for Clerical and Non-Contract Participants.

Disability	
Age	Rate
25	0.016%
30	0.020%
35	0.045%
40	0.109%
45	0.158%
50	0.166%
55	0.156%
60	0.143%
65	0.120%
70	0.098%
75+	0.099%



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**APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS**

**11. Plan Expenses**

Expected Plan administrative expenses as of the valuation date of \$296,276 are included in the total annual cost, increasing each year with the assumed rate of inflation.

**12. Family Composition**

100% of active Participants are assumed married. Male spouses are assumed four years older than their wives are.

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**APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS**

**13. Service Retirement**

Rates of service retirement among Participants eligible to retire are given by the following table:

Age	ATU Drivers	IBEW Mechanics	Clerical/Non Contract
52 <sup>1</sup>	0%	0%	0%
53-54	0%	0%	7.5%
55	10%	5%	7.5%
56-59	7.5%	5%	10%
60-61	10%	10%	10%
62	15%	10%	30%
63	15%	10%	25%
64	20%	15%	25%
65-66	40%	45%	25%
67-69	25%	20%	25%
70 and older	100%	100%	100%

<sup>1</sup> Non-Contract retirement assumption at age 52 is for PEPRAs participants only, 0% otherwise.

**14. Termination**

Service-based or age-based termination rates are shown below by group. For all Participants, termination rates are assumed zero once a participant is eligible for retirement.

Termination for ATU Driver, IBEW Mechanic, and Non-Contract Participants are assumed to occur in accordance with the service-based rates shown in the following table:

Service	ATU Driver	IBEW Mechanic	Non- Contract
0	10.0%	10.0%	5.0%
1-6	4.0%	4.0%	5.0%
7 +	3.0%	3.0%	5.0%

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**APPENDIX B – ACTUARIAL ASSUMPTIONS AND METHODS**

Termination for Clerical Participants is assumed to occur in accordance with the age-based rates shown in the following table:

Clerical	
Age	Rate
20-24	25.0%
25-29	15.0%
30-34	13.0%
35-39	11.0%
40-44	10.0%
45-49	9.0%
50 and older	9.0%

**15. Employment Status**

No future transfers among Participant groups are assumed.

**16. Changes in Actuarial Methods and Assumptions since the Prior Valuation**

None.

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**APPENDIX C – SUMMARY OF PLAN PROVISIONS**

**A. Definitions**

**Average Monthly**

**Final Earnings:** Average Monthly Final Earnings means the average monthly compensation during the consecutive months that produces a Participant's highest average compensation, computed by dividing the Compensation Earnable for such period by the number of months in such period.

- For ATU, IBEW, and Clerical Participants, the averaging period is 36 consecutive months.
- For Non-Contract Participants, the number of consecutive months is 12.
- Public Employees' Pension Reform Act (PEPRA): For Non-Contract Participants hired on and after January 1, 2013, the number of consecutive months is 36.
- Those months during which the Participant did not receive compensation from the Employer equivalent to one-half the regular working days will be excluded. The average is then based on that portion of the averaging period remaining after the excluded months.
- PEPRA: It is possible that exclusions for months in which the Participant did not work full-time may be subject to change.
- Use the total of the Periodic Pensionable Earnings from the highest three calendar (payroll) years. These years need not be consecutive years. There shall be no skips and drops within the three calendar (payroll) years. Add the total Periodic Pensionable Earnings to Terminal Earnings and then divide by 36.

**Compensation:** Compensation means the remuneration for services paid by the Employer. The monetary value of board, lodgings, fuel, car allowance, laundry, or other advantages furnished to a Participant is not included.

PEPRA: For Participants joining the Plan on or after January 1, 2013, only base compensation up to the Social Security-integrated PEPRA compensation limit (\$155,081 for 2025 and \$151,446 for 2024) will count for computing Plan benefits and employee and employer contributions; in particular, all or most overtime will be excluded.

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**APPENDIX C – SUMMARY OF PLAN PROVISIONS**

**Compensation**

**Earnable:** Compensation Earnable is the compensation actually received by a Participant during a period of employment. For ATU and Non-Contract Participants, any bonus or retroactive wage increases are treated as compensation when received rather than when the services are performed. For IBEW Participants, Compensation Earnable is limited to 2,140 hours of straight time equivalent hours in any 12-month period.

In addition, the value of any vacation or sick leave accumulated but unused when benefits begin is excluded from Compensation Earnable and from Average Monthly Final Earnings.

PEPRA: For Participants joining the Plan on and after January 1, 2013, it is likely that some sources of compensation, such as those underlined above, may be excluded from benefit and contribution computations for these new Participants.

**Credited Years**

**Of Service:** In general, Credited Years of Service is continuous service with the San Diego Transit Corporation and its predecessor company from the last date of employment through the date of retirement, death, disability, or other termination of service.

As of November 10, 1997, part-time ATU employees receive one Credited Year of Service for every 2,080 hours of service worked as a part-time employee after December 1, 1990.

For Non-Contract Participants, Credited Years of Service includes any year commencing on or after July 1, 1982 in which the Participant completes at least 1,000 Hours of Service. In addition, Credited Years of Service for Non-Contract Participants will exclude any period of service after the Participant's Normal Retirement Date.

A Participant who is disabled and recovers from disability and reenters the Plan as an active Participant will not receive Credited Years of Service for the period of disability.

**B. Membership**

All full-time and certain part-time IBEW employees hired prior to May 1, 2011, will become Participants on their date of hire. IBEW employees hired on and after May 1, 2011, will become Participants of a separate defined contribution plan and will not be Participants of this Plan.

All full-time and certain part-time ATU employees hired prior to November 1, 2012, will become Participants on their date of hire. ATU

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**APPENDIX C – SUMMARY OF PLAN PROVISIONS**

employees hired on and after November 1, 2012, will become Participants of a separate defined contribution plan and will not be Participants of this Plan. All Non-Contract employees become Participants after earning one Credited Year of Service.

PEPRA: Any Participant joining the Plan for the first time on or after January 1, 2013, is a New Participant.

**C. Retirement Benefit**

**Eligibility:** Clerical and Non-Contract Participants are eligible for normal service retirement upon attaining age 63 and completing five or more Credited Years of Service and eligible for early service retirement upon attaining age 53 and completing five or more Credited Years of Service.

ATU and IBEW Participants are eligible for normal service retirement upon attaining age 63 (65 for IBEW) and completing five or more Credited Years of Service and eligible for early service retirement upon attaining age 55 and completing five or more Credited Years of Service.

PEPRA: New Participants are eligible to retire upon attaining age 52 and completing five or more Credited Years of Service.

**Benefit Amount:** The monthly service retirement benefit is the Participant's Average Monthly Final Earnings multiplied by the percentage figures shown in the tables below.

- For ATU and Clerical Participants terminating prior to October 1, 2005, ATU/Clerical Table A-1 is used; for ATU and Clerical Participants terminating on and after October 1, 2005, ATU/Clerical Table A-2 is used. Prior to July 1, 2006, the benefit from the table is limited to 60%.
- For IBEW Participants terminating prior to January 1, 2007, IBEW Table A-1 is used; for IBEW Participants terminating on and after January 1, 2007, IBEW Table A-2 is used.
- For Non-Contract participants terminating prior to July 1, 2000, Non-Contract Table A-1 is used; for Non-Contract participants terminating on and after July 1, 2000, Non-Contract Table A-2 is used.

For Participants with fractions of a year of age or service, the Participant's age or service will be rounded to the completed quarter year, and the percentage multiplier will be computed from the table using interpolation.

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**APPENDIX C – SUMMARY OF PLAN PROVISIONS**

ATU participants who are active from November 10, 1997 to December 31, 1998 and from November 10, 1997, to December 31, 1999 receive an additional 2.5% and 2.5%, respectively. However, the multiplier from Table A-1 or A-2, as augmented by the additional 2.5% increments, is still limited to 60% prior to July 1, 2006 and 70% thereafter.

Non-Contract Participants who are active as of July 1, 1994 and July 1, 1995 receive an additional 6% and 2%, respectively. However, the benefit multiplier, as augmented by the additional 6% and 2% increments, is still limited to 60% under Table A-1 and 70% under Table A-2.

A Participant who is disabled and recovers from disability and reenters the Plan as an active Participant will have this benefit amount reduced by the actuarial equivalent of the benefits paid during the period of disability.

PEPRA: For New Participants, the benefit multiplier will be 1% at age 52, increasing by 0.1% for each year of age to 2.5% at 67. In between exact ages, the multiplier will increase by 0.025% for each quarter year increase in age.

Form of Benefit: The normal form of benefit is an annuity payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The retirement benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

Because Participants will be making employee contributions, the Participant's beneficiaries may be eligible to receive a refund of accumulated contributions that exceed the benefits paid out to the Participant (if any) upon death.

The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

ATU and IBEW Participants may elect an Alternative Retirement Formula if they terminate employment before early retirement but after 10 Credited Years of Service or were hired between April 1, 1968 and March 31, 1971 and desire to retire at their Normal Retirement Date. These Participants are eligible for a deferred benefit commencing at age 65 based on Table B.

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Tables A-1 and A-2 for each employee group, as well as Table B, can be found at the end of Appendix C herein.

**D. Disability Retirement Benefit**

Eligibility: A Participant is eligible for a Disability Retirement Benefit if:

- The Participant has earned five Credited Years of Service (ATU, IBEW, Clerical and Non-Contract), and
- The Participant is unable to perform the duties of his or her job with the Corporation, cannot be transferred to another job with the Corporation, and has submitted satisfactory medical evidence of permanent disqualification from his or her job.

Benefit Amount: The Disability Retirement Benefit is a monthly benefit equal to the lesser of:

1. 1.5% times Credited Years of Service at Disability Retirement Date times the Participant's Average Monthly Final Earnings; and,
2. The Normal Retirement Benefit calculated using the Average Monthly Final Earnings at Disability Retirement Date and the projected Credited Years of Service to Normal Retirement Date.

The benefit is reduced by 50% of the amount of any earned income from other sources in excess of 50% of the Participant's Average Monthly Earnings during the 12 months prior to disability; this reduction applies to all IBEW and Non-Contract Participants, but only to ATU Participants hired after June 30, 1983.

PEPRA: Note that the Disability Retirement Benefit for New Participants is based on the new definition of Compensation, which is subject to a maximum and excludes overtime.

Form of Benefit: The normal form of benefit is an annuity commencing at disability and payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The Disability Retirement Benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

Because Participants will be making employee contributions, the Participant's beneficiaries may be eligible to receive a refund of accumulated contributions that exceed the benefits paid out to the Participant (if any) upon death.



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The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

**E. Pre-Retirement Death Benefit**

**Eligibility:** A vested Participant is entitled to elect coverage of a pre-retirement spouse's benefit.

For years, if a Participant is age 55 or under, the cost of the coverage is paid by the Company. For the years, a Participant is over age 55 and has elected this coverage, the cost of this coverage is paid by the Participant in the form of a reduced benefit upon retirement. The reduction is 3.5¢ per \$10 of monthly benefit for each year of coverage.

There is no cost for this benefit for any ATU, Clerical, or Non-Contract Participant whose monthly benefit commences after November 27, 1990. There is no cost for this benefit for any IBEW Participant whose monthly benefit commences after December 3, 1996.

In order for the spouse to be eligible for this benefit, the participant must be married to the spouse for one year prior to death, unless death occurs from accidental causes.

**Benefit Amount:** For a Participant who is eligible to retire at death, the pre-retirement death benefit is 50% of the benefit that would have been payable had the Participant retired immediately prior to his or her death and elected to receive a 50% Joint and Survivor annuity.

For a Participant who dies before being eligible to retire, the pre-retirement death benefit is 50% of the benefit that would have been payable had the Participant survived to his or her earliest retirement date, retired, elected to receive a 50% Joint and Survivor annuity, and died immediately.

PEPRA: Note that the Pre-Retirement Death Benefit for New Participants is based on the new definition of compensation, which is subject to a maximum and excludes overtime.

**Form of Benefit:** For a Participant who is eligible to retire at death, the death benefit begins when the Participant dies and continues for the life of the surviving spouse.

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For a Participant who dies before being eligible to retire, the death benefit begins when the Participant would have reached his or her earliest retirement date and continues for the life of the surviving spouse.

Because Participants will be making employee contributions, the Participant's beneficiaries may be eligible to receive a refund of accumulated contributions that exceed the benefits paid out to the Participant or spouse (if any) upon death.

**F. Termination Benefit**

**Eligibility:** A Participant is eligible for a termination benefit after earning five Credited Years of Service.

**Benefit Amount:** The termination benefit is computed in the same manner as the Normal Retirement Benefit, but it is based on Credited Years of Service and Average Monthly Final Earnings on the date of termination.

Effective July 1, 2000, Non-Contract participants who terminate prior to eligibility for early service retirement will have their benefits actuarially reduced if they begin receiving benefits before Normal Retirement Age.

PEPRA: For New Participants, the benefit multiplier will be 1% at age 52, increasing by 0.1% for each year of age to 2.5% at 67. In between exact ages, the multiplier will increase by 0.025% for each quarter year increase in age. Note also that the Termination Benefit for New Participants is based on the new definition of compensation, which is subject to a maximum and excludes overtime.

We assume a refund of employee contributions, with no interest, if termination occurs before five years of service.

**Form of Benefit:** The Participant will be eligible to commence benefits at the later of termination and earliest retirement eligibility age.

The normal form of benefit is an annuity payable for the life of the Participant, with no continuation of benefits to a beneficiary after death. The retirement benefit will be paid as a 50% Joint and Survivor benefit actuarially equivalent to the normal form for participants who have been married for at least one year. Otherwise, the normal form will be paid.

Because Participants will be making employee contributions, the Participant's beneficiaries may be eligible to receive a refund of accumulated contributions that exceed the benefits paid out to the Participant (if any) upon death.

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The ATU and IBEW benefits have been amended from time to time to remove the actuarial reduction in benefits for previously retired Participants whose spouses have died before them. However, these adjustments are retroactive only, and they do not apply to benefits paid to currently active Participants.

**G. Cost-of-Living Adjustments**

**Eligibility:** An annual Cost-of-Living Adjustment (COLA) has been added for Non-Contract Participants who were actively employed on or after June 30, 1999. One time only (ad hoc) COLAs were granted to ATU and IBEW Participants in 1991 and 1992.

**Benefit Amount:** For Non-Contract Participants, the cumulative COLA is the increase in the Consumer Price Index (CPI) since the Participant began receiving benefits.

The COLA is subject to the following limits for Non-Contract Participants:

- The cumulative COLA cannot exceed 2% compounded annually for all years since the Participant's benefits began;
- The annual COLA is zero if the CPI increase in that year is less than 1%;
- The annual COLA is limited to 6% of the initial benefit amount in any year; and,
- A Participant's benefit cannot be reduced below the benefit level when payments commenced.

**H. Voluntary Early Retirement Program**

The Plan provided enhanced benefits to ATU participants who voluntarily elected early retirement during the window period from July 1, 1998 through February 20, 1998.

The Plan provided enhanced benefits to certain IBEW participants who voluntarily elected early retirement during the window period from July 1, 2004, through December 31, 2004.

**I. DROP Program**

The Plan provided DROP benefits to a number of ATU participants who elected retirement from July 1, 2002, through December 31, 2002.

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**J. Funding**

- IBEW members contributed 3% of compensation to the Plan in April 2013 and 4% of compensation in April 2014. The contribution rate increased to 6% of compensation in April 2015 and increased to 8% of compensation in April 2016.
- ATU drivers and clerical members contributed 3% of compensation in July 2013. The contribution rate increased to 5% of compensation in July 2014, to 6% in July 2015, and to 7% of compensation in July 2016. The contribution rate increased to 8% of compensation in December 2017.
- Non-Contract members hired before January 1, 2013 contributed 2% of compensation to the Plan prior to January 2014. The Non-Contract member contributions increased to 4% of compensation in January 2014, to 6% of in January 2015, and increased to 7% of compensation on January 1, 2016. As of January 1, 2017, the member contribution rate increased to 8% of compensation.
- New members under PEPRA must contribute half of the normal cost of the Plan, rounded to the nearest 0.25%. Effective January 1, 2013, PEPRA members were paying 6.25% of pay and the employer has been paying the remaining cost of the Plan. The PEPRA employee contribution rate increased to 7.75% of pay based on the results of July 1, 2021 valuation, to 9.50% of pay based on the results of the July 1, 2022 valuation and decreased to 9.00% of pay based on the results of the July 1, 2023 valuation.

The Corporation pays the actuarial cost of the Plan as reduced by Member contributions. Member contribution rates in the future may change in response to collective bargaining.

**K. Changes in Plan Provisions since the Prior Valuation**

None.

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**ATU/Clerical Table A-1: Retirement Benefit Multipliers**

Credited Years Of Service	Age at Retirement								
	55	56	57	58	59	60	61	62	63+
5	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

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**ATU/Clerical Table A-2: Retirement Benefit Multipliers**

Credited Years Of Service	Age at Retirement										
	Clerical										
	53	54	55	56	57	58	59	60	61	62	63+
5	8.71%	9.33%	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	10.45%	11.20%	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	12.19%	13.06%	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	13.94%	14.93%	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	15.68%	16.79%	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	17.42%	18.66%	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	19.16%	20.53%	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	20.90%	22.39%	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	22.65%	24.26%	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	24.39%	26.12%	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	26.13%	27.99%	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	27.87%	29.86%	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	29.61%	31.72%	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	31.36%	33.59%	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	33.10%	35.45%	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	34.84%	37.32%	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	36.58%	39.19%	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	38.32%	41.05%	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	40.07%	42.92%	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	41.81%	44.78%	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	43.55%	46.65%	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	45.29%	48.52%	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	47.03%	50.38%	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	48.78%	52.25%	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	50.52%	54.11%	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	52.26%	55.98%	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	54.00%	57.85%	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	55.74%	59.71%	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	57.49%	61.58%	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	59.23%	63.44%	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	60.97%	65.31%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

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**IBEW Table A-1: Retirement Benefit Multipliers**

Credited Years Of Service	Age at Retirement										
	55	56	57	58	59	60	61	62	63	64	65+
5	5.2%	5.5%	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	6.2%	6.6%	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	7.2%	7.7%	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	8.2%	8.8%	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	9.3%	9.9%	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	10.2%	11.0%	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	11.2%	12.1%	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	12.3%	13.2%	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	13.3%	14.3%	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	14.4%	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	16.4%	17.6%	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	17.5%	18.7%	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	18.5%	19.8%	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	19.6%	20.9%	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	20.6%	22.0%	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	21.6%	23.1%	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	22.7%	24.2%	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	23.7%	25.3%	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	24.8%	26.4%	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	25.8%	27.5%	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	26.9%	28.6%	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	27.9%	29.7%	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	29.0%	30.9%	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	30.0%	32.0%	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	31.1%	33.1%	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	32.1%	34.2%	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	33.2%	35.3%	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	34.3%	36.5%	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	35.4%	37.6%	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	36.5%	38.7%	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX C – SUMMARY OF PLAN PROVISIONS**

**IBEW Table A-2: Retirement Benefit Multipliers**

Credited Years Of Service	Age at Retirement								
	55	56	57	58	59	60	61	62	63+
5	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%



**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX C – SUMMARY OF PLAN PROVISIONS**

**Non-Contract Table A-1: Retirement Benefit Multipliers**

Credited Years Of Service	Age at Retirement										
	53	54	55	56	57	58	59	60	61	62	63+
5	5.2%	5.5%	5.9%	6.3%	6.7%	7.2%	7.8%	8.3%	8.9%	9.5%	10.1%
6	6.2%	6.6%	7.1%	7.5%	8.1%	8.7%	9.3%	10.0%	10.7%	11.4%	12.1%
7	7.2%	7.7%	8.2%	8.8%	9.4%	10.1%	10.9%	11.7%	12.4%	13.3%	14.1%
8	8.2%	8.8%	9.4%	10.1%	10.8%	11.6%	12.4%	13.3%	14.2%	15.1%	16.1%
9	9.3%	9.9%	10.6%	11.3%	12.1%	13.0%	14.0%	15.0%	16.0%	17.0%	18.1%
10	10.2%	11.0%	11.8%	12.6%	13.5%	14.4%	15.5%	16.7%	17.8%	18.9%	20.1%
11	11.2%	12.1%	12.9%	13.8%	14.8%	15.9%	17.1%	18.3%	19.5%	20.8%	22.2%
12	12.3%	13.2%	14.1%	15.1%	16.2%	17.3%	18.6%	20.0%	21.3%	22.7%	24.2%
13	13.3%	14.3%	15.3%	16.3%	17.5%	18.8%	20.2%	21.7%	23.1%	24.6%	26.2%
14	14.4%	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	24.9%	26.5%	28.2%
15	15.4%	16.5%	17.6%	18.9%	20.2%	21.7%	23.3%	25.0%	26.7%	28.4%	30.2%
16	16.4%	17.6%	18.8%	20.1%	21.5%	23.1%	24.8%	26.7%	28.4%	30.3%	32.2%
17	17.5%	18.7%	20.0%	21.4%	22.9%	24.5%	26.4%	28.3%	30.2%	32.2%	34.3%
18	18.5%	19.8%	21.2%	22.6%	24.2%	26.0%	27.9%	30.0%	32.0%	34.1%	36.3%
19	19.6%	20.9%	22.3%	23.9%	25.6%	27.4%	29.5%	31.7%	33.8%	36.0%	38.3%
20	20.6%	22.0%	23.5%	25.2%	26.9%	28.9%	31.0%	33.3%	35.5%	37.9%	40.3%
21	21.6%	23.1%	24.7%	26.4%	28.3%	30.3%	32.6%	35.0%	37.3%	39.7%	42.3%
22	22.7%	24.2%	25.9%	27.7%	29.6%	31.8%	34.1%	36.7%	39.1%	41.6%	44.3%
23	23.7%	25.3%	27.0%	28.9%	31.0%	33.2%	35.7%	38.3%	40.9%	43.5%	46.3%
24	24.8%	26.4%	28.2%	30.2%	32.3%	34.6%	37.2%	40.0%	42.6%	45.4%	48.4%
25	25.8%	27.5%	29.4%	31.4%	33.7%	36.1%	38.8%	41.7%	44.4%	47.3%	50.4%
26	26.9%	28.6%	30.6%	32.7%	35.0%	37.5%	40.3%	43.3%	46.2%	49.2%	52.4%
27	27.9%	29.7%	31.7%	34.0%	36.4%	39.0%	41.9%	45.0%	48.0%	51.1%	54.4%
28	29.0%	30.9%	32.9%	35.2%	37.7%	40.4%	43.4%	46.7%	49.8%	52.0%	56.4%
29	30.0%	32.0%	34.1%	36.5%	39.1%	41.9%	45.0%	48.3%	50.0%	55.0%	58.4%
30	31.1%	33.1%	35.3%	37.7%	40.4%	43.4%	46.5%	50.0%	51.0%	55.5%	60.0%
31	32.1%	34.2%	36.5%	39.0%	41.7%	44.8%	48.1%	51.0%	51.5%	56.0%	60.0%
32	33.2%	35.3%	37.6%	40.2%	43.1%	46.2%	49.6%	51.5%	52.0%	56.5%	60.0%
33	34.3%	36.5%	38.8%	41.5%	44.4%	47.6%	50.0%	52.0%	52.5%	57.0%	60.0%
34	35.4%	37.6%	40.0%	42.8%	45.8%	49.1%	51.0%	52.5%	53.0%	57.5%	60.0%
35 or more	36.5%	38.7%	41.2%	44.0%	47.1%	50.0%	51.5%	53.0%	53.5%	58.0%	60.0%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX C – SUMMARY OF PLAN PROVISIONS**

**Non-Contract Table A-2: Retirement Benefit Multipliers**

Credited Years Of Service	Age at Retirement										
	53	54	55	56	57	58	59	60	61	62	63+
5	8.71%	9.33%	10.00%	10.26%	10.52%	10.78%	11.05%	11.31%	11.57%	11.83%	12.09%
6	10.45%	11.20%	12.00%	12.31%	12.62%	12.94%	13.26%	13.57%	13.88%	14.20%	14.51%
7	12.19%	13.06%	14.00%	14.36%	14.73%	15.09%	15.47%	15.83%	16.20%	16.56%	16.93%
8	13.94%	14.93%	16.00%	16.42%	16.83%	17.25%	17.68%	18.10%	18.51%	18.93%	19.34%
9	15.68%	16.79%	18.00%	18.47%	18.94%	19.40%	19.89%	20.36%	20.83%	21.29%	21.76%
10	17.42%	18.66%	20.00%	20.52%	21.04%	21.56%	22.10%	22.62%	23.14%	23.66%	24.18%
11	19.16%	20.53%	22.00%	22.57%	23.14%	23.72%	24.31%	24.88%	25.45%	26.03%	26.60%
12	20.90%	22.39%	24.00%	24.62%	25.25%	25.87%	26.52%	27.14%	27.77%	28.39%	29.02%
13	22.65%	24.26%	26.00%	26.68%	27.35%	28.03%	28.73%	29.41%	30.08%	30.76%	31.43%
14	24.39%	26.12%	28.00%	28.73%	29.46%	30.18%	30.94%	31.67%	32.40%	33.12%	33.85%
15	26.13%	27.99%	30.00%	30.78%	31.56%	32.34%	33.15%	33.93%	34.71%	35.49%	36.27%
16	27.87%	29.86%	32.00%	32.83%	33.66%	34.50%	35.36%	36.19%	37.02%	37.86%	38.69%
17	29.61%	31.72%	34.00%	34.88%	35.77%	36.65%	37.57%	38.45%	39.34%	40.22%	41.11%
18	31.36%	33.59%	36.00%	36.94%	37.87%	38.81%	39.78%	40.72%	41.65%	42.59%	43.52%
19	33.10%	35.45%	38.00%	38.99%	39.98%	40.96%	41.99%	42.98%	43.97%	44.95%	45.94%
20	34.84%	37.32%	40.00%	41.04%	42.08%	43.12%	44.20%	45.24%	46.28%	47.32%	48.36%
21	36.58%	39.19%	42.00%	43.09%	44.18%	45.28%	46.41%	47.50%	48.59%	49.69%	50.78%
22	38.32%	41.05%	44.00%	45.14%	46.29%	47.43%	48.62%	49.76%	50.91%	52.05%	53.20%
23	40.07%	42.92%	46.00%	47.20%	48.39%	49.59%	50.83%	52.03%	53.22%	54.42%	55.61%
24	41.81%	44.78%	48.00%	49.25%	50.50%	51.74%	53.04%	54.29%	55.54%	56.78%	58.03%
25	43.55%	46.65%	50.00%	51.30%	52.60%	53.90%	55.25%	56.55%	57.85%	59.15%	60.45%
26	45.29%	48.52%	52.00%	53.35%	54.70%	56.06%	57.46%	58.81%	60.16%	61.52%	62.87%
27	47.03%	50.38%	54.00%	55.40%	56.81%	58.21%	59.67%	61.07%	62.48%	63.88%	65.29%
28	48.78%	52.25%	56.00%	57.46%	58.91%	60.37%	61.88%	63.34%	64.79%	66.25%	67.70%
29	50.52%	54.11%	58.00%	59.51%	61.02%	62.52%	64.09%	65.60%	67.11%	68.61%	70.00%
30	52.26%	55.98%	60.00%	61.56%	63.12%	64.68%	66.30%	67.86%	69.42%	70.00%	70.00%
31	54.00%	57.85%	62.00%	63.61%	65.22%	66.84%	68.51%	70.00%	70.00%	70.00%	70.00%
32	55.74%	59.71%	64.00%	65.66%	67.33%	68.99%	70.00%	70.00%	70.00%	70.00%	70.00%
33	57.49%	61.58%	66.00%	67.72%	69.43%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
34	59.23%	63.44%	68.00%	69.77%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%
35 or more	60.97%	65.31%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%	70.00%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX C – SUMMARY OF PLAN PROVISIONS**

**Table B: Alternate Retirement Formula Multipliers**

<b>Credited Years Of Service</b>	<b>Percentage</b>
10	20.1%
11	22.2%
12	24.2%
13	26.2%
14	28.2%
15	30.2%
16	32.2%
17	34.3%
18	36.3%
19	38.3%
20	40.3%
21	42.3%
22	44.3%
23	46.3%
24	48.4%
25	50.4%
26	52.4%
27	54.4%
28	56.4%
29	58.4%
30	60.4%
31	62.5%
32	64.5%
33	66.5%
34	68.5%
35 or more	70.5%

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX D – GLOSSARY**

**1. Actuarial Assumptions**

Assumptions as to the occurrence of future events affecting pension costs such as mortality, withdrawal, disability, retirement, changes in compensation, and rates of investment return.

**2. Actuarial Cost Method**

A procedure for determining the actuarial present value of pension plan benefits and expenses and for developing an allocation of such value to each year of service, usually in the form of a normal cost and an Actuarial Liability.

**3. Actuarial Gain (Loss)**

The difference between actual experience and that expected is based upon a set of actuarial assumptions during the period between two actuarial valuation dates, as determined in accordance with a particular actuarial cost method.

**4. Actuarial Liability**

The portion of the actuarial present value of projected benefits, which will not be paid by future normal costs. It represents the value of the past normal costs with interest to the valuation date.

**5. Actuarial Present Value (Present Value)**

The value as of a given date of a future amount or series of payments. The actuarial present value discounts the payments to the given date at the assumed investment return and includes the probability of the payment being made.

**6. Actuarial Valuation**

The determination, as of a specified date, of the normal cost, Actuarial Liability, Actuarial Value of Assets, and related actuarial present values for a pension plan.

**7. Actuarial Value of Assets**

The value of cash, investments, and other property belonging to a pension plan as used by the actuary for the purpose of an actuarial valuation. The purpose of an Actuarial Value of Assets is to smooth out fluctuations in market values.

**8. Actuarially Equivalent**

Of equal actuarial present value, determined as of a given date, with each value based on the same set of actuarial assumptions.

**RETIREMENT PLANS OF SAN DIEGO TRANSIT CORPORATION  
ACTUARIAL VALUATION REPORT AS OF JULY 1, 2024**

**APPENDIX D – GLOSSARY**

**9. Amortization Payment**

The portion of the pension plan contribution that is designed to pay interest and principal on the Unfunded Actuarial Liability in order to pay for that liability in a given number of years.

**10. Entry Age Normal Actuarial Cost Method**

A method under which the actuarial present value of the projected benefits of each individual included in an actuarial valuation is allocated on a level basis over the earnings of the individual between entry age and assumed exit ages.

**11. Funded Ratio**

The ratio of the Actuarial Value of Assets to the Actuarial Liabilities.

**12. Normal Cost**

That portion of the actuarial present value of pension plan benefits and expenses, which is allocated to a valuation year by the actuarial cost method.

**13. Projected Benefits**

Those pension plan benefit amounts which are expected to be paid in the future under a particular set of actuarial assumptions, taking into account such items as increases in future compensation and service credits.

**14. Unfunded Actuarial Liability**

The excess of the Actuarial Liability over the Actuarial Value of Assets.



*Classic Values, Innovative Advice*

# Actuarial Valuation Results as of July 1, 2024

Board of Directors

Anne D. Harper, FSA, EA, MAAA  
Alice I. Alsberghe, ASA, EA, MAAA

# Today's Discussion



- Background
- Plan Contributions for Fiscal Year 2025-2026  
(based on 2024 Actuarial Valuation)
- Plan History
- Plan Projections

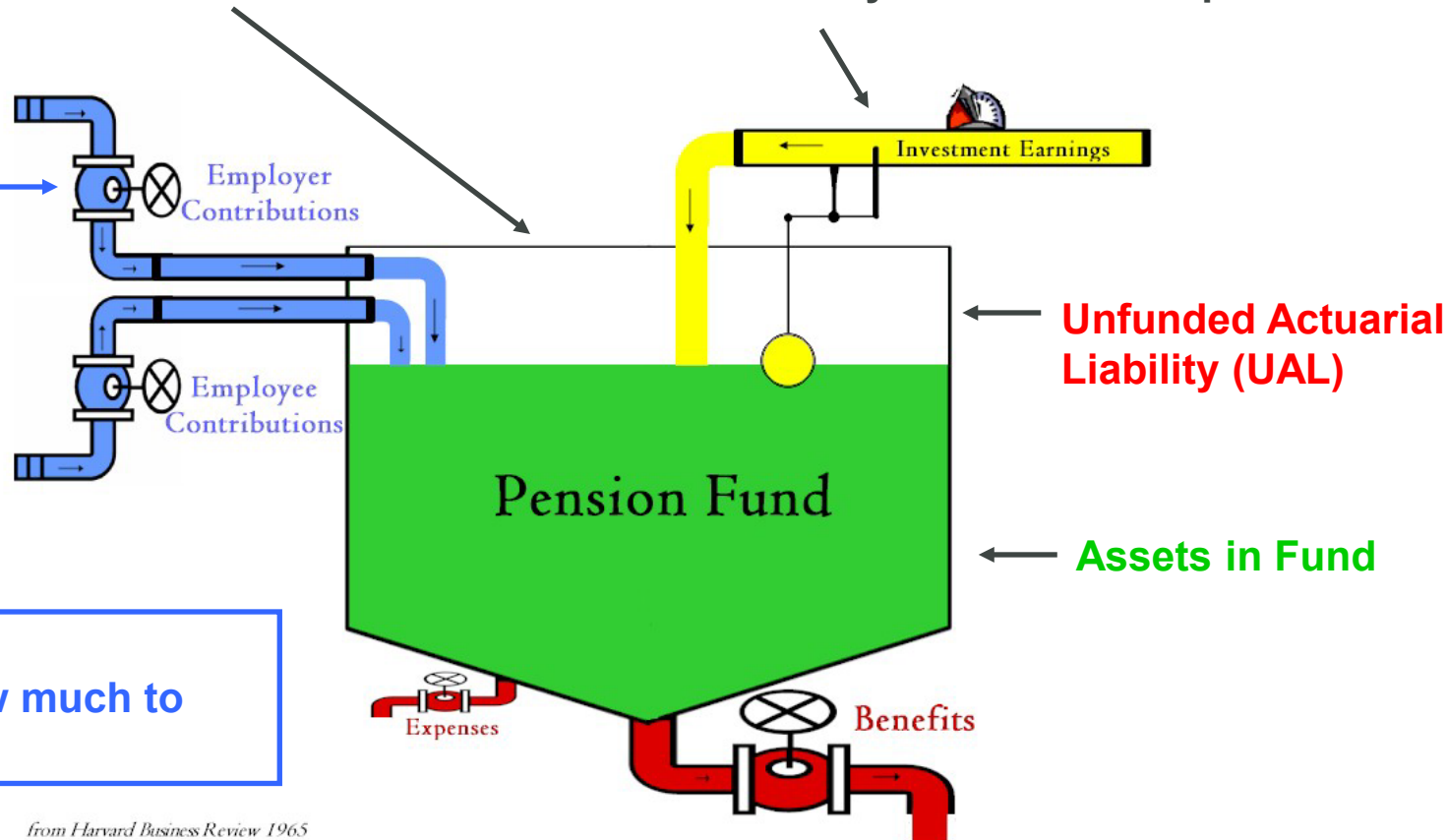


# Pension Plan Management



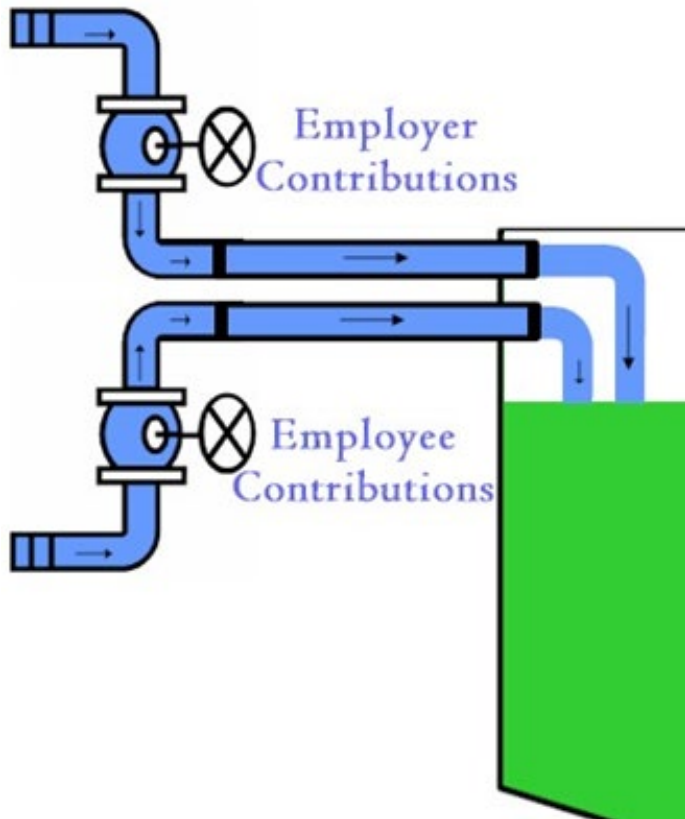
The “Tank” represents the  
Plan’s Liabilities

Investment Policy: Determines expected return



*from Harvard Business Review 1965*

# Pension Plan Contributions



## Components of the Contribution

### 1. *Normal Cost*

- Active members' benefits earned during the year
- *Gradually decreases over time for SDTC since Plan is closed to most new employees*

### 2. *Unfunded Actuarial Liability (UAL) Payment*

- *New layer each year (payment or credit)*
- *Level dollar payment for each layer*
- *Last payment for all layers will be on or before FYE 2038*

### 3. *Expected Administrative Expenses*

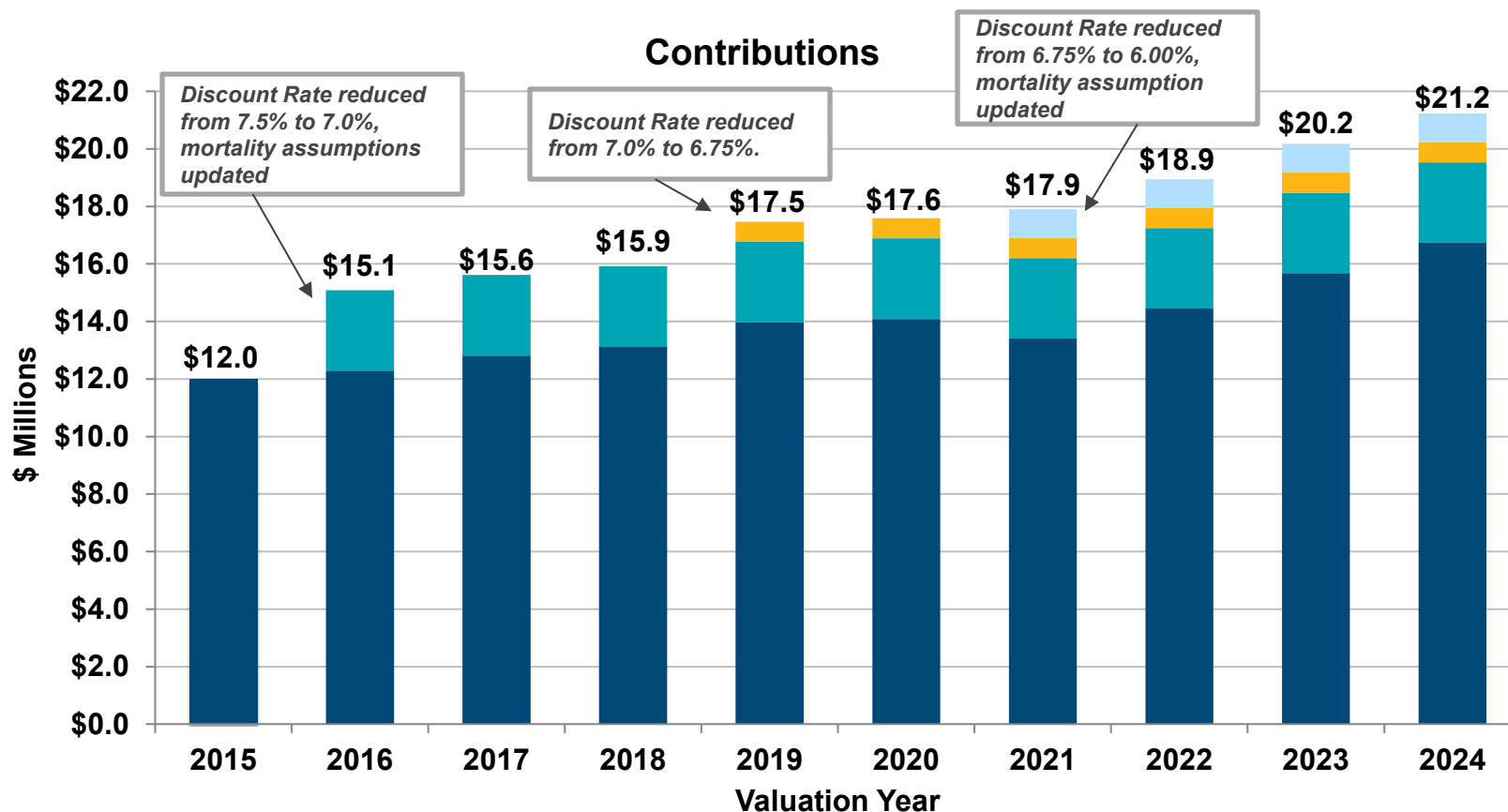
### 4. *Employer Contributions =* *1. + 2. + 3. less Employee Contributions*

# Plan Contribution – Changes

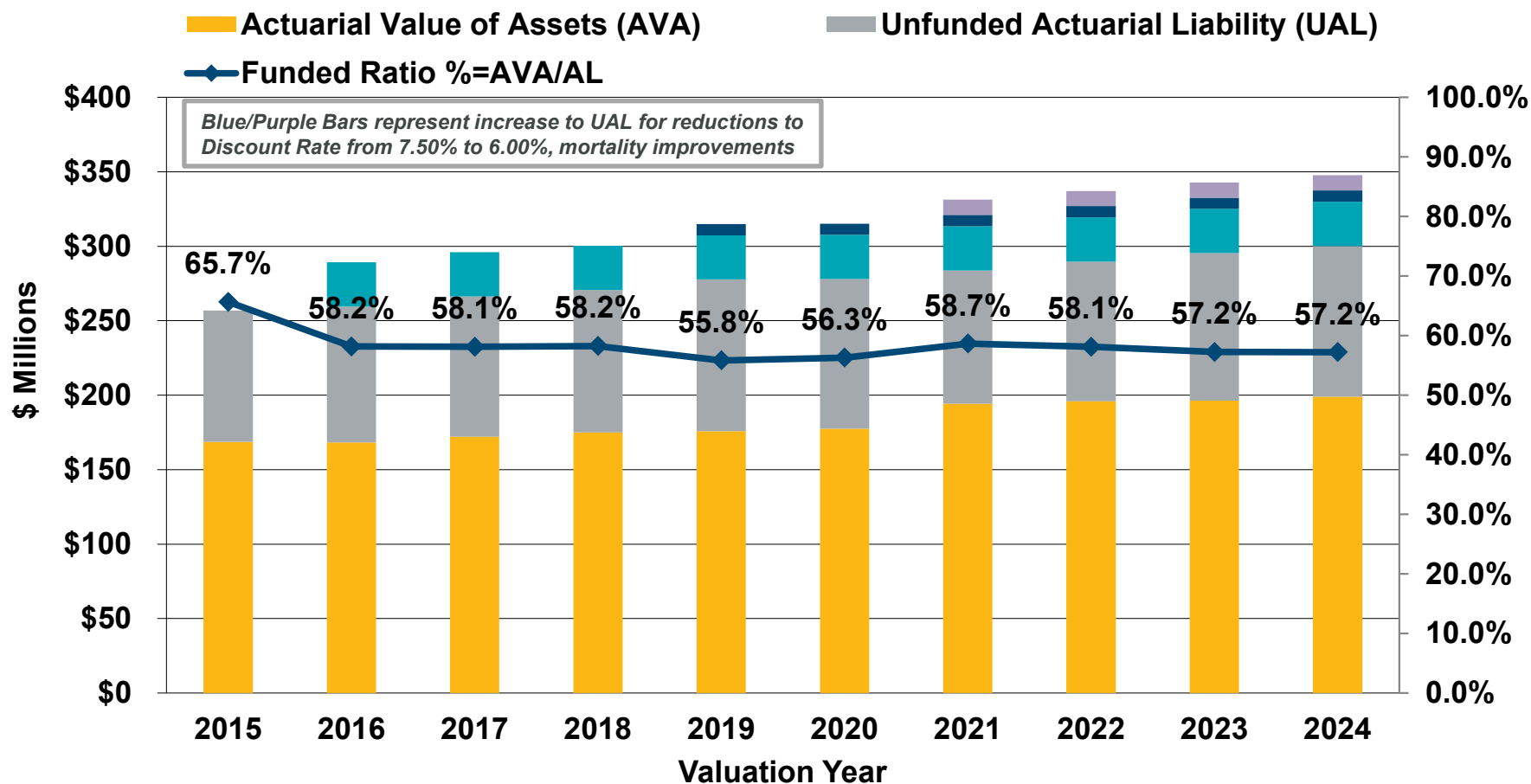


Total Contribution Reconciliation	
<b>Fiscal Year 2024-2025</b>	<b>\$ 20,175,000</b>
Actuarial investment experience	
FYE 2024 asset gain	(76,000)
FYE 2020-2023 net deferred losses	<u>568,000</u>
	492,000
Actuarial Liability experience	611,000
Fewer benefits earned by active membership due to primarily closed plan	(178,000)
Other miscellaneous factors	<u>131,000</u>
<b><i>Net Change in Contribution</i></b>	<b><i>1,056,000</i></b>
<b>Fiscal Year 2025-2026</b>	<b>\$ 21,231,000</b>

# Plan History – Contributions



# Plan History – Funding



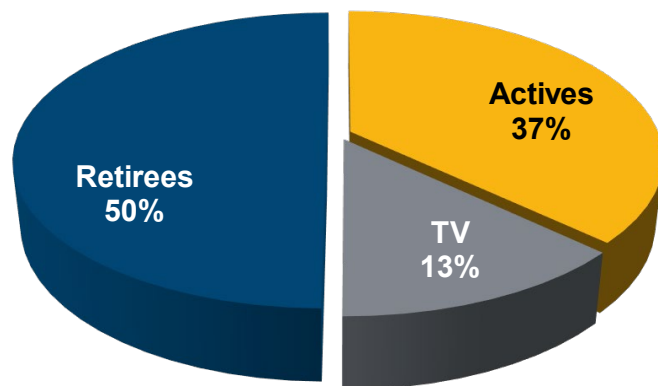
Note: As of July 1, 2024, the Funded Ratio based on the Market Value of Assets is 55.5%.

# Plan History – Membership Composition



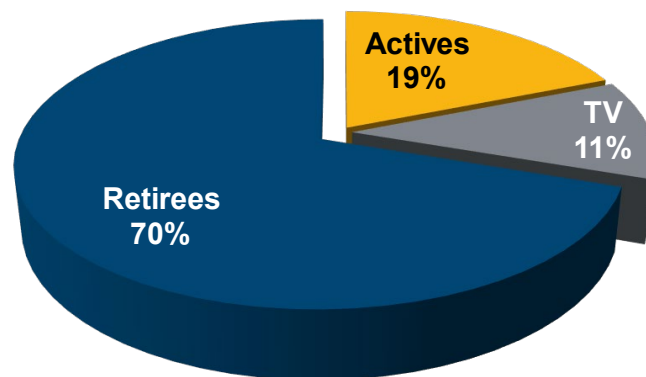
2014

2014 Head Count

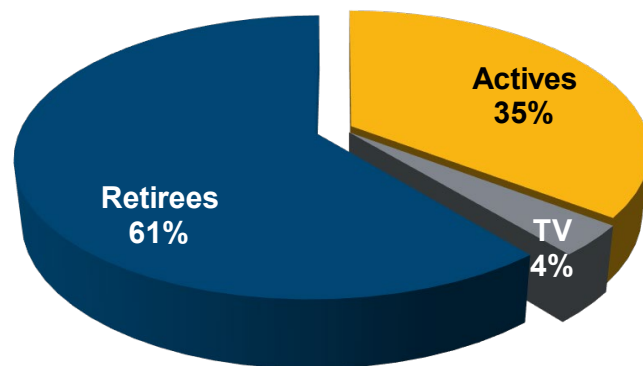


2024

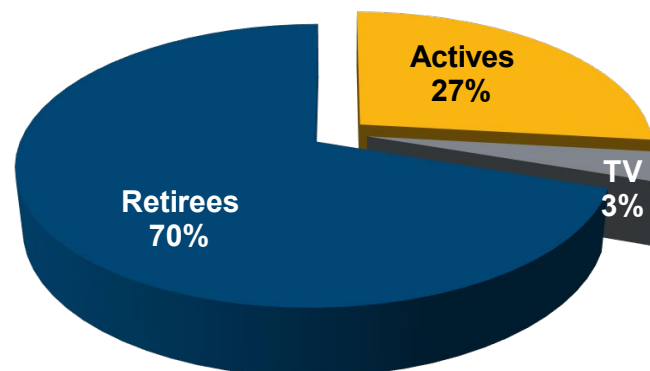
2024 Head Count



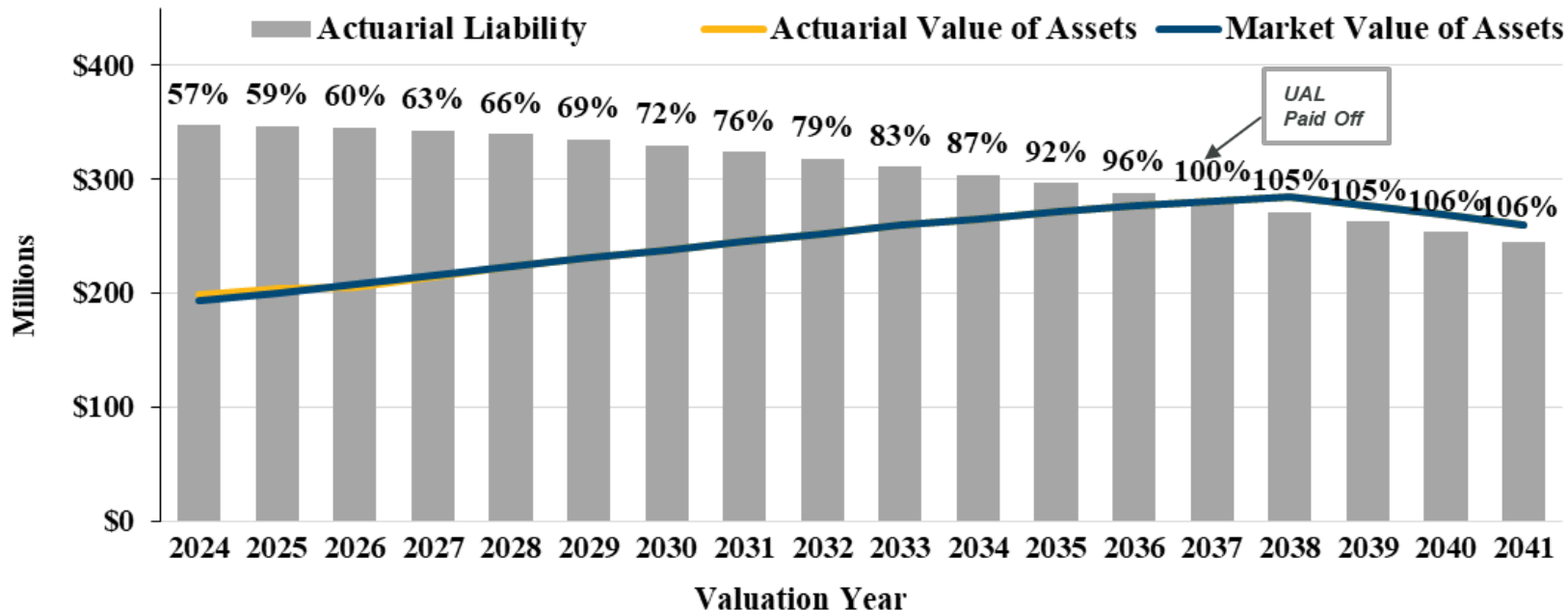
2014 Plan Liabilities



2024 Plan Liabilities

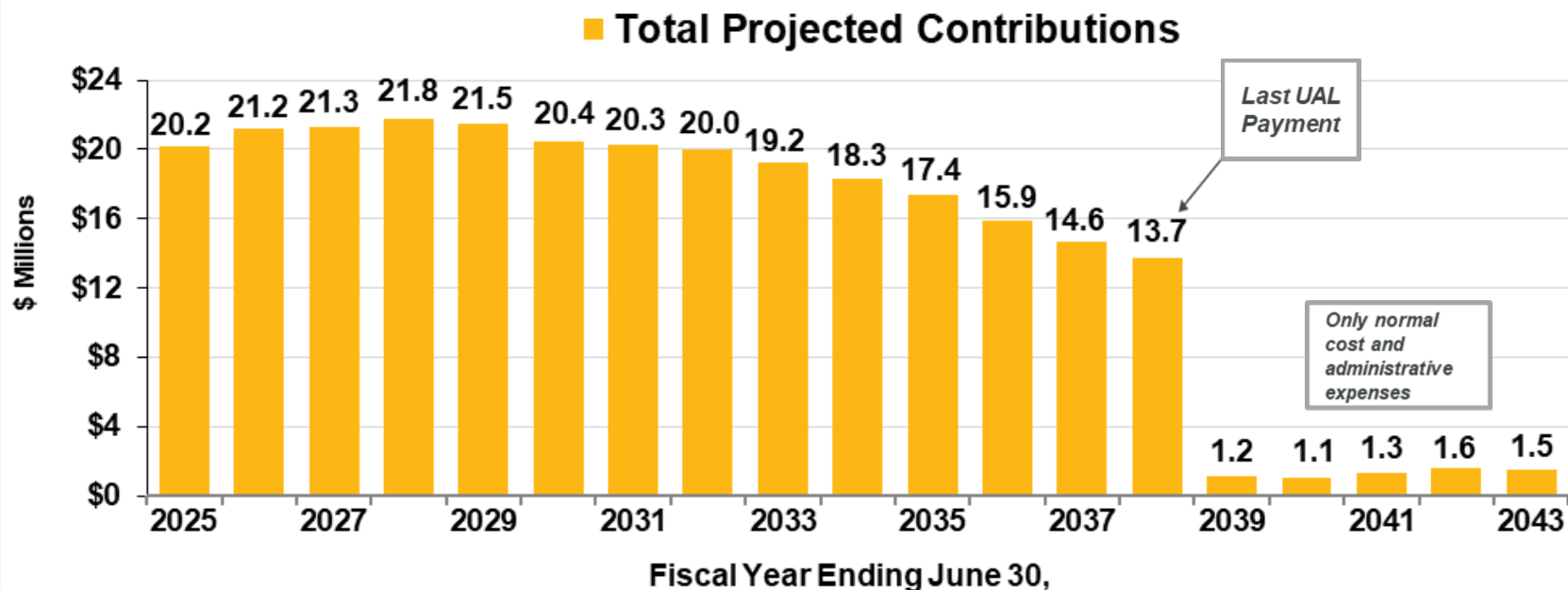


# Projected Funded Ratio



- The liabilities are expected to decrease over the period while the assets are expected to grow
- Some progress is expected in the funded ratio over the next two years as the net deferred investment losses are phased-in to the Actuarial Value of Assets
- The Plan is still projected to be fully funded as of the 2037 valuation

# Projected Total Contributions



- Projected contributions have increased due to:
  - Continued phase-in of deferred investment losses from 2022
  - Salary increases higher than expected for 2024 valuation
- Total contributions are expected to gradually increase to \$21.8 million in FYE 2028 as net deferred asset losses are fully recognized
- Thereafter, contributions gradually decrease as the number of active members declines



# Staff Recommendation

That the San Diego Metropolitan Transit System (MTS) Board of Directors receive the SDTC Employee Retirement Plan's Actuarial Valuation as of July 1, 2024 (Attachment A) and adopt the pension contribution amount of \$21,231,465 for fiscal year 2026.

# Required Disclosures



The purpose of this presentation is to discuss the July 1, 2024 Actuarial Valuation Results for the Retirement Plans of San Diego Transit Corporation.

In preparing this presentation, we relied on information (some oral and some written) supplied by the plan administrator. This information includes, but is not limited to, the Plan provisions, employee data, and financial information. We performed an informal examination of the obvious characteristics of the data for reasonableness and consistency in accordance with Actuarial Standard of Practice No. 23.

Cheiron utilizes ProVal, an actuarial valuation application leased from Winklevoss Technologies (WinTech) to calculate liabilities and project benefit payments. We have relied on WinTech as the developer of ProVal. We have a basic understanding of ProVal and have used ProVal in accordance with its original intended purpose. We have not identified any material inconsistencies in assumptions or output of ProVal that would affect this valuation.

Deterministic and stochastic projections in this presentation were developed using R-Scan, a proprietary tool used to illustrate the impact of changes in assumptions, methods, plan provisions, or actual experience (particularly investment experience) on the future financial status of the System. R-Scan uses standard roll-forward techniques that implicitly assume a stable active population.

Future results may differ significantly from the current results presented herein due to such factors as the following: plan experience differing from that anticipated by the assumptions; changes in assumptions; and, changes in Plan provisions or applicable law. The future outcomes become increasingly uncertain over time, and therefore the general trends and not the absolute values should be considered in the review of these projections.

This presentation has been prepared in accordance with generally recognized and accepted actuarial principles and practices and our understanding of the Code of Professional Conduct and applicable Actuarial Standards of Practice set out by the Actuarial Standards Board as well as applicable law and regulations. Furthermore, as credentialed actuaries, we meet the Qualification Standards of the American Academy of Actuaries to render the opinion contained in this presentation. This presentation does not address any contractual or legal issues. We are not attorneys, and our firm does not provide any legal services or advice.

This presentation was prepared exclusively for the Retirement Board and MTS Board for the purposes described herein. Other users of this presentation are not intended users as defined in the Actuarial Standards of Practice, and Cheiron assumes no duty or liability to any other user.

Anne D. Harper, FSA, EA, MAAA  
Principal Consulting Actuary

Alice I. Alsberghe, ASA, EA, MAAA  
Consulting Actuary



**Metropolitan  
Transit  
System**

## **Agenda Item No. 18**

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS

February 13, 2025

**SUBJECT:**

Comprehensive Operational Analysis (COA), Fare Study & Potential Ballot Measure (Brent Boyd)

**RECOMMENDATION:**

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

- 1) Pursue a COA, to be completed by November 2026; and
- 2) Begin preliminary efforts on researching the feasibility of placing a transit revenue measure, for the MTS service area only (or parts thereof), on the ballot for the November 2026 general election; and
- 3) Work with SANDAG and NCTD to conduct a fare study regarding potential impacts of a fare increase.

**Executive Committee Recommendation**

At its February 6, 2025 (Agenda Item No. 7), the Executive Committee voted 6 in favor to 0 (Whitburn, Goble, Montgomery Steppe, Elo-Rivera, Fernandez and Dillard in favor) with Board Member Vaus absent to recommend that the Board take the above action.

**Budget Impact**

Any contracts and their budget impacts associated with the comprehensive operational analysis or potential ballot measure will be presented to the Board of Directors for approval.

**DISCUSSION:**

**Proposed Comprehensive Operations Analysis (COA)**

A COA is a project that includes an examination and evaluation of a transit system to determine what improvements could be made to make a transit network more effective and efficient. This is a common type of project for transit agencies to implement occasionally when a fresh look at their transit networks would be beneficial.



The COA would analyze current and potential ridership, travel patterns, demographics, land use, operating costs, and system/segment performance (as guided by Board Policy 42).

MTS completed similar projects twice in the previous two decades:

- COA (2006)
- Transit Optimization Plan (TOP) (2017)

The COA in 2006 restructured the system by creating a core network of high-frequency services through significant route consolidation and straightening. An estimated 75% of routes were affected in some form, and ridership increased nearly 7% one year after implementation. However, it was curtailed by the Great Recession of 2008, which required significant cutbacks to the original plan.

The TOP, completed in 2017, updated the COA and added \$2 million in new services, with changes – again – adding to the core network of high-frequency routes. Roughly 60% of routes were altered. However, like the COA, improvements to the network were affected by the COVID-19 pandemic of 2020. Not only did the COVID-19 pandemic impact the network changes inspired by TOP, it also derailed plans for the proposed Elevate SD 2020 ballot measure, which built its proposed capital project and service improvement plan with the TOP project efforts as its basis.

Staff is recommending pursuing another COA due to a confluence of factors:

- Emergence from the long-term impacts from COVID;
- Changing demographics and travel patterns within the region;
- Significant transit investment in the MTS service area since TOP (including the Mid-Coast extension on the Blue Line, the Copper Line in east county, and Rapid bus services in the South Bay); and
- Forecasted budget deficits.

Regarding the budget concerns, MTS is facing a projected \$109 million structural deficit by FY 28, due to increased costs, ridership and fare revenue losses, weak sales tax performance, higher cost inflation, and other factors. MTS operating budgets since FY 20 have been balanced with one-time/emergency funding from federal stimulus bills and State Senate Bill (SB) 125. Those funding programs will be coming to an end and will create funding gaps once those funds are exhausted. A more detailed discussion of the structural budget deficit and the short-term and long-term options available to MTS to address it is planned for Agenda Item No. 7 on today's Executive Committee agenda.

The COA would lead to the development of two service plans for two distinct scenarios:

- Scenario 1 – Funding for Existing Needs Secured<sup>1</sup> PLUS Additional Funding for Service Improvements:
  - Up to \$75 million in additional annual revenues obtained to increase frequencies and spans (or realign services) on the existing transit network.

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<sup>1</sup> A separate COA plan for a scenario where MTS secures sufficient funding to preserve existing services, but does not secure additional funding for expanded services, is not deemed necessary at this time since the existing services plan is already in place.

- Scenario 2 - No Increase in Regional Transit Funding Secured:
  - Budget shortfall of \$100-plus million annually, with an estimated \$30-\$50 million in savings required to come from service reductions/changes.

Overall, the goals of the COA will be to:

- Develop strategies to address current travel demand with projected funding levels.
- Integrate with the region's current and future multimodal transportation system.
- Realign existing services, operational frequency, and span of services based on proposed service strategies.
- Develop phasing plans and financial programs to support implementation of the service plans.
- Ensure that community input is considered throughout the study.

If approved, the specific tasks of the COA would be:

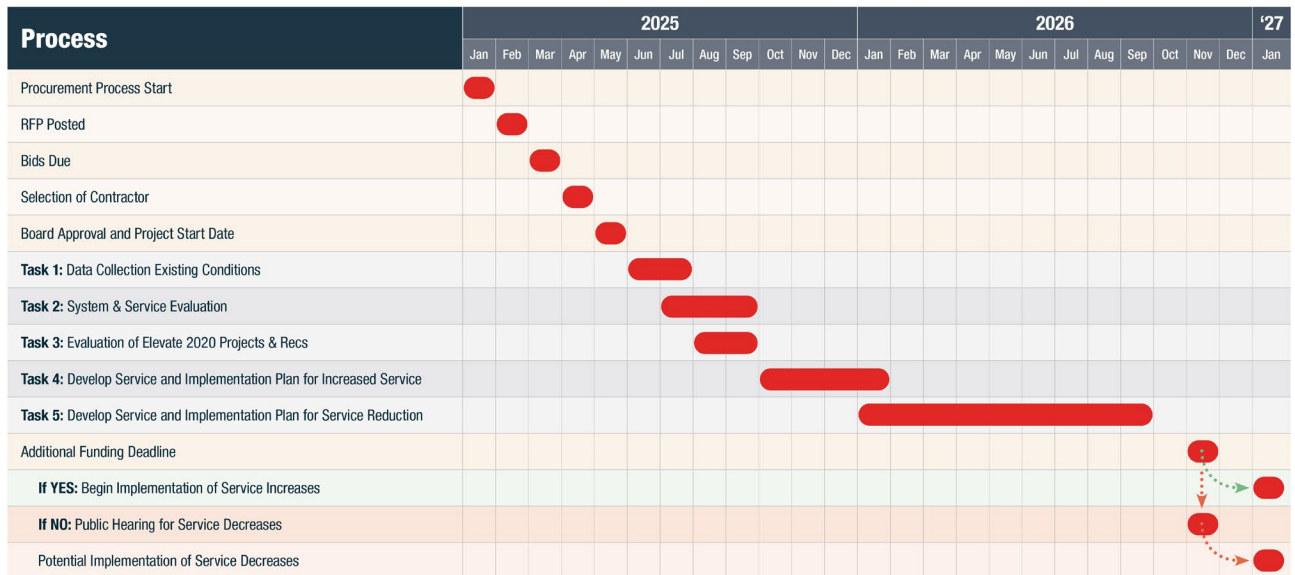
- Task 1: Data Collection / Review of Existing Conditions
- Task 2: System and Service Evaluation
- Task 3: Evaluation of Recommendations from Elevate 2020
- Task 4: Develop Service and Implementation Plan for Increased Service (Scenario 1 above)
- Task 5: Develop Service Reduction Plan (Scenario 2 above)

Similar to past efforts, the project would be managed by the MTS Planning & Scheduling Department, with a consultant being selected to work with MTS staff to analyze existing conditions, assess the viability of prior recommendations from the Elevate SD 2020 effort, and to craft transit service network planning scenarios. The MTS Marketing and Communications Department will guide outreach efforts.

If approved, the project would start in late spring/early summer 2025, with the development of Scenario 1 (Service Increases) completed by early 2026. Scenario 2 (Service Decreases) would be completed in time for a public hearing in November 2026, if service cuts are required.

Significant public outreach would occur throughout the project.

The entire proposed timeline is included below:



## Proposed Ballot Measure Research

### MTS Retail and Use Tax (Sales Tax) Measure

A potential source of annual recurring revenue for MTS is an MTS-specific sales tax pursuant to MTS's enabling legislation (Public Utilities Code section 120480 to 120488). Based on the timeline of the upcoming fiscal cliff and ongoing budget decisions that the MTS Board will need to make in advance of that budget reality, MTS would be best positioned to explore all potential options for additional revenue before being faced with which scenario (Scenario 1 – Additional Funding Secured or Scenario 2 – No Additional Funding Secured) needs to be implemented following completion of the COA process in or about November 2026. November 2026 is also the next general election that will take place within the time frame required to prepare for such a measure.

MTS previously explored a sales tax measure between late 2018 and early 2020 (that effort was referred to as “Elevate SD 2020”). However, the unprecedented disruption of the COVID-19 pandemic stopped those efforts just before the MTS Board was set to consider a proposed sales tax measure expenditure plan (to have occurred between March and May 14, 2020). If the MTS Board is interested in preserving the ability to place a sales tax measure before the voters in November 2026, then planning and outreach for the expenditure plan related to that measure would need to begin in 2025. For Elevate SD 2020, MTS began collecting data, developing a program of projects, and preparing associated ridership and cost estimates in late 2018 and continuing into 2019. Once the program of projects was created, public outreach on the potential options was conducted during the remaining portion of 2019 and early 2020.

The technical requirements for a sales tax ballot measure require the MTS Board to take specific actions no later than May 2026, with other required actions necessary after that date to make sure the ballot measure is added to the November 2026 general election ballot. In order to give the Board as much time as possible to conduct due diligence in advance of the May 2026 required action dates, staff would need to revive the Elevate SD 2020 efforts and revise them to fit MTS's current needs and policy goals. This work would include – but not be limited

to - significant outreach and surveys of public opinion, economic analyses, and the development of a draft expenditure plan.

#### Other Ballot Measure Options

The Executive Committee also requested that staff research on ballot measures also explore other ballot measure options that may be appropriate or available to fund transit.

#### **Fare Study**

Another available option to increase revenue for MTS transit operations is to raise fares, including the standard adult one way, day pass, and monthly pass amounts. Adoption of fare changes would be implemented by the San Diego Association of Governments (SANDAG) through revisions to the Regional Fare Ordinance. Prior to any decision to increase fares, a study would need to be completed to assess the appropriate amount of a fare increase, if any, for each individual fare product, and also to determine the effect that increase is anticipated to have on ridership, transit access, and other policy goals of MTS and the region. This work includes public outreach and consultation with MTS and NCTD and typically takes 12-24 months to complete. Today's proposed action would instruct staff to work with SANDAG and NCTD to initiate a fare study to help inform SANDAG, NCTD, and MTS on whether a fare increase would be appropriate.

#### **Recommendation**

This presentation was given to the Executive Committee on February 6, 2025 (Agenda Item No. 6), and following discussion, the Executive Committee voted to recommend that the MTS Board of Directors authorizes staff to:

- 1) Pursue a COA, to be completed by November 2026; and
- 2) Begin preliminary efforts on researching the feasibility of placing a transit revenue measure, for the MTS service area only (or parts thereof), on the ballot for the November 2026 general election.
- 3) Work with SANDAG and NCTD to conduct a fare study regarding potential impacts of a fare increase.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)



Metropolitan  
Transit  
System

Item No. 18, 02/13/2025

# Comprehensive Operational Analysis, Fare Study & Potential Ballot Measure

Board of Directors





# What is a COA?

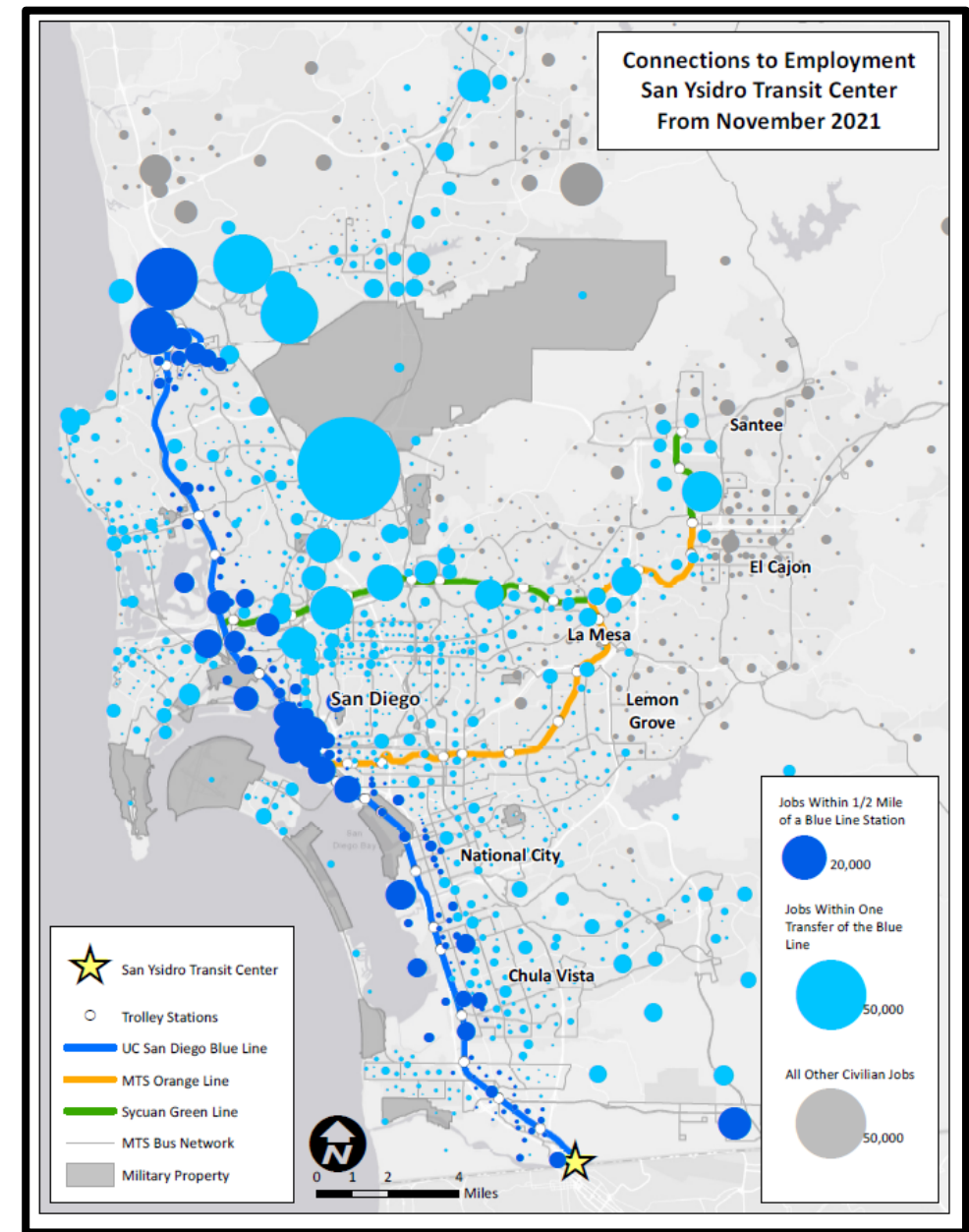
A comprehensive operational analysis (COA) is a project that features an examination and evaluation of a transit system to determine where improvements could be made to make transit service more effective and efficient.



# What is a COA?

## Analysis of:

- Current and potential ridership
- Travel patterns
- Demographics
- Current and future land use
- Operating Costs
- Performance in relation to Board Policy 42



# Recent COAs by MTS

- **Comprehensive Operational Analysis (2006)**
  - Created a core network of high frequency services through significant route consolidation and straightening
  - 7% ridership gain after first year
  - Overall, 75% of routes were affected
  - Immediately boosted ridership throughout the overall network, but...
  - Was curtailed by Great Recession of 2008
- **Major changes after the COA**
  - Significant cut of weekend services
  - Realigned Trolley services (Green Line to downtown)
  - SuperLoop
  - I-15 Rapid routes
  - Mid-City Rapid

# Recent COAs by MTS

- **Transit Optimization Plan (2017)**

- Update to the COA
- Added \$2 million in new service, with again, changes significantly adding to the network of high-frequency routes
- Overall, 60% of MTS bus routes were affected
- Provided basis for Elevate 2020 ballot-measure efforts, but...
- Was curtailed by COVID Pandemic of 2020

- **Major changes after TOP**

- COVID reductions
- Operator shortages
- Mid-Coast (Blue Line) extension to UTC & Copper Line
- Otay Mesa & Iris Rapids
- Electric buses
- COVID recovery with SB125 funds and expansion of high-frequency services



# Why Now?

- Through the major impacts of COVID
- Significant recent transit investments in the region
- Changing demographics and travel patterns
- Budget concerns



# Goals of the COA

- Develop strategies to address current travel demand with projected funding levels
- Integration with the region's current and future multimodal transportation system
- Realign existing services and operational frequency and span of services based on proposed service strategies
- Develop phasing plans and financial programs to support implementation of the service plans
- Ensure that community input is considered throughout the study





# Planning Scenarios of the COA

- **Scenario 1 – Additional funding procured:**
  - \$75 million in additional revenues expected to increase frequencies and spans (or realigning services) on the existing transit network.
- **Scenario 2 - No increase in regional transit funding:**
  - Budget shortfall of \$100-plus million annually, with an estimated \$30-\$50 million in savings required to come from service reductions/changes.

# Planning Scenarios of the COA

- **Scenario 2 - No increase in regional transit funding:**
  - What does \$30-\$50 million in service cuts look like:
    - ALL weekend bus and Trolley service *(\$36 million)* **OR**
    - Complete elimination of the 15 worst-performing bus routes – would result in no service north of Mira Mesa *(\$30 million)* **OR**
    - 1/3 across the board cut to bus *(\$46 million)* **OR**
    - Complete elimination of Trolley service *(\$46 million)*
  - Specific target to be determined over next several months



# COA Project Management

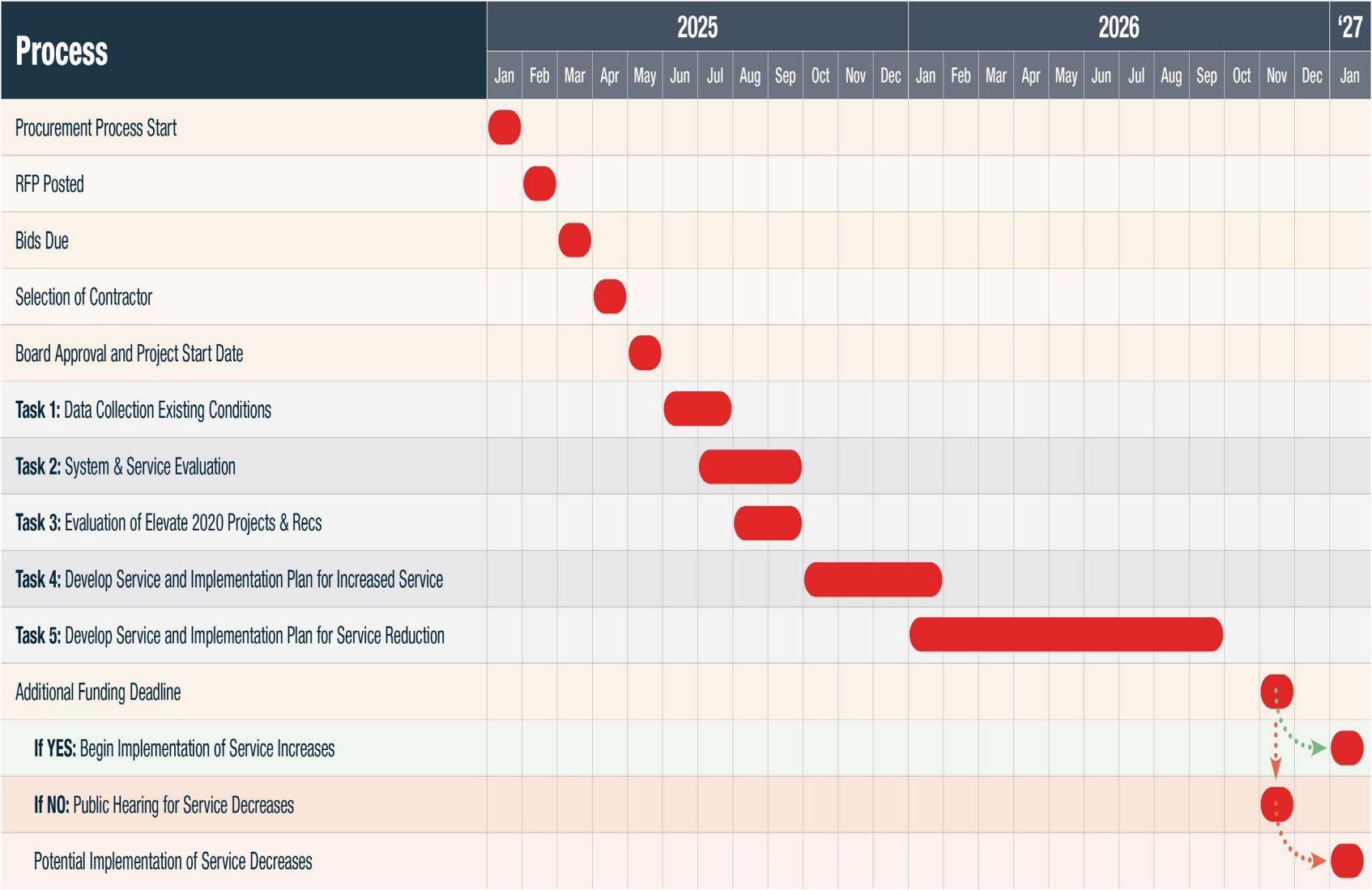
- The COA will be managed by the MTS Planning and Scheduling Department
- A contractor will be selected to analyze existing conditions, and to work with MTS staff in crafting planning scenarios, similar to past efforts
- MTS Marketing and Communications Department will guide outreach efforts

# COA Tasks

- Data Collection / Review of Existing Conditions
- System and Service Evaluation
- Evaluation of Recommendations from Elevate 2020
- Develop Service and Implementation Plan for Increased Service (Ballot measure or other funding)
- Develop Service Reduction Plan (for no increase in funding)



# COA Timeline



## OUTREACH

- Spring/Summer 2025:
  - Community outreach events
  - Community town halls
  - Gauging desired areas of investment, community needs
- Fall 2025/Winter 2026:
  - Collect feedback on draft plan for increased service scenario
- Late Summer/Early Fall 2026:
  - Rider outreach for draft plan of service cut scenario

# Transit Transformation Task Force Exploring Other Potential New Revenue

- Government sources (sales tax, fuel tax, cap-and-trade, hotel tax, vehicle license fees, commercial road use tax, shifting/increasing gas tax revenue, higher TDA allocation to transit, more SB 125 funding, etc.)
  - Most considered too challenging since they take from competing priorities
  - Local sales tax subject to caps, voter approval
- Increased fare and road tolls
  - Make transit more attractive so more use it, increase TOD so gain more riders (but farebox recovery is not 100%)
  - Increase managed toll lanes (not a major source of revenue after cost to operate)
- Creating value from transit property
  - Property development, leasing retail, concessions, telecom leases, naming rights, filming, parking fees, air right sales, advertising, development VMT mitigation
  - Expanded tax increment financing districts (expansion projects)
  - Slow to generate income, subject to Surplus Land Act restrictions, already engaged in these activities

# Potential Sales Tax Ballot Measure

## Elevate 2020 Recap

- Extensive planning efforts completed in 2018-2020 for potential ballot measure for the MTS service area (Elevate 2020)
- Developed through feedback from:
  - MTS Board of Directors
  - Community Advisory Committee
  - Elevate SD 2020 working groups
  - Dozens of community outreach events
  - Outreach events at transit centers
  - Community forums
  - Vision Builder
  - Polling data
  - Focus groups
  - Collaboration with SANDAG and other jurisdictions
  - MTS Customer Service comments

# Potential Sales Tax Ballot Measure

## Elevate 2020 Recap

- Elevate 2020 resulted in following mix of recommendations:
  - Improved frequencies and spans on all Trolley lines
  - Improved Trolley infrastructure
  - Establishment of 21 Rapid bus routes
  - First/last mile connections
  - Local bus route frequency and span improvements
  - Mobility-on-demand services
  - Capital Improvements
  - Transit planning studies
- Proposed measure had been polling well, but Board of Directors ultimately decided not to proceed due to onset COVID pandemic

# Potential Sales Tax Ballot Measure

## 2026 General Election

- Consideration of pursuing sales-tax measure in 2026 general election
- MTS service area only (or parts thereof), and would require 2/3 approval, though California Transit Association is pursuing legislation to drop requirement to 55%
- ½-cent sales tax expected to generate roughly \$300 million annually to help bridge budget gap and expand transit services
- Would require similar level of efforts as Elevate 2020, which would include significant outreach and surveys of public opinion, economic analyses, and the development of a draft expenditure plan completed by that time.
- Decision to pursue ballot measure must be made by May 2026

# Other Ballot Measures

- SB 83 (2009) / Gov. Code 65089.20 – Allows SANDAG to place measure on ballot to add a \$10 annual fee to vehicle registration fees for transportation related projects
  - Requires majority vote (not 2/3)
  - Projects can include:
    - (A) Providing matching funds for funding made available for transportation programs and projects from state general obligation bonds.
    - (B) Creating or sustaining congestion mitigation programs and projects (includes transit service expansion)
    - (C) Creating or sustaining pollution mitigation programs and projects.

Estimated Vehicles Registered by County					
Counties	Autos	Trucks	Trailers	Motorcycles	Total Vehicles
SAN DIEGO	2,242,511	493,221	177,413	83,858	2,997,003



# Fare Study

- Last major fare increase was 2009
  - \$72 monthly pass rate, if adjusted for inflation, would be \$110 today
- Evaluate impacts of a potential fare increase, including:
  - Optimum amount of increase to individual fare products (one-way, day/monthly pass)
  - Impact on Transit Ridership
  - Impact on access to transit and other policy goals
  - Overall impact on MTS Budget projections
- SANDAG is lead agency to conduct fare study and adopt fare changes
  - NCTD and MTS would be consulted throughout process
  - Public Outreach
  - Title VI Analysis
  - Estimated timeline of 12-24 months

# Executive Committee Recommendation

That the Board of Directors authorize staff to:

- 1) Pursue a COA, to be completed by November 2026; and
- 2) Begin preliminary efforts on researching the feasibility of placing a transit revenue measure, for the MTS service area only (or parts thereof), on the ballot for the November 2026 general election; and
- 3) Work with SANDAG and NCTD to conduct a fare study regarding potential impacts of a fare increase.



**Metropolitan  
Transit  
System**

## **Agenda Item No. 19**

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

February 13, 2025

**SUBJECT:**

Structural Budget Deficit Planning (Gordon Meyer)

**RECOMMENDATION:**

That the San Diego Metropolitan Transit System (MTS) Board of Directors (Board) take the following actions as part of building future operational and CIP budgets:

- 1) Exercise Innovative Clean Transit (ICT) Off-Ramp provisions (delay implementation) to provide maximum flexibility of capital funds in the short-term while minimizing impacts to State of Good Repair (SGR) projects;
- 2) Shift flexible funds from the Capital Improvement Program (CIP) to the operating budget beginning in FY 2026 with the following targets by FY:
  - \$25 million in FY 2026
  - \$35 million in FY 2027
  - \$50 million in FY 2028 and;
- 3) Maintain service levels at January 2025 levels:
  - Delay future Trolley service enhancements (7.5-minute Blue Line service) in FY 2026 and beyond and revise the Senate Bill (SB) 125 funding proposal
  - Delay \$22 million in future planned bus service enhancements in FY 2027 and FY 2028 and revise the SB 125 funding proposal

#### **Executive Committee Recommendation**

At its February 6, 2025 (Agenda Item No. 7), the Executive Committee voted 6 in favor to 0 (Whitburn, Goble, Montgomery Steppe, Elo-Rivera, Fernandez and Dillard in favor) with Board Member Vaus absent to recommend that the Board take the above action.

#### **Budget Impact**

None at this time. The direction from the Board will be utilized to build the Operating and Capital budgets for FY 2026 and beyond, which will be brought back to the Board for adoption.

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



## DISCUSSION:

### Background:

Staff presented the MTS financial budgets (capital and operating) at the Board of Directors meeting on January 16, 2025 (Agenda Item No. 15). That presentation included a review of the major revenue streams that MTS receives on a recurring basis to fund its operating and capital budgets, as well as the activities funded by each separate budget. It also included an overview of the annual budget development processes for the operating and capital budgets. The presentation included the financial outlook for MTS and the challenges facing the agency in the coming years.

Since the January 16, 2025, Board meeting, staff has completed a high-level forecast of the current FY 2025 operating budget, as well as a revised five-year forecast of the operating budget reflective of current expense and revenue trends. During the Executive Committee meeting on February 6, 2025, staff will present a review of the FY 2025 operating budget results through November 2024, a forecast of the FY 2025 amended budget, a revised five-year forecast, a discussion of upcoming challenges and possible solutions, and staff recommendations.

### Five-Year Forecast

Staff conducted a five-year forecast of the operating budget given current expense and revenue trends. MTS is projected to have a structural deficit, meaning recurring expenses are higher than recurring revenues, totaling \$84.5 million in FY 2025. The structural deficit is expected to grow steadily to over \$130 million by FY 2029. In the current forecast, MTS can balance the budget with non-recurring revenues through FY 2027, with expenses projected to exceed revenues (hit the “fiscal cliff”) in the first half of FY 2028. Non-recurring revenues include federal stimulus funds, SB 125 funds, and funds from the MTS operating deficit reserve. These funds have provided temporary relief to MTS in the short-term but are projected to be depleted in FY 2028, posing significant challenges to balancing the operating budget in FY 2028 and beyond.

The current five-year forecast reflects a few major themes. First, forecasted recurring revenues have declined significantly from prior forecasts given recent updates on projected sales tax revenues. Transportation Development Act (TDA) and *TransNet* receipts are trailing prior forecasts and growth expectations have been dampened significantly by both San Diego Association of Governments (SANDAG) and Avenu (SANDAG’s independent third-party consultant). TDA available for the MTS operating budget is projected to decrease by 16.2% in FY 2026, even after revising the FY 2025 projection downward from the original budget target. *TransNet* cash receipts are only projected to grow by 0.4% in FY 2026, far lower than projections included in prior forecasts. The current five-year forecast reflects these downward trends, with the compounding effect of slower revenue growth having a significant impact throughout the five-year period.

Another major theme is that passenger revenue continues to grow but is still not projected to return to pre-pandemic levels until FY 2029. Fare evasion and the impacts of the COVID-19 pandemic on travel patterns continue to put downward pressure on passenger revenue. Changes to the fare enforcement policy are expected to have a positive impact on fare revenue

beginning in February 2025 and continuing throughout the five-year period, but the true impact remains to be seen.

The final major theme is that expenses continue to grow faster than recurring revenues. Recurring revenues are projected to grow by an average of 2.5% from FY 2026 to FY 2029, while expenses are projected to grow by an average of 4.4% during that same period. Expense growth can be attributed to a variety of factors including rising costs, but one major driver in FY 2026 and beyond are service enhancements that are currently planned to be funded with non-recurring SB 125 funding from the State of California (State). The current SB 125 funding plan includes a total of \$58.0 million in planned service enhancements between FY 2026 and FY 2028, with \$27.0 million being for services that have already been implemented as of January 2025. Implemented service enhancements include launching of the Iris Rapid (Route 227), the Route 910 overnight border-to-downtown express bus route, and the move to 15-minute service on the entire Trolley system. Future service enhancements that have not yet been implemented include \$22 million in bus service enhancements between FY 2027 and FY 2028, and an estimated \$9 million in Trolley service enhancements between FY 2026 and FY 2028 to provide 7.5-minute headways on the Blue Line. The five-year forecast not only assumes that all SB 125 services are implemented, but that they also continue past FY 2028 after SB 125 funds are projected to have been exhausted.

Based on the current five-year forecast, MTS will be unable to balance the operating budget in FY 2028 without significant increases to revenue or decreases to expenses.

#### Upcoming Challenges

The primary challenge MTS will face during the next few years is addressing the structural deficit and preparing for the upcoming fiscal cliff. Specific challenges, as discussed in the presentation, will include:

- Slowing sales tax revenue
- Fare evasion and passenger revenue growth
- Significant capital needs over the next five-years with the current five-year capital budget deficit already projected at \$463 million (65% funded) – including Innovative Clean Transit (ICT) projects
- Federal Transit Administration (FTA) apportionments and reauthorization
- Full *TransNet* reimbursement for Rapid bus routes and Mid-coast only expected through 2030
- Ballot measure, TDA reform, or other revenue increases uncertain

#### Potential Solutions

The overall goal in the next few years will be to extend the timing of the fiscal cliff and eliminate the structural deficit through reduced expenses and increased revenues. The solution will likely require a combination of different strategies at different stages dependent upon outcomes of potential revenue increases. Short-term and long-term strategies for MTS sustainability will require direction from the Executive Committee and Board.

#### Short-Term Solutions

Consistent with the staff recommendation, MTS can implement minor service reductions or delay any further service enhancements past January 2025. The current SB 125 funding plan

includes a total of \$58.0 million in planned service enhancements between FY 2026 and FY 2028, with \$27.0 million being for services that have already been implemented as of January 2025. Postponing the future service enhancements mentioned above would reduce expenses by \$31 million between FY 2026 and FY 2028, while also removing the projected impact if we were to continue those services past SB 125 funds being spent. The \$31 million in SB 125 funding planned for these services would be transferred to preventing service reductions, an allowable expense under SB 125 funding guidelines. In fact, the current SB 125 plan approved by the Board and the State already includes \$126 million to prevent service reductions, and the proposed change would transfer funding from service enhancements to balancing the structural deficit. Although not recommended at this time, staff could also explore other service reductions in the short-term if directed by the Executive Committee or Board.

Another short-term solution is to request an “off-ramp” (delay) to the ICT State mandate to transition to zero emission technology. The ICT regulation was adopted in December 2018 and requires all public transit agencies to gradually transition to a 100 percent zero-emission fleet. Between 2023 and 2025, 25% of bus purchases were required to be zero-emission, with the requirement increasing to 50% between 2026 and 2028, and then finally increasing to 100% in 2029 and beyond. It applies to all transit agencies that own, operate, or lease buses with a Gross Vehicle Weight Rating (GVWR) greater than 14,000 lbs. It includes standard, articulated, over-the-road, double-decker, and cutaway buses. As an early adopter of the technology, MTS generated “credits” for buses that were purchased above and beyond the minimum requirements of the regulation. MTS generated 25 credits that can potentially be used to offset mandated purchasing requirements in future years.

The ICT ruling poses significant funding challenges to the MTS capital budget. ZEBs cost an average of 40-50% more than their CNG equivalents, in addition to having a lower range (potentially requiring more buses to operate the same level of service on longer-range routes). Implementation of the ICT mandate also requires significant capital needs to support vehicle requirements. Charging infrastructure needs at the existing five bus divisions is estimated to cost between \$500 million and \$600 million alone, in addition to the construction of a new bus division to accommodate the transition and fleet storage needs. The new division, referred to as the Clean Transit Advancement Campus (CTAC), is estimated to cost between \$250 million and \$350 million.

The ICT regulation comes with a variety of provisions that allow for exemptions from ZEB purchasing requirements. These exemptions reflect a delay of the requirement rather than a blanket exemption from the requirements. Two such provisions could potentially be applicable to MTS given the current financial outlook:

- When there is a delay in infrastructure or construction
- When a transit agency declares a financial emergency

As potential short-term solution, MTS can request a temporary exemption from the ICT purchasing requirements, which would reduce bus purchasing costs as well as capital infrastructure needs over the next three years. Pursuing an exemption would require MTS Board approval prior to a formal submission to the California Air Resources Board (CARB). Exemptions must be requested and approved on an annual basis. Requesting a temporary exemption for the next three years would reduce the CIP needs over the next three years and provide additional funding for the operating budget during that time. Potential impacts to ICT projects in the FY 2026, FY 2027, and FY 2028 CIP budgets would include:

- Delay zero emission bus purchases and use credits generated from MTS's early adoption to reduce ZEB purchasing requirements in the short-term
- Delay East County charging infrastructure
- Delay South Bay Phase II charging infrastructure
- Delay Imperial Avenue Division (IAD) Phase II charging infrastructure
- Delay Kearny Mesa Division (KMD) Phase II charging infrastructure
- Delay Clean Transit Advancement Campus (CTAC) construction

Pursuing changes in the FY 2026 through FY 2028 CIP does not impact previously approved CIPs, but rather represents a reduction in investment needs in the short-term for projects that are not currently funded.

The main purpose of requesting the temporary ICT exemption is to enable a temporary shift of recurring capital funding to the operating budget to delay the timing of the fiscal cliff. MTS could potentially shift between \$25 million and \$50 million in flexible funds, including TDA and State Transit Assistance (STA) revenue, from the capital budget to operations. Shifting these funds from the capital budget will come at a significant cost to the capital budget, which was already less than 65% funded over the next five years. Although capital funds could be shifted away from state of good (SGR) repair needs, staff is proposing to seek an exemption from the ICT zero emission transition projects instead, minimizing potential impacts to safety and service reliability. In the short-term, staff is proposing shifting the following funding amounts from capital:

- \$25 million in FY 2026
- \$35 million in FY 2027
- \$50 million in FY 2028

### Long-Term Solutions

Potential long terms solutions include a variety of potential, yet uncertain, revenue increasing measures and/or implementing major service reductions.

The Transit Transformation Task Force is a group led by the California State Transportation Agency and established under SB 125, to develop policy recommendations to grow transit ridership, improve the transit experience, and address long-term operational needs. This task force is currently exploring a statewide sales tax increase that could potentially double the amount of TDA revenue available to MTS. This could equate to \$140 million of additional TDA revenue per year, which would essentially solve the structural deficit problem MTS is facing. The outcome of such a potential sales tax increase is uncertain at this time, with no official timeline available for when the outcome would be certain.

Another potential long-term solution would be to pursue a local ballot measure in November 2026. Elevate SD 2020 was originally estimated to generate approximately \$300 million per year when MTS analyzed it during 2019 and early 2020. Over a third of potential revenue generated from a local sales tax measure would need to go toward existing operations to cover the projected structural deficit. Furthermore, the local sales tax measure would require approval by a two-thirds majority vote, leaving the outcome uncertain.

Another long-term option is to implement fare increases. The last major fare increase was in 2009, and inflation has risen sharply since that period. Any changes to the regional transit fare ordinance must be conducted by SANDAG and coordinated with North County Transit District (NCTD). SANDAG would likely conduct a fare study prior to a potential increase to assess potential impacts to ridership and fare revenue in the region.

Finally, long-term solutions to addressing the structural deficit will have to include major service reductions if none of the revenue increases mentioned above materialize. Also on today's Executive Committee agenda, in Agenda Item No. 6, staff has recommended that the agency move forward with a Comprehensive Operational Analysis (COA) to help guide strategic decisions on service reductions if necessary.

The potential short-term and long-term solutions described above represent a variety of choices and outcomes.

On February 6, 2025 (Agenda Item No. 7), the Executive Committee voted to recommend that the Board take the following actions as part of building future operational and CIP budgets:

- 1) Exercise ICT Off-Ramp provisions (delay implementation) to provide maximum flexibility of capital funds in the short-term while minimizing impacts to SGR projects
- 2) Shift flexible funds from the CIP to the operating budget beginning in FY 2026 with the following targets by FY:
  - \$25 million in FY 2026
  - \$35 million in FY 2027
  - \$50 million in FY 2028
- 3) Maintain service levels at January 2025 levels:
  - Delay future Trolley service enhancements (7.5-minute Blue Line service) in FY 2026 and beyond and revise the SB 125 funding proposal
  - Delay \$22 million in future planned bus service enhancements in FY 2027 and FY 2028 and revise the SB 125 funding proposal

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)





Metropolitan  
Transit  
System

Item 19, 02/13/2025

# Structural Budget Deficit Planning

Board of Directors

# Meeting Overview

- Review Budget Development Process
- Review updated 5-year forecast
- Discuss scope of fiscal cliff, upcoming challenges
- Review potential strategies for delaying the fiscal cliff
- Review recommended action and projected impact

# Operating Budget Development Process

- FY 2025 Operating Budget Amendment
  - Original budget adopted June 20<sup>th</sup>, 2024
  - Monthly financial status updates to board
  - Forecast changes to operating budget on monthly basis
  - Full midyear amendment process underway
    - Meeting with all departments to review current and proposed spending trends
    - Compile/review headcount changes and personnel
    - Update revenue forecasts based on most recent trends
    - Consolidate changes and present FY 2025 Amended Operating Budget to Board on March 13, 2025
- FY 2026 Operating Budget
  - Development begins concurrently with midyear amendment
  - Zero based budgeting process
  - Multiple EC/BDC meetings with adoption planned for May 15, 2025

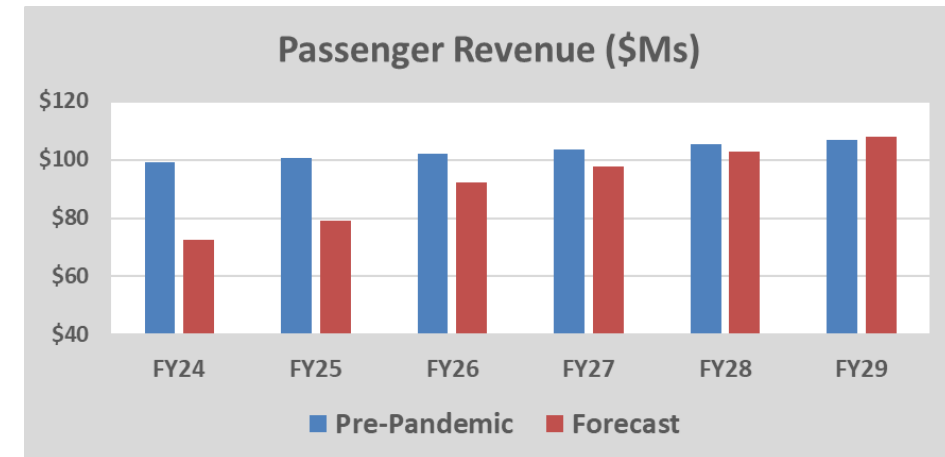
# CONSOLIDATED MTS OPERATIONS

## 5-YEAR FORECAST

### ASSUMPTIONS

- Major Themes
  - Revenue Assumptions
    - Sales tax revenues (TDA, Transnet) assumptions based on SANDAG January update
      - FY24 sales tax receipts missed targets
      - SANDAG projects missing FY25 targets
      - -3.6% decrease in receipts for TDA in FY26
        - Projected decrease of \$14.6M (-16.2%) for MTS Operating Budget in FY26
      - Transnet receipts projected to increase slightly 0.4% in FY26
        - 44% reimbursement based
    - Passenger revenue grows but does not return to pre-pandemic levels until FY29
    - Assumes federal revenue stable

Economic Factor	FY26	FY27	FY28	FY29
TDA	-16.2%	3.0%	3.0%	3.0%
Transnet	1.8%	3.4%	3.4%	3.0%



# CONSOLIDATED MTS OPERATIONS

## 5-YEAR FORECAST

### ASSUMPTIONS

- Major Themes
  - Service Levels
    - Assume all additional bus/trolley service included in SB-125 plan
      - \$22.0M in future bus service enhancements
      - \$9.0M in future trolley service enhancements
      - Assumes added services continue past SB-125 funding (FY28)
    - Continued recovery of ADA Paratransit volumes

Economic Factor	FY26	FY27	FY28	FY29
CPI	3.5%	3.0%	3.0%	2.8%
Wage/Benefits	6.0%	4.5%	3.5%	3.5%
Purchased Transportation	4.1%	4.2%	2.5%	2.7%
Energy	4.8%	6.2%	3.8%	4.7%
<b>Overall Average Growth</b>	<b>5.3%</b>	<b>6.0%</b>	<b>3.0%</b>	<b>3.1%</b>

SB125 Funded Service Enhancements						
Project Name	FY24	FY25	FY26	FY27	FY28	Total
Trolley Service Enhancements	-	3,000,000	6,000,000	6,000,000	6,000,000	21,000,000
Bus Service Enhancements	-	1,500,000	2,000,000	13,000,000	13,000,000	29,500,000
Iris Rapid Operations	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	19,000,000
<b>Total</b>	<b>\$ 3,000,000</b>	<b>\$ 8,500,000</b>	<b>\$ 12,000,000</b>	<b>\$ 23,000,000</b>	<b>\$ 23,000,000</b>	<b>\$ 69,500,000</b>

# CONSOLIDATED MTS OPERATIONS

## 5-YEAR FORECAST

### REVENUES LESS EXPENSES (\$000'S)

	FY 2025 Forecast	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected
Operating Revenues	\$ 114,112	\$ 125,707	\$ 130,582	\$ 134,972	\$ 139,777
Recurring Subsidy	252,429	245,786	252,108	258,644	265,045
<b>Total Recurring Revenues</b>	<b>\$ 366,541</b>	<b>\$ 371,493</b>	<b>\$ 382,690</b>	<b>\$ 393,616</b>	<b>\$ 404,823</b>
<b>Total Expenses</b>	<b>451,027</b>	<b>474,983</b>	<b>503,673</b>	<b>518,614</b>	<b>534,936</b>
<b>Structural Deficit</b>	<b>\$ (84,485)</b>	<b>\$ (103,490)</b>	<b>\$ (120,983)</b>	<b>\$ (124,998)</b>	<b>\$ (130,113)</b>
Reserves	25,485	61,664	66	55	171
Federal Stimulus	47,000	-	-	-	-
SB-125 Funding	12,000	41,826	120,917	32,087	-
<b>Revenues Less Expenses</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (92,857)</b>	<b>\$ (129,942)</b>

- Results:
  - Significant structural deficit increasing significantly with current assumptions
  - Balanced with one-time funding through FY27 and partly into FY28
  - Sales tax trend and possible recession adds new concerns to timing of fiscal cliff

# Upcoming Challenges

- Addressing the structural deficit and preparing for upcoming fiscal cliff
- Slowing sales tax revenues
- Fare evasion
- Ridership still below pre-pandemic levels
- Significant capital needs over the next 5 years
  - Accumulated 5-year deficit reaching \$463M (65% funded)
  - Includes cost of ZEB implementation and compliance with the state's Innovative Clean Transit (ICT) regulation
- FTA apportionments and reauthorization
- Full Transnet reimbursement for BRT/Midcoast only guaranteed by SANDAG through FY 2030
- Ballot measure, TDA reform, or other revenue sources uncertain

# Potential Solutions

- Require direction from BDC/Board on short-term and long-term strategies for MTS sustainability
- Overall goal is to extend timing of the fiscal cliff and eliminate structural deficit through reduced expenses and increased revenues
  - Target is roughly \$120M reduction to deficit per year
  - Will likely require combination of strategies at different stages
- Short-term strategies for delaying the fiscal cliff:
  - Minor Service reductions or delay any further service enhancements
    - SB-125 funds can be used to prevent service reductions rather than increase service
    - Already have \$126M for “Structural Deficit Balancing” in approved SB-125 plan
      - \$22.0M in additional bus service enhancements planned for FY 2027 – FY 2028
      - 7.5-minute service on the Blue Line planned for June 2025
  - Postpone service increases after January 2025 service change and amend SB-125 plan now?
    - No dedicated funding source past FY 2028



# Potential Solutions

- Innovative Clean Transit (ICT) off-ramp
  - Large transit agencies are required to have 50% of new purchases as ZEBs on orders after 1/1/2026, and 100% of new purchases as ZEBs starting in 1/1/2029
    - ZEB's cost 40-50% more than CNG equivalent, lower range
    - MTS purchased ZEBs prior to regulatory requirements and generated "credits" as "Early Adopters" for vehicles purchased in advance of minimum ICT requirements
    - Significant capital needs to support vehicle requirements
      - Charging infrastructure investments at five existing divisions estimated to cost \$500-\$600M
        - Phase 1 at South Bay, IAD and KMD have already been funded and will be completed
      - Clean Transit Advancement Campus (CTAC) projected to cost \$250-\$350M alone
  - Request delay of ZEB transition plan
    - Reduce future vehicle purchases by taking advantage of credits and requesting temporary delays
    - Delay future infrastructure phases
      - Delay CTAC project construction and delay future phases at existing divisions
    - Requires MTS Board approval prior to formal submission to CARB for approval
      - Delay requests are only valid for one year at a time, must re-apply each year

# ICT Delay Proposal

## FY 2025

- 13 40ft BEB's already being built (Revenue service July 2025)
- 28 additional 40ft buses to be ordered (21 CNGs & 7 BEBs) (PO May 2025)
  - Propose use of five (5) credits to meet 25% ZEB requirement and only purchase 21 CNGs (est. \$7.2 million savings)
    - Assumes no added service from current service levels

## FY 2026

- 50 40ft buses to be ordered (October 2025) (37 CNGs & 13 BEBs)
- Propose use of 13 credits to meet 25% ZEB requirement and purchase 50 CNGs (est. \$5.0 million savings)
  - Assumes maintaining State of Good Repair and current service levels

## FY 2027

- 50 40ft buses to be ordered (after Nov 2026) (25 CNGs and 25 BEBs)
- 13 60ft buses to be ordered (after Nov 2026) (7 CNGs and 6 BEBs)
- 15 Paratransit vans to be ordered (after Nov 2026) (7 Propane & 8 BEBs)
  - Propose use of remaining 7 credits and request a waiver from CARB for remaining 32 BEBs (est. \$13.9 million savings)
    - Assumes CARB implements 50% ZEB for all vehicle types in 2026, maintaining State of Good Repair and current service levels

# Potential Solutions

- Shift recurring Capital funding to Operating budget (short-term)
  - Could safely shift \$25M-50M in flexible funding annually (STA and TDA)
  - Shifting STA and TDA has significant impact on Capital
    - Capital program is less than 65% funded over the next 5 years already
    - More projects would be delayed
      - State of Good Repair
      - ZEB transition
  - Potential ICT projects in FY26-FY28 CIP
    - Reduce ZEB purchases by using available ICT credits and requesting delays to ICT requirements
    - Delay East County charging infrastructure
    - Delay South Bay Phase II charging infrastructure
    - Delay IAD Phase II charging infrastructure
    - Delay KMD Phase II charging infrastructure
    - Delay CTAC construction

# Potential Solutions

- Longer term strategies for delaying the fiscal cliff:
  - Transit Transformation Task Force – potential statewide sales tax increase (TDA)
    - Potential doubling of revenue (\$140M per year)
    - Would cover most of projected deficit, but timing and outlook extremely uncertain
    - Cannot be part of fiscal assumptions until outlook is certain
  - Ballot measure in November 2026?
    - Elevate SD was projected to generate roughly \$300M per year
    - Over a third would have need to go toward existing operations to cover structural deficit
    - 2/3 voting requirement
    - Highly uncertain, even tougher sell with large portion going to sustainment of operations
  - Vehicle license fee ballot measure by SANDAG?

# Potential Solutions

- Fare increases
  - Last major fare change was in 2009
    - \$72 monthly pass would be \$110 if adjusted for inflation
  - Any changes to regional transit fare ordinance must be conducted by SANDAG
- Comprehensive Operational Analysis (COA) and major service reductions
  - Major service reductions will be necessary without new substantial revenue source
  - COA will help guide strategic decisions on service reductions (or increases with ballot measure)

# Recommended Strategy

- Exercise Innovative Clean Transit Off-Ramp provisions (delay)
  - Provides maximum flexibility of capital funds in short term while minimizing impact to SGR
- Shift flexible funds from the CIP to the operating budget beginning in FY26
  - \$25M in FY26
  - \$35M in FY27
  - \$50M in FY28
- Determine results of increased fare revenues due to enforcement
- Maintain service at January 2025 levels
  - Leave January 2025 trolley service (15-minute service) in place but no added 7.5-minute service in FY26 and beyond (\$3M per year estimated plan in current SB-125 plan)
  - Remove \$22M in future planned bus service enhancements from FY27 and FY28
    - Part of current SB-125 plan
  - Fund COA outcome to restructure services and gain efficiencies/minor budget savings where possible with minimal impact to riders
- See results of Transit Transformational Task Force (TDA)
- Potential ballot measure

# CONSOLIDATED MTS OPERATIONS

## 5-YEAR FORECAST

### REVENUES LESS EXPENSES (\$000'S)

	FY 2025 Forecast	FY 2026 Projected	FY 2027 Projected	FY 2028 Projected	FY 2029 Projected
Operating Revenues	\$ 114,112	\$ 125,707	\$ 130,582	\$ 134,972	\$ 139,777
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<b>Total Recurring Revenues</b>	<b>\$ 366,541</b>	<b>\$ 371,493</b>	<b>\$ 382,690</b>	<b>\$ 393,616</b>	<b>\$ 404,823</b>
<b>Total Expenses</b>	<b>451,027</b>	<b>471,983</b>	<b>489,673</b>	<b>504,614</b>	<b>520,473</b>
<b>Structural Deficit</b>	<b>\$ (84,485)</b>	<b>\$ (100,490)</b>	<b>\$ (106,983)</b>	<b>\$ (110,998)</b>	<b>\$ (115,650)</b>
Reserves	25,485	61,664	66	55	171
Federal Stimulus	47,000	-	-	-	-
Shift from Capital to Ops	-	25,000	35,000	50,000	-
SB-125 Funding	12,000	13,826	71,917	60,944	45,143
<b>Revenues Less Expenses</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (70,336)</b>

- Results:
  - Recommended actions projected to delay fiscal cliff until FY 2029
    - Provides additional time to determine outcomes of potential revenue increases
    - Significant structural deficit would still need to be addressed
    - Shift of capital funding to operations considered “one-time”

# Intent of Staff Recommendations

- Fares remain steady in the short term
- No service cuts in the short term
  - January service additions stay intact
- Keep the system in a state of good repair
- Provides one year of additional time for:
  - Alternative revenue options and/or
  - To implement major service cuts and/or
  - Fare increases



# Staff Recommendation

That the MTS Board of Directors take the following actions as part of building future operational and CIP budgets:

- Exercise Innovative Clean Transit (ICT) Off-Ramp provisions (delay implementation) to provide maximum flexibility of capital funds in the short-term while minimizing impact to state of good repair projects
- Shift flexible funds from the Capital Improvement Program (CIP) to the operating budget beginning in FY 2026 with the following targets by fiscal year:
  - \$25 million in FY 2026
  - \$35 million in FY 2027
  - \$50 million in FY 2028
- Maintain service levels at January 2025 levels:
  - Delay future Trolley service enhancements (7.5-minute Blue Line service) in FY 2026 and beyond and revise the Senate Bill (SB) 125 funding proposal
  - Delay \$22 million in future planned bus service enhancements in FY 2027 and FY 2028 and revise the SB125 funding proposal



## Agenda Item No. 20

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

February 13, 2025

#### SUBJECT:

Overview of Disadvantaged Business Enterprise (DBE) Program and Revisions to Board Policy No. 26 "DBE Program" (Karen Landers)

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve revisions to Board Policy No. 26, "DBE Program" (Attachment B).

#### Budget Impact

None with this action.

#### DISCUSSION:

As a Federal Transit Administration (FTA) grantee, 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. Please note, MTS recently adopted its aspirational DBE Overall Goal on federally funded contracts for FFY 2025-2027 (October 1, 2024 to September 30, 2027), of **5.6%**, which will be the goal used for future Semiannual DBE Reports (See MTS Board of Directors July 18, 2024 Meeting Agenda Item No. 5 for further information on MTS's FFY 2025-2027 DBE Overall Goal Methodology).

## 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, Black Americans, Hispanic Americans, Asian-Pacific Americans, Subcontinent Asian Americans, Women and any additional groups whose members are designated as socially and economically disadvantaged by the U.S. Small Business Administration (SBA)) 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 **\$2,047,000**; and
- (3) the business must be a **small business** and, for *most* types of businesses, have average annual gross receipts less than **\$30,720,000**.

Per DOT DBE Regulations, MTS *may not* count participation from non-DBE certified firms towards achievement of its DBE Triennial Overall Goal. This includes non-DBE certified firms such as minority owned businesses (MBE), disabled veteran owned businesses (DVBE), women owned businesses (WBE), small businesses (SB), lesbian gay bisexual transgender owned businesses (LGBTBE), persons with disabilities businesses (PDBE). Nonetheless, MTS encourages participation from, conducts outreach to, and tracks awards to these firms on all of its contracts, no matter the funding source.

## 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 provide 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 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 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. MTS has **achieved** its DBE Triennial Overall Goal of 6.3% for FFY 2022-2024. MTS achieved **18.94%** DBE participation for FFY 2022-2024, as shown below in Table 4. MTS's DBE and other non-DBE certified firm participation rates using local funds is shown in Attachment A.

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	\$3,624,621.11	\$75,249.65	2.08%
TOTAL		<b>\$57,276,497.64</b>	<b>\$10,845,673.95</b>	<b>18.94%</b>
<b>Achievement Toward Meeting FFY 2022-2024 DBE Triennial Overall Goal of 6.3%</b>  (FFY 2022-2024 Total DBE Awarded ÷ FFY 2022-2024 Total Fed Awarded)		<b>18.94%</b> Achieved 18.94% towards DBE Overall Triennial Goal of 6.3%		

VII. DBE Program – Revisions to Board Policy No. 26

MTS Board Policy No. 26 outlines how MTS implements 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.

One such DOT requirement is 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. MTS recently developed a new workflow within its enterprise resource management program to confirm prompt payment of subcontractors when reviewing applicable contractor invoices. The proposed revisions to MTS Board Policy No. 26 reflect this new review process and clarify the requirements relating to prompt payment and return of retainage to subcontractors.

In addition to MTS's requirements to conduct outreach to DBE firms, MTS is also required to foster SB participation and, where possible, consider MBE, WBE, DVBE and Department of Labor (DOL) labor surplus area firms. MTS's current practice includes outreach to DBE, SB, MBE, WBE, DVBE, LGBTBE, PDBE and other firms. Outreach examples include sharing resources that can provide technical and financial assistance, including these certified firms on solicitation lists, and encouraging prime contractors to work with these firms when identifying subcontractor opportunities. MTS Board Policy No. 26 had not previously included a description

of this expanded outreach. The proposed revisions to MTS Board Policy No. 26 reflect this current practice.

Therefore, it is staff's recommendation that the MTS Board of Directors approve revisions to Board Policy No. 26, Disadvantaged Business Enterprise Program (Attachment B).

/S/ Sharon Cooney\_\_\_\_\_

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Mark Olson, 619.557.4588, [mark.olson@sdmts.com](mailto:mark.olson@sdmts.com)

Attachment: A. History of Semi-Annual Reports – Local funds only  
B. Proposed Revisions to MTS Board Policy No. 26 (shown in red-line track changes)

## Local Funds Only - MTS History of DBE and non-DBE Semi Annual Reports

Local Funds Only - Contract Awards/Commitments*						
	<u>REPORTING PERIOD</u>	<u>Total Local \$\$</u>	<u>Local DBE \$\$</u>	<u>Local DBE</u> <u>%</u>	<u>Local SB, MBE,</u> <u>WBE, DVBE, PDBE,</u> <u>LGBTBE \$</u>	<u>LOCAL SBE</u> <u>%</u>
<b>FFY22</b>	<b>Oct 1 21 to Mar 31 22</b>	\$ 50,231,313.03	\$ 402,757.30	0.80%	\$ 6,146,959.85	12.24%
	<b>Apr 1 22 to Sept 30 22</b>	\$ 38,373,261.41	\$ 578,277.48	1.51%	\$ 1,579,353.28	4.12%
<b>FFY23</b>	<b>Oct 1 22 to Mar 31 23</b>	\$ 49,559,489.62	\$ 2,475,511.14	5.00%	\$ 11,191,143.88	22.58%
	<b>Apr 1 23 to Sept 30 23</b>	\$ 44,168,855.19	\$ 3,209,262.05	7.27%	\$ 1,082,280.00	2.45%
<b>FFY24</b>	<b>Oct 1 23 to Mar 31 24</b>	\$ 66,492,646.87	\$ 4,005,458.08	6.02%	\$ 6,478,136.51	9.74%
	<b>Apr 1 24 to Sept 30 24</b>	\$ 70,024,422.21	\$ 6,873,810.28	9.82%	\$ 3,693,438.85	5.27%
<b>FFY22-24</b>	<b>Oct 1, 2021 thru Sept 30, 2024 (6 semi-annual reports <i>IN PROGRESS</i>)</b>	<b>\$ 318,849,988.33</b>	<b>\$ 17,545,076.33</b>	<b>5.50%</b>	<b>\$ 30,171,312.37</b>	<b>9.46%</b>

\*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 Classification System (NAICS) code's small business size standards, which is used to determine whether a DBE is a small business or not.\*\*



## Policies and Procedures No. 26

Board Approval: 6/20/2024 2/13/2025

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 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 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 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. 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 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 DBELO:

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: [DBEProgram@sdmts.com](mailto:DBEProgram@sdmts.com)

In this capacity, the DBELO is responsible for implementing all aspects of the 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. DOT-assisted 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. DOT-assisted 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 owned by socially and economically disadvantaged individuals 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 owned by socially and economically disadvantaged individuals identified from the listings. One example resource that may be used includes the Federal Reserve Board, which compiles data on financial institutions that participate in the Department of the Treasury's Minority Bank-Depository Institution Program. 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>.

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 business concernses 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 U.S. Small Business Administration (SBA) website (www.sba.gov).

~~California Department of General Services (DGS) website:  
<https://caloprocure.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.

MTS may also utilize the race-neutral outreach measures identified at Secion 26.6 (D) of this Policy to foster participation from small business concerns.

H. Expanded Outreach to Additional Certified Firms (2 CFR § 200.321)

As appropriate and/or as required by the terms of a grant or funding award, MTS will further expand outreach measures to other certified firms, which includes, but is not limited to, minority owned businesses (MBE), women owned businesses (WBE), disabled veteran owned businesses (DVBE), veteran owned businesses (WBE), persons with

disabilities owned businesses (PDBE), lesbian gay bisexual and transgender owned businesses (LGBTBE), small businesses (SB), HUBZone small businesses; and/or labor surplus area businesses. This may include, but is not limited to, one or more of the following:

- 1) Including these business types on solicitation lists;
- 2) Soliciting these business types whenever they are deemed eligible as potential sources;
- 3) Dividing procurement transaction into separate procurement to permit maximum participation by these business types;
- 4) Establishing delivery schedules that encourage participation by these business types;
- 5) Utilizing organizations such as SBA and Minority Business Development Agency of the Department of Commerce; and/or
- 6) Requiring a contractor under an applicable grant or funding award to apply 2 CFR 200.321.

In addition, the following certification resources and databases may be used and shared with interested firms:

- 1) U.S. SBA website: <https://www.sba.gov/>;
- 2) California Department of General Services (DGS) website: <https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx>; and
- 3) California Public Utilities Commission (CPUC) website: <https://www.cpuc.ca.gov/about-cpuc/divisions/news-and-public-information-office/business-and-community-outreach/supplier-diversity-program>.

## 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-conscious DBE Program, 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 DOT assistance 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 meet 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 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 concern 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 or sharing resources regarding technical assistance. Specifically, MTS will, through its website, refer the DBE and Small Business contracting community to the U.S. Small Business Administration SBA Bonding Assistance Program and, Minority Business Development Agency of the Department of Commerce, Procurement Technical Assistance Centers, 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\\_](https://dot.ca.gov/programs/civil-rights/dbe_)

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 (49 CFR  
§ 26.55)

MTS will count DBE participation toward overall 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 further described at §26.55.

1. Construction / Maintenance Services

MTS will count the entire amount of that portion of a construction / maintenance 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 Regarding Non-Discrimination (49 CFR § 26.13)

MTS will include a clause in its DOT-assisted contracts that 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 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 completion of accepted work no later than 30 calendar days on DOT assisted contracts, or 7 calendar days if a ~~construction-public~~ works 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-public~~ works 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 declines to hold retainage from prime contractors, in accordance with 49 CFR 26.29, MTS will include a contract clause requiring prime contractors to make prompt and full payment of any retainage kept by prime contractor to the subcontractor within 30 days after the subcontractor's work is satisfactorily completed. Subcontractors will also be required to make prompt and full payment of any retainage kept by subcontractor to any lower-tier subcontractors within 30 days after the lower-tier subcontractor's work is satisfactorily completed.

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. Further,

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-public works contract as required by state law, after subcontractor's work has been satisfactorily completed after MTS's payment to prime contractor.

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 lower-tier subcontractors work, no later than 30 calendar days, or 7 calendar days if a construction-public works 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 pPrime cContractor 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>.

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

A. Bidders List (49 CFR § 26.11)

MTS will obtain bidder list information consisting of all firms bidding on prime contracts and 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 Business was established / years in business;
4. Status as a DBE or non-DBE
  - 4-a. As appropriate and as required by 40 CFR 33.501, MTS may also request status of other certifications, such as MBE and WBE);
5. North American Industry Classification System (NAICS) code for the type of Work bidding on;
6. Race and gender of firm's majority owner; and
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 are actually performed by DBEs. This will include a written verification by MTS that contract records have been reviewed and work sites have been monitored to ensure 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.

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 utilization. MTS will run this report monthly and will identify whether adjustments to its race-neutral measures may be necessary.

3. Termination or Substitution of DBE subcontractors

Should MTS implement a race-conscious component to this DBE Program, MTS will require the prime contractor to notify and receive consent from MTS whenever a DBE subcontractor is terminated or substituted.

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

MTS proactively oversees 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: a contract clause in each federally assisted contract that the prime contractor must provide subcontractor payment information to MTS monthly at time of invoicing, at project closeout, and as otherwise requested, 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 subcontractors and lower-tier subcontractors monthly when in receipt of invoices and at contract close out by

requesting prime provide subcontractor payment information. 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 subcontractor, as required by the contract.

#### 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 specifications.

#### 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.

#### 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: 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-public works project, then also the sanctions and other remedies specified in Section 7108.5 of the Business and Professions Code and Sections 7201 and 7107 of California Public Contract Code may apply.

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).

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. 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  
Policy revised on 2/13/2025

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.

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Sharon Cooney  
Chief Executive Officer

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Date



Metropolitan  
Transit  
System

Item 20, 02/13/2025

# **Disadvantaged Business Enterprise (DBE) Program Overview and Proposed Revisions to Board Policy No. 26 “DBE Program”**

Board of Directors



# DBE Regulations

- If a Federal Transit Administration (FTA) grant recipient, comply with 49 CFR 26:
  - Develop a DBE Program (MTS Board Policy No. 26)
  - Conduct Outreach Measures to DBE and other SB concerns
  - Establish a Triennial Overall DBE Goal
  - Report DBE Achievement Semi-Annually
  - Shortfall Analysis if not meeting Overall Goal in FY
- Goals are to create a level playing field

# DBE Program

- MTS DBE Program (See MTS Board Policy no. 26) includes how MTS aims to comply with each FTA DBE requirement in 49 CFR Part 26:
  - DBE Liaison Officer
  - Race-neutral program
  - Contract provisions
  - Monitoring
  - Enforcement
  - Outreach Measures

# Certified DBE

- DBE Eligibility Requirements:
  - Socially and Economically Disadvantaged (minority member or woman);
  - Majority Owner Personal Net Worth of Less than \$2,047,000;
  - Small Business per U.S. SBA size standards; and
  - Average annual gross receipts of less than \$30,720,000, for most businesses.

# DBE Firms – Federally Funded Contracts

- NMS Management – Janitorial Services
- Aguirre & Associates - Surveying
- Carlos Guzman – Non-Rev. Vehicle Repairs
- B&B Diversified Materials; and Air & Lube Systems – Transportation equip. wholesaler
- Pridestaff; and Lawton Co. – Temp. staffing
- Singh Group - Landscaping
- FRS Environmental - Parts washer tank cleaning services

# DBE Firms - Pictures

Carlos Guzman  
(top left);

NMS Management  
(top right);

Air & Lube Systems  
(lower left); and

Aguirre & Associates  
(lower right)





# Other Certified Firms

- FTA requires outreach to not just DBEs, but also small business concerns.
- MTS also encourages participation from additional certified businesses:
  - Small Business (SB), Disabled Veteran Business (DVBE), Woman Owned Business (WBE), Minority Owned Business (MBE), Lesbian Gay Bisexual Transgender Business (LGBTBE), Persons with Disabilities Business (PDBE) and others

# MBE/WBE/SB/DVBE Firms – Federally Funded Contracts

- Paradigm Mechanical Corp (WBE) – HVAC maintenance
- Veterans Engineering (DVBE) – JOC / rail
- Quality Sprayers (DVBE) – weed abatement
- Ninyo & Moore (MBE) – Geotechnical / Environmental
- Ocean Blue Environmental (MBE)
- Morrison Metalweld (SB)
- Ace Uniforms (SB)

# Outreach Measures

- Attend and promote DBE & SB Workshops
- Email Contractors re benefits of PlanetBids registration; More procurements on PlanetBids
- Email Contractors on benefits of DBE, MBE, SB, LGBT, WBE, DVBE, PDBE certification and using these firms for subcontract opportunities
- For small procurements requiring 3 quotes, seek 1 from DBE or other SB firm, if available
- Direct notice of procurements to DBE
- Small Business Set Asides

# Federally Funded Contracts

- Transit Vehicle Procurements
  - Per FTA requirements, excluded from goal/reports
- Preventative Maintenance
- Vehicle Repairs
- Facility and Asset Repairs
- Contract Services
  - First Transit (complementary paratransit and minibus operator),
  - Transdev (fixed route operator)

# Overall Triennial Goal

- Methodology for creating new Overall Goal:
  - determine a base figure of the relative availability of DBEs to all firms (DBE and non-DBE) available to bid or propose on MTS's FTA-assisted contracts;
  - adjust the base figure to reflect circumstances that may impact relative availability of DBE firms; and
  - Seek feedback on goal from minority, women and other local community organizations.
- Previous Triennial Goal was 6.3% for FFY22-24
- Current Triennial Goal is 5.7% for FFY25-27
  - Approved at 7/18/2024 MTS Board Meeting

# Semi-Annual Report

- Report includes all federally funded expense contracts awarded, open and completed within the applicable reporting period
  - Includes: Sole sources, single bids, execution of option years
- % DBE Achievement =  $\text{Federal DBE \$} / \text{Total Federal \$}$
- Submit to FTA semi-annually
- Report to Board semi-annually

# Shortfall Analysis and Corrective Action Plan

If shortfall in any given fiscal year:

- Identify reasons for shortfall
- Identify current outreach measures and their effectiveness
- Identify corrective actions that aim to increase effectiveness of outreach measures

Submit to FTA in any applicable fiscal year

Report to Board in any applicable fiscal year

# Recent FTA Triennial DBE Results

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	\$3,624,621.11	\$75,249.65	2.08%
TOTAL		\$57,276,497.64	\$10,845,673.95	18.94%
Achievement Toward Meeting FFY 2022-2024 DBE Triennial Overall Goal of 6.3%		18.94%		
(FFY 2022-2024 Total DBE Awarded ÷ FFY 2022-2024 Total Fed Awarded)		Achieved 18.94% towards DBE Overall Triennial Goal of 6.3%		



# Upcoming

- MTS will be reviewing the following:
  - Review more federally funded procurements to determine if establishing a small business set aside would be successful
  - How to better highlight the benefits of DBE and SB working on MTS's large construction projects
  - How best to strongly encourage prime contractors to identify use of DBE and other certified subcontractors
  - Implementation of new workflow of prompt payment monitoring of subcontractors

# Proposed Revisions to Board Policy No. 26

- MTS required to monitor Contractor compliance with prompt payment and return of retainage
  - Proposed revisions make clarifications to how MTS's new monitoring workflow will be performed
- MTS conducts outreach to many non-DBE certified firms
  - Proposed revisions expressly state MTS's current practice of conducting outreach to non-DBE firms, such as SB, MBE, WBE, DVBE, LGBTBE, PDBE and other firms.

# Staff Recommendation

That the MTS Board of Directors approve the proposed revisions to MTS Board Policy No. 26 “DBE Program”