Executive Committee Agenda

March 12,2026

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

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

Agenda del Comité Ejecutivo

March 12, 2026

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

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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

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4. El secretario indicará los últimos 4 dígitos de su número de teléfono para anunciar que usted será el siguiente en hablar
5. Marque *6 para desactivar el silenciador



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



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



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

Instrucciones para brindar comentarios públicos en persona:

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

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



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



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



***Información de Contacto:** Comuníquese con el secretario de la Junta por correo electrónico en ClerkoftheBoard@sdmts.com, por teléfono al **(619) 398-9561** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**

Metropolitan Transit System

Executive Committee

Agenda

March 12, 2026 at 9:00 a.m.

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

The Executive Committee also services as the Audit Oversight Committee and Budget Development Committee

Teleconference Participation: (669) 254-5252; Webinar ID: 161 953 0340, https://www.zoomgov.com/j/1619530340

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	**Roll Call**	
2.	**Public Comments** This item has a two minute per speaker time limit. If you have a report to present, please give your copies to the Clerk of the Board.	
3.	**Approval of Minutes** Action would approve the February 5, 2026 Executive Committee meeting Minutes.	Approve
	DISCUSSION ITEMS	
4.	**Fiscal Year (FY) 2026 Operating Budget Midyear Amendment (Gordon Meyer)** Action would forward a recommendation to the MTS Board of Directors to enact Resolution No. 26-3 amending the FY 2026 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry.	Approve
5.	**Fiscal Year (FY) 2027 Operating Budget (Gordon Meyer)**	Informational
6.	**Fiscal Year (FY) 2027 Capital Improvement Program (CIP) (Mike Thompson)** Action would forward a recommendation to the MTS Board of Directors to: 1) Approve the FY 2027 CIP with the estimated federal and non-federal funding levels. As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels; and 2) Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337, and 5339 applications for the MTS FY 2027 CIP; and 3) Recommend that the	Approve

SANDAG Board of Directors approve amendment number 16 of the 2027 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2027 CIP recommendations.

7. **Senate Bill (SB) 125 Allocation Package Revision (Mike Thompson)** Approve
Action would forward a recommendation to the Board of Directors to approve the revised SB 125 Allocation Package.

8. **Fare Change Study Update (Mark Olson and Israel Maldonado)** Informational

OTHER ITEMS

9. **Review of Draft March 19, 2026 MTS Board Agenda**

10. **Staff Communications and Committee Member Communications**

11. **Next Meeting Date: April 9, 2026 at 9:00 a.m.**

12. **Adjournment**

MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

EXECUTIVE COMMITTEE

February 05, 2026

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

1. Roll Call

Chair Whitburn called the Executive Committee meeting to order at 9:04 a.m. A roll call sheet listing Executive Committee member attendance is attached as Attachment A.

2. Public Comment

David Rodger – Provided a verbal statement to the Board during the meeting. David expressed concerns about crime and safety along C Street, attributing responsibility in part to MTS operations. He criticized current security practices, called for leadership changes, and urged the Committee to take stronger action. He also raised concerns about system maintenance, including signage issues at the Balboa Trolley station, and encouraged Board members to use the system regularly.

Yolanda France – Provided a verbal statement to the Board during the meeting. Yolanda thanked Chair Whitburn for assistance with a Transdev matter and expressed appreciation for public transit, which she has used by choice since 2001. She suggested exploring a premium "business class" Trolley car during peak hours with added amenities, security, and special access for riders willing to pay a higher fare.

3. Approval of Minutes

Vice Chair Goble moved to approve the minutes of the November 13, 2025, MTS Executive Committee meeting. Board Member Dillard seconded the motion, and the vote was 4 to 0 in favor with Board Member Elo-Rivera, Board Member Montgomery Steppe and Board Member Moreno absent.

DISCUSSION ITEMS

4. San Diego Transit Corporation (SDTC) Pension Investment Status (Jeremy Miller and Erik Williams, with RVK Inc., and Mike Thompson)

Mike Thompson, MTS Deputy Chief Financial Officer, Jeremy Miller, RVK Investment Manager, and Erik Williams, RVK Investment Manager, presented on the San Diego Transit Corporation (SDTC) Pension Investment Status. They discussed: investment structure as of 06/30/2025, investment details as of 06/30/2025, FY2025 performance, long term performance details, and investment structure summary.

Public Comment

There were no Public Comments.

Committee Comment

Chair Whitburn stated that he was curious about the five-year fixed income performance, which appeared to be approximately -6.10%. He asked why fixed income would have experienced a negative performance over that period. Mr. Miller explained that in 2022, inflation drove interest rates sharply higher, which caused bond prices to fall and resulted in negative returns. He noted that this was a rare and significant market event due to the rapid shift from low yields to higher

rates. Mr. Miller added that while the increase in rates caused short-term losses, it created better long-term opportunities through higher yields. He stated that this was why the portfolio began increasing its allocation to bonds.

Action Taken

No action taken. Informational item only.

5. San Diego Transit Corporation (SDTC) Employee Retirement Plan's Actuarial Valuation as of July 1, 2025 (Anne Harper and Alice Alsberghe with Cheiron Inc., and Mike Thompson)

Mike Thompson, MTS Deputy Chief Financial Officer, Anne Harper, Cheiron, and Alice Alsberghe, Cheiron, presented on the San Diego Transit Corporation (SDTC) Employee Retirement Plan's Actuarial Valuation as of July 1, 2025. They discussed: background, plan contributions for FY2026-2027 (based on 2025 Actuarial Valuation), plan history, plan projections, amortization policy review, and staff recommendation.

Public Comment

There were no Public Comments.

Committee Comment

Board Member Dillard thanked staff for the presentation. She asked a question about page six, directing it to Alice Alsberghe. She inquired about the average contribution of employees who were still contributing to the fund. She stated that she believed she had heard that contributions were lower than usual and sought clarification on whether the normal cost portion was decreasing due to a decline in active participants. Ms. Alsberghe clarified that the normal cost portion was decreasing because there were fewer active employees contributing overall. She explained that, in aggregate, a smaller portion of total contributions reflected normal cost due to the reduced number of active participants. However, she stated that each individual member continued to contribute at their predetermined rate. Ms. Alsberghe added that the Amalgamated Transit Union (ATU), International Brotherhood of Electrical Workers (IBEW), and non-represented groups had slightly different contribution rates, but that member rates were generally around 8%. Board Member Dillard confirmed that employees were still active but fewer in number, which explained the decline in total contributions. Ms. Alsberghe agreed and clarified that while aggregate contributions were decreasing, individual members continued contributing 8%, and MTS contributed more than 8% including normal cost and Unfunded Actuarial Liability (UAL) portions. Karen Landers, MTS General Counsel, asked for clarification for the record, explaining that "normal cost" was a technical term and did not imply the existence of "abnormal" costs. She requested that the presenters define what "normal cost" meant for the record. Ms. Alsberghe explained that "normal cost" was an actuarial term referring to the value of the retirement benefit earned by active employees during a single year. She clarified that it represented the total cost of benefits accrued by all active members for that year of service.

Board Member Dillard asked for clarification on whether that projection meant there would be virtually no members left to retire at that point, with only a few remaining active participants. She then asked whether the absence of negative amortization indicated the plan would remain financially stable and not "upside down." Finally, she inquired whether there was any recommendation to pay off the remaining unfunded liability sooner than 2046. Ms. Harper responded that the Board had discretion to change the funding policy at any time, including the

alternative amortization policy being discussed. She explained that if, in the future, the Board decided to pay off sooner, it could choose to do so. She emphasized that the determination of amortization periods and whether to accelerate payoff was within the Board's authority. Board Member Dillard stated that the explanation was helpful and noted that the Board would need to evaluate potential cost savings if the liability were paid off earlier, such as 10 years sooner. She added that the Board would also need to determine whether it could afford to accelerate the payoff.

Vice Chair Goble thanked the presenters and complimented the helpful visuals, noting the effectiveness of the plumbing diagram. He directed the group to slide 14 and stated that he viewed the Executive Committee's role as helping guide discussion for the full Board. He asked what percentage of total agency employees were covered under this plan compared to the overall employee population. Mr. Thompson responded that there were approximately 268 active members in the plan as of July 1, 2025, though roughly 300 active members were referenced more generally. He stated that MTS had about 1,600 total employees overall. He added that the plan also included approximately 1,000 individuals currently receiving benefits and another 169 who had earned benefits but had not yet begun receiving them. Vice Chair Goble stated that when the matter is discussed the following week, it would be helpful to clarify the percentage of employees affected by the plan to provide context. He noted that identifying the approximate share of the workforce, such as around 30%, would help emphasize that the discussion applied to a specific segment of the agency rather than the entire organization. Ms. Cooney stated that it was important to emphasize that the pension was a legally required, earned benefit that must be paid regardless of future plan intentions. She noted that, by law, the obligation to pay those benefits remained in place. Mr. Thompson clarified that the obligation to pay earned pension benefits remained unchanged, and that the funding policy only determined how the payments were structured annually. He explained that the policy dictated how much was contributed each year, not whether the benefits would be paid. Ms. Cooney stated that decisions regarding amortization primarily affected the agency's annual operating budget and year-to-year financial planning, rather than impacting employees or individuals who had earned pension benefits.

Vice Chair Goble reiterated that the discussion applied to about 30 percent of employees and noted the importance of clarifying that context. He stated that under the current amortization policy, the plan would be fully funded by 2039 with higher annual payments. Under the alternative approach, annual payments would be lower but extended over a longer period, ultimately reaching the same funding outcome. He suggested presenting it as a budgeting and cash flow decision for the Board. Ms. Harper emphasized that all the amortization policies under consideration were actuarially sound and continued to reduce the unfunded accrued liability. She noted that even under the alternative approach, the plan would pay down nearly $3 million of the unfunded liability in the next year. She added that many pension plans across the country fail to make their full actuarially determined contributions, and in some cases, only a small portion goes toward reducing principal. She stated that, by comparison, California public retirement systems generally stand out for responsibly funding and paying down their pension liabilities. Vice Chair Goble stated that he understood the recommendation was intended to reduce annual payments over the next 15 years to help manage cash flow and address the fiscal cliff. He noted that the tradeoff was extending the payment schedule slightly longer, while still reaching the same final funding outcome without compromising the ultimate end goal. Ms. Harper explained that under the current policy, the unfunded actuarial liability was scheduled to be paid off in 12 years, with each new base amortized over a shortening period. She noted that as the payoff date approached, any significant investment losses could cause contribution

spikes. She added that the proposed policy would help smooth future contribution volatility and reduce the risk of sharp increases in required payments, which was another reason to reconsider the current approach.

Chair Whitburn acknowledged the budget challenges and noted that lowering short-term payments would help preserve transit service levels, with higher payments shifted to later years. He asked whether this approach created any additional risk to the plan or was simply a matter of paying now versus paying later. Ms. Harper confirmed that the only downside to extending the amortization period was higher total payments over time. She stated that it was simply the tradeoff between shorter, higher payments and longer, lower payments. Chair Whitburn stated that given the current budget challenges, the recommendation made sense to him. He made a motion to adopt the staff recommendation.

Action Taken

Chair Whitburn moved to recommend to the MTS Board of Directors to: 1) Receive the SDTC Employee Retirement Plan's (Plan) Actuarial Valuation as of July 1, 2025; 2) Adopt the staff recommended Unfunded Actuarial Liability (UAL) amortization from the current 12-year remaining term to a recalibrated 20-year amortization; and 3) Adopt the resulting pension contribution amount of $16,470,975 for Fiscal Year (FY) 2027. Vice Chair Goble seconded the motion, and the vote was 4 to 0 in favor with Board Member Montgomery Steppe, Board Member Elo-Rivera and Board Member Moreno absent.

6. Orange Line Improvement Project Update (Heather Furey and Consultant T.Y. Lin)

Heather Furey, MTS Senior Director of Capital Projects, and David Holman, T.Y. Lin, presented on the Orange Line Improvement Project Update. They presented on: project summary & schedule, Phase 1 & 2 updates, funding other Orange Line work, state agency coordination, risk management and next steps.

Public Comment

There were no Public Comments.

Committee Comment

Vice Chair Goble thanked the presenters for the thorough presentation and directed attention to slide 31. He asked whether, given a fixed total funding cap from TIRCP and CIP, cost increases would require scaling back planned improvements. He questioned whether higher costs might reduce the number of projects completed, for example, decreasing from 100 planned improvements to a smaller number and requested clarification on how such situations would be managed. Ms. Furey responded that for both Phase 1 and Phase 2, the bid documents included a base scope of required work along with alternate items. She explained that alternates such as removing the existing signaling system were included so they could be excluded if costs exceeded available funding. She noted that while some items were desirable, they could be deferred if necessary. She added that state grants required the agency to complete all committed project elements, which would be subject to audit. She stated that contingency funds were built into the overall budget to manage uncertainty. She also noted that Phase 1 costs were more certain due to an executed contract, and that additional clarity for Phase 2 would come once bids were received. Vice Chair Goble stated that the project included built-in contingencies, required statutory elements that must be completed, and additional "nice to have" items that could be deferred if necessary. Vice Chair Goble expressed support for the

strategy and thanked the presenter. Ms. Cooney added that given the volatility of construction inflation, if bids came in significantly higher than the Independent Cost Estimate (ICE), the agency could make adjustments through the CIP process. She noted that this provided additional flexibility to respond to higher than expected costs.

Chair Whitburn observed that the project appeared to be on schedule and on budget, which he noted was positive. He also expressed appreciation for the high percentage of local residents being hired for the work.

Action Taken

No action taken. Informational item only.

OTHER ITEMS

7. Review of Draft February 12, 2026 Board Agenda

Recommended Consent Items

Ms. Cooney highlighted the updated agenda item regarding the SB125 plan, explaining that additional historical context had been added. She stated that the revisions reflected prior Board decisions related to fiscal sustainability discussions in February and November 2025, as well as the recent approval of Route 910 as a permanent overnight service. She noted that the plan also reflected the Board's earlier decision to pause service frequency improvements after January 2025. Ms. Cooney noted that the revisions did not introduce new policy changes and that there was no formal deadline or requirement for Board approval, though the Board had historically endorsed the plan. She asked the Executive Committee how it wished to proceed: whether to place the item on the upcoming Board agenda as a consent item, present it as a discussion item, or bring it back to the committee the following month for a more in-depth presentation.

Board Member Dillard stated that she preferred the option of keeping the item with the Executive Committee for further discussion at the next Executive Committee meeting, before sending it to the full Board. She noted that the information presented was substantial and expressed that the Committee should take the opportunity to fully review and discuss it before seeking Board feedback.

Vice Chair Goble asked whether the proposed changes were primarily a matter of renumbering or reordering the existing material. Ms. Cooney clarified that the revisions were not simply renumbering or reordering, but reflected the Board's February 2025 direction to freeze service levels at January 2025 levels and incorporate related decisions on reserves. She explained that the updated tables codified those prior decisions into the plan being submitted to the State. She noted that the State did not dictate how the Board allocated the funds, as allocations were formula-based. She added that the plan would reflect eligible uses, including contributions to reserves. She also advised that the next meeting would already include several significant items, such as the CIP program for 2027 as well as the mid-year budget. Vice Chair Goble agreed the item should go to the full Board but recommended a brief presentation, noting that it reflected prior decisions and involved no new policy changes. Ms. Cooney explained that the plan was updated to reflect higher than expected operating costs for Iris Rapid and to incorporate the permanent overnight bus service, along with updated ridership figures.

Ms. Landers asked for clarification that the item would return to the March Executive Committee for discussion, after which the Committee would decide how to present it to the full Board.

Board Member Dillard stated that she would feel more comfortable bringing the item back in March so it could be presented in a clearer, more concise manner before advancing to the full Board.

Chair Whitburn noted that there was no urgency on the item and confirmed that there was room on the March Executive Committee agenda to accommodate further discussion.

Board Member Fernandez asked for further clarification that the item involved approving a report reflecting changes previously adopted in February and November, including the Route 910 update, and that the report would be submitted to the State. He asked whether the State simply accepted the report without directing revisions. He also confirmed that the item would return to the Executive Committee for review before being forwarded to the full Board. Ms. Cooney confirmed that the action was to approve submission of the report to CalSTA for eligibility review, with payment expected in April or May. Ms. Cooney confirmed that the Board would be approving submission of the report to CalSTA, whose role was limited to confirming that expenses were eligible. She noted that payment was expected in April or May and that the plan reflected prior Board decisions. She added that, after Executive Committee review next month, she would likely recommend placing the item on the Board's consent agenda, and the plan would continue to be updated as budget decisions evolve. Ms. Landers explained that the plan specifies how funds will be spent each FY and that the key priority is ensuring FY 2026 allocations are accurate before spending occurs. She noted that the revision shifts some spending to future years, and that the plan will likely be amended annually to reflect actual budget decisions.

Vice Chair Goble supported bringing the item back to the Executive Committee and recommended presenting it to the full Board in a brief, summarized format rather than placing it on consent, noting it would serve as a helpful refresher of prior decisions.

Board Member Dillard emphasized the importance of transparency, stating that a presentation would help ensure the Board and public clearly understood how funds were being allocated and felt comfortable with the decisions.

Ms. Cooney stated that staff was prepared to present the item to the full Board the following week if desired, but deferred to the Committee on whether it should return to the Executive Committee first for further review. Chair Whitburn confirmed that the preference was to bring the item back to the Executive Committee first and noted that there was no urgency. He stated that the item would return to the Executive Committee in March and then be scheduled for the full Board in March or at a later meeting that could accommodate it.

8. Other Staff and Committee Member Communications

There was no Other Staff or Committee Member Communication.

9. Next Meeting Date

The next Executive Committee meeting is scheduled for March 12, 2026, at 9:00 a.m.

10. Adjournment

The meeting was adjourned at 10:23 a.m.

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

Attachment: A. Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

ROLL CALL

MEETING OF (DATE): February 5, 2026 CALL TO ORDER (TIME): 9:04 a.m.

RECESS: _____ RECONVENE: _____

CLOSED SESSION: _____ RECONVENE: _____

PUBLIC HEARING: _____ RECONVENE: _____

ORDINANCES ADOPTED: _____ ADJOURN: 10:23 a.m.

REPRESENTING	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
Chair	Whitburn	☒	No Alternate	☐	9:04 a.m.	10:23 a.m.
City of San Diego	Elo-Rivera	☐	Whitburn	☐	ABSENT	ABSENT
County of San Diego	Montgomery Steppe	☐	Aguirre	☐	ABSENT	ABSENT
East County	Dillard	☒	Hall	☐	9:04 a.m.	10:23 a.m.
SANDAG Transportation Committee	Moreno	☐	Fernandez	☐	ABSENT	ABSENT
South Bay	Fernandez	☒	Downey	☐	9:04 a.m.	10:23 a.m.
Vice Chair	Goble	☒	No Alternate	☐	9:04 a.m.	10:23 a.m.

SIGNED BY THE CLERK OF THE BOARD: /s/ Lucia Mansour

Agenda Item No. 04

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

March 12, 2026

SUBJECT:

Fiscal Year (FY) 2026 Operating Budget Midyear Amendment (Gordon Meyer)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Executive Committee forward a recommendation to the MTS Board of Directors to enact Resolution No. 26-3 (Attachment A) amending the FY 2026 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry.

Budget Impact

The action will amend the FY 2026 operating budget.

DISCUSSION:

The FY 2026 operating budget was approved on May 15, 2025 (Agenda Item (AI) 20). Based on new information and additional evaluation of expenses and revenues for the year, staff has developed the midyear amendment, which will amend the FY 2026 operating budget for MTS, SDTC, SDTI, MTS Contract Services, and the Coronado Ferry.

Combined MTS FY 2026 Midyear Adjustments

Revenues: In total, consolidated revenues are decreasing by $2,014,000 (-0.4%).

Passenger Revenue: Passenger revenues were unfavorable to budget by $4,092,000 (-9.3%) over the first six months of the fiscal year, primarily due to lower ridership versus budget. The original budget assumed 86.2 million passengers for the year, a target of 6.5% growth over FY 2025 ridership. Actual ridership has trailed the prior year by -1.3% through the first six months of the fiscal year, well short of the 6.5% growth target. Based on current ridership trends, the amended budget assumes ridership of 80.2 million passengers, a reduction of 5.4 million passengers (-6.2%) from the original budget. Average fare has also trailed the original budget. The original budget assumed an average fare of $1.04, representing 7.6% growth over the FY 2025 average fare. The growth assumption was based on fare enforcement changes that began in February 2025, which have had a significant impact on average fare, but not as high as assumed in the original budget. The average fare was $0.99 through December, representing 6.1% growth over the same period last year. Year-over-year growth is expected to shrink beginning in February 2026 since the impact of fare enforcement changes will have been in

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.

effect for a full year. The midyear amendment includes an average fare assumption of $1.00, a reduction of $0.04 (-3.4%) versus the original budget. Based on the current ridership and average fare trends, passenger revenue is projected to be $80,820,000 in the FY 2026 amended budget, a decrease of $8,385,000 (-9.4%) versus the original budget.

Other Operating Revenue: Other operating revenue is projected to increase by $1,593,000 (5.0%) versus the original FY 2026 budget. This is primarily due to projected increases in interest revenue and real estate related revenues. Interest revenue is increasing by $1,066,000 (16.3%) due to increasing rate and cash balance assumptions based on the experience in the first half of the year. Specifically, the annualized interest rate is increasing from 3.1% to 3.7% and the average cash balance is increasing from $166.3 million to $188.0 million in the amended forecast. Real estate related revenues are increasing $597,000 (14.3%) and includes higher property lease revenue and right of entry permit fee revenue.

Subsidy Revenue: Subsidy revenue, in total, is projected to decrease by $1,117,000 (-0.4%).

MTS receives a variety of recurring federal revenues (Federal Transit Administration (FTA) Sections 5307, 5337, 5339, 5311, etc.) for preventive maintenance, paratransit operations, rural operations, and capital projects. Recurring federal revenues are expected to decrease by $22,000 versus the original budget. Non-recurring federal funding, which includes a one-time discretionary planning grant for the Baltimore/Euclid Planning Study, is projected to increase by $276,000 due to the projected timing of expenses and associated reimbursement. Overall, federal revenues are increasing by $253,000 (0.3%) versus the original budget.

Transportation Development Act (TDA) revenue in the operating budget is increasing by $6,190,000 (6.2%). TDA is one-quarter of a percent of the 7.75% sales tax in the region and is apportioned by the San Diego Association of Governments (SANDAG). TDA funds both the operating and capital budgets. SANDAG provided an updated forecast in January 2026 with a projected 5.8% increase in TDA revenue available for the region versus their original forecast for FY 2026. TDA receipts have exceeded original forecasts, with significant increases projected in future fiscal years as well. The increase in available regional TDA amounts to a $6,190,000 increase in TDA available for MTS in FY 2026. This increase is being reflected solely in the operating budget, leaving the FY 2026 adopted capital budget unchanged. Therefore, the increase in TDA reflects a 6.2% increase in TDA in the amended operating budget.

TransNet revenue is expected to increase by $1,785,000 (2.4%). TransNet is a one-half cent local sales tax revenue distributed to MTS both on a formula basis as well as through direct reimbursement for TransNet funded services such as Bus Rapid Transit (BRT) operations and Mid-Coast Trolley operations. As with TDA, TransNet cash receipts have exceeded original forecasts and SANDAG is now projecting an increase of 3.4% versus their original forecast for FY 2026. The FY 2026 amended budget assumes SANDAG's recent forecast, reflecting a $1,577,000 increase in the amended budget for the MTS formula share of TransNet. TransNet provided as direct reimbursement for BRT services and Mid-Coast is expected to increase by $208,000 (0.6%), based on projected increases in net subsidy needed to fully fund these services.

State Transit Assistance (STA) is sales tax revenue derived from the sales tax on diesel fuel and is apportioned by the State. STA is primarily used to fund the capital budget due to its volatile history; however, a portion is used to fund operations. The original FY 2026 budget included an overall projection of $33.5 million, with $22.2 million being allocated to the Capital

Improvement Program (CIP) and the remaining $11.3 million to operations. The Governor's January proposed budget includes $31.5 million in total STA for MTS, a reduction of $2.0 million (-5.9%) overall. The decrease in total STA funds is being applied solely to the operating budget to keep the capital budget fully funded. Therefore, STA in the operating budget is projected at $9,338,000 in the FY 2026 amended budget, a decrease of $1,962,000 (-17.4%).

State revenue is expected to decrease by $7,384,000 in the amended budget. State revenue includes the Senate Bill 125 (SB 125) Transit and Intercity Rail Capital Program (TIRCP) funds. SB 125, approved by the Governor on July 10, 2023, guides the distribution of $4 billion in General Fund through the TIRCP on a population-based formula to regional transportation planning agencies, which can use the funds for either capital or operations. MTS is expected to receive $237.3 million in SB 125 TIRCP funds over multiple fiscal years, with $211.3 million planned for the operating budget and the remainder going toward the Orange Line Improvement Project (OLIP). The FY 2026 amended budget includes $13,525,000 in SB 125 revenue to fund security enhancements, Iris Rapid (Route 227) operations, Route 910 Overnight Express operations, trolley service enhancements (move to 15-minute service on entire trolley system), and structural deficit balancing. Projected SB 125 reimbursement for operating enhancements is projected to decrease by $740,000 from the original budget based on projected expenses. Projected SB 125 revenue used for structural deficit balancing is decreasing by $6,644,000 due to having $5.6 million more in the operating deficit reserve to use for balancing in FY 2026 (due to favorable FY 2025 budget results) and a lower balancing need overall due to a projected decrease in expenses. In total, SB 125 revenue is projected to decrease by $7,384,000 (-35.3%).

Other local funds are projected to remain at the original budget figure of $3,120,000. Other local funds include *Fastrak* toll revenue provided by SANDAG, and smaller revenue streams provided by the City of San Diego and the North County Transit District through ancillary agreements.

Reserves: For Hire Vehicle Administration (FHVA) and San Diego & Arizona Eastern (SD&AE) are self-funded entities who must balance their operating expenses with operating revenues or their contingency reserve revenue. FHVA is projected to use $255,000 of its reserve balance in the FY 2026 amended budget and SD&AE is expected to use $119,000, as expenses are expected to exceed revenues for both entities.

In FY 2023, the Board of Directors approved the creation of the operating deficit reserve. This allowed MTS to draw federal stimulus funds based on maximum allowable expenses, versus only drawing the amount needed to cover the annual structural deficit. Excess stimulus funds were then contributed to the operating deficit reserve where they could be used in future fiscal years for addressing structural deficits. The original FY 2026 operating budget included the projected usage of $62.0 million of operating deficit reserve funds. The amended budget includes projected usage of $67.6 million, an increase of $5.6 million (9.1%). The $67.6 million represents the entire balance of the operating deficit reserve, which was higher than original budget due to favorable operating budget results in FY 2025. Once the operating deficit reserve is depleted, SB 125 revenue will be used to balance the operating budget until those funds are depleted as well.

Expenses: Total consolidated operating expenses are projected to decrease by $2,014,000 (-0.4%) from the original budget.

Personnel: Personnel-related expenses are decreasing by $4,098,000 (-2.0%). Wages are projected to decrease by $2,359,000 (-1.9%). Wages within Bus Operations are projected to decrease $1,982,000 (-3.6%) primarily due to favorable bus operator wages resulting from a reduction in overtime hours due to higher staffing levels. Administration wages are decreasing $421,000 (-1.7%), primarily due to not being fully staffed in the security department. Fringe expenses are projected to decrease by $1,739,000 (-2.1%) in the amended budget. Within fringe expenses, healthcare costs are decreasing $1.2 million (-5.4%) due to higher employee contributions versus the original budget. Projected cost recovery (primarily flagging reimbursement) is increasing by $842,000 (44.9%) in the amended budget, primarily due to higher flagging hours for the OLIP project.

Outside Services: Total outside services are projected to increase by $1,734,000 (1.0%). Within outside services, repair and maintenance services are increasing $1,680,000 (12.4%) and other outside services are increasing by $2,339,000 (8.6%). Repair and maintenance costs are primarily increasing within the Track department due to increasing the budget for tie replacement by $2.8 million. Other outside services are primarily increasing within Rail due to adding $1.5 million for unplanned rail replacement at 11th/C as well as tripping hazard repairs on Commercial St. and Massachusetts Ave. Other outside services expenses within Bus are increasing by $266,000, primarily due to facility repairs at both the Imperial Avenue and Kearny Mesa bus garages. Outside services also include purchased transportation costs, which reflect Transdev contract expenses for both fixed route and paratransit bus services. Overall purchased transportation costs are projected to decrease $2,366,000 (-2.1%) in the amended budget. Fixed route purchased transportation costs are projected to decrease by $1,126,000 (-1.2%), primarily due to a reduction of -1.1% in scheduled revenue miles versus the original budget. Paratransit purchased transportation costs, which fluctuate with demand for the service, are decreasing by $1,276,000 (-6.4%) overall. The original budget for paratransit service included $70,000 per month ($840,000 per year) for COVID relief payments which were paid until paratransit service was at or above 85% of pre-COVID levels for three consecutive months. These conditions were met in June 2025, so $840,000 is being removed from the FY 2026 amended budget. Performance bonuses are also favorable within paratransit operations.

Materials and Supplies: Staff projects materials and supplies expenses to decrease by $619,000 (-2.8%) versus the original budget. This is primarily due to removing $1.2 million from the operating budget for upgrading the ticket vending machine credit card modules. This project was originally planned for FY 2026 but is now planned for FY 2027. Within materials and supplies, bus revenue vehicles are increasing by $205,000 (3.5%) and equipment/supplies for the Track and Maintenance of Way departments are increasing by $363,000 (39.0%).

Energy: Energy expenses are projected to decrease by $459,000 (-0.9%) in total. Within energy, CNG expenses are projected to decrease by $696,000 (-4.8%), primarily due to the commodity rate being lower than budgeted. Commodity rates and consumption for electricity have also been favorable in FY 2026, resulting in lower electricity costs versus budget. However, electricity costs in the amended budget are increasing by $86,000 (0.3%) overall due to a $1.8 million one-time catchup billing for two sub-station meters that were not billed by SDG&E for multiple years.

Risk Management: Risk management costs are projected to increase by $983,000 (7.8%). Claim payouts are projected to higher in FY 2026, with multiple large cases potentially being settled. MTS has $7.5 million set aside in a Self-Insurance Reserve (SIR) to cover extraordinary costs. The budget anticipates using a portion of reserves in FY 2026 with plans to replenish in future fiscal years. Within risk management, insurance premiums are decreasing $595,000 (-

5.8%) due to lower than projected property insurance rates.

General and Administrative. General and administrative costs are projected to increase by $267,000 (3.8%). This is primarily due to the one-time purchase of radio communications equipment within Bus operations and increasing fare system merchant fees within Administration.

Debt Service: There are no debt service costs in the FY 2026 original or amended operating budget as the pension obligation bonds were fully paid off in FY 2024.

Vehicle/Facility Leases. Vehicle/facility leases are expected to increase by $178,000 (8.3%), primarily due to higher Non-Revenue Vehicle (NRV) lease costs. NRV lease expenses are increasing due to higher vehicle costs and lower re-sale value of returned vehicles which typically provide a larger offset to expenses.

Net income: The increase in revenues and expenses results in a balanced budget.

Therefore, staff recommends that the MTS EC forward a recommendation to the MTS Board of Directors to enact Resolution No. 26-3 (Attachment A) amending the FY 2026 operating budget for MTS, SDTC, SDTI, MTS Contract Services, and the Coronado Ferry

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Resolution 26-3 with FY 2026 Amended Budget

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 26-3

Resolution Approving Amendments to FY 2026 Budget

WHEREAS, the San Diego Metropolitan Transit System (MTS) Board of Directors adopted Resolution No. 25-3 on May 15, 2025, approving the fiscal year (FY) 2026 budgets for MTS, San Diego Transit Corporation, San Diego Trolley, Inc., MTS Contract Services, and Coronado Ferry (the "FY 2026 Budget"); and

WHEREAS, based on new information and additional evaluation of expenses and revenues experienced for the first six months of the FY 2026 Budget period, a midyear amendment has been developed to amend the FY 2026 Budget for MTS, SDTC, SDTI, MTS Contract Services, and the Coronado Ferry.

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

1. That the FY 2026 Amended Operating Budget (Exhibit 1) is approved.

PASSED AND ADOPTED, by the Board of Directors this ____ day of ____ 2026 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

Exhibit 1 – FY 2026 Amended Budget

Amended Budget

Metropolitan Transit System

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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AMENDED BUDGET FISCAL YEAR 2026

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATING BUDGET SUMMARY
FISCAL YEAR 2026
SECTION 2.01

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	77,896,658	89,204,799	80,820,129	(8,384,671)	-9.4%
OTHER OPERATING REVENUE	36,176,729	31,885,565	33,478,163	1,592,598	5.0%
TOTAL OPERATING REVENUES	**114,073,387**	**121,090,364**	**114,298,292**	**(6,792,073)**	**-5.6%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	309,605,221	289,902,445	288,785,166	(1,117,280)	-0.4%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	19,359,078	62,086,076	67,981,456	5,895,380	9.5%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	19,359,078	62,086,076	67,981,456	5,895,380	9.5%
TOTAL NON OPERATING REVENUE	**328,964,299**	**351,988,521**	**356,766,622**	**4,778,101**	**1.4%**
TOTAL COMBINED REVENUES	**443,037,686**	**473,078,885**	**471,064,913**	**(2,013,972)**	**-0.4%**
OPERATING EXPENSES					
LABOR EXPENSES	115,656,871	123,784,416	121,425,779	(2,358,637)	-1.9%
FRINGE EXPENSES	78,958,853	83,106,346	81,367,453	(1,738,893)	-2.1%
TOTAL PERSONNEL EXPENSES	**194,615,723**	**206,890,762**	**202,793,232**	**(4,097,530)**	**-2.0%**
SECURITY EXPENSES	14,142,830	15,267,864	15,274,622	6,758	0.0%
REPAIR/MAINTENANCE SERVICES	11,152,828	13,579,748	15,259,257	1,679,509	12.4%
ENGINE AND TRANSMISSION REBUILD	1,328,910	1,079,800	1,154,468	74,668	6.9%
OTHER OUTSIDE SERVICES	25,432,291	27,063,898	29,402,718	2,338,820	8.6%
PURCHASED TRANSPORTATION	109,099,796	113,973,522	111,607,521	(2,366,001)	-2.1%
TOTAL OUTSIDE SERVICES	**161,156,655**	**170,964,832**	**172,698,586**	**1,733,754**	**1.0%**
LUBRICANTS	490,290	588,020	484,000	(104,020)	-17.7%
TIRES	1,351,794	1,383,500	1,562,300	178,800	12.9%
OTHER MATERIALS AND SUPPLIES	16,476,172	19,980,959	19,287,264	(693,695)	-3.5%
TOTAL MATERIALS AND SUPPLIES	**18,318,256**	**21,952,479**	**21,333,564**	**(618,915)**	**-2.8%**
GAS/DIESEL/PROPANE	2,862,634	3,028,922	3,139,575	110,653	3.7%
CNG	12,804,983	14,369,015	13,673,143	(695,872)	-4.8%
TRACTION POWER	23,784,125	27,568,747	27,731,480	162,733	0.6%
UTILITIES	6,238,841	6,481,959	6,445,654	(36,305)	-0.6%
TOTAL ENERGY	**45,690,583**	**51,448,643**	**50,989,852**	**(458,791)**	**-0.9%**
RISK MANAGEMENT	**10,840,927**	**12,616,550**	**13,599,339**	**982,789**	**7.8%**
GENERAL AND ADMINISTRATIVE	**6,898,324**	**7,047,137**	**7,313,754**	**266,617**	**3.8%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**2,196,944**	**2,158,482**	**2,336,586**	**178,104**	**8.3%**
TOTAL OPERATING EXPENSES	**439,717,412**	**473,078,884**	**471,064,913**	**(2,013,971)**	**-0.4%**
NET OPERATING SUBSIDY	**(325,644,025)**	**(351,988,520)**	**(356,766,621)**	**4,778,101**	**1.4%**
OVERHEAD ALLOCATION	**0**	**0**	**0**	**0**	**0.0%**
ADJUSTED NET OPERATING SUBSIDY	**(325,644,025)**	**(351,988,520)**	**(356,766,621)**	**4,778,101**	**1.4%**
TOTAL REVENUES LESS TOTAL EXPENSES	**3,320,274**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OPERATIONS BUDGET
FISCAL YEAR 2026
SECTION 2.02

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	77,896,658	89,204,799	80,820,129	(8,384,671)	-9.4%
OTHER OPERATING REVENUE	1,197,969	974,400	702,941	(271,459)	-27.9%
TOTAL OPERATING REVENUES	**79,094,627**	**90,179,199**	**81,523,070**	**(8,656,130)**	**-9.6%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	302,214,724	285,880,142	285,239,333	(640,809)	-0.2%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	19,540,356	61,996,847	67,607,783	5,610,936	9.1%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	19,540,356	61,996,847	67,607,783	5,610,936	9.1%
TOTAL NON OPERATING REVENUE	**321,755,081**	**347,876,989**	**352,847,116**	**4,970,127**	**1.4%**
TOTAL COMBINED REVENUES	**400,849,708**	**438,056,189**	**434,370,186**	**(3,686,003)**	**-0.8%**
OPERATING EXPENSES					
LABOR EXPENSES	92,009,119	98,107,577	96,181,948	(1,925,629)	-2.0%
FRINGE EXPENSES	68,200,223	72,287,483	70,356,136	(1,931,347)	-2.7%
TOTAL PERSONNEL EXPENSES	**160,209,341**	**170,395,060**	**166,538,084**	**(3,856,976)**	**-2.3%**
SECURITY EXPENSES	1,247,599	1,297,060	1,315,122	18,062	1.4%
REPAIR/MAINTENANCE SERVICES	10,797,644	13,291,348	14,932,357	1,641,009	12.3%
ENGINE AND TRANSMISSION REBUILD	1,328,910	1,079,800	1,154,468	74,668	6.9%
OTHER OUTSIDE SERVICES	9,703,339	8,857,295	11,001,377	2,144,082	24.2%
PURCHASED TRANSPORTATION	109,099,796	113,973,522	111,607,521	(2,366,001)	-2.1%
TOTAL OUTSIDE SERVICES	**132,177,287**	**138,499,025**	**140,010,845**	**1,511,820**	**1.1%**
LUBRICANTS	490,290	588,020	484,000	(104,020)	-17.7%
TIRES	1,351,794	1,383,500	1,562,300	178,800	12.9%
OTHER MATERIALS AND SUPPLIES	16,290,390	19,931,202	19,207,016	(724,186)	-3.6%
TOTAL MATERIALS AND SUPPLIES	**18,132,474**	**21,902,722**	**21,253,316**	**(649,406)**	**-3.0%**
GAS/DIESEL/PROPANE	2,626,509	2,772,222	2,901,975	129,753	4.7%
CNG	12,804,983	14,369,015	13,673,143	(695,872)	-4.8%
TRACTION POWER	23,784,125	27,568,747	27,731,480	162,733	0.6%
UTILITIES	5,184,603	5,373,214	5,447,633	74,419	1.4%
TOTAL ENERGY	**44,400,221**	**50,083,198**	**49,754,231**	**(328,967)**	**-0.7%**
RISK MANAGEMENT	**9,900,789**	**11,342,903**	**12,423,566**	**1,080,663**	**9.5%**
GENERAL AND ADMINISTRATIVE	**1,103,989**	**1,158,345**	**1,322,022**	**163,677**	**14.1%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**1,713,877**	**1,628,369**	**1,676,466**	**48,097**	**3.0%**
TOTAL OPERATING EXPENSES	**367,637,978**	**395,009,621**	**392,978,530**	**(2,031,091)**	**-0.5%**
NET OPERATING SUBSIDY	**(288,543,351)**	**(304,830,422)**	**(311,455,460)**	**6,625,039**	**2.2%**
OVERHEAD ALLOCATION	**(33,211,729)**	**(43,046,567)**	**(41,391,655)**	**1,654,912**	**-3.8%**
ADJUSTED NET OPERATING SUBSIDY	**(321,755,080)**	**(347,876,989)**	**(352,847,116)**	**4,970,127**	**1.4%**
TOTAL REVENUES LESS TOTAL EXPENSES	**0**	**0**	**0**	**(0)**	**40.8%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE BUDGET
FISCAL YEAR 2026
SECTION 2.03

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	33,872,458	29,897,184	31,620,877	1,723,693	5.8%
TOTAL OPERATING REVENUES	**33,872,458**	**29,897,184**	**31,620,877**	**1,723,693**	**5.8%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	7,390,497	4,022,303	3,545,833	(476,470)	-11.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**7,390,497**	**4,022,303**	**3,545,833**	**(476,470)**	**-11.8%**
TOTAL COMBINED REVENUES	**41,262,955**	**33,919,487**	**35,166,710**	**1,247,223**	**3.7%**
OPERATING EXPENSES					
LABOR EXPENSES	23,229,836	25,205,100	24,783,831	(421,269)	-1.7%
FRINGE EXPENSES	10,529,754	10,599,985	10,766,767	166,782	1.6%
TOTAL PERSONNEL EXPENSES	**33,759,589**	**35,805,085**	**35,550,598**	**(254,487)**	**-0.7%**
SECURITY EXPENSES	12,895,232	13,970,804	13,959,500	(11,304)	-0.1%
REPAIR/MAINTENANCE SERVICES	351,686	283,400	319,900	36,500	12.9%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	15,623,405	18,055,763	17,861,341	(194,422)	-1.1%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**28,870,322**	**32,309,967**	**32,140,741**	**(169,226)**	**-0.5%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	183,400	49,257	79,748	30,491	61.9%
TOTAL MATERIALS AND SUPPLIES	**183,400**	**49,257**	**79,748**	**30,491**	**61.9%**
GAS/DIESEL/PROPANE	231,725	249,700	230,600	(19,100)	-7.6%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	1,054,238	1,108,745	998,021	(110,724)	-10.0%
TOTAL ENERGY	**1,285,963**	**1,358,445**	**1,228,621**	**(129,824)**	**-9.6%**
RISK MANAGEMENT	**864,224**	**1,161,180**	**1,033,106**	**(128,074)**	**-11.0%**
GENERAL AND ADMINISTRATIVE	**5,730,424**	**5,824,678**	**5,928,068**	**103,390**	**1.8%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**458,458**	**501,256**	**632,120**	**130,864**	**26.1%**
TOTAL OPERATING EXPENSES	**71,152,381**	**77,009,868**	**76,593,002**	**(416,866)**	**-0.5%**
NET OPERATING SUBSIDY	**(37,279,923)**	**(47,112,684)**	**(44,972,125)**	**(2,140,559)**	**-4.5%**
OVERHEAD ALLOCATION	**33,210,996**	**43,090,382**	**41,426,292**	**(1,664,090)**	**-3.9%**
ADJUSTED NET OPERATING SUBSIDY	**(4,068,927)**	**(4,022,302)**	**(3,545,833)**	**(476,470)**	**-11.8%**
TOTAL REVENUES LESS TOTAL EXPENSES	**3,321,569**	**1**	**-**	**1**	**-100.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
OTHER ACTIVITIES BUDGET
FISCAL YEAR 2026
SECTION 2.04

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,106,302	1,013,981	1,154,345	140,364	13.8%
TOTAL OPERATING REVENUES	**1,106,302**	**1,013,981**	**1,154,345**	**140,364**	**13.8%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	-	-	-	-	-
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(181,279)	89,229	373,673	284,444	318.8%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(181,279)	89,229	373,673	284,444	318.8%
TOTAL NON OPERATING REVENUE	**(181,279)**	**89,229**	**373,673**	**284,444**	**318.8%**
TOTAL COMBINED REVENUES	**925,024**	**1,103,210**	**1,528,018**	**424,808**	**38.5%**
OPERATING EXPENSES					
LABOR EXPENSES	417,916	471,739	460,000	(11,739)	-2.5%
FRINGE EXPENSES	228,876	218,878	244,550	25,672	11.7%
TOTAL PERSONNEL EXPENSES	**646,792**	**690,617**	**704,550**	**13,933**	**2.0%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	3,498	5,000	7,000	2,000	40.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	105,547	150,840	540,000	389,160	258.0%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**109,045**	**155,840**	**547,000**	**391,160**	**251.0%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	2,382	500	500	-	0.0%
TOTAL MATERIALS AND SUPPLIES	**2,382**	**500**	**500**	**-**	**0.0%**
GAS/DIESEL/PROPANE	4,399	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**4,399**	**7,000**	**7,000**	**-**	**0.0%**
RISK MANAGEMENT	**75,915**	**112,467**	**142,667**	**30,200**	**26.9%**
GENERAL AND ADMINISTRATIVE	**63,911**	**64,114**	**63,664**	**(450)**	**-0.7%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**24,608**	**28,857**	**28,000**	**(857)**	**-3.0%**
TOTAL OPERATING EXPENSES	**927,053**	**1,059,395**	**1,493,381**	**433,986**	**41.0%**
NET OPERATING SUBSIDY	**179,249**	**(45,414)**	**(339,036)**	**293,622**	**646.5%**
OVERHEAD ALLOCATION	**733**	**(43,815)**	**(34,637)**		**-20.9%**
ADJUSTED NET OPERATING SUBSIDY	**179,983**	**(89,229)**	**(373,673)**	**284,444**	**318.8%**
TOTAL REVENUES LESS TOTAL EXPENSES	**(1,296)**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BUS OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2026
SECTION 4.02

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	20,708,203	20,710,954	20,779,436	68,482	0.3%
OTHER OPERATING REVENUE	29,900	50,000	31,000	(19,000)	-38.0%
TOTAL OPERATING REVENUES	**20,738,103**	**20,760,954**	**20,810,436**	**49,482**	**0.2%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	95,798,306	83,638,590	79,346,909	(4,291,681)	-5.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	8,151,292	31,996,847	34,607,783	2,610,936	8.2%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	8,151,292	31,996,847	34,607,783	2,610,936	8.2%
TOTAL NON OPERATING REVENUE	**103,949,598**	**115,635,437**	**113,954,692**	**(1,680,745)**	**-1.5%**
TOTAL COMBINED REVENUES	**124,687,701**	**136,396,391**	**134,765,128**	**(1,631,263)**	**-1.2%**
OPERATING EXPENSES					
LABOR EXPENSES	52,255,665	54,793,491	52,811,260	(1,982,231)	-3.6%
FRINGE EXPENSES	45,786,281	48,824,423	48,004,166	(820,257)	-1.7%
TOTAL PERSONNEL EXPENSES	**98,041,946**	**103,617,914**	**100,815,426**	**(2,802,488)**	**-2.7%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	938,828	959,233	1,021,465	62,232	6.5%
ENGINE AND TRANSMISSION REBUILD	204,222	265,800	265,800	-	0.0%
OTHER OUTSIDE SERVICES	1,433,953	1,340,166	1,606,501	266,335	19.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**2,577,003**	**2,565,199**	**2,893,766**	**328,567**	**12.8%**
LUBRICANTS	178,985	203,000	162,000	(41,000)	-20.2%
TIRES	1,337,422	1,361,500	1,527,300	165,800	12.2%
OTHER MATERIALS AND SUPPLIES	6,312,977	6,122,074	6,321,726	199,652	3.3%
TOTAL MATERIALS AND SUPPLIES	**7,829,384**	**7,686,574**	**8,011,026**	**324,452**	**4.2%**
GAS/DIESEL/PROPANE	226,835	196,353	241,353	45,000	22.9%
CNG	6,330,015	7,388,360	6,718,857	(669,503)	-9.1%
TRACTION POWER	109,290	124,966	100,000	(24,966)	-20.0%
UTILITIES	854,908	885,760	931,825	46,065	5.2%
TOTAL ENERGY	**7,521,048**	**8,595,439**	**7,992,035**	**(603,404)**	**-7.0%**
RISK MANAGEMENT	**4,195,430**	**4,335,176**	**6,157,975**	**1,822,799**	**42.0%**
GENERAL AND ADMINISTRATIVE	**536,299**	**541,664**	**731,790**	**190,126**	**35.1%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**572,334**	**507,685**	**620,000**	**112,315**	**22.1%**
TOTAL OPERATING EXPENSES	**121,273,445**	**127,849,651**	**127,222,018**	**(627,633)**	**-0.5%**
NET OPERATING SUBSIDY	**(100,535,342)**	**(107,088,697)**	**(106,411,582)**	**(677,115)**	**-0.6%**
OVERHEAD ALLOCATION	**(3,414,256)**	**(8,546,740)**	**(7,543,110)**	**1,003,630**	**-11.7%**
ADJUSTED NET OPERATING SUBSIDY	**(103,949,598)**	**(115,635,438)**	**(113,954,692)**	**(1,680,745)**	**-1.5%**
TOTAL REVENUES LESS TOTAL EXPENSES	**(0)**	**(1)**	**(0)**	**(1)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
RAIL OPERATIONS BUDGET SUMMARY
FISCAL YEAR 2026
SECTION 4.03

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	31,643,598	42,027,824	32,900,327	(9,127,497)	-21.7%
OTHER OPERATING REVENUE	1,168,069	924,400	671,941	(252,459)	-27.3%
TOTAL OPERATING REVENUES	**32,811,666**	**42,952,224**	**33,572,268**	**(9,379,956)**	**-21.8%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	102,210,121	93,490,992	99,724,760	6,233,768	6.7%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	11,389,064	30,000,000	33,000,000	3,000,000	10.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	11,389,064	30,000,000	33,000,000	3,000,000	10.0%
TOTAL NON OPERATING REVENUE	**113,599,185**	**123,490,992**	**132,724,760**	**9,233,768**	**7.5%**
TOTAL COMBINED REVENUES	**146,410,852**	**166,443,216**	**166,297,027**	**(146,189)**	**-0.1%**
OPERATING EXPENSES					
LABOR EXPENSES	39,177,188	42,717,086	42,781,516	64,430	0.2%
FRINGE EXPENSES	21,813,168	22,831,993	21,696,473	(1,135,520)	-5.0%
TOTAL PERSONNEL EXPENSES	**60,990,356**	**65,549,079**	**64,477,989**	**(1,071,090)**	**-1.6%**
SECURITY EXPENSES	207,656	222,220	206,963	(15,257)	-6.9%
REPAIR/MAINTENANCE SERVICES	9,787,003	12,294,115	13,858,479	1,564,364	12.7%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	4,020,939	3,603,205	5,294,365	1,691,160	46.9%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**14,015,597**	**16,119,540**	**19,359,807**	**3,240,267**	**20.1%**
LUBRICANTS	311,305	385,020	322,000	(63,020)	-16.4%
TIRES	14,372	22,000	35,000	13,000	59.1%
OTHER MATERIALS AND SUPPLIES	9,844,586	13,708,716	12,756,885	(951,831)	-6.9%
TOTAL MATERIALS AND SUPPLIES	**10,170,263**	**14,115,736**	**13,113,885**	**(1,001,851)**	**-7.1%**
GAS/DIESEL/PROPANE	499,006	413,913	522,650	108,737	26.3%
CNG	-	-	-	-	-
TRACTION POWER	23,439,336	27,125,682	27,386,480	260,798	1.0%
UTILITIES	3,449,770	3,509,930	3,513,077	3,147	0.1%
TOTAL ENERGY	**27,388,112**	**31,049,525**	**31,422,207**	**372,682**	**1.2%**
RISK MANAGEMENT	**5,690,359**	**6,992,677**	**6,250,591**	**(742,086)**	**-10.6%**
GENERAL AND ADMINISTRATIVE	**560,240**	**595,152**	**568,929**	**(26,223)**	**-4.4%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**776,420**	**713,368**	**668,021**	**(45,347)**	**-6.4%**
TOTAL OPERATING EXPENSES	**119,591,346**	**135,135,077**	**135,861,429**	**726,352**	**0.5%**
NET OPERATING SUBSIDY	**(86,779,680)**	**(92,182,853)**	**(102,289,161)**	**10,106,308**	**11.0%**
OVERHEAD ALLOCATION	**(26,819,506)**	**(31,308,139)**	**(30,435,598)**	**872,541**	**-2.8%**
ADJUSTED NET OPERATING SUBSIDY	**(113,599,185)**	**(123,490,992)**	**(132,724,759)**	**9,233,767**	**7.5%**
TOTAL REVENUES LESS TOTAL EXPENSES	**(0)**	**(0)**	**0**	**(0)**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - FIXED ROUTE BUDGET SUMMARY
FISCAL YEAR 2026
SECTION 4.04

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	23,975,174	24,731,324	25,351,464	620,140	2.5%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**23,975,174**	**24,731,324**	**25,351,464**	**620,140**	**2.5%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	83,462,420	86,207,329	84,660,191	(1,547,138)	-1.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**83,462,420**	**86,207,329**	**84,660,191**	**(1,547,138)**	**-1.8%**
TOTAL COMBINED REVENUES	**107,437,594**	**110,938,653**	**110,011,654**	**(926,999)**	**-0.8%**
OPERATING EXPENSES					
LABOR EXPENSES	446,291	459,000	461,172	2,172	0.5%
FRINGE EXPENSES	363,417	276,334	297,565	21,231	7.7%
TOTAL PERSONNEL EXPENSES	**809,708**	**735,334**	**758,737**	**23,403**	**3.2%**
SECURITY EXPENSES	1,039,943	1,074,840	1,108,159	33,319	3.1%
REPAIR/MAINTENANCE SERVICES	71,813	38,000	50,833	12,833	33.8%
ENGINE AND TRANSMISSION REBUILD	1,124,687	814,000	888,668	74,668	9.2%
OTHER OUTSIDE SERVICES	3,037,257	2,717,415	2,823,350	105,935	3.9%
PURCHASED TRANSPORTATION	90,477,788	93,689,448	92,563,901	(1,125,547)	-1.2%
TOTAL OUTSIDE SERVICES	**95,751,489**	**98,333,703**	**97,434,911**	**(898,792)**	**-0.9%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	132,827	100,412	128,405	27,993	27.9%
TOTAL MATERIALS AND SUPPLIES	**132,827**	**100,412**	**128,405**	**27,993**	**27.9%**
GAS/DIESEL/PROPANE	638,883	762,595	599,727	(162,868)	-21.4%
CNG	6,474,968	6,980,655	6,954,286	(26,369)	-0.4%
TRACTION POWER	235,500	318,099	245,000	(73,099)	-23.0%
UTILITIES	879,925	977,524	1,002,731	25,207	2.6%
TOTAL ENERGY	**8,229,275**	**9,038,873**	**8,801,744**	**(237,129)**	**-2.6%**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**5,625**	**9,950**	**14,553**	**4,603**	**46.3%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**22,603**	**64,316**	**45,445**	**(18,871)**	**-29.3%**
TOTAL OPERATING EXPENSES	**104,951,527**	**108,282,588**	**107,183,795**	**(1,098,793)**	**-1.0%**
NET OPERATING SUBSIDY	**(80,976,353)**	**(83,551,264)**	**(81,832,331)**	**(1,718,933)**	**-2.1%**
OVERHEAD ALLOCATION	**(2,486,067)**	**(2,656,064)**	**(2,827,859)**	**(171,795)**	**6.5%**
ADJUSTED NET OPERATING SUBSIDY	**(83,462,420)**	**(86,207,328)**	**(84,660,191)**	**(1,547,138)**	**-1.8%**
TOTAL REVENUES LESS TOTAL EXPENSES	**0**	**1**	**(0)**	**1**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CONTRACTED BUS OPERATIONS - PARA TRANSIT BUDGET SUMMARY
FISCAL YEAR 2026
SECTION 4.05

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	1,569,684	1,734,698	1,788,902	54,205	3.1%
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**1,569,684**	**1,734,698**	**1,788,902**	**54,205**	**3.1%**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	20,058,174	21,752,667	20,653,223	(1,099,444)	-5.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**20,058,174**	**21,752,667**	**20,653,223**	**(1,099,444)**	**-5.1%**
TOTAL COMBINED REVENUES	**21,627,857**	**23,487,365**	**22,442,126**	**(1,045,239)**	**-4.5%**
OPERATING EXPENSES					
LABOR EXPENSES	129,974	138,000	128,000	(10,000)	-7.2%
FRINGE EXPENSES	112,818	83,142	71,000	(12,142)	-14.6%
TOTAL PERSONNEL EXPENSES	**242,792**	**221,142**	**199,000**	**(22,142)**	**-10.0%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	1,580	1,580	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	970,136	973,598	1,041,659	68,061	7.0%
PURCHASED TRANSPORTATION	18,301,898	19,988,012	18,711,804	(1,276,208)	-6.4%
TOTAL OUTSIDE SERVICES	**19,272,034**	**20,961,610**	**19,755,043**	**(1,206,567)**	**-5.8%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	1,261,786	1,399,360	1,538,245	138,885	9.9%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**1,261,786**	**1,399,360**	**1,538,245**	**138,885**	**9.9%**
RISK MANAGEMENT	**15,000**	**15,050**	**15,000**	**(50)**	**-0.3%**
GENERAL AND ADMINISTRATIVE	**1,825**	**11,579**	**6,750**	**(4,829)**	**-41.7%**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**342,520**	**343,000**	**343,000**	**-**	**0.0%**
TOTAL OPERATING EXPENSES	**21,135,957**	**22,951,741**	**21,857,038**	**(1,094,703)**	**-4.8%**
NET OPERATING SUBSIDY	**(19,566,273)**	**(21,217,043)**	**(20,068,136)**	**(1,148,908)**	**-5.4%**
OVERHEAD ALLOCATION	**(491,900)**	**(535,624)**	**(585,088)**	**(49,464)**	**9.2%**
ADJUSTED NET OPERATING SUBSIDY	**(20,058,173)**	**(21,752,667)**	**(20,653,223)**	**(1,099,444)**	**-5.1%**
TOTAL REVENUES LESS TOTAL EXPENSES	**0**	**0**	**0**	**0**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CORONADO FERRY BUDGET SUMMARY
FISCAL YEAR 2026
SECTION 4.06

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	320,110	296,062	331,816	35,754	12.1%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**320,110**	**296,062**	**331,816**	**35,754**	**12.1%**
TOTAL COMBINED REVENUES	**320,110**	**296,062**	**331,816**	**35,754**	**12.1%**
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	-	-	-	-	-
TOTAL PERSONNEL EXPENSES	**-**	**-**	**-**	**-**	**-**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	-	-	-	-	-
PURCHASED TRANSPORTATION	320,110	296,062	331,816	35,754	12.1%
TOTAL OUTSIDE SERVICES	**320,110**	**296,062**	**331,816**	**35,754**	**12.1%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**-**	**-**	**-**	**-**	**-**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**320,110**	**296,062**	**331,816**	**35,754**	**12.1%**
NET OPERATING SUBSIDY	**(320,110)**	**(296,062)**	**(331,816)**	**35,754**	**12.1%**
OVERHEAD ALLOCATION	**-**	**-**	**-**	**-**	**-**
ADJUSTED NET OPERATING SUBSIDY	**(320,110)**	**(296,062)**	**(331,816)**	**35,754**	**12.1%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**-**	**(0)**	**0**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
ADMINISTRATIVE PASS THROUGH BUDGET SUMMARY
FISCAL YEAR 2026
SECTION 4.07

	ACTUAL FY25	ORIGINAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
OPERATING REVENUE					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	-	-	-	-	-
TOTAL OPERATING REVENUES	**-**	**-**	**-**	**-**	**-**
NON OPERATING REVENUE					
TOTAL SUBSIDY REVENUE	365,593	494,502	522,434	27,932	5.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
TOTAL NON OPERATING REVENUE	**365,593**	**494,502**	**522,434**	**27,932**	**5.6%**
TOTAL COMBINED REVENUES	**365,593**	**494,502**	**522,434**	**27,932**	**5.6%**
OPERATING EXPENSES					
LABOR EXPENSES	-	-	-	-	-
FRINGE EXPENSES	124,539	271,591	286,932	15,341	5.6%
TOTAL PERSONNEL EXPENSES	**124,539**	**271,591**	**286,932**	**15,341**	**5.6%**
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	-	-	-	-	-
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	241,054	222,911	235,502	12,591	5.6%
PURCHASED TRANSPORTATION	-	-	-	-	-
TOTAL OUTSIDE SERVICES	**241,054**	**222,911**	**235,502**	**12,591**	**5.6%**
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	-	-	-	-	-
TOTAL MATERIALS AND SUPPLIES	**-**	**-**	**-**	**-**	**-**
GAS/DIESEL/PROPANE	-	-	-	-	-
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	-	-	-	-	-
TOTAL ENERGY	**-**	**-**	**-**	**-**	**-**
RISK MANAGEMENT	**-**	**-**	**-**	**-**	**-**
GENERAL AND ADMINISTRATIVE	**-**	**-**	**-**	**-**	**-**
DEBT SERVICE	**-**	**-**	**-**	**-**	**-**
VEHICLE / FACILITY LEASE	**-**	**-**	**-**	**-**	**-**
TOTAL OPERATING EXPENSES	**365,593**	**494,502**	**522,434**	**27,932**	**5.6%**
NET OPERATING SUBSIDY	**(365,593)**	**(494,502)**	**(522,434)**	**27,932**	**5.6%**
OVERHEAD ALLOCATION	**-**	**-**	**-**	**-**	**-**
ADJUSTED NET OPERATING SUBSIDY	**(365,593)**	**(494,502)**	**(522,434)**	**27,932**	**5.6%**
TOTAL REVENUES LESS TOTAL EXPENSES	**-**	**-**	**-**	**-**	**0.0%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
REVENUE BUDGET SUMMARY
FISCAL YEAR 2026
SECTION 3.02

	ACTUAL FY25	ORIGINIAL BUDGET FY26	AMENDED BUDGET FY26	$ CHANGE AMENDED/ ORIGINAL	% CHANGE AMENDED/ ORIGINAL
OPERATING REVENUE					
PASSENGER REVENUE	77,896,658	89,204,799	80,820,129	(8,384,671)	-9.4%
OTHER INCOME	36,176,729	31,885,565	33,478,163	1,592,598	5.0%
TOTAL OPERATING REVENUE	114,073,387	121,090,364	114,298,292	(6,792,073)	-5.6%
NON OPERATING REVENUE					
SUBSIDY REVENUE					
FEDERAL REVENUE	76,351,734	79,067,133	79,320,613	253,480	0.3%
FEDERAL REVENUE - CARES/ARP	47,416,746	0	0	0	-
TRANSPORTATION DEVELOPMENT ACT (TDA)	92,541,132	100,538,352	106,728,725	6,190,373	6.2%
STATE TRANSIT ASSISTANCE (STA)	5,960,988	11,300,000	9,337,501	(1,962,499)	-17.4%
STATE REVENUE - OTHER	9,017,648	20,918,631	13,534,886	(7,383,745)	-35.3%
TRANSNET	73,965,206	74,958,329	76,743,441	1,785,112	2.4%
OTHER LOCAL SUBSIDIES	4,351,768	3,120,000	3,120,000	0	0.0%
TOTAL SUBSIDY REVENUE	309,605,221	289,902,445	288,785,166	(1,117,279)	-0.4%
OTHER REVENUE					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	19,359,078	62,086,076	67,981,456	5,895,380	9.5%
TOTAL OTHER REVENUE	19,359,078	62,086,076	67,981,456	5,895,380	9.5%
TOTAL NON OPERATING REVENUE	328,964,299	351,988,521	356,766,622	4,778,101	1.4%
GRAND TOTAL REVENUES	**443,037,686**	**473,078,885**	**471,064,913**	**(2,013,971)**	**-0.4%**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2026
SECTION 9.01

	Federal	TDA	STA	State - Other	TransNet	Other Local	Other Non Operating	Reserves/ Carryovers	Total
SDTC	23,990,000	731,461	9,337,501	1,649,425	41,638,523	2,000,000	-	34,607,783	113,954,692
SDTI	38,336,000	34,329,568	-	2,543,941	24,515,251	-	-	33,000,000	132,724,760
MCS 801 - South Central	10,000,000	35,546,389	-	1,531,805	-	-	-	-	47,078,194
MCS 802 - South Bay BRT	-	33,433	-	-	5,606,877	-	-	-	5,640,310
MCS 803 - South Bay Iris Rapid	-	-	-	4,501,832	-	-	-	-	4,501,832
MCS 820 - East County	-	14,822,545	-	245,659	-	-	-	-	15,068,204
MCS 825 - Rural	395,000	914,773	-	-	-	-	-	-	1,309,773
MCS 830 - Commuter Express	-	640,155	-	-	-	1,000,000	-	-	1,640,155
MCS 831 - Murphy Canyon	-	-	-	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	200,000	5,413,967	-	105,282	-	-	-	-	5,719,249
MCS 840 - Regional Transit Center Maintenance	-	593,940	-	-	-	-	-	-	593,940
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	384,874	-	-	-	384,874
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,241,385	-	-	-	1,241,385
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	316,155	-	-	-	316,155
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,166,120	-	-	-	1,166,120
MCS 850 - ADA Access	6,399,613	12,126,188	-	-	1,285,366	120,000	-	-	19,931,167
MCS 856 - ADA Certification	-	722,056	-	-	-	-	-	-	722,056
Coronado Ferry	-	331,816	-	-	-	-	-	-	331,816
Administrative Pass Thru	-	522,434	-	-	-	-	-	-	522,434
Subtotal Operations	79,320,613	106,728,725	9,337,501	10,577,943	76,154,551	3,120,000	-	67,607,783	352,847,116
FHV Administration	-	-	-	-	-	-	-	254,806	254,806
SD&AE	-	-	-	-	-	-	-	118,867	118,867
Subtotal Other Activities	-	-	-	-	-	-	-	373,673	373,673
Administrative	-	-	-	2,956,943	588,890	-	-	-	3,545,833
Grand Total	79,320,613	106,728,725	9,337,501	13,534,886	76,743,441	3,120,000	0	67,981,456	356,766,622

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2026
SECTION 9.02

	FTA 5307 Preventative Maintenance	FTA 5307 CARES/ARP Act	Federal Other	FTA 5311/ 5311(f) Rural	TDA Article 4.0	TDA Article 4.5 ADA
SDTC	23,990,000	-	-	-	731,461	-
SDTI	38,010,000	-	326,000	-	34,329,568	-
MCS 801 - South Central	10,000,000	-	-	-	35,546,389	-
MCS 802 - South Bay BRT	-	-	-	-	33,433	-
MCS 803 - South Bay Iris Rapid	-	-	-	-	-	-
MCS 820 - East County	-	-	-	-	14,822,545	-
MCS 825 - Rural	-	-	-	395,000	914,773	-
MCS 830 - Commuter Express	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	-	200,000	5,413,967	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	593,940	-
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-
MCS 850 - ADA Access	6,399,613	-	-	-	6,071,852	6,054,336
MCS 856 - ADA Certification	-	-	-	-	-	722,056
Coronado Ferry	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	522,434	-
Subtotal Operations	78,399,613	-	326,000	595,000	98,980,362	6,776,392
FHV Administration	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-
Administrative	-	-	-	-	-	-
Grand Total	78,399,613	0	326,000	595,000	98,980,362	6,776,392

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2026
SECTION 9.02

	TDA Article 8.0	STA Formula	TIRCP	Medical	TransNet Operating	TransNet Access ADA	TransNet Other
SDTC	-	9,337,501	1,649,425	-	26,296,216	-	15,342,307
SDTI	-	-	2,543,941	-	14,337,726	-	10,177,525
MCS 801 - South Central	-	-	1,531,805	-	-	-	-
MCS 802 - South Bay BRT	-	-	-	-	-	-	5,606,877
MCS 803 - South Bay Iris Rapid	-	-	4,501,832	-	-	-	-
MCS 820 - East County	-	-	245,659	-	-	-	-
MCS 825 - Rural	-	-	-	-	-	-	-
MCS 830 - Commuter Express	640,155	-	-	-	-	-	-
MCS 835 - Central Routes 961-965	-	-	105,282	-	-	-	-
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	-	-	-
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	-	-	384,874
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	-	-	1,241,385
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	-	-	316,155
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	-	-	1,166,120
MCS 850 - ADA Access	-	-	-	-	-	1,225,366	60,000
MCS 856 - ADA Certification	-	-	-	-	-	-	-
Coronado Ferry	331,816	-	-	-	-	-	-
Administrative Pass Thru	-	-	-	-	-	-	-
Subtotal Operations	971,971	9,337,501	10,577,943	-	40,633,942	1,225,366	34,295,243
FHV Administration	-	-	-	-	-	-	-
SD&AE	-	-	-	-	-	-	-
Subtotal Other Activities	-	-	-	-	-	-	-
Administrative	-	-	2,956,943	-	-	-	588,890
Grand Total	971,971	9,337,501	13,534,886	0	40,633,942	1,225,366	34,884,133

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
NON OPERATING FUNDING SOURCES BY ACTIVITY
FISCAL YEAR 2026
SECTION 9.02

	City of San Diego	SANDAG FasTrak	Other Local	Reserves/ Carryovers	Total
SDTC	-	2,000,000	-	34,607,783	113,954,692
SDTI	-	-	-	33,000,000	132,724,760
MCS 801 - South Central	-	-	-	-	47,078,194
MCS 802 - South Bay BRT	-	-	-	-	5,640,310
MCS 803 - South Bay Iris Rapid	-	-	-	-	4,501,832
MCS 820 - East County	-	-	-	-	15,068,204
MCS 825 - Rural	-	-	-	-	1,309,773
MCS 830 - Commuter Express	-	1,000,000	-	-	1,640,155
MCS 835 - Central Routes 961-965	-	-	-	-	5,719,249
MCS 840 - Regional Transit Center Maintenance	-	-	-	-	593,940
MCS 841 - Iris Rapid Transit Center Maintenance	-	-	-	-	-
MCS 845 - BRT Superloop	-	-	-	-	384,874
MCS 846 - I15 Transit Center Maintenance	-	-	-	-	1,241,385
MCS 847 - Mid City Transit Center Maintenance	-	-	-	-	316,155
MCS 848 - South Bay BRT Transit Center Maintenance	-	-	-	-	1,166,120
MCS 850 - ADA Access	120,000	-	-	-	19,931,167
MCS 856 - ADA Certification	-	-	-	-	722,056
Coronado Ferry	-	-	-	-	331,816
Administrative Pass Thru	-	-	-	-	522,434
Subtotal Operations	120,000	3,000,000	-	67,607,783	352,847,116
FHV Administration	-	-	-	254,806	254,806
SD&AE	-	-	-	118,867	118,867
Subtotal Other Activities	-	-	-	373,673	373,673
Administrative	-	-	-	-	3,545,833
Grand Total	120,000	3,000,000	0	67,981,456	356,766,622

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (SUMMARY FORMAT)
FISCAL YEAR 2026 AMENDED BUDGET
SECTION 10.03

	Original Budget FY 2026	Position Shifts	Net Positons Requiring Funding Adjs	Amended FY 2026	Frozen Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
MTS Administration					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	10.5	0.0	0.0	10.5	0.0
COMPASS CARD	0.0	0.0	0.0	0.0	0.0
EXECUTIVE	5.0	0.0	0.0	5.0	0.0
FARE SYSTEM	14.5	0.0	0.0	14.5	0.0
FINANCE	25.5	0.0	0.0	25.5	0.0
HUMAN RESOURCES	19.0	0.0	0.0	19.0	0.0
INFORMATION SECURITY	3.5	0.0	0.0	3.5	0.0
INFORMATION TECHNOLOGY	32.0	0.0	0.0	32.0	0.0
LEGAL	4.5	0.0	0.0	4.5	-1.0
MARKETING	11.0	0.0	0.0	11.0	0.0
PLANNING	9.5	0.0	0.0	9.5	0.0
PROCUREMENT	16.0	0.0	0.0	16.0	0.0
RIGHT OF WAY	2.0	0.0	0.0	2.0	0.0
RISK	4.0	0.0	0.0	4.0	0.0
SECURITY	139.0	0.0	0.0	139.0	0.0
STORES (ADMIN)	2.0	0.0	0.0	2.0	0.0
STORES (BUS)	13.0	0.0	0.0	13.0	0.0
STORES (RAIL)	7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICE	17.0	0.0	0.0	17.0	0.0
TRANSIT STORES	8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration	**345.0**	**0.0**	**0.0**	**345.0**	**-1.0**
Bus Operations					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)	2.0	0.0	0.0	2.0	0.0
MAINTENANCE	189.0	0.0	0.0	189.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	9.0	0.0	0.0	9.0	0.0
REVENUE (BUS)	6.0	0.0	0.0	6.0	0.0
SAFETY	2.0	0.0	0.0	2.0	0.0
TRAINING	11.0	0.0	0.0	11.0	0.0
TRANSPORTATION (BUS)	564.0	0.0	0.0	564.0	-20.0
Subtotal Bus Operations	**796.5**	**0.0**	**0.0**	**796.5**	**-20.0**
Rail Operations					
EXECUTIVE (RAIL)	4.0	0.0	0.0	4.0	0.0
FACILITIES	81.0	0.0	0.0	81.0	0.0
LIGHT RAIL VEHICLES	107.0	0.0	0.0	107.0	0.0
MAINTENANCE OF WAYSIDE	46.0	0.0	0.0	46.0	0.0
PASSENGER SUPPORT (RAIL)	22.5	0.0	0.0	22.5	0.0
REVENUE (RAIL)	20.0	0.0	0.0	20.0	-1.0
REVENUE OPERATIONS (RAIL)	13.0	0.0	0.0	13.0	-2.0
TRACK	22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)	282.2	0.0	1.0	283.2	-6.0
Subtotal Rail Operations	**597.7**	**0.0**	**1.0**	**598.7**	**-9.0**
Other MTS Operations					
FHV ADMINISTRATION	7.0	0.0	0.0	7.0	0.0
Subtotal Other MTS Operation	**7.0**	**0.0**	**0.0**	**7.0**	**0.0**
Grand Total	**1,746.2**	**0.0**	**1.0**	**1,747.2**	**-30.0**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2026 AMENDED BUDGET
SECTION 10.04

	Salary Grade	Original Budget FY 2026 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Amended FY 2026 (FTE's)	Frozen Positions (FTE's)
MTS Administration						
BOD ADMINISTRATION						
Exec Asst GC/Asst Board Clrk	8	1.0	0.0	0.0	1.0	0.0
Internal Auditor	12	1.0	0.0	0.0	1.0	0.0
BOD ADMINISTRATION TOTAL		2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS						
Director of Capital Projects	17	1.0	0.0	0.0	1.0	0.0
Engineering Intern	0	0.5	0.0	0.0	0.5	0.0
Project Engineer	12	2.0	1.0	0.0	3.0	0.0
Project Manager	13	2.0	0.0	0.0	2.0	0.0
Regulatory Liaison&Permit Asst	7	1.0	0.0	0.0	1.0	0.0
Senior Project Manager	14	3.0	0.0	0.0	3.0	0.0
Sr. Project Manager - Rail Sys	14	1.0	-1.0	0.0	0.0	0.0
CAPITAL PROJECTS TOTAL		10.5	0.0	0.0	10.5	0.0
COMPASS CARD						
COMPASS CARD TOTAL		0.0	0.0	0.0	0.0	0.0
EXECUTIVE						
Chief Executive Officer		1.0	0.0	0.0	1.0	0.0
Exec Asst/Clerk of the Board	9	1.0	0.0	0.0	1.0	0.0
Grants Administrator	9	1.0	0.0	0.0	1.0	0.0
Grants Analyst	8	1.0	0.0	0.0	1.0	0.0
Manager of Government Affairs	13	1.0	0.0	0.0	1.0	0.0
EXECUTIVE TOTAL		5.0	0.0	0.0	5.0	0.0
FARE SYSTEM						
Call/Service Center Rep (FT)	1	4.0	0.0	0.0	4.0	0.0
Call/Service Center Rep (PT)	1	1.5	0.0	0.0	1.5	0.0
Director of Fare Technology &	14	1.0	0.0	0.0	1.0	0.0
Fare Systems Administrator	9	1.0	0.0	0.0	1.0	0.0
Mgr of PRONTO & Passenger Supp	9	1.0	0.0	0.0	1.0	0.0
Service Center Specialist (FT)	2	5.0	0.0	0.0	5.0	0.0
Supervisor of Pronto Support	7	1.0	0.0	0.0	1.0	0.0
FARE SYSTEM TOTAL		14.5	0.0	0.0	14.5	0.0
FINANCE						
Chief Financial Officer	20	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	3	3.0	0.0	0.0	3.0	0.0
Accounting Manager	12	1.0	0.0	0.0	1.0	0.0
Accounting Supervisor	9	1.0	0.0	0.0	1.0	0.0
Assistant Controller	13	1.0	0.0	0.0	1.0	0.0
Controller	17	1.0	0.0	0.0	1.0	0.0
Deputy Chief Financial Officer	18	1.0	0.0	0.0	1.0	0.0
Finance Assistant	6	1.0	0.0	0.0	1.0	0.0
Finance Intern	1	0.5	0.0	0.0	0.5	0.0
Financial Analyst	9	1.0	0.0	0.0	1.0	0.0
Manager of Financial Planning	13	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	7	3.0	0.0	0.0	3.0	0.0
Payroll Manager	12	1.0	0.0	0.0	1.0	0.0
Payroll Supervisor	10	1.0	0.0	0.0	1.0	0.0
Senior Financial Analyst	10	1.0	0.0	0.0	1.0	0.0
Staff Accountant I	7	2.0	0.0	0.0	2.0	0.0
Staff Accountant II	8	4.0	0.0	0.0	4.0	0.0
Transit Asset Mgmt Program Mgr	11	1.0	0.0	0.0	1.0	0.0
FINANCE TOTAL		25.5	0.0	0.0	25.5	0.0

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HUMAN RESOURCES						
Benefits & Comp Analyst	10	3.0	0.0	0.0	3.0	0.0
Chief Human Resources Officer	19	1.0	0.0	0.0	1.0	0.0
Director of Human Resources	16	1.0	0.0	0.0	1.0	0.0
HR Analyst (Leave & Accom)	10	0.0	1.0	0.0	1.0	0.0
Human Resources Assistant	3	2.0	0.0	0.0	2.0	0.0
Human Resources Specialist	6	3.0	-1.0	0.0	2.0	0.0
Leadership Dev Specialist	12	1.0	0.0	0.0	1.0	0.0
Manager of Benefits & Comp	13	1.0	0.0	0.0	1.0	0.0
Manager of Talent Acquisition	13	1.0	0.0	0.0	1.0	0.0
Office Support Coordinator	2	1.0	0.0	0.0	1.0	0.0
Senior Human Resources Analyst	11	1.0	0.0	0.0	1.0	0.0
Talent Acquisition Specialist	10	4.0	0.0	0.0	4.0	0.0
HUMAN RESOURCES TOTAL		19.0	0.0	0.0	19.0	0.0
INFORMATION SECURITY						
Info Security & Intel Eng	12	2.0	0.0	0.0	2.0	0.0
Info Security and Intel Intern	PT	0.5	0.0	0.0	0.5	0.0
Information Security Manager	14	1.0	0.0	0.0	1.0	0.0
INFORMATION SECURITY TOTAL		3.5	0.0	0.0	3.5	0.0
INFORMATION TECHNOLOGY						
Business Systems Analyst (SAP)	13	1.0	0.0	0.0	1.0	0.0
Chief Information Officer	19	1.0	0.0	0.0	1.0	0.0
Executive Assistant (CIO)	8	1.0	0.0	0.0	1.0	0.0
IT Development Manager	14	1.0	0.0	0.0	1.0	0.0
IT Enterprise Architect (IoT)	13	1.0	0.0	0.0	1.0	0.0
IT Operations Manager	14	1.0	0.0	0.0	1.0	0.0
IT Support Specialist	7	4.0	0.0	0.0	4.0	0.0
Network Engineer I	10	2.0	0.0	0.0	2.0	0.0
Network Engineer II	11	2.0	0.0	0.0	2.0	0.0
Network Engineer III	12	1.0	0.0	0.0	1.0	0.0
Network Operations Manager	14	1.0	0.0	0.0	1.0	0.0
Project Administrator	8	1.0	0.0	0.0	1.0	0.0
Report Development Analyst	10	1.0	0.0	0.0	1.0	0.0
SAP Software Developer	13	1.0	0.0	0.0	1.0	0.0
Senior Systems Administrator	12	3.0	0.0	0.0	3.0	0.0
Service Desk Supervisor	10	1.0	0.0	0.0	1.0	0.0
Software Developer	13	3.0	0.0	0.0	3.0	0.0
Sr Data Warehouse Engineer	13	1.0	-1.0	0.0	0.0	0.0
Sr Database Administrator	13	0.0	1.0	0.0	1.0	0.0
Systems Administrator	11	4.0	0.0	0.0	4.0	0.0
Technical Project Manager	13	1.0	0.0	0.0	1.0	0.0
INFORMATION TECHNOLOGY TOTAL		32.0	0.0	0.0	32.0	0.0
LEGAL						
General Counsel	19	1.0	0.0	0.0	1.0	0.0
Deputy General Counsel	15	1.0	0.0	0.0	1.0	0.0
Env Health & Safety Manager	13	1.0	0.0	0.0	1.0	0.0
Envi Health & Safety Intern	1	0.5	0.0	0.0	0.5	0.0
Staff Attorney	13	1.0	0.0	0.0	1.0	-1.0
LEGAL TOTAL		4.5	0.0	0.0	4.5	-1.0
MARKETING						
Dir Marketing & Communications	16	1.0	0.0	0.0	1.0	0.0
Community Engagement Specialis	8	1.0	0.0	0.0	1.0	0.0
Creative Design Manager	11	1.0	0.0	0.0	1.0	0.0
Digital Content Developer	8	1.0	0.0	0.0	1.0	0.0
Graphic Designer	7	2.0	0.0	0.0	2.0	0.0
Marketing Coordinator	3	1.0	0.0	0.0	1.0	0.0

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Mgr of Marketing & Communicati	12	1.0	0.0	0.0	1.0	0.0
Multimedia Designer	8	1.0	0.0	0.0	1.0	0.0
Public Relations Specialist	10	1.0	0.0	0.0	1.0	0.0
Social Media Coordinator	3	1.0	0.0	0.0	1.0	0.0
MARKETING TOTAL		11.0	0.0	0.0	11.0	0.0

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PLANNING						
Assoc Transportation Planner	8	1.0	0.0	0.0	1.0	0.0
Dir of Planning & Scheduling	15	1.0	0.0	0.0	1.0	0.0
Manager of Scheduling	13	1.0	0.0	0.0	1.0	0.0
Mgr of Planning & Analytics	12	0.0	1.0	0.0	1.0	0.0
Mgr of Planning & Reporting	12	0.0	1.0	0.0	1.0	0.0
Planning Intern	1	0.5	0.0	0.0	0.5	0.0
Senior Scheduler	8	2.0	0.0	0.0	2.0	0.0
Senior Transportation Planner	10	2.0	-2.0	0.0	0.0	0.0
Transit Services Data Analyst	8	2.0	0.0	0.0	2.0	0.0
PLANNING TOTAL		9.5	0.0	0.0	9.5	0.0
PROCUREMENT						
Manager of Procurement	13	1.0	0.0	0.0	1.0	0.0
Asst Mgr of Proc - Const	12	0.0	1.0	0.0	1.0	0.0
Asst Mgr of Proc - Non-Const	12	0.0	1.0	0.0	1.0	0.0
Buyer	7	1.0	0.0	0.0	1.0	0.0
Contract Specialist	7	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	9	1.0	0.0	0.0	1.0	0.0
Director of Supply Chain & Ops	15	1.0	0.0	0.0	1.0	0.0
Principal Contract Admin	11	1.0	0.0	0.0	1.0	0.0
Procurement Specialist	10	9.0	-9.0	0.0	0.0	0.0
Procurement Specialist I	9	0.0	3.0	0.0	3.0	0.0
Procurement Specialist II	10	0.0	4.0	0.0	4.0	0.0
Senior Procurement Specialist	11	1.0	0.0	0.0	1.0	0.0
PROCUREMENT TOTAL		16.0	0.0	0.0	16.0	0.0
RIGHT OF WAY						
Manager of Real Estate Assets	14	1.0	0.0	0.0	1.0	0.0
Right of Way Permit Coord	9	1.0	0.0	0.0	1.0	0.0
RIGHT OF WAY TOTAL		2.0	0.0	0.0	2.0	0.0
RISK						
Claims Specialist	7	1.0	0.0	0.0	1.0	0.0
Liability Claims Supervisor	10	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	13	1.0	0.0	0.0	1.0	0.0
Workers' Compensation Analyst	8	1.0	0.0	0.0	1.0	0.0
RISK TOTAL		4.0	0.0	0.0	4.0	0.0
SECURITY						
Asst Mgr of Field Operations	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry TSS	BU	2.0	0.0	0.0	2.0	0.0
Code Compl Insp-Canine Handler	BU	3.0	0.0	0.0	3.0	0.0
Code Compliance Inspector	BU	95.0	-5.0	0.0	90.0	0.0
Code Compliance Investigator	10	1.0	0.0	0.0	1.0	0.0
Code Compliance Supervisor	8	20.0	0.0	0.0	20.0	0.0
Code Compliance Train Sup (MC)	9	1.0	0.0	0.0	1.0	0.0
Dep Dir of Transit Sec & Pass	13	1.0	0.0	0.0	1.0	0.0
Dir of Transit Security & Pass	17	1.0	0.0	0.0	1.0	0.0
Dispatch Sup - Transit Enf	8	2.0	0.0	0.0	2.0	0.0
Dispatcher - Transit Enf	BU	5.0	5.0	0.0	10.0	0.0
Mgr of Ops-Transit Sec & Pass	11	1.0	0.0	0.0	1.0	0.0
Operational and Crime Data Ana	8	1.0	0.0	0.0	1.0	0.0
Professional Standards Manager	10	1.0	0.0	0.0	1.0	0.0
Records Manager	10	1.0	0.0	0.0	1.0	0.0
Records Specialist	7	2.0	0.0	0.0	2.0	0.0
Security Systems Administrator	9	1.0	0.0	0.0	1.0	0.0
SECURITY TOTAL		139.0	0.0	0.0	139.0	0.0
STORES (ADMIN)						

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Inventory Planning and Forecas	9	1.0	0.0	0.0	1.0	0.0
Manager of Inventory Ops	12	1.0	0.0	0.0	1.0	0.0
STORES (ADMIN) TOTAL		2.0	0.0	0.0	2.0	0.0

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	Salary Grade	Original Budget FY 2026 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Amended FY 2026 (FTE's)	Frozen Positions (FTE's)
STORES (BUS)						
Storeroom Clerks - IAD	BU	5.0	1.0	0.0	6.0	0.0
Storeroom Clerks - KMD	BU	6.0	-1.0	0.0	5.0	0.0
Supervisor of Warehouse Ops	8	2.0	0.0	0.0	2.0	0.0
STORES (BUS) TOTAL		13.0	0.0	0.0	13.0	0.0
STORES (RAIL)						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	8	1.0	0.0	0.0	1.0	0.0
STORES (RAIL) TOTAL		7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICES						
Asst Supvr of Info & Trip Plan	7	1.0	0.0	0.0	1.0	0.0
Info & Trip Planning Supvr	8	1.0	0.0	0.0	1.0	0.0
Info and Trip Planning Clerk	BU	15.0	0.0	0.0	15.0	0.0
TELEPHONE INFORMATION SERVICES TC		17.0	0.0	0.0	17.0	0.0
TRANSIT STORES						
Transit Store Supervisor	7	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	7	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	5.0	0.0	0.0	5.0	0.0
TRANSIT STORES TOTAL		8.0	0.0	0.0	8.0	0.0
Subtotal MTS Administration		**345.0**	**0.0**	**0.0**	**345.0**	**-1.0**

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Bus Operations						
CONTRACT SERVICES						
Director of Contract Services	15	1.0	0.0	0.0	1.0	0.0
Contract Operations Administra	6	1.0	0.0	0.0	1.0	0.0
Intern - Transit Services	0	0.5	0.0	0.0	0.5	0.0
Mgr of Paratransit & Minibus	13	1.0	0.0	0.0	1.0	0.0
Passenger Facilities Coord.	2	2.0	0.0	0.0	2.0	0.0
Sr Contract Operations Adminis	9	1.0	0.0	0.0	1.0	0.0
Supervisor of Paratransit	6	1.0	0.0	0.0	1.0	0.0
Supvr of Passenger Facilities	10	1.0	0.0	0.0	1.0	0.0
CONTRACT SERVICES TOTAL		8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)						
Chief Op Officer-Transit Servs	20	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	8	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (BUS) TOTAL		2.0	0.0	0.0	2.0	0.0
MAINTENANCE						
Admin Asst II - Maintenance	3	1.0	0.0	0.0	1.0	0.0
Administrative Assistant - Mai	2	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice I - KMD	BU	1.0	1.0	0.0	2.0	0.0
Body Shop Apprentice II - KMD	BU	2.0	-1.0	0.0	1.0	0.0
Bus Maintenance Trainer	11	1.0	0.0	0.0	1.0	0.0
Communications Tech - IAD	BU	2.0	0.0	0.0	2.0	0.0
Dir of Fleet & Facility Maint	16	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - IAD	13	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - KMD	13	1.0	0.0	0.0	1.0	0.0
Electronics Apprentice I - IAD	BU	2.0	0.0	0.0	2.0	0.0
Foreman - IAD	11	9.0	3.0	0.0	12.0	0.0
Foreman - KMD	11	7.0	-3.0	0.0	4.0	0.0
Maintenance Analyst	7	1.0	0.0	0.0	1.0	0.0
Mechanic A - IAD	BU	20.0	3.0	0.0	23.0	0.0
Mechanic A - KMD	BU	26.0	4.0	0.0	30.0	0.0
Mechanic Apprentice I - IAD	BU	8.0	-2.0	0.0	6.0	0.0
Mechanic Apprentice I - KMD	BU	9.0	-1.0	0.0	8.0	0.0
Mechanic Apprentice II - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice II - KMD	BU	2.0	-1.0	0.0	1.0	0.0
Mechanic C - IAD	BU	17.0	-2.0	0.0	15.0	0.0
Mechanic C - KMD	BU	9.0	-1.0	0.0	8.0	0.0
Quality Assurance Inspector	10	1.0	0.0	0.0	1.0	0.0
Quality Assurance Supervisor	11	1.0	0.0	0.0	1.0	0.0
Servicer A - IAD	BU	48.0	3.0	0.0	51.0	0.0
Servicer A - KMD	BU	12.0	-3.0	0.0	9.0	0.0
Sign Truck Operator	BU	1.0	0.0	0.0	1.0	0.0
Sup of Maintenance Training	12	1.0	0.0	0.0	1.0	0.0
ZEV and Sustainability Manager	13	1.0	0.0	0.0	1.0	0.0
MAINTENANCE TOTAL		189.0	0.0	0.0	189.0	0.0

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MAINTENANCE-FACILITY						
Bldng Maint Apprentice - IAD	BU	2.0	-1.0	0.0	1.0	0.0
Facilities Supervisor - Bus	7	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic A - Facilities - KMD	OLD	0.0	1.0	0.0	1.0	0.0
MAINTENANCE-FACILITY TOTAL		5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES						
Customer Service Supervisor	6	2.0	0.0	0.0	2.0	0.0
Asst Passenger Support Sup	5	1.0	0.0	0.0	1.0	0.0
Director of Support Services	14	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	0	1.0	0.0	0.0	1.0	0.0
Passenger Support Supervisor	7	1.0	0.0	0.0	1.0	0.0
Support Services Analyst	6	1.0	0.0	0.0	1.0	0.0
Support Services Coordinator	2	2.0	0.0	0.0	2.0	0.0
PASSENGER SERVICES TOTAL		9.0	0.0	0.0	9.0	0.0
REVENUE (BUS)						
Asst Rev Technicians - IAD	BU	2.0	-1.0	0.0	1.0	0.0
Asst Rev Technicians - KMD	BU	1.0	2.0	0.0	3.0	0.0
Revenue Technicians - IAD	BU	2.0	-1.0	0.0	1.0	0.0
Revenue Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
REVENUE (BUS) TOTAL		6.0	0.0	0.0	6.0	0.0
SAFETY						
Manager of Safety (Bus)	13	1.0	0.0	0.0	1.0	0.0
Transit Safety Specialist	9	1.0	0.0	0.0	1.0	0.0
SAFETY TOTAL		2.0	0.0	0.0	2.0	0.0
TRAINING						
Bus Op Training Instructor	8	8.0	0.0	0.0	8.0	0.0
Manager of Training (Transp)	11	1.0	0.0	0.0	1.0	0.0
Training Administrator	5	1.0	0.0	0.0	1.0	0.0
Training Development Specialis	8	1.0	0.0	0.0	1.0	0.0
TRAINING TOTAL		11.0	0.0	0.0	11.0	0.0
TRANSPORTATION (BUS)						
Director of Transportation	17	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	3	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	520.0	0.0	0.0	520.0	-20.0
Comm/Ops Supv-Dispatch IAD	10	8.0	0.0	0.0	8.0	0.0
Comm/Ops Supv-Radio	10	8.0	0.0	0.0	8.0	0.0
Dispatch Clerk	BU	4.0	0.0	0.0	4.0	0.0
Dispatch Clerk - KMD	BU	2.0	0.0	0.0	2.0	0.0
Manager of Service Operations	12	1.0	0.0	0.0	1.0	0.0
Manager of Transp Comm & Tech	12	1.0	-1.0	0.0	0.0	0.0
Manager of Transportation Tech	11	0.0	1.0	0.0	1.0	0.0
Service Operations Supervisor	10	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	13	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	13	1.0	0.0	0.0	1.0	0.0
Transp Comm & Technology Supvr	11	1.0	0.0	0.0	1.0	0.0
Transp Service Quality Spec	7	1.0	0.0	0.0	1.0	0.0
TRANSPORTATION (BUS) TOTAL		564.0	0.0	0.0	564.0	-20.0
Subtotal Bus Operations		**796.5**	**0.0**	**0.0**	**796.5**	**-20.0**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
FISCAL YEAR 2026 AMENDED BUDGET
SECTION 10.04

	Salary Grade	Original Budget FY 2026 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Amended FY 2026 (FTE's)	Frozen Positions (FTE's)
Rail Operations						
EXECUTIVE (RAIL)						
Chief Operating Officer (Rail)	20	1.0	0.0	0.0	1.0	0.0
Manager of Special Operations	12	1.0	0.0	0.0	1.0	0.0
System Safety Manager (Rail)	13	1.0	0.0	0.0	1.0	0.0
System Safety Specialist	10	1.0	0.0	0.0	1.0	0.0
EXECUTIVE (RAIL) TOTAL		4.0	0.0	0.0	4.0	0.0
FACILITIES						
Admin Asst II - Facilities	3	1.0	0.0	0.0	1.0	0.0
Director of Rail Facilities	16	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	7	6.0	0.0	0.0	6.0	0.0
Manager of Rail Facilities	11	1.0	0.0	0.0	1.0	0.0
Serviceperson	BU	72.0	0.0	0.0	72.0	0.0
FACILITIES TOTAL		81.0	0.0	0.0	81.0	0.0
LIGHT RAIL VEHICLES						
Assistant Training Sup - LRV	11	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry LRV	BU	2.0	0.0	0.0	2.0	0.0
Director of LRV Maintenance	16	1.0	0.0	0.0	1.0	0.0
LRV Asst Lineman	BU	27.0	12.0	0.0	39.0	0.0
LRV Electromechanic	BU	48.0	-6.0	0.0	42.0	0.0
LRV Lineman	BU	14.0	-6.0	0.0	8.0	0.0
LRV Maint Supervisor	11	10.0	0.0	0.0	10.0	0.0
LRV Project Cordinator/Analyst	10	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (LRV)	6	1.0	0.0	0.0	1.0	0.0
Manager of LRV Maintenance	13	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	12	1.0	0.0	0.0	1.0	0.0
LIGHT RAIL VEHICLES TOTAL		107.0	0.0	0.0	107.0	0.0
MAINTENANCE OF WAYSIDE						
Asst Training Supervisor - MOW	11	1.0	0.0	0.0	1.0	0.0
Director of MOW	16	1.0	0.0	0.0	1.0	0.0
Manager of MOW	13	1.0	0.0	0.0	1.0	0.0
MOW Contracts & Budget Analyst	9	1.0	0.0	0.0	1.0	0.0
Training Supervisor - MOW	12	1.0	0.0	0.0	1.0	0.0
Wayside Assistant Lineman	BU	13.0	0.0	0.0	13.0	0.0
Wayside Electromechanic	BU	15.0	0.0	0.0	15.0	0.0
Wayside Lineman	BU	8.0	0.0	0.0	8.0	0.0
Wayside Maintenance Supervisor	11	5.0	0.0	0.0	5.0	0.0
MAINTENANCE OF WAYSIDE TOTAL		46.0	0.0	0.0	46.0	0.0
PASSENGER SUPPORT (RAIL)						
Lead Passenger Support Rep	2	1.5	0.0	0.0	1.5	0.0
Passenger Support Rep	1	21.0	0.0	0.0	21.0	0.0
PASSENGER SUPPORT (RAIL) TOTAL		22.5	0.0	0.0	22.5	0.0

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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	Salary Grade	Original Budget FY 2026 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Amended FY 2026 (FTE's)	Frozen Positions (FTE's)
REVENUE (RAIL)						
Lead Revenue Maint Supervisor	12	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer I	BU	3.0	1.0	0.0	4.0	-1.0
Revenue Maintainer II	BU	3.0	-1.0	0.0	2.0	0.0
Revenue Maintainer III	BU	12.0	0.0	0.0	12.0	0.0
Revenue Maintenance Supervisor	11	1.0	0.0	0.0	1.0	0.0
REVENUE (RAIL) TOTAL		20.0	0.0	0.0	20.0	-1.0
REVENUE OPERATIONS (RAIL)						
Collector / Processor	BU	8.0	0.0	0.0	8.0	-2.0
Revenue Analyst (Rail)	7	1.0	0.0	0.0	1.0	0.0
Revenue Operations Assistant	1	1.0	0.0	0.0	1.0	0.0
Revenue Operations Manager	10	1.0	0.0	0.0	1.0	0.0
Ridership Surveyor	BU	2.0	0.0	0.0	2.0	0.0
REVENUE OPERATIONS (RAIL) TOTAL		13.0	0.0	0.0	13.0	-2.0
TRACK						
Manager of Track and Structure	12	1.0	0.0	0.0	1.0	0.0
Track Supervisor	11	2.0	0.0	0.0	2.0	0.0
Trackperson	BU	16.0	0.0	0.0	16.0	0.0
Trackperson Equip Op	BU	3.0	0.0	0.0	3.0	0.0
TRACK TOTAL		22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)						
Assignments Supervisor	10	5.0	0.0	0.0	5.0	0.0
Central Control Info Rep	7	1.0	0.0	0.0	1.0	0.0
Central Control Supervisor	11	2.0	0.0	0.0	2.0	0.0
Construction Safety Flagperson	PT	42.5	0.0	1.0	43.5	0.0
Construction Safety Supervisor	7	4.0	0.0	0.0	4.0	0.0
Dir of Rail Transportation	17	1.0	0.0	0.0	1.0	0.0
Lead Training Supervisor	11	0.0	1.0	0.0	1.0	0.0
Lead Transportation Sup	11	1.0	0.0	0.0	1.0	0.0
Manager of Rail Transportation	13	1.0	0.0	0.0	1.0	0.0
Train Operator	BU	137.0	0.0	0.0	137.0	-6.0
Train Operator - PT	BU	52.7	0.0	0.0	52.7	0.0
Training Supervisor - Trans	11	3.0	-1.0	0.0	2.0	0.0
Transportation Controller	10	16.0	0.0	0.0	16.0	0.0
Transportation Supervisor	10	16.0	0.0	0.0	16.0	0.0
TRANSPORTATION (RAIL) TOTAL		282.2	0.0	1.0	283.2	-6.0
Subtotal Rail Operations		**597.7**	**0.0**	**1.0**	**598.7**	**-9.0**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
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	Salary Grade	Original Budget FY 2026 (FTE's)	Position Shifts (FTE's)	Net Positons Requiring Funding Adjs (FTE's)	Amended FY 2026 (FTE's)	Frozen Positions (FTE's)
Other MTS Operations						
FHV ADMINISTRATION						
For-Hire Vehicle Administratio	11	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	7	1.0	0.0	0.0	1.0	0.0
Regulatory Assistant	7	1.0	0.0	0.0	1.0	0.0
Regulatory Inspector	3	3.0	0.0	0.0	3.0	0.0
Regulatory Supervisor	8	1.0	0.0	0.0	1.0	0.0
FHV ADMINISTRATION TOTAL		7.0	0.0	0.0	7.0	0.0
Subtotal Other MTS Operations		**7.0**	**0.0**	**0.0**	**7.0**	**0.0**
Grand Total		**1,746.2**	**0.0**	**1.0**	**1,747.2**	**-30.0**

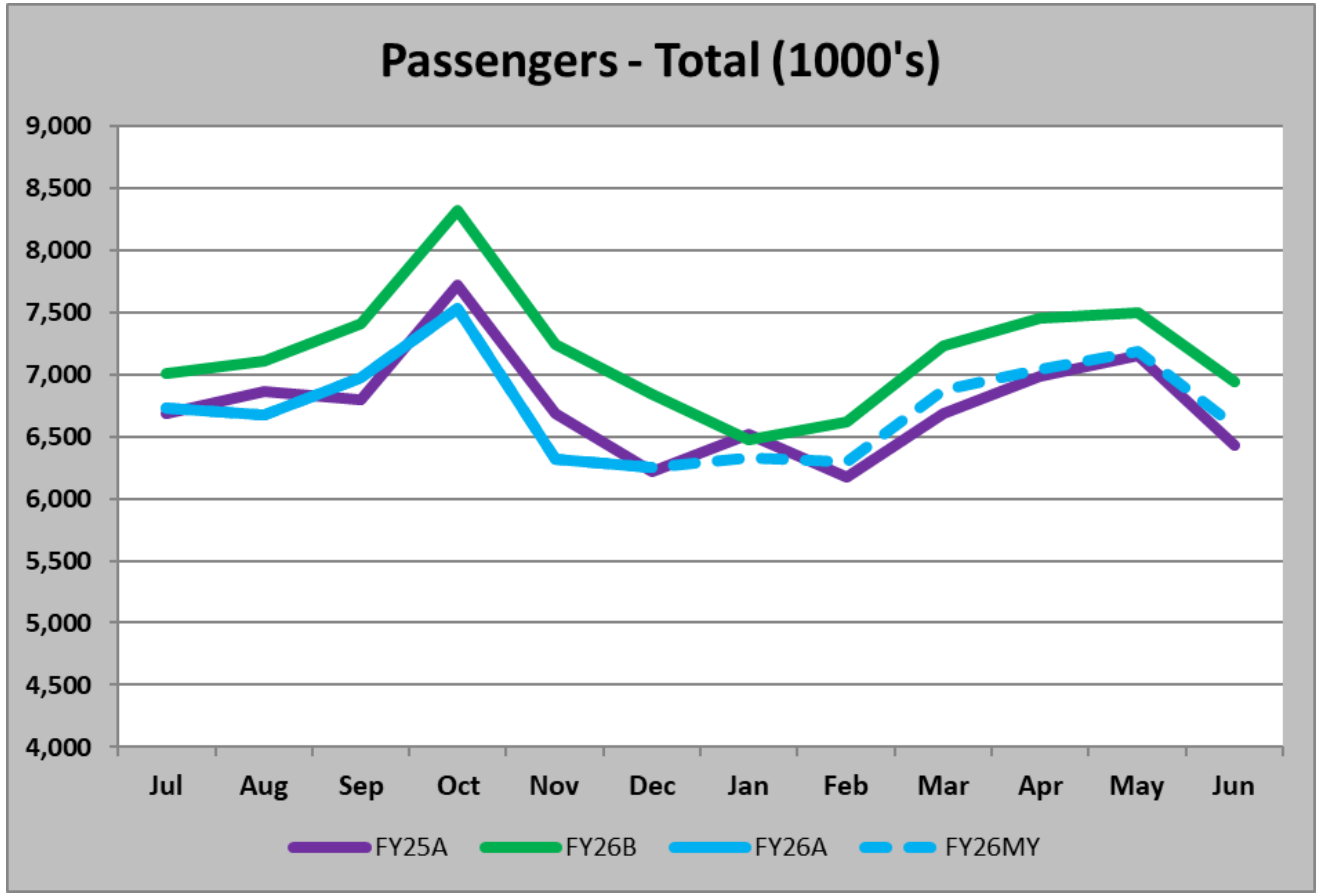
Metropolitan Transit System

FY 2026 Operating Budget Amendment

Executive Committee

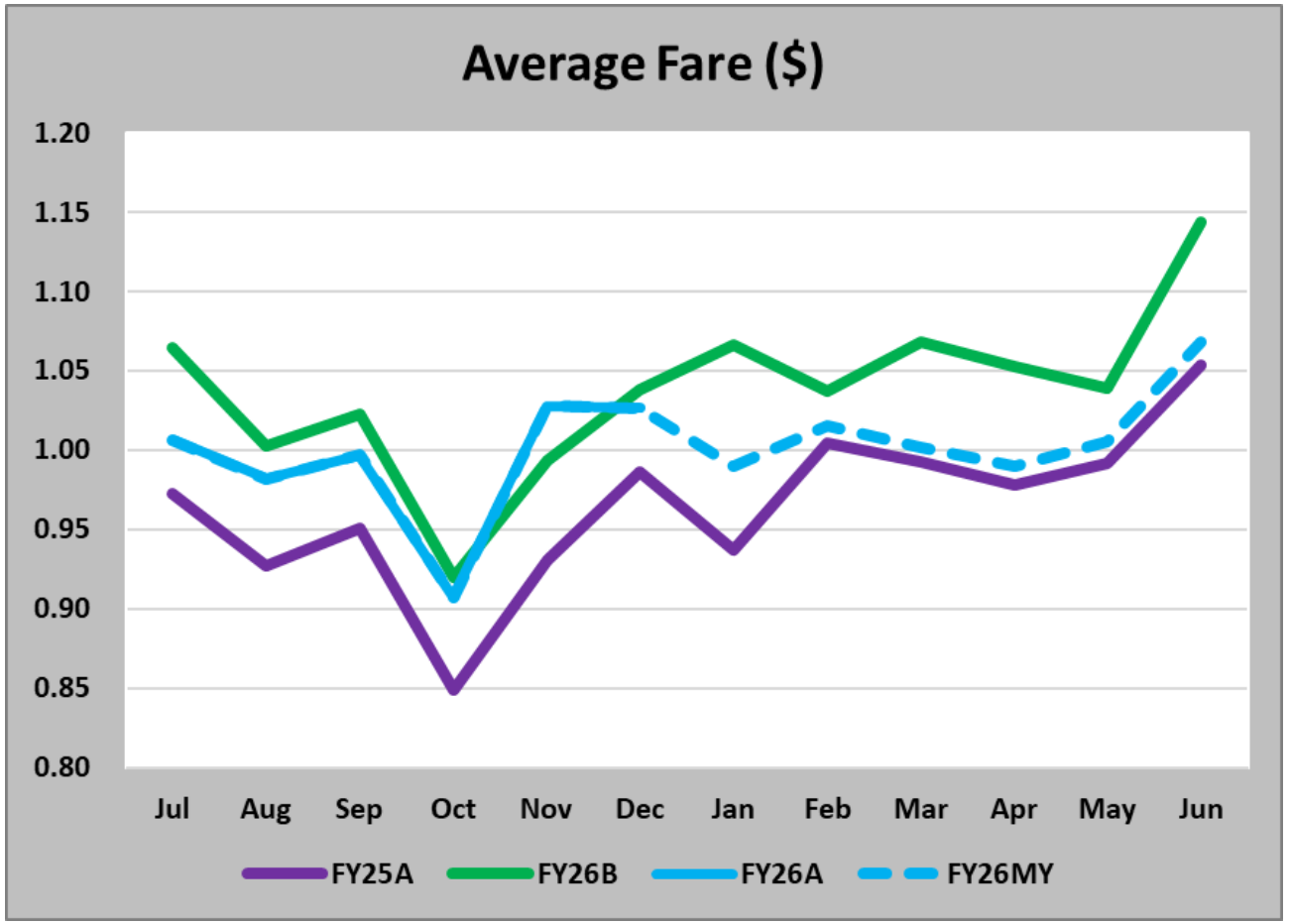
Fiscal Year 2026 Operating Budget
Revenue Assumptions - Passenger Levels

- Ridership update
  - 86.2M passengers projected in original budget
    - Budget target was 6.5% over prior year actual ridership
    - Actual ridership -1.3% YoY through December
  - Now projecting 80.8M passengers
    - 5.4M (-6.2%) decrease in ridership versus original budget
    - Represents -0.1% YoY growth



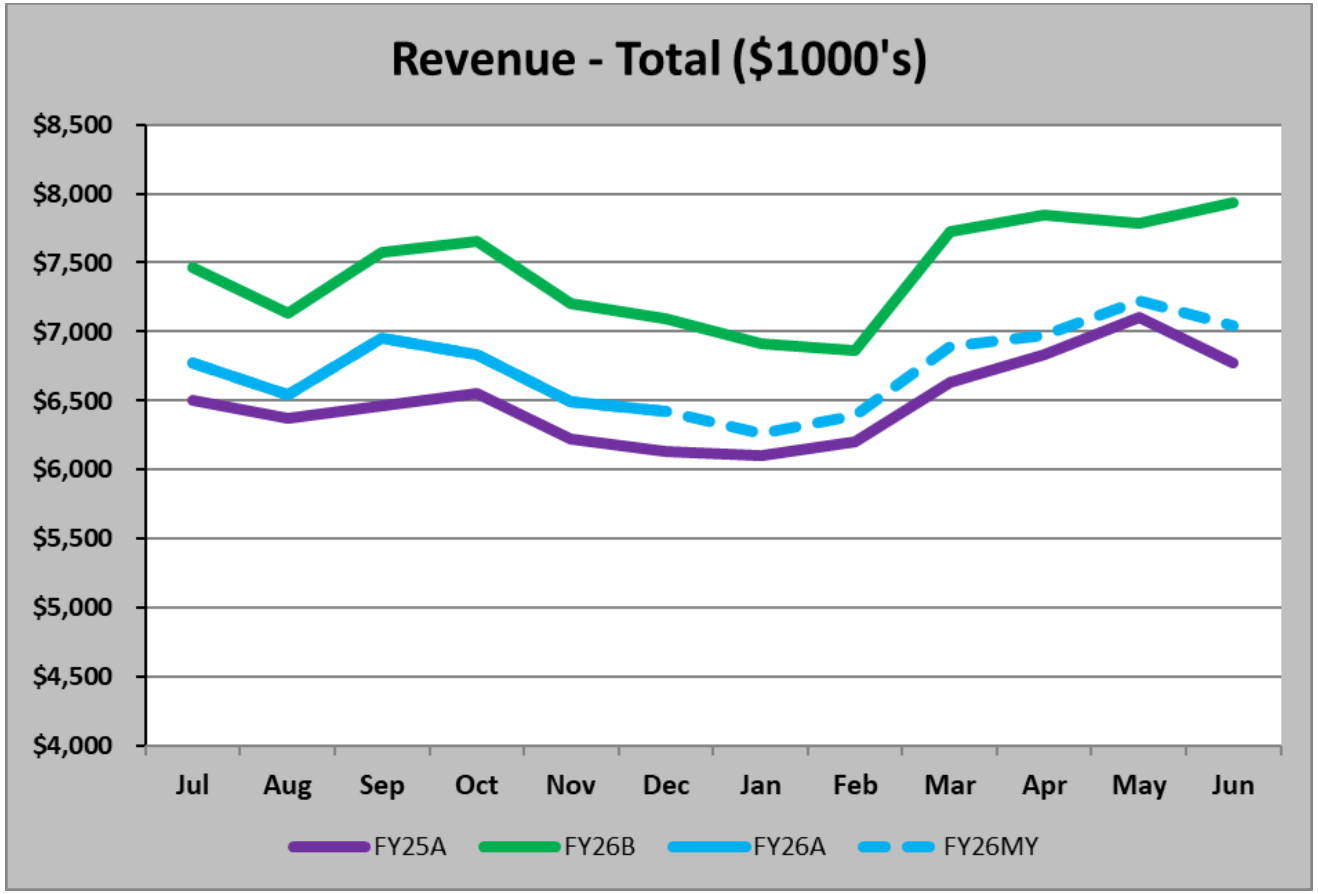
Fiscal Year 2026 Operating Budget
Revenue Assumptions – Average Fare

- Average Fare
  - $1.04 assumed in original budget
    - 7.6% YoY growth target
  - $0.99 through December
    - 6.1% YoY growth
      - Fare enforcement began in February 2025
      - YoY growth expected to shrink starting in February
  - Projecting $1.00 average fare in new forecast
    - Represents 3.9% YoY growth



Fiscal Year 2026 Operating Budget
Revenue Assumptions - Passenger Revenue

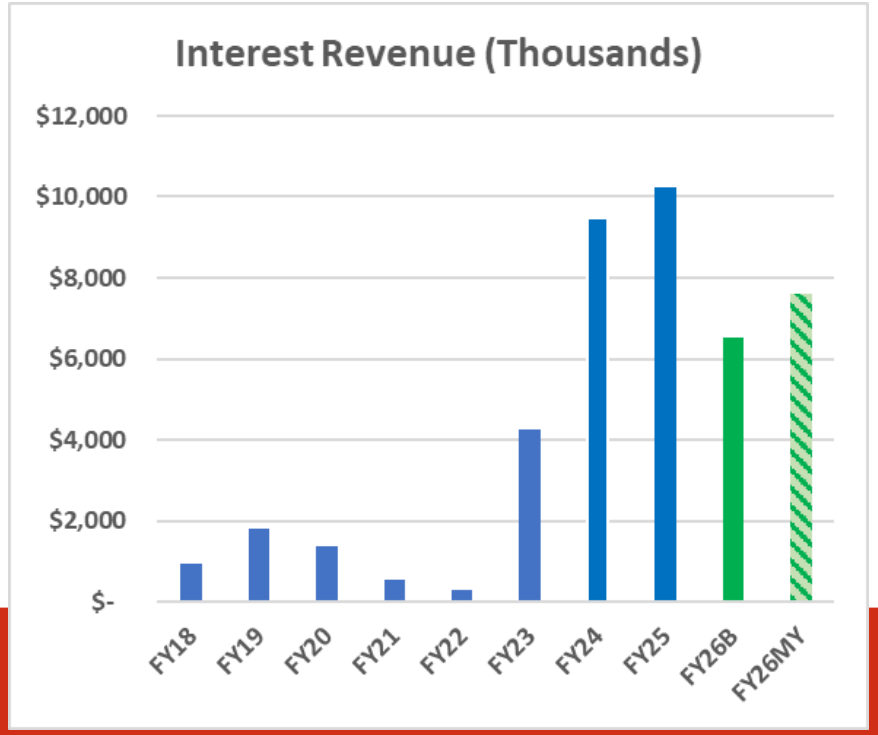
- Passenger Revenue
  - Original budget of $89.2M
    - 14.5% over prior year actual
  - $4.1M (-9.3%) unfavorable to budget through December
    - 4.7% YoY growth, but short of target
  - Amended budget: $80.8M
    - Decrease of $8.4M (-9.4%) versus original budget
    - Represents 3.8% YoY growth



Fiscal Year 2026 Operating Budget
Revenue Assumptions – Other Revenue

- Real Estate Related Revenues
  - Lease revenue increasing $520K
  - Increasing $597K (14.3%) in total
- Interest Revenue
  - Interest rates and cash balances higher than original projection
    - Increasing rate assumption from 3.1% to 3.7%
    - Increasing average cash balance from $166.3M to $188.0M
  - Increasing $1.1M (16.3%)
- Other Revenue increasing $1.6M in total (5.0%)

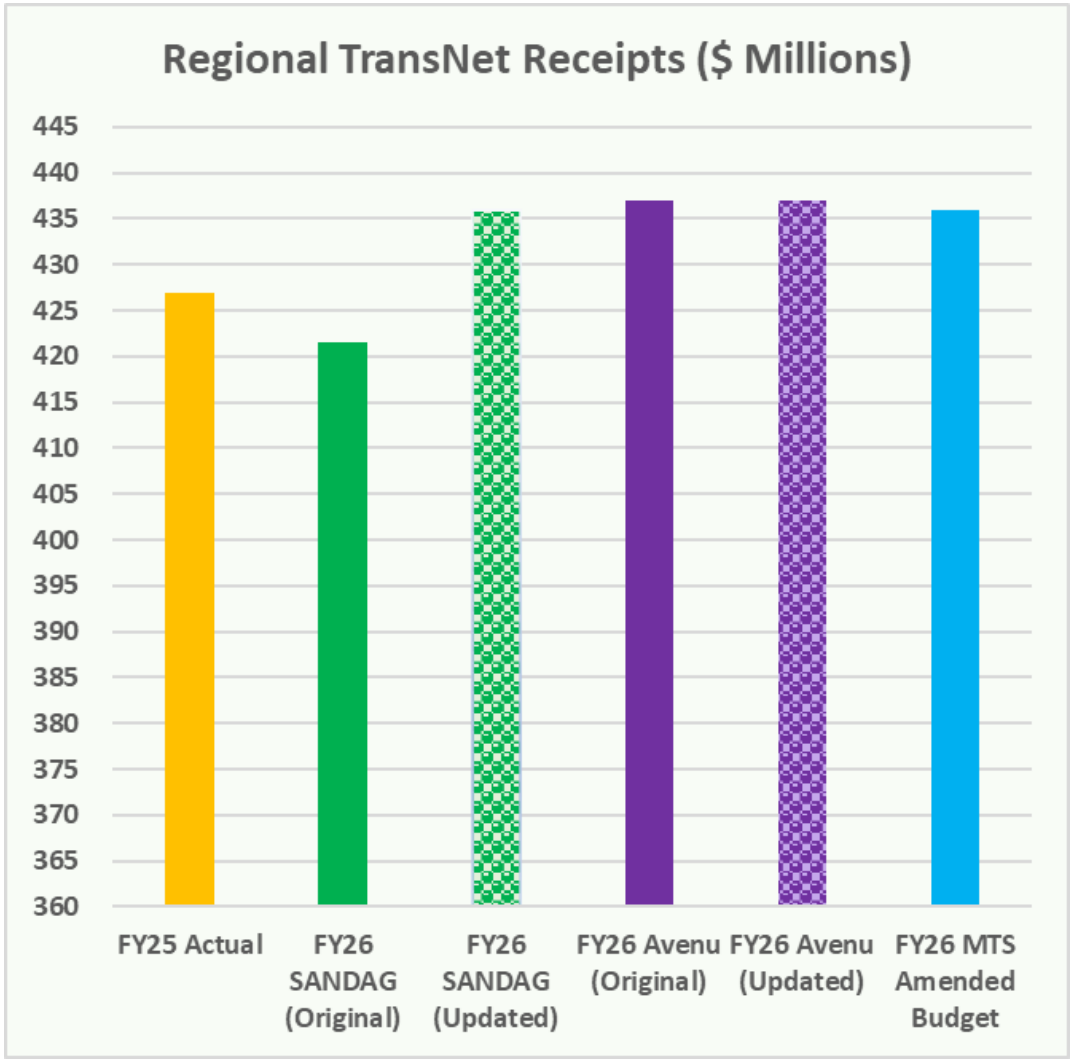
Other Operating Revenue				
Category ($000s)	FY 2026 Adopted	FY 2026 Amended	Var.	Var. %
Energy Credits	$ 10,530	$ 10,698	$ 168	1.6%
Advertising	6,159	6,265	106	1.7%
Real Estate Related Revenues	4,182	4,779	597	14.3%
Interest	6,523	7,588	1,066	16.3%
Other	4,492	4,148	(344)	-7.7%
Total	**$ 31,886**	**$ 33,478**	**$ 1,593**	**5.0%**



Fiscal Year 2026 Operating Budget
Revenue Assumptions - Sales Tax Revenues

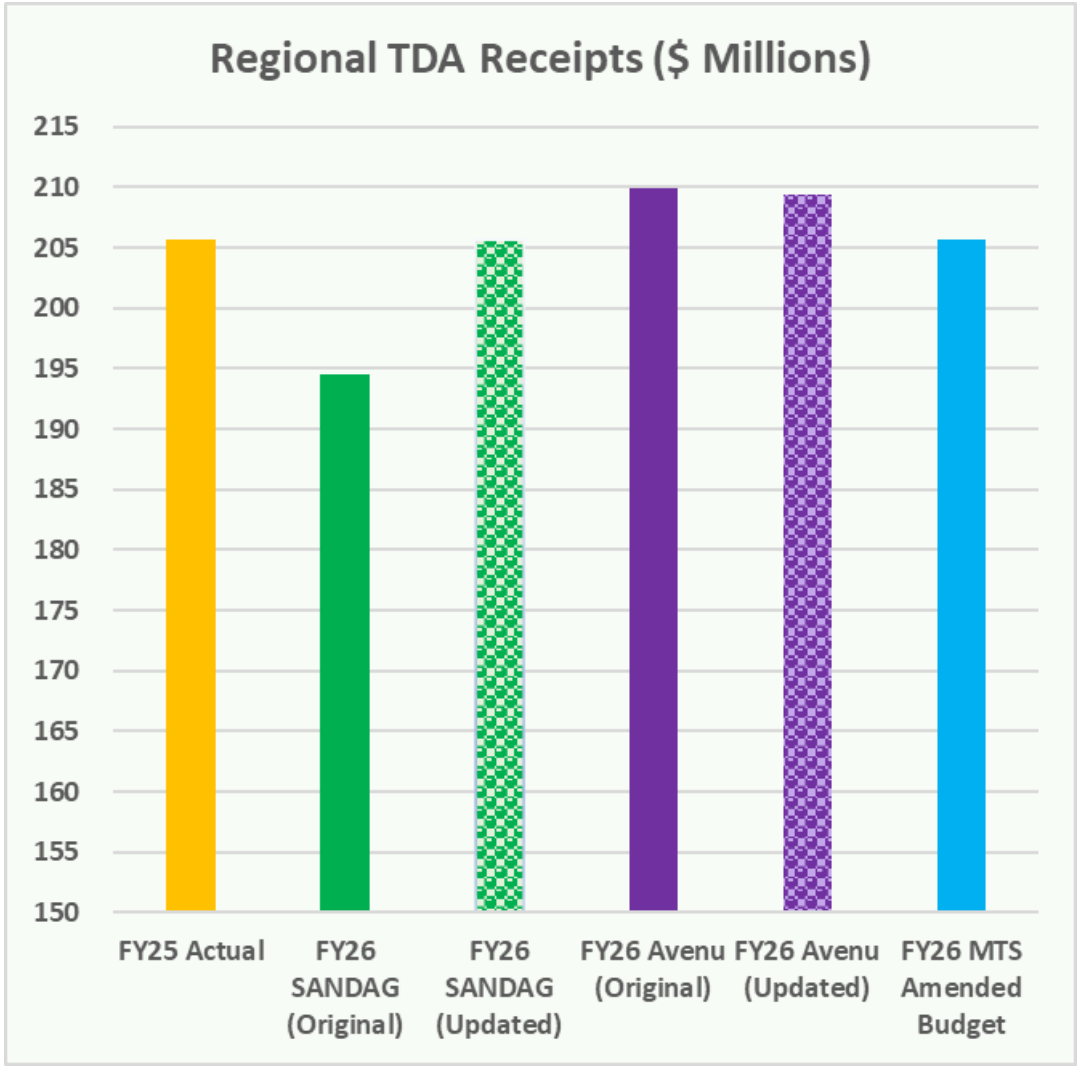
- TransNet formula funding
  - Used SANDAG forecast of $421.5M for original budget
    - MTS share of $40.3M
  - Cash receipts have exceeded original forecasts
  - Updated forecasts (January):
    - SANDAG: $436.0M (3.4% above original budget)
    - Avenu: $437.0M (3.7% above original budget)
  - Amended budget based on SANDAG forecast
    - MTS share of $41.9M
  - TransNet formula revenue increasing $1.6M (3.9%)

- TransNet Operating Reimbursement
  - TransNet funds net cost of BRT and Mid-Coast
  - Increasing $208K (0.6%) in amended budget



Fiscal Year 2026 Operating Budget
Revenue Assumptions - Sales Tax Revenues

- Transportation Development Act (TDA)
  - Claim process determines MTS revenue
    - MTS submits a claim based on the SANDAG budget
    - County receives the cash, reserve balances over/under amounts from budget to actual
  - Used SANDAG forecast of $194.5M for original budget
    - MTS share of $128.0M
    - $100.5M to operating budget, remainder to capital
  - Updated forecasts (January):
    - SANDAG: $205.7M (5.8% above original budget)
    - Avenu: $209.4M (7.7% above original budget)
  - Amended budget based on SANDAG forecast
    - MTS share of $134.2M
      - $106.7M to operating budget, capital unchanged
  - TDA in amended budget increasing $6.2M (6.2%)



Fiscal Year 2026 Operating Budget
Revenue Assumptions - State Transit Assistance (STA)

- State Transit Assistance (STA)
  - State sales tax on diesel fuel
    - Distributed based on population and agency revenue formulas
    - Two distributions, regular STA and State of Good Repair
  - FY 2026 budget based off State Controllers Office January 2025 projection of MTS apportionment: $33.5M
    - Funding included in both Capital and Operating Budgets
  - Updated forecast: $31.5M, decrease of $2.0M (-5.9%)
    - Based on January 2026 Governor's budget proposal
      - The actual amount will be determined by the State budget amendment
    - Decreasing amount in operating budget by $2.0M to keep capital budget whole

Fiscal Year 2026 Operating Budget
Revenue Assumptions – Senate Bill (SB) 125

- Senate Bill (SB) 125 Funding
  - $4 billion in state funding distributed to transit agencies through TIRCP program
    - Distribution based on population
    - Funds operations or capital
    - $237.3 million planned for MTS over multiple fiscal years
  - Deficit balancing decreasing $6.6M due to $5.9M more from reserves and lower balancing need
  - Decreasing $7.4M (-35.3%) in total

Senate Bill (SB) 125 Revenue				
Category ($000's)	FY 2026 Adopted	FY 2026 Amended	Var.	Var. %
Security	$ 3,500	$ 2,957	$ (543)	-15.5%
Iris Rapid	$ 4,900	$ 4,502	$ (398)	-8.1%
Route 910	$ 826	$ 725	$ (102)	-12.3%
Trolley Service	$ 1,539	$ 1,842	$ 303	19.7%
Structural Deficit Balancing	$ 10,153	$ 3,509	$ (6,644)	-65.4%
Total	**$ 20,919**	**$ 13,535**	**$ (7,384)**	**-35.3%**

Fiscal Year 2026 Operating Budget
Revenue Summary ($000s)

	FY 2026 Budget	FY 2026 Amended	Var.	Var. %
Passenger Revenue	$ 89,205	$ 80,820	$ (8,385)	-9.4%
Other Operating Revenue	31,886	33,478	1,593	5.0%
Total Operating Revenue	**$ 121,090**	**$ 114,298**	**$ (6,792)**	**-5.6%**
Federal	$ 79,067	$ 79,321	$ 253	0.3%
Federal Stimulus Funds	$ -	$ -	-	0.0%
TDA	100,538	106,729	6,190	6.2%
TransNet Formula	40,282	41,859	1,577	3.9%
TransNet Operating	34,676	34,884	208	0.6%
STA	11,300	9,338	(1,962)	-17.4%
SB 125 TIRCP	20,919	13,535	(7,384)	-35.3%
Other	3,120	3,120	0	0.0%
Total Subsidy	**$ 289,902**	**$ 288,785**	**$ (1,117)**	**-0.4%**
Reserves	$ 62,086	$ 67,981	$ 5,895	-
Total Revenue	**$ 473,079**	**$ 471,065**	**$ (2,014)**	**-0.4%**

Reserves include Operating Deficit Reserve as well as reserves for SD&AE and FHV Administration

Fiscal Year 2026 Operating Budget
Expense Assumptions - Overview

- Overview
  - Met with each department to review proposed spending
  - Staff were directed to:
    - Identify and reflect any belt tightening opportunities in spending requests
    - Evaluate open positions for whether they can remain unfilled with minimal operational impact (freeze positions)
    - Focus on state-of-good repair (SGR) necessities for large-dollar operating projects
    - Implement minor service efficiencies (January service change)
    - Focus on the anticipated timing of expenses and budget appropriately
  - Midyear expenses reflect these efforts

Fiscal Year 2026 Operating Budget
Expense Assumptions - Personnel

- Wages
  - Admin wages decreasing $421K (-1.7%)
    - Security wages decreasing $260K
    - Savings from open positions across departments
    - Freeze 1 Staff attorney position
  - Bus Ops decreasing $2.0M (-3.6%)
    - Operator wages decreasing $1.8M (-5.1%)
      - Primarily due to reduction in overtime hours
    - Reducing operator target from 520 to 500
  - Trolley Ops increasing $64K (0.2%)
    - Increasing flagging wages
    - Freezing 9 open positions
    - Requesting shift of 2 part-time Construction Safety Flag-persons to 2 full-time (Net +1 FTE)
  - Overall wages decreasing $2.4M (-1.9%)

Wages

Category	FY 2026 Adopted	FY 2026 Amended	Var.	Var. %
Administration	$ 25,205	$ 24,784	$ (421)	-1.7%
Bus Operations	54,793	52,811	$ (1,982)	-3.6%
Trolley Operations	42,717	42,782	$ 64	0.2%
Contracted Services	597	589	$ (8)	-1.3%
Other Activities	472	460	$ (12)	-2.5%
Total	**$ 123,784**	**$ 121,426**	**$ (2,359)**	**-1.9%**

Position Table Changes

Position	Positions	FTEs	Board Approved?
Administration			
Staff Attorney	(1.0)	(1.0)	Freeze
Bus Operations			
Bus Operators - F/T	(20.0)	(20.0)	Freeze
Rail Operations			
Revenue Maintainer I	(1.0)	(1.0)	Freeze
Collector/Processor	(2.0)	(2.0)	Freeze
Train Operator	(6.0)	(6.0)	Freeze
Construction Safety Flagperson PT	(2.0)	(1.0)	No
Construction Safety Flagperson FT	2.0	2.0	No
Total Changes			
FY26 Amendment		**(29.0)**	

Fiscal Year 2026 Operating Budget
Expense Assumptions - Personnel

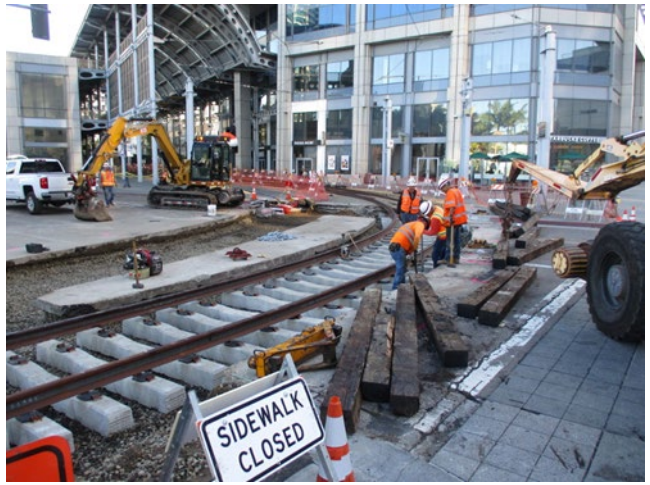
- Fringe
  - Healthcare
    - Employee share increasing $1.1M
      - Reflects current CBAs and premiums
    - Total healthcare costs decreasing $1.2M (-5.4%)
  - Other
    - Cost recovery increasing $842K
      - Flagging cost recovery increasing due to Orange Line Improvement Project
  - Total fringe costs decreasing $1.7M (-2.1%)

Fringe Expenses				
Category ($000s)	FY 2026 Adopted	FY 2026 Amended	Var.	Var. %
Pension	$ 34,179	$ 34,273	$ 94	0.3%
Healthcare	22,285	21,090	$ (1,195)	-5.4%
Paid Absences	15,400	15,546	$ 146	0.9%
Worker's Compensation	5,309	5,405	$ 96	1.8%
Other	5,934	5,054	$ (880)	-14.8%
Total	**$ 83,106**	**$ 81,367**	**$ (1,739)**	**-2.1%**

Fiscal Year 2026 Operating Budget
Expense Assumptions - Outside Services

- Outside Services
  - Repair & Maintenance
    - $2.0M increase in Track Maintenance dept. for Tie Replacement
  - Other Services
    - Rail Ops increasing $1.7M
      - $1.2M increase for 11th/C rail replacement and hazard repairs on Commercial St.
      - $287K increase for tripping hazard repair on Massachusetts Ave.
    - Bus Ops increasing $266K
      - $435K increase in facility repairs for IAD restroom project and KMD garage repairs
  - Total costs increasing $4.1M (7.2%)
    - All SGR projects

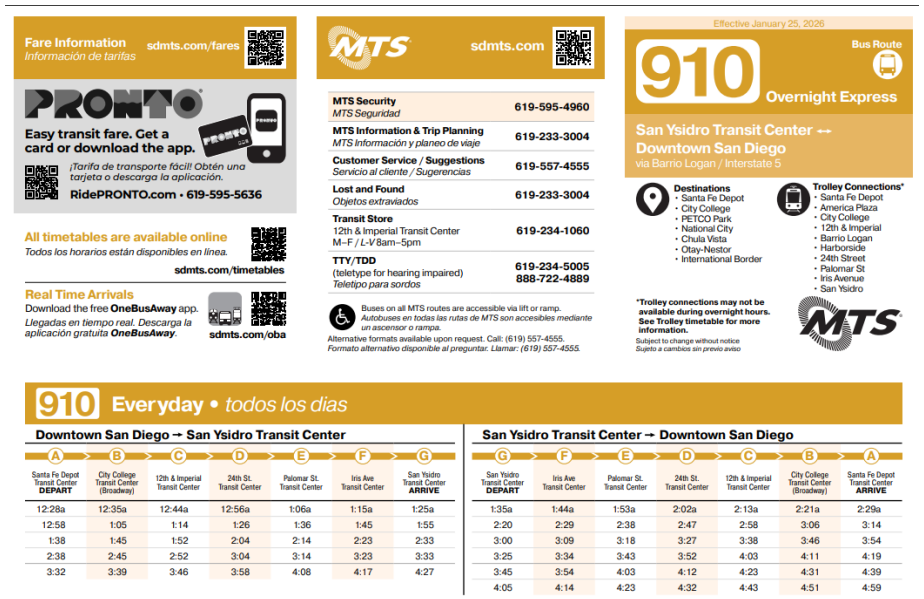
Outside Services				
Category ($000s)	FY 2026 Adopted	FY 2026 Amended	Var.	Var. %
Security	$ 15,268	$ 15,275	$ 7	0.0%
Repair & Maint.	13,580	15,259	$ 1,680	12.4%
Engines/Trans.	1,080	1,154	$ 75	6.9%
Other Services	27,064	29,403	$ 2,339	8.6%
Total	**$ 56,991**	**$ 61,091**	**$ 4,100**	**7.2%**



Fiscal Year 2026 Operating Budget
Expense Assumptions – Purchased Transportation

- Purchased Transportation
  - Fixed route decreasing $776K (-0.9%)
    - Scheduled revenue miles decreasing -1.0% based on January service change
  - Minibus decreasing $350K (-5.6%)
    - Scheduled revenue miles decreasing -2.2%
    - Favorable performance bonuses
  - Paratransit decreasing $1.3M (-6.4%)
    - $840K savings after removal of supplemental volume adjustment
    - Projecting 1.0% decrease in billable revenue hours
    - Favorable performance bonuses
  - Total costs decreasing $2.4M (-2.1%)

Purchased Transportation				
Category ($000s)	FY 2026 Adopted	FY 2026 Amended	Var.	Var. %
Transdev - Fixed Route	$ 87,490	$ 86,714	$ (776)	-0.9%
Transdev - Minibus	6,199	5,850	$ (349)	-5.6%
Transdev - Paratransit	19,988	18,712	$ (1,276)	-6.4%
Total	**$ 113,677**	**$ 111,276**	**$ (2,402)**	**-2.1%**



Fiscal Year 2026 Operating Budget
Expense Assumptions - Energy

- Energy
  - Electricity
    - Rate per kWh:
      - Original budget: $0.390
      - Amended budget: $0.389 (-0.4% decrease)
    - Consumption decreasing 4.7%
    - $1.8M catchup payment for two substations
    - Electricity expenses increasing $86K (0.3%)
  - Compressed Natural Gas (CNG)
    - Continue to see favorable commodity rates
    - Rate per therm:
      - Original budget: $1.39
      - Amended budget: $1.32 (-4.9% decrease)
    - Consumption forecast staying flat
    - CNG expenses decreasing $696K (-4.8%)

Energy				
Category ($000s)	FY 2026 Adopted	FY 2026 Amended	Var.	Var. %
Electricity	$ 32,403	$ 32,489	$ 86	0.3%
CNG	14,369	13,673	$ (696)	-4.8%
Gas/Propane	2,974	3,061	$ 87	2.9%
Other	1,702	1,767	$ 65	3.8%
Total	**$ 51,449**	**$ 50,990**	**$ (459)**	**-0.9%**





Fiscal Year 2026 Operating Budget
Expense Assumptions – Risk Management

- Risk Management
  - Claims
    - Claim payments projected to increase significantly in FY26 amended budget
      - Several large cases with unknown timing
      - MTS has $7.5M set aside in Self Insurance Reserve (SIR) to cover extraordinary costs
      - Anticipating using portion of reserves in FY26 with plan to replenish in future years
  - Premiums
    - Property premiums decreasing $595K
      - Actual premiums increased 11.0% increase versus 21.0% assumed in original budget
  - Total costs increasing by $983K (7.8%)

Fiscal Year 2026 Operating Budget
Expense Assumptions – Other

- Other
  - Materials & Supplies
    - $1.2M for TVM credit card module upgrade project moved to FY27 and reduced to $600K
    - Bus revenue vehicle parts increasing $205K (3.5%)
    - Trolley revenue vehicle parts staying flat
      - Includes $2.0M for Drive Unit Overhaul project
    - Track/MOW equipment/supplies costs increasing $363K
  - General & Administrative
    - Bus Operations increasing $190K for one-time radio equipment purchase
    - Admin increasing $103K, primarily merchant fees
  - Vehicle/Facility Leases
    - Non-revenue vehicle (NRV) leases

Other Expenses				
Category ($000s)	FY 2026 Adopted	FY 2026 Amended	Var.	Var. %
Materials & Supplies	$ 21,952	$ 21,334	$ (619)	-2.8%
General & Administration	7,047	7,314	$ 267	3.8%
Vehicle/Facility Leases	2,158	2,337	$ 178	8.3%
Total	**$ 31,158**	**$ 30,984**	**$ (174)**	**-0.6%**



Fiscal Year 2026 Operating Budget
Expenses Summary ($000s)

	FY 2026 Budget	FY 2026 Amended	Var.	Var. %
Personnel Expenses	$ 206,891	$ 202,793	$ (4,098)	-2.0%
Purchased Transportation	113,974	111,608	(2,366)	-2.1%
Outside Services	56,991	61,091	4,100	7.2%
Materials and Supplies	21,952	21,334	(619)	-2.8%
Energy	51,449	50,990	(459)	-0.9%
Risk Management	12,617	13,599	983	7.8%
Other	9,206	9,650	445	4.8%
Total Expenses	**$ 473,079**	**$ 471,065**	**$ (2,014)**	**-0.4%**

Fiscal Year 2026 Operating Budget
Consolidated Revenues less Expenses ($000s)

	FY 2026 Budget	FY 2026 Amended	Var.	Var. %
Operating Revenues	$ 121,090	$ 114,298	$ (6,792)	-5.6%
Recurring Subsidy	243,984	250,250	6,266	2.6%
Total Recurring Revenues	**$ 365,074**	**$ 364,549**	**$ (526)**	**-0.1%**
Total Expenses	**473,079**	**471,065**	**$ (2,014)**	**-0.4%**
Structural Deficit	**$ (108,005)**	**$ (106,516)**	**$ 1,488**	**1.4%**
Reserves	62,086	67,981	5,895	-9.5%
Shift TDA from Capital	25,000	25,000	-	0.0%
SB-125 Funding	20,919	13,535	(7,384)	35.3%
Revenues Less Expenses	**$ -**	**$ -**	**$ -**	

- Structural deficit of $106.5M
- Balanced with non-recurring reserves, shift from capital, and SB-125 funding
- Passenger revenue and sales tax performance will have significant impacts on short term financial outlook

Fiscal Year 2026-2027 Operating Budget
Budget Development Calendar

Date	Meeting	Review Points
3/12/2026	Executive Committee	FY26 Operating Midyear Amendment, FY27 Capital Improvement Program (CIP)
3/19/2026	Board of Directors	FY26 Operating Midyear Amendment, FY27 CIP
4/9/2026	Executive Committee	Initial FY27 Operating Forecast (Revenues, Expenses, Policy Issues, Operational Issues)
4/16/2026	Board of Directors	Initial FY27 Operating Forecast (Revenues, Expenses, Policy Issues, Operational Issues)
5/14/2026	Executive Committee	FY27 Draft Operating Budget: Updates to Revenues and Expenses, Budget Closure, Five Year Forecast
5/21/2026	Public Hearing	FY27 Operating Budget Public Hearing and Board Adoption

Staff Recommendation

That the San Diego Metropolitan Transit System (MTS) Executive Committee forward a recommendation to the MTS Board of Directors to enact Resolution No. 26-3 (Attachment A) amending the FY 2026 operating budget for MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry

Agenda Item No. 05

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

March 12, 2026

SUBJECT:

Fiscal Year (FY) 2027 Operating Budget (Gordon Meyer)

INFORMATION ONLY

Budget Impact

None at this time.

DISCUSSION:

Staff will review key assumptions and decision points for the development of the FY 2027 operating budget.

Timeline/Calendar of Budgetary Process

Attachment A provides a recommended budgetary process timeline.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Calendar of Budgetary Process

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.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
FY 2026 BOARD MEETING CALENDAR

Date	Meeting	Review Points
3/12/2026	Executive Committee	FY26 Operating Midyear Amendment, FY27 Capital Improvement Program (CIP)
3/19/2026	Board of Directors	FY26 Operating Midyear Amendment, FY27 CIP
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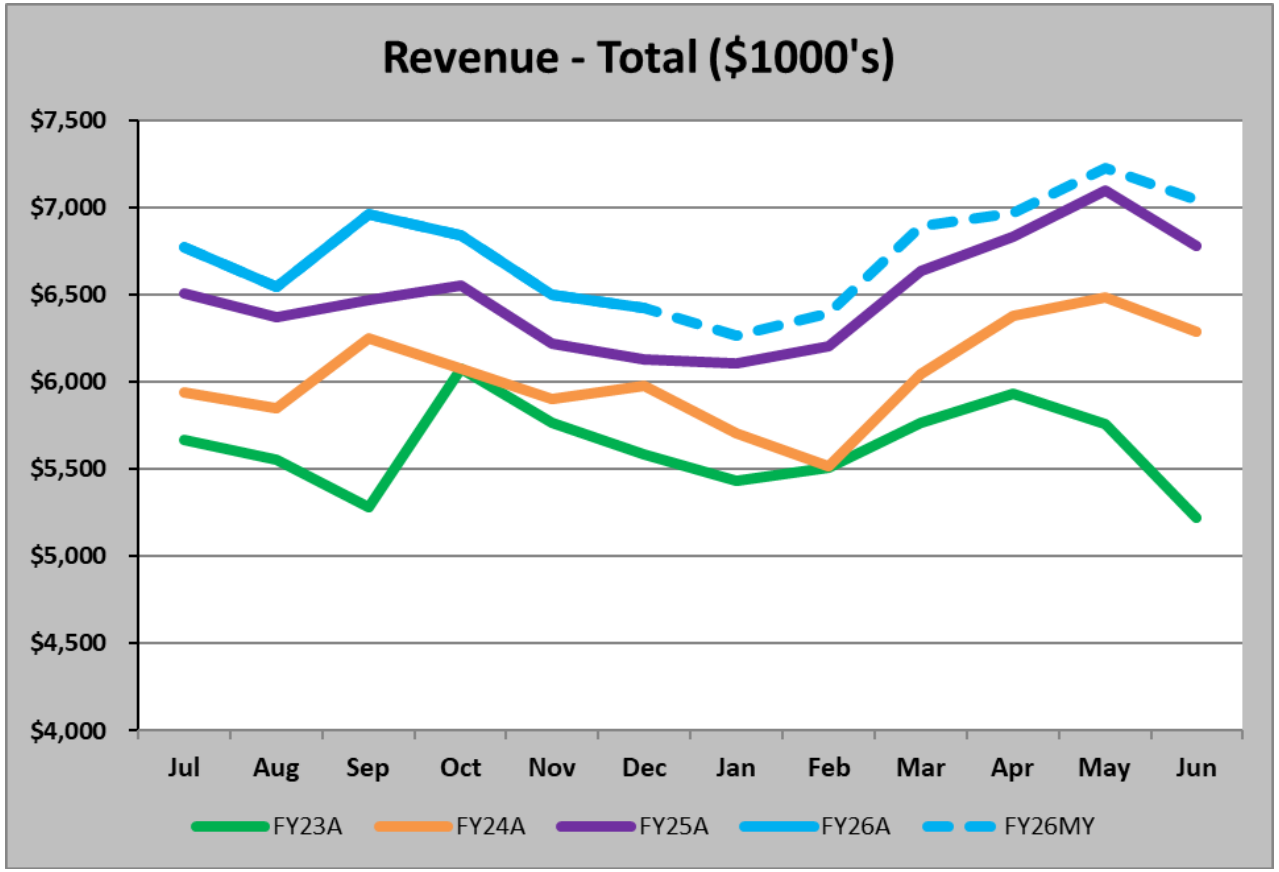
Metropolitan Transit System

FY 2027 Operating Budget

Executive Committee

Fiscal Year 2027 Operating Budget
Revenue Assumptions – Passenger Revenue

- Passenger Revenue
  - Flat YoY ridership growth for FY26
  - Need January - March 2026 data before finalizing FY27 forecast
    - Forecasting flat or low ridership growth
    - No material change to average fare expected without fare increase
    - Fare study underway
    - Public feedback on-going, MTS Board in April, SANDAG Board in June
  - YOP funding provided by SANDAG
  - Significant impact on forecasts
    - Prior five-year forecasts assumed continued ridership growth

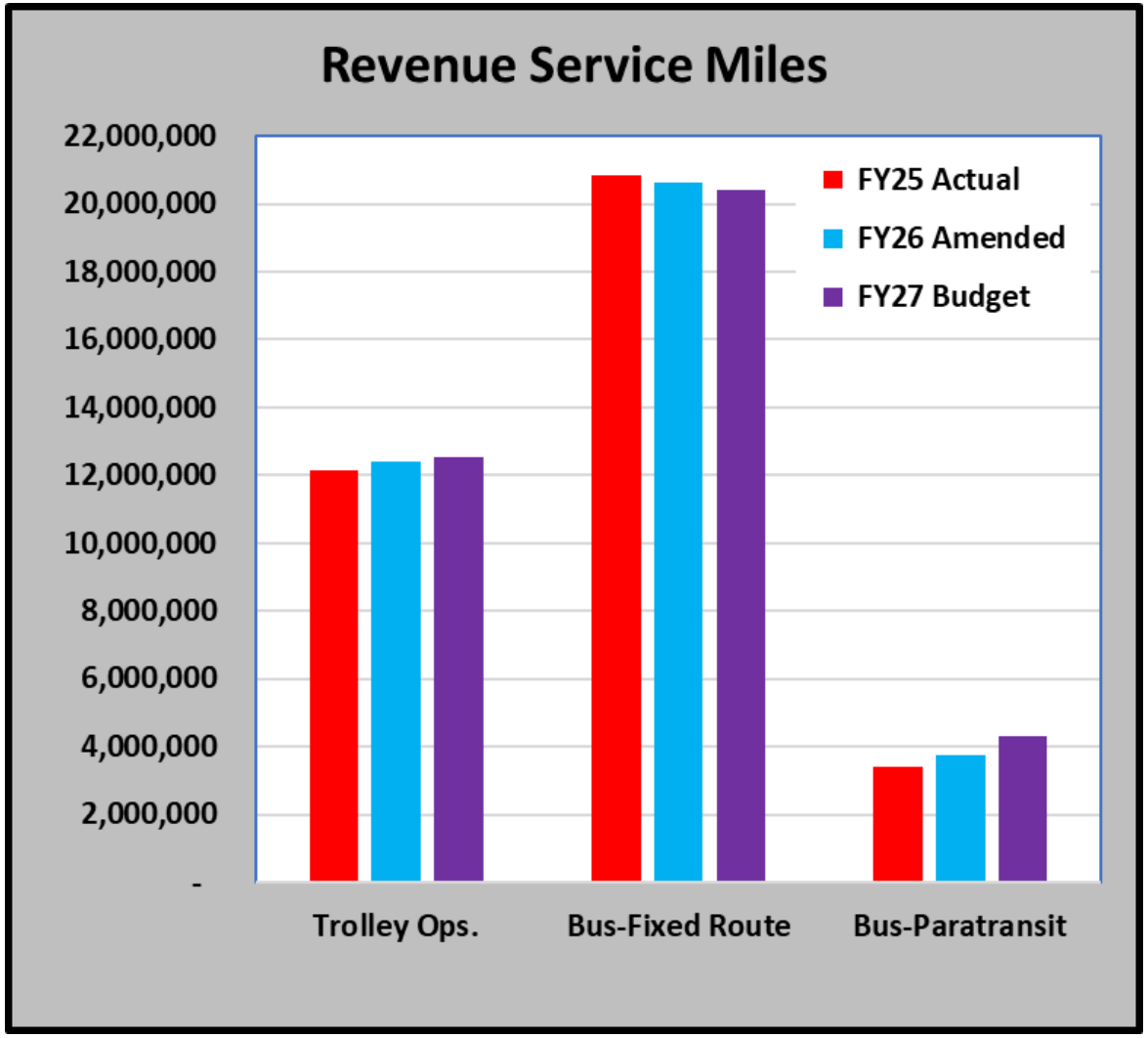


Fiscal Year 2027 Operating Budget
Revenue Assumptions – Subsidy

- Subsidy Revenues
  - Federal operating revenues
    - Current authorizing legislation expiring 9/30/2026
    - Preventive maintenance reimbursement
  - Sales tax projected to grow (SANDAG)
    - 2.1% growth for TransNet regional sales tax receipts
    - 1.0% growth for TDA regional sales tax receipts
  - Shifting additional $25.0M in TDA from capital to operations ($50M in total)
    - Approved by Board in November
  - TransNet Operating Reimbursement
    - Inflation and other cost increases will impact reimbursement rates
  - State Transit Assistance (STA)
    - Static $11.3M in the operating budget, remainder in capital
  - Senate Bill 125 Revenue
    - Expecting to use $10-12M for existing service enhancements, $35-45M for balancing

Fiscal Year 2027 Operating Budget
Service Levels

- Service Levels
  - Rail
    - Increasing 1.3% over FY26 levels
  - Fixed Route Bus
    - Decreasing -1.3% based on January 2026 service changes
  - Paratransit
    - Demand based service
    - 15.3% projected increase in revenue miles
    - 9.1% in billable revenue hours



Fiscal Year 2027 Operating Budget
Expense Assumptions

- Personnel Costs
  - No headcount changes from FY26 amended budget
  - Wage rate assumptions
    - Collective bargaining agreements in place for ATU, IBEW, SMART, TEOA
      - 4.0% increases for all groups in FY27
      - Annualized increase will be higher for TEOA employees (Code Compliance Inspectors) due to 7.0% increase in February 2026 and 4.0% in March 2027
    - Non-represented employees merit pool of 4.0% (no PIP bonuses for FY27)
  - Fringe benefit assumptions
    - Healthcare costs projected at $22.3M (8.2% increase)
      - Premiums increasing $3.3M (13.1% increase)
      - Employee contributions increasing $1.6M (31.8%) based on CBAs and premiums
    - Pension
      - SDTC plan contribution decreasing $4.8M (-22.4%) due to Board-approved amortization change
      - CalPERS plans actuary contribution increasing by $1.0M (9.3%)

Fiscal Year 2027 Operating Budget
Expense Assumptions

- Purchased Transportation
  - Fixed Route
    - Decreasing service levels (at least -1.3%)
    - Transdev fixed route contract rates (East County, South Bay)
      - Fixed costs increasing by 3.1%
      - Variable rate increasing by 2.9%
    - Transdev minibus contract rates (Copley Park)
      - Fixed costs increasing by 4.5%
      - Variable rate increasing 3.7%
  - Paratransit
    - Increasing service levels (9.1% increase in billable hours)
    - Fixed costs increasing by 4.5%
    - Variable rate increasing by 1.8%

Fiscal Year 2027 Operating Budget
Expense Assumptions

- Outside Services
  - Current requests reflect $2.5M decrease from FY26 amended budget
    - Repair/maintenance costs decreasing $2.6M due to reduction of budget for tie replacement
    - Other Outside Services projected to remain flat (contract increases but less one-time projects)
    - Contracted Security costs expected to increase with current contract expiring 12/31/2026
    - Engines/Transmission costs decreasing $424K (-37%)
  - Noteworthy operating projects included in figures above:
    - $1.1M for SAP HANA licenses and hosting (Information Technology)
    - $801K for CISA Assessment Remediation (Information Technology – Cyber Security)
    - $640K for MOW Signal and Track Inspection Software Implementation
    - $600K for credit card module upgrade on ticket vending machines
    - $2.8M for SD8 Drive Unit Overhauls (mid-life LRV overhaul)
    - $600K for replacement of CCTV cameras on board LRVs
    - $1.0M for tie replacement (down from $3.8M in FY26)

Fiscal Year 2027 Operating Budget
Expense Assumptions

- Energy
  - Volume changes to account for service changes
    - Finalize bus service levels before full projections
  - Natural Gas commodity rates
    - Review price updates for March and April before finalizing forecast
    - Current Department of Energy forecast has commodity rate increasing 7.0% in FY27
      - Local market can differ substantially due to local infrastructure, pipeline, and storage issues
  - Currently no plan for fixed prices for CNG or electricity commodity rates
    - Significant premium to lock in budget certainty
- Risk Management
  - Currently projected to increase $1.9M (13.8%)
    - Premiums (property, excess liability, etc.) increasing $1.1M (11.1%) with preliminary estimates
    - Budget for claims increasing, assuming partial payback of any insurance reserve usage in FY26

Fiscal Year 2027 Operating Budget Takeaways

- Takeaways
  - Passenger revenue is a major concern
    - Final decision on fare study by SANDAG board in June, after budget adoption in May
    - Ridership growth, if any, will be highly uncertain
  - Sales tax revenue
    - Using SANDAG's forecast currently, but growth has varied quarter to quarter
    - Economic conditions (tariffs, unemployment increasing, record stock prices) add uncertainty
    - Growth assumptions can significantly impact short-term forecasts and plan to get through FY30
  - Expense growth should be relatively modest
    - No major service changes
    - Most personnel costs increasing 4.0% coming off much higher increases the past few years
    - No major increases to outside services, focus on state of good repair necessities
  - Expense and revenue assumptions will be fully developed and refined over coming months
  - Preliminary projection of structural deficit between $100-$115M

Fiscal Year 2026-2027 Operating Budget
Budget Development Calendar

Date	Meeting	Review Points
3/12/2026	Executive Committee	FY26 Operating Midyear Amendment, FY27 Capital Improvement Program (CIP)
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5/21/2026	Public Hearing	FY27 Operating Budget Public Hearing and Board Adoption

Questions/Comments

Metropolitan Transit System

Agenda Item No. 06

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

March 12, 2026

SUBJECT:

Fiscal Year (FY) 2027 Capital Improvement Program (CIP) (Mike Thompson)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Executive Committee forward a recommendation to the MTS Board of Directors to:

1) Approve the FY 2027 CIP with the estimated federal and non-federal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels; and

2) Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337, and 5339 applications for the MTS FY 2027 CIP (shown in Attachment A); and

3) Recommend that the SANDAG Board of Directors approve amendment number 16 of the 2027 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2027 CIP recommendations.

Budget Impact

The total estimated funding for FY 2027 is $236.3 million (Attachment A). After the utilization of $72.0 million in preventative maintenance, $6.4 million for Americans with Disabilities Act (ADA) Operations (funding the FY 2026 operating budget), funding for SANDAG planning studies totaling $0.3 million and $50.0 million transferred to the Operating Budget, $107.6 million is available for capital projects.

DISCUSSION:

The creation of the annual CIP and operating budgets involves a multifaceted decision-making process that impacts the agency's assets and the ability to keep these assets in a State of Good Repair (SGR). This requires a delicate balance between funding capital and operations effectively, so that MTS can safely provide transit services for the region. In accordance with Board Policy 65 (Transit Asset Management (TAM) Policy), MTS maintains both a TAM plan and a 20-year CIP forecast to facilitate these decision-making processes. On a yearly basis, the

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CIP is constructed under this framework, subject to the funding that is available in the current year.

Development of the MTS FY 2027 CIP

The CIP process began in September 2025 with the "call for projects". The recommended CIP assumes funding of $72.0 million for preventative maintenance, $6.4 million for ADA Operations, and $0.3 million in SANDAG planning studies. Available CIP funding was also reduced by $50.0 million which will be utilized in the Operating Budget per Board direction. The remaining submitted projects compete for the balance of available funding. For FY 2027, there is $107.6 million in available federal, state, and local funding sources, which are detailed below.

Federal Funding

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law, reauthorizing surface transportation programs through Federal FY (FFY) 2027. The legislation establishes the legal authority to commence and continue Federal Transit Administration (FTA) programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53.

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

- 5307 Urban Area Formula Grants for capital improvements and preventative maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs
- 5337 SGR Funding for capital improvements and preventative maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements

The FY 2027 MTS CIP (Attachments A and B) will serve as the basis for the federal formula grant applications. The FTA requires the submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339. The funding levels for each section (as indicated in Attachment A) this year are based on the actual apportionments published for the region.

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

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

Urbanized Area Formula Program also allows for upto 10 percent of the allocation to support ADA complementary paratransit service operations.

For FFY 2026, the estimated allocation for the MTS Section 5307 program is $64.1 million, which will be matched with local funds of $16.0 million. This program would provide an estimated $80.1 million to fund MTS's FY 2027 CIP.

Section 5337 is a formula-based SGR program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Section 5337 includes funding previously provided through the Section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair.

Section 5337 SGR funds are allocated on a formula basis to rail systems that have been in operation for at least eight years. For FFY 2026, the Section 5337 funds allocated to MTS are estimated to be $47.0 million and will be matched with local funds of $11.8 million. The program will provide an estimated $58.8 million to fund MTS's FY 2027 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. For FFY 2025, the Section 5339 funds allocated to MTS are estimated to be $4.3 million and will be matched with local funds of $1.1 million. The program will provide an estimated $5.4 million to fund MTS's FY 2027 CIP.

Local Match

The local match for CIP projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be TDA funds, final decisions on the matching source would be made during the FY 2027 CIP implementation process to maximize the availability and flexibility of funding.

STA

MTS receives STA funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. This funding was augmented by the Road Repair and Accountability Act of 2017, or Senate Bill 1 (SB1), which was signed by the Governor on April 28, 2017. For FY 2027, the estimated STA funding is $30.1 million, of which $18.8 million is planned in CIP with the remaining $11.3 million planned for the operating budget.

MTS also receives a separate STA allocation for SGR program funding from SB1, which is funded from a portion of a transportation improvement fee on vehicle registration. Receipts for FY 2024-25 will provide $5.8 million to MTS's FY 2027 CIP.

California Cap-and-Invest Revenue

Since 2014, the State of California Budget has provided $11.0 billion to the Greenhouse Gas Reduction Fund (GHGRF) from Cap-and-Invest (previously named Cap-and-Trade) auction proceeds to support existing and pilot programs that will reduce Greenhouse Gas (GHG)

emissions and benefit disadvantaged communities. Transit operators are eligible recipients for several of the programs that will be funded by the GHGRF, most of which are competitive.

Senate Bill (SB) 125 amended the Budget Act of 2023 to appropriate $4 billion of General Funds to the Transit and Intercity Rail Capital Program (TIRCP) over the next two fiscal years. SB125 also establishes a $1.1 billion Zero-Emission Transit Capital Program (ZETCP) over the next four fiscal years. MTS is estimated to receive approximately $29 million over the next three fiscal years, with $5.6 million budgeted in the FY2027 CIP, the remaining $23.4 million will be budgeted in the FY2028 and 2029 CIPs.

TIRCP also has competitive grant awards every other year. Over the last few years, MTS has received several of these competitive grant awards. In FY 2022, MTS was awarded a total of $33.5 million for Orange Line Rail Signals, Orange Line Variable Message Signs, 12th & Imperial Transit Center expansion project, and the Kearny Mesa Division Battery Electric Bus Charging Infrastructure project. In FY2023, MTS was awarded a total of $60.4M for Orange Line Track Improvement Part 2 and Electrification of the Kearny Mesa Division. In FY 2027 CIP, $6.3 million is budgeted.

The Low Carbon Transit Operations Program (LCTOP) has $192 million in total funding that will be distributed by the same formula as STA funding. MTS's allocation for FY 2024-25 was $8.5 million. Based on the current zero-emission bus (ZEB) rollout plan, the entire amount will be budgeted in MTS's FY 2027 CIP.

Other Revenue

Alternative fuel credits are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. This rebate program has expired and then been reauthorized multiple times over the years, most recently being extended through the calendar year 2025. MTS has included $4.1 million in revenues for the calendar year 2025 in the FY 2027 CIP.

There are other miscellaneous one-time funding sources that have also been included in the FY 2027 CIP totaling $17.6 million. This balance includes:

- $14.3 million discretionary grant award from FTA 5339 (b) Buses and Bus Facilities program for the Kearny Mesa Transit Center project. This is a highly competitive program, 300 projects were submitted nationwide, of which 223 were highly recommended, and only 98 awarded.
- $1.6 million in transfers from older closed capital projects.
- $99,000 in proceeds from land sales.
- $950,000 in donations from the Gary Crawford Trust.
- $741,000 from the Transformative Climate Communities (TCC) Grant to support the construction of the 12th & Imperial Ave Transit Center project.

Timing of Subsidy Disbursement

The FTA funding is structured on a reimbursement basis (after expenses are incurred). Local funding (Transportation Development Act (TDA)/ State Transit Assistance (STA) /TransNet) is scheduled at the beginning of each fiscal year and received on a monthly or quarterly basis. In many situations, local funds are received before expenses are incurred.

Project Selection

A meeting of the Capital Projects Review Committee (CPRC) was held to review the project list and to develop a CIP recommendation for FY 2027. In accordance with the Capital Projects Selection Process, 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 or agency. The CPRC reviewed and approved the prioritization of those capital requests.

The capital project list (Attachment B) represents the five-year, unconstrained need for the MTS operators, 96 projects with total requests of $1.2 billion. Each MTS agency submitted its capital project requests in priority order, and the lists were consolidated for review by the CPRC. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years. A Title VI analysis was also completed for the list of projects (Attachment E). This process ensures that the benefits and burdens of transit investment are shared throughout the MTS service area. A series of maps are used to detail the results of this analysis.

FY 2027 CIP Funded Projects

Of the $107.6 million available after preventative maintenance and SANDAG planning studies, $39.2 million (or 36 percent) has been dedicated to Revenue Vehicle replacement for the ongoing upkeep of the MTS fleet of service vehicles; $14.5 million (or 13 percent) has been dedicated to Facility & Construction projects; $27.1 million (or 25 percent) has been dedicated to Rail Infrastructure projects; $4.7 million (or 4 percent) has been dedicated to Other Equipment & Installations; $5.6 million (or 5 percent) has been dedicated to Innovative Clean Transit projects; and another $16.4 million (or 15 percent) dedicated to Major Initiatives projects.

The table below is a summary of the CPRC recommendations, the major categories that are proposed to be funded, and the percentage of total available funding.

Capital Project Categories	Fundings ($000s)	% of Total
Bus Revenue Vehicles	$ 39,215	36%
Facility & Construction Projects	$ 14,519	13%
Rail Infrastructure	$ 27,120	25%
Other Equipment & installation	$ 4,684	4%
Inovatie Clean Transit	$ 5,645	5%
Other Initiatives	$ 16,370	15%
Grand Total	$ 107,553	100%

A full listing of projects with respective funding levels is available in Attachment B, and brief descriptions are included in Attachment C. A couple of projects of note:

- Bus Procurement – Funding of $39.2 million for the replacement of twenty-five 40’ compressed natural gas (CNG) buses, twenty-five battery electric bus (BEB),

thirteen 60’ CNG buses and twenty-five ADA Paratransit buses in accordance with the MTS Transit Fleet Plan.

- Orange Line Improvement Project Phase 2 – A total of $17.8 million in funding is being allocated to this project in this CIP. This major project is out for bid and will upgrade the stations, track, signals, and electrification along the Orange Line of the trolley.

- Kearny Mesa Transit Center – A total of $14.3 million was awarded to MTS from FTA 5339 (b) Buses and Bus Facilities grant for the construction a brand-new transit center in Kearny Mesa.

- Zero Emission Bus Overhead Charging Infrastructure – A total of $5.6 million in funding is being allocated to facilitate the transition to battery electric buses. In order to operate battery electric buses throughout MTS’s transit network, charging infrastructure is needed at each bus maintenance facility. This includes funding of additional $3.9 million for the construction of the Kearny Mesa Division BEB Charging Infrastructure.

Five-Year Capital Program Projections

Attachment D summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected by SANDAG to be flat through FY 2031, resulting in a decrease in recurring revenue projections year by year. Added to that is $44.9 million in already identified non-recurring revenues, resulting in a total revenue projection for the CIP of $418.7 million. Total project needs over the five-year term are projected to be $1.2 billion, which exceeds the projected revenue available for CIP. Projected deficits from FY 2027 to FY 2031 total $803.2 million. The ratio of total funding to total capital needs over the five-year term is projected at 35%.

SANDAG Actions Required

As the MPO for the San Diego region, SANDAG board approvals are required as part of the federal grant process. First, they must review the grant applications and concur with the contents for each grant application.

Also, the MPO manages the submission of the RTIP to the federal government. All projects requesting federal funding must be part of an approved RTIP before they can be included in a federal grant application. The RTIP is approved by the SANDAG Board before being sent to the state and ultimately the federal government.

Staff Recommendation

Based on the funding available and the priorities identified by staff and the Board, the staff recommends that the MTS EC forward a recommendation to the MTS Board of Directors to:

1) Approve the FY 2027 CIP with the estimated federal and non-federal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the CEO to identify and adjust projects for the adjusted funding levels; and

2) Recommend that the SANDAG Board of Directors approve the submittal of Federal Section 5307, 5337, and 5339 applications for the MTS FY 2027 CIP (shown in Attachment A); and

3) Recommend that the SANDAG Board of Directors approve amendment number 16 of the 2027 RTIP in accordance with the FY 2027 CIP recommendations.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments:
A. FY 2027 Funding Sources
B. FY 2027 CIP List
C. FY 2027 Funded Project Descriptions
D. Funding Compared to Capital Needs for FY 2027 – 2031
E. FY 2027 Capital Improvement Program Title VI Analysis
F. Open CIP Project List

San Diego Metropolitan Transit System
Capital Improvement Program - Funding Sources ($000s)
Fiscal Year 2027

Funding Description		Total
Federal FFY26 - 5307 Funding Estimate	$	64,058
Federal FFY26 - 5337 Funding Estimate		46,999
Federal FFY26 - 5339 Funding Estimate		4,313
California Transportation Development Act (TDA)		54,142
California State Transit Assistance (STA)		18,800
California State of Good Repair (SGR)		5,777
California Cap and Trade (TIRCP)		6,315
California Cap and Trade (LCTOP)		8,527
5339 (b) Buses and Bus Facilities		14,260
Other Funds		13,059
Total Available Funding	**$**	**236,250**
Preventive Maintenance - Federal 5307	$	(33,990)
Preventive Maintenance - Federal 5337		(38,010)
ADA Operation - Federal 5307		(6,400)
SANDAG Planning Study - Local Match		(297)
Total Preventative Maintenance/SANDAG Planning	**$**	**(78,696)**
Funding Shift to Operations (TDA)	$	(50,000)
Total Other Adjustments	**$**	**(50,000)**
Available Funding for Capital Program	**$**	**107,554**

San Diego Metropolitan Transit System
Capital Improvement Program – Project List by Category ($000s)
Fiscal Year 2027 – 2031

State of Good Repair Projects

Bus Revenue Vehicles

Annual vehicle replacement for a fleet of 40-foot, 60-foot Articulated, ADA Minibus, Fixed Route Minibus, and Commuter Express buses. The fleet replacement plan also incorporates the Zero Emission Bus Transition plan originally approved by the MTS Board of Directors in September 2020.

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Bus Ops - FY27 Bus Procurement	$ 39,215	$ -	$ 55,000	$ 55,000	$ 65,000	$ 75,000	$ 289,215

Rail Revenue Vehicles

Annual vehicle replacement for a fleet of light rail vehicles.

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Rail Ops - SD7 LRV Replacement	$ -	$ -	$ 10,566	$ 10,566	$ 10,566	$ 10,566	$ 42,264

Facility & Construction Projects

Facilities refer to the structures that enclose or support maintenance, operations, and administrative functions at the Rail division in downtown San Diego and the five bus maintenance facilities throughout San Diego County. Facilities also house specialized equipment that supports the operations and maintenance of the vehicles (for example, fueling and washing facilities).

Facilities also refer to the structures that enclose or support spaces for passengers. Passenger facilities are usually focused on 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.

Bus Operations

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Bus Ops - Imperial Ave & Kearney Mesa Division Service Fluid Distribution	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bus Ops - Copley Park Division New Admin Building	$ -	$ 6,768	$ -	$ -	$ -	$ -	$ 6,768
Bus Ops - Southbay & East County Bus Division Fall Protection	$ -	$ 760	$ -	$ -	$ -	$ -	$ 760
Bus Ops - Imperial Ave & Kearney Division Service Lane Building Lighting Replacem	$ -	$ 105	$ -	$ -	$ -	$ -	$ 105
Bus Ops - Kearney Mesa Division Service Lane & Brake Pit Roof Replacement	$ -	$ 270	$ -	$ -	$ -	$ -	$ 270
Bus Ops - Kearney Mesa Division Upgrades	$ -	$ -	$ 900	$ -	$ -	$ -	$ 900
Bus Ops - Imperial Ave Division Upgrades	$ -	$ -	$ 8,500	$ 5,450	$ -	$ 125	$ 14,075
Bus Ops - Southbay Bus Division Upgrades	$ -	$ -	$ -	$ -	$ -	$ 150	$ 150
Bus Ops - Copley Park Division Upgrades	$ -	$ -	$ 850	$ -	$ -	$ -	$ 850
Bus Ops - Kearney Mesa Division Elevator Rehabilitation	$ -	$ 600	$ -	$ -	$ -	$ -	$ 600
Bus Ops - East County Division Upgrades	$ -	$ -	$ -	$ -	$ -	$ 100	$ 100
Subtotal	$ -	$ 8,503	$ 10,250	$ 5,450	$ -	$ 375	$ 24,578

Rail Operations

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Rail Ops - Building A Roll up Door Replacement	$ -	$ -	$ 350	$ 350	$ -	$ -	$ 700
Rail Ops - Building A Roof Replacement	$ -	$ -	$ 1,200	$ -	$ -	$ -	$ 1,200
Rail Ops - Building C Roof Replacement	$ -	$ -	$ 2,000	$ -	$ -	$ -	$ 2,000
Rail Ops - Paint Booth - Roof Replacement & Blowers	$ -	$ -	$ 400	$ 175	$ -	$ -	$ 575
Rail Ops - Yard Tower Interior Upgrade	$ -	$ -	$ 400	$ -	$ -	$ -	$ 400
Rail Ops - Yard Tower Roof Replacement	$ -	$ -	$ 1,200	$ -	$ -	$ -	$ 1,200
Subtotal	$ -	$ -	$ 5,550	$ 525	$ -	$ -	$ 6,075

Passenger Facilities

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Bus Ops - Iris Rapid Bus Stop - Construction	$ 732	$ -	$ -	$ -	$ -	$ -	$ 732
Bus Ops - Grantville Transit Center Bus Bay Improvements	$ 380	$ -	$ -	$ -	$ -	$ -	$ 380
Rail Ops - Elevator Modernization - Grossmont	$ 1,500	$ -	$ -	$ -	$ -	$ -	$ 1,500
Rail Ops - Elevator Replacement - Fashion Valley	$ 2,850	$ -	$ -	$ -	$ -	$ -	$ 2,850
Rail Ops - SDSU Escalator Replacement	$ 3,500	$ -	$ -	$ -	$ -	$ -	$ 3,500
Rail Ops - Orange and Copper Line Lighting Upgrades	$ 1,626	$ -	$ -	$ -	$ -	$ -	$ 1,626
Rail Ops - SDSU Underground Station HVAC Replacement	$ 2,000	$ -	$ -	$ 2,500	$ 1,100	$ -	$ 5,600
Rail Ops - Second Elevator at Stadium Station	$ -	$ -	$ 2,500	$ -	$ -	$ -	$ 2,500
Rail Ops - Stadium Station Platform Replacement	$ -	$ -	$ 2,500	$ -	$ -	$ -	$ 2,500
Rail Ops - Station Shelter Replacement	$ -	$ -	$ -	$ -	$ 650	$ -	$ 650
Rail Ops - Station Lighting Upgrade	$ -	$ -	$ 2,000	$ 3,000	$ 2,000	$ -	$ 7,000
Admin - America Plaza Pedestrian Enhancements	$ 350	$ -	$ -	$ -	$ -	$ -	$ 350
Admin - Imperial Avenue Transit Center - Construction	$ 741	$ -	$ 3,259	$ -	$ -	$ -	$ 4,000
Admin - Bus Stop Shelters Replacement	$ 840	$ -	$ 1,200	$ 1,300	$ 1,300	$ -	$ 4,640
Admin - ADA Bus Stop Improvements	$ -	$ -	$ 500	$ 600	$ 700	$ -	$ 1,800
Admin - El Cajon Transit Center Improvements	$ -	$ -	$ 500	$ 500	$ 12,000	$ -	$ 13,000
Subtotal	$ 14,519	$ -	$ 12,459	$ 7,900	$ 17,750	$ -	$ 52,628

Rail Infrastructure

This category refers 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.

Track

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Rail Ops - Fence Improvements	$ 950	$ -	$ 350	$ 350	$ 350	$ 350	$ 2,350
Rail Ops - OL Improvement Project Phase 2	$ 17,790	$ 3,210	$ 21,000	$ -	$ -	$ -	$ 42,000
Rail Ops - Beyer Blvd Track and Slope Improvements	$ 150	$ -	$ -	$ -	$ -	$ -	$ 150
Rail Ops - Drainage Improvements	$ 750	$ -	$ 8,350	$ 4,500	$ 1,000	$ -	$ 14,600
Rail Ops - Special Trackwork Replacement	$ 4,800	$ -	$ 2,200	$ 2,750	$ 1,400	$ 600	$ 11,750
Rail Ops - Rio Vista Platform Construction/Station Trackway	$ -	$ 4,000	$ -	$ -	$ -	$ -	$ 4,000
Rail Ops - Bayside Quiet Zone Grade Crossing Upgrade	$ -	$ 500	$ 2,000	$ -	$ -	$ -	$ 2,500
Rail Ops - Grade Crossing Replacement	$ -	$ -	$ 6,337	$ 1,948	$ 5,677	$ 9,591	$ 23,553
Rail Ops - Station Trackway Replacement	$ -	$ -	$ 1,500	$ -	$ -	$ -	$ 1,500
Rail Ops - Street Trackage Pavement Replacement	$ -	$ -	$ 3,000	$ 1,500	$ 6,000	$ 6,000	$ 16,500
Subtotal	$ 24,440	$ 7,710	$ 44,737	$ 11,048	$ 14,427	$ 16,541	$ 118,903

Maintenance of Wayside (MOW)

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Rail Ops - 43rd Substation AC Switchgear Replacement	$ 430	$ -	$ -	$ -	$ -	$ -	$ 430
Rail Ops - Downtown Parallel Feeder Cable - Phase 1&2	$ 1,000	$ -	$ -	$ 8,000	$ 16,000	$ 11,000	$ 36,000
Rail Ops - Substation Replacement	$ 1,250	$ -	$ 7,600	$ 2,500	$ 15,500	$ 23,500	$ 50,350
Rail Ops - A-yard Catenary Replacement	$ -	$ -	$ 1,000	$ 1,000	$ 2,000	$ -	$ 4,000
Rail Ops - Grade Crossing Warning System	$ -	$ -	$ -	$ 300	$ 2,300	$ 2,300	$ 4,900
Rail Ops - Overhead Catenary System (OCS)	$ -	$ -	$ -	$ 750	$ 5,000	$ 5,000	$ 10,750
Rail Ops - Sicas S7 System Wide Replacement	$ -	$ -	$ -	$ 6,000	$ 6,000	$ 6,000	$ 18,000
Rail Ops - Signal Replacement	$ -	$ -	$ 1,000	$ -	$ -	$ -	$ 1,000
Rail Ops - Substation Siemens 1st Gen Monitoring Devices	$ -	$ -	$ 2,000	$ -	$ -	$ -	$ 2,000
Rail Ops - Yard Switch Automation	$ -	$ -	$ 500	$ -	$ -	$ -	$ 500
Subtotal	$ 2,680	$ -	$ 12,100	$ 18,550	$ 46,800	$ 47,800	$ 127,930

Other Equipment & Installations

This category includes any equipment replacement, including things such as service vehicles for Bus and Rail Operations, maintenance equipment, cleaning equipment, and major rehabilitation components for light rail vehicles.

This category also includes a diverse set of systems that support core operational functions and have software and hardware that need to be refreshed on a periodic basis. All of these systems are critical to transit operations, providing financial information, communications, network connectivity, revenue collection, security, customer service, and safety controls.

Operations

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Bus Ops - Service Trucks Replacement	$ -	$ -	$ -	$ -	$ -	$ 425	$ 425
Bus Ops - Regional Transit Scheduling System Upgrade	$ -	$ -	$ 2,850	$ -	$ 300	$ -	$ 3,150
Rail Ops - Cleaning Equipment Replacement	$ 100	$ -	$ 200	$ 100	$ 200	$ 100	$ 700
Rail Ops - HVAC Replacement	$ 200	$ -	$ 100	$ 100	$ 100	$ 100	$ 600
Rail Ops - C Building LRV Shop 7.5 Ton Crane Replacement	$ 450	$ -	$ 250	$ -	$ -	$ -	$ 700
Rail Ops - Rerail Equipment Replacement	$ 200	$ -	$ 300	$ -	$ -	$ -	$ 500
Rail Ops - Station Communication Cabinets AC Replacement	$ 500	$ -	$ 2,000	$ 600	$ 2,000	$ 600	$ 5,700
Rail Ops - C Building Crane Upgrade & Expansion	$ -	$ -	$ 5,000	$ -	$ -	$ -	$ 5,000
Rail Ops - Blue Line-South CTC Upgrade	$ -	$ -	$ -	$ 500	$ 500	$ 500	$ 1,500
Rail Ops - System Wide UPS and Batteries Replacement	$ -	$ -	$ -	$ 200	$ -	$ -	$ 200
Rail Ops - On-Track Equipment Replacement	$ -	$ -	$ -	$ -	$ 650	$ -	$ 650
Subtotal	$ 1,450	$ -	$ 10,700	$ 1,500	$ 3,750	$ 1,725	$ 19,125

Administration

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Admin - Paperless Shop for Bus/LRV Maintenance and Inventory	$ 550	$ -	$ -	$ -	$ -	$ -	$ 550
Admin - Copier Replacement	$ -	$ -	$ 125	$ 125	$ 125	$ 125	$ 500
Admin - Fare system Refresh or Replace Analysis	$ -	$ -	$ -	$ 763	$ -	$ -	$ 763
Admin - Regional Parking Solution	$ -	$ -	$ 1,000	$ -	$ -	$ -	$ 1,000
Admin - MTS Fare Gate Study	$ -	$ 500	$ -	$ -	$ -	$ -	$ 500
Admin - Miscellaneous Capital	$ 1,000	$ -	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 5,000
Admin - Variable Message System Upgrade for Mid-Coast and BRT Stations	$ 1,685	$ -	$ 2,352	$ 697	$ -	$ -	$ 4,734
Admin - System Sign Upgrades	$ -	$ -	$ -	$ -	$ 3,500	$ 3,500	$ 7,000
Admin - Dispatch Center Update/ Upgrade	$ -	$ -	$ -	$ -	$ -	$ 250	$ 250
Admin - Transit Enforcement Office Expansion	$ -	$ -	$ 200	$ 2,000	$ 2,000	$ 2,000	$ 6,200
Admin - Bus Yard Wireless Network Equipment	$ -	$ -	$ 98	$ 98	$ 100	$ 100	$ 396
Admin - Genfare HW Lane Refresh South Bay and El Cajon Garages	$ -	$ -	$ -	$ -	$ 650	$ -	$ 650
Admin - MTS Data Storage Replacement	$ -	$ -	$ 300	$ 540	$ 170	$ 155	$ 1,165
Admin - MTS Server Replacement	$ -	$ -	$ 800	$ 800	$ 800	$ 800	$ 3,200
Admin - Network Communication Equipment Replacement	$ -	$ -	$ 683	$ 683	$ 700	$ 700	$ 2,766
Admin - Trolley Station Network Communication Equipment	$ -	$ -	$ 662	$ 662	$ 700	$ 700	$ 2,724
Subtotal	$ 3,234	$ 500	$ 7,220	$ 7,368	$ 9,745	$ 9,330	$ 37,397

Other Initiatives

Innovative Clean Transit

This category includes the necessary infrastructure to enable the fueling of the future Zero Emission Bus (ZEB) fleet. It includes things like overhead charging infrastructure at all existing divisions, backup generators, batteries for storage, and solar panels on the overhead gantry. It also includes the cost of a new division to help facilitate the conversion to ZEBs.

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Bus Ops - New Transit Facility (CTAC)	$ -	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 40,000	$ 240,000
Bus Ops - Kearney Mesa Division BEB Charging Infrastructure	$ 3,917	$ -	$ -	$ -	$ -	$ -	$ 3,917
Bus Ops - Imperial Avenue Division BEB Charging Infrastructure	$ 1,728	$ -	$ -	$ -	$ -	$ -	$ 1,728
Bus Ops - ZEB Infrastructure All Divisions	$ -	$ 16,783	$ 72,748	$ 37,051	$ 38,000	$ 40,474	$ 205,056
Subtotal	$ 5,645	$ 66,783	$ 122,748	$ 87,051	$ 88,000	$ 80,474	$ 450,701

Other Initiatives

This category includes a variety of projects that do not relate to the state of good repair needs of the existing system. It includes projects necessary to expand or enhance the services that MTS provides to the region.

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Admin - Beyer Blvd Pathway Beautification	$ 1,110	$ -	$ -	$ -	$ -	$ -	$ 1,110
Admin - Transit Amenity Improvement	$ 1,000	$ -	$ 1,000	$ 1,000	$ 1,000	$ 1,000	$ 5,000
Admin - Listening Tour	$ -	$ -	$ 2,000	$ -	$ -	$ -	$ 2,000
Admin - Euclid Transit Center Redesign	$ -	$ -	$ 500	$ 500	$ 1,000	$ 1,000	$ 3,000
Admin - San Ysidro Transit Center Planning & Design	$ -	$ -	$ 15,000	$ 15,000	$ -	$ -	$ 30,000
Admin - Southwestern Rapid	$ -	$ -	$ 1,000	$ 5,000	$ 6,000	$ -	$ 12,000
Admin - Kearny Mesa Transit Center	$ 14,260	$ -	$ -	$ -	$ -	$ -	$ 14,260
Subtotal	$ 16,370	$ -	$ 19,500	$ 21,500	$ 8,000	$ 2,000	$ 67,370

Five-year summary

State of Good Repair Categories	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Bus Revenue Vehicles	$ 39,215	$ -	$ 55,000	$ 55,000	$ 65,000	$ 75,000	$ 289,215
Rail Revenue Vehicles	$ -	$ -	$ 10,566	$ 10,566	$ 10,566	$ 10,566	$ 42,264
Facility & Construction Projects - Bus	$ -	$ 8,503	$ 10,250	$ 5,450	$ -	$ 375	$ 24,578
Facility & Construction Projects - Rail	$ -	$ -	$ 5,550	$ 525	$ -	$ -	$ 6,075
Facility & Construction Projects - Pass.	$ 14,519	$ -	$ 12,459	$ 7,900	$ 17,750	$ -	$ 52,628
Rail Infrastructure - Track	$ 24,440	$ 7,710	$ 44,737	$ 11,048	$ 14,427	$ 16,541	$ 118,903
Rail Infrastructure - MOW	$ 2,680	$ -	$ 12,100	$ 18,550	$ 46,800	$ 47,800	$ 127,930
Other Equipment & Installation - Ops	$ 1,450	$ -	$ 10,700	$ 1,500	$ 3,750	$ 1,725	$ 19,125
Other Equipment & Installation - Admin	$ 3,234	$ 500	$ 7,220	$ 7,368	$ 9,745	$ 9,330	$ 37,397
Subtotal	**$ 85,538**	**$ 16,713**	**$ 168,582**	**$ 117,907**	**$ 168,038**	**$ 161,337**	**$ 718,116**

Other Initiatives							
Innovative Clean Transit	$ 5,645	$ 66,783	$ 122,748	$ 87,051	$ 88,000	$ 80,474	$ 450,701
Other Initiatives	$ 16,370	$ -	$ 19,500	$ 21,500	$ 8,000	$ 2,000	$ 67,370
Subtotal	**$ 22,015**	**$ 66,783**	**$ 142,248**	**$ 108,551**	**$ 96,000**	**$ 82,474**	**$ 518,071**

Grand Total	**$ 107,553**	**$ 83,496**	**$ 310,830**	**$ 226,458**	**$ 264,038**	**$ 243,811**	**$1,236,187**

Glossary of Acronyms:

Acronym	Description	Acronym	Description
ABS	Automatic Block Signaling	LRV	Light Rail Vehicle or trolley
AHSC	Affordable Housing and Sustainable Communities	OH	Overhead
ARINC	Aeronautical Radio INC	OL	Orange Line
BEB	Battery Electric Bus	RAM	Revenue and Maintenance Building at IAD
CCTV	Closed Circuit Television	RTMS	Regional Transportation Management System
CNG	Compressed Natural Gas	SAP	Enterprise resource planning system used by MTS
CPC	Centralized Protection and Control	SBMF	South Bay Maintenance Facility (Chula Vista)
CPD	Copley Park Division (Kearny Mesa)	SD100	Light Rail Vehicles (2000 Series)
ECD	East County Division (El Cajon)	SD7	Light Rail Vehicles (3000 Series)
HVAC	Heating, Ventilation, and Air Conditioning	SD8	Light Rail Vehicles (4000 Series)
IAD	Imperial Avenue Division (Downtown)	SDIV	San Diego & Imperial Valley (old rail line)
IMT	Imperial Ave Transit Center	SDTI	San Diego Trolley
IVR	Interactive Voice Response	UPS	Uninterruptible Power Supply
KMD	Kearny Mesa Division	VMS	Variable Message Sign
LIDAR	Light Detection and Ranging	ZEB	Zero Emission Bus

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2026 (in 000's)
ATTACHMENT C

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

Form ID	Title	Funding To Date	FY27 Budget	FY27-31 Unfunded	Total	Work Phase	Est. Completion
2625	Bus Ops - FY27 Bus Procurement FY27 Bus Procurement	$ 180,381	$ 39,215	$ -	$ 219,596	Annual	
2688	Bus Ops - Kearny Mesa Division BEB Charging Infrastructure TIRCP funded Battery Electric Bus Charging Infrastructure at KMD	$ 22,424	$ 3,917	$ -	$ 26,341	Bidding	Late 2028
2691	Bus Ops - Imperial Avenue Division BEB Charging Infrastructure TIRCP and federally funded Battery Electric Bus Charging Infrastructure at Imperial	$ 22,125	$ 1,728	$ -	$ 23,853	Construction	Late 2026
2693	Bus Ops - Iris Rapid Bus Stop - Construction TIRCP funded shelters and VMS signs at Iris Rapid bus stops	$ 7,376	$ 732	$ -	$ 8,108	Construction	Summer 2026
2692	Bus Ops - Grantville Transit Center Bus Bay Improvements Modification of existing bus bays to accommodate 60' buses and meet ADA requirements	$ -	$ 380	$ -	$ 380	New Project	
2713	Rail Ops - Cleaning Equipment Replacement Trolley Station Platform Cleaning Equipment Replacement	$ -	$ 100	$ -	$ 100	New Project	
2711	Rail Ops - Elevator Modernization - Grossmont New project to replace elevator cabs and machine equipment damaged by vandalism	$ -	$ 1,500	$ -	$ 1,500	New Project	
2710	Rail Ops - Elevator Replacement - Fashion Valley New project to replace elevator cabs and machine equipment beyond useful life	$ -	$ 2,850	$ -	$ 2,850	New Project	
2714	Rail Ops - Fence Improvements Annual project to repair or replace fencing along Trolley system tracks	$ 2,025	$ 950	$ -	$ 2,975	Annual	
2715	Rail Ops - HVAC Replacement Replacement of four AC units in Building B within the Trolley yard.	$ -	$ 200	$ -	$ 200	New Project	
2712	Rail Ops - SDSU Escalator Replacement New project to replace the existing original escalator installed when the SDSU station opened in 2005	$ -	$ 3,500	$ -	$ 3,500	New Project	
2701	Rail Ops - C Building LRV Shop 7.5 Ton Crane Replacement New project to increase crane capacity to 10 Tons, due to increased weight of new LRV bogies	$ -	$ 450	$ -	$ 450	New Project	
2705	Rail Ops - Rerail Equipment Replacement Rerail Machine Replacement	$ -	$ 200	$ -	$ 200	New Project	
2698	Rail Ops - 43rd Substation AC Switchgear Replacement Additional funding to upgrade duct bank and foundation for SDG&E services to new equipment	$ 1,175	$ 430	$ -	$ 1,605	Construction	Fall 2027
2663	Rail Ops - Downtown Parallel Feeder Cable - Phase 1&2 Replacing 40 year old underground cabling system which distributes power to trolleys on C and Park	$ 2,310	$ 1,000	$ 35,000	$ 38,310	Design	Summer 2027
2658	Rail Ops - OL Improvement Project Phase 2 TIRCP Grant funded signal and track replacement project for the Orange Line	$ 45,000	$ 17,790	$ 24,210	$ 87,000	Bidding	Spring 2028
2686	Rail Ops - Orange and Copper Line Lighting Upgrades LED Lighting upgrades to stations and parking lots along the Orange and Copper Lines	$ -	$ 1,626	$ -	$ 1,626	New Project	
2666	Rail Ops - SDSU Underground Station HVAC Replacement Underground Station air handling systems are highly regulated and require replacement	$ -	$ 2,000	$ -	$ 2,000	New Project	
2672	Rail Ops - Station Communication Cabinets AC Replacement Existing Trolley Station Communication Cabinets require air conditioning and this project will upgrade AC equipment	$ -	$ 500	$ 5,200	$ 5,700	New Project	

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
CAPITAL BUDGET - INDIVIDUAL PROJECT DESCRIPTION FOR FISCAL YEAR 2026 (in 000's)
ATTACHMENT C

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

Form ID	Title	Funding To Date	FY27 Budget	FY27-31 Unfunded	Total	Work Phase	Est. Completion
2656	Rail Ops - Substation Replacement 18 of the existing substations powering trolley trains are over 30 years old and due for replacement	$ 22,399	$ 1,250	$ 46,600	$ 70,249	Design	Late 2026
2626	Rail Ops - Beyer Blvd Track and Slope Improvements Project provides slope stabilization and drainage improvements along Blue Line near Beyer Blvd in San Ysidro	$ 9,142	$ 150		$ 9,292	Construction	Late 2026
2648	Rail Ops - Drainage Improvements Develop designs for permanent improvements along the trolley orange line between Massachusetts and San Altos	$ -	$ 750	$ 13,850	$ 14,600	New Project	
2651	Rail Ops - Special Trackwork Replacement Replacement of Trolley trackwork at the Imperial Avenue Diamond, A Yard Ladder, and Broadway Wye	$ 9,229	$ 4,800	$ 6,950	$ 20,979	Final Design	Late 2027
2733	Admin - America Plaza Pedestrian Enhancements TIRCP funded project to improve signage, wayfinding and pedestrian safety between America Plaza and Santa Fe Depot	$ 5,937	$ 350	$ -	$ 6,287	Construction	Summer 2026
2724	Admin - Beyer Blvd Pathway Beautification Clean CA funded project to add lighting landscaping, public art and improvement pavement along busy pedestrian connection to trolley station	$ 2,139	$ 1,110	$ -	$ 3,249	Design	Spring 2026
2734	Admin - Imperial Avenue Transit Center - Construction TIRCP Funded project to increase number of bus bays and improve passenger ammenities at our busiest transit center	$ 13,650	$ 741	$ -	$ 14,391	Design	Late 2026
2728	Admin - Bus Stop Shelters Replacement Purchase of new Tolar bus shelters.	$ 1,350	$ 840	$ 3,800	$ 5,990	Annual	
2729	Admin - Transit Amenity Improvement Transit Amenity improvements for the MTS service area	$ 530	$ 1,000	$ -	$ 1,530		
2673	Admin - Paperless Shop for Bus/LRV Maintenance and Inventory System procurement to allow for efficient and paperless processes within Bus/LRV Maintenance and Inventory	$ -	$ 550	$ -	$ 550	New Project	
2674	Admin - Variable Message System Upgrade for Mid-Coast and BRT Stations Project to add and replace VMS signs at BRT stations and Mid-Coast stations	$ -	$ 1,685	$ -	$ 1,685	New Project	
N/A	Kearny Mesa Transit Center New FTA Grant funded project to develop recently purchased property and provide off street bus bays, benches, shelters, and VMS	$ -	$ 14,260	$ -	$ 14,260	New Project	
N/A	Miscellaneous Capital Miscellaneous Capital	$ -	$ 1,000	$ -	$ 1,000		
	Totals	**$ 347,192**	**$ 107,553**	**$ 135,610**	**$ 590,355**		

San Diego Metropolitan Transit System
Funding Compared to Capital Needs ($000s)
Fiscal Years 2027-2031

	Proposed FY27	Projected FY28	Projected FY29	Projected FY30	Projected FY31	Total FY27 to FY31
Total Revenues						
Recurring Dedicated CIP Revenues	$ 202,616	$ 206,476	$ 207,943	$ 209,408	$ 210,873	$ 1,037,316
Other Non Recurring Revenues	33,634	6,124	19,371	-	-	59,129
Total Capital Revenues	$ 236,250	$ 212,601	$ 227,313	$ 209,408	$ 210,873	$ 1,096,445
Less: "Off the Top" Expenses						
SANDAG Planning Studies	$ (297)	$ (303)	$ (309)	$ (316)	$ (322)	$ (1,548)
Funding Shift to Operations	(50,000)	(50,000)	(50,000)	(50,000)	(50,000)	(250,000)
ADA Operations	(6,400)	(6,403)	(6,401)	(6,398)	(6,396)	(31,997)
Preventative Maintenance	(72,000)	(73,990)	(75,990)	(77,990)	(79,990)	(379,960)
Total "Off The Top" Expenses	$ (128,696)	$ (130,696)	$ (132,700)	$ (134,704)	$ (136,708)	$ (663,505)
Adjusted Available CIP Revenues	**$ 107,553**	**$ 81,904**	**$ 94,613**	**$ 74,704**	**$ 74,165**	**$ 432,940**
Project Needs						
State of Good Repair	$ 102,251	$ 168,582	$ 117,907	$ 168,038	$ 161,337	$ 718,116
Other Initiatives	88,798	142,248	108,551	96,000	82,474	518,071
Total Project Needs	**$ 191,049**	**$ 310,830**	**$ 226,458**	**$ 264,038**	**$ 243,811**	**$ 1,236,187**
Total Deficit	**$ (83,496)**	**$ (228,926)**	**$ (131,845)**	**$ (189,334)**	**$ (169,646)**	**$ (803,246)**
% of Funding / Needs	56.3%	26.4%	41.8%	28.3%	30.4%	35.0%
Accumulated Deficit	$ (83,496)	$ (312,422)	$ (444,267)	$ (633,601)	$ (803,246)	

Metropolitan Transit System

MEMORANDUM

DATE: March 2, 2026

TO: Eric Cheng, Transit Asset Management (TAM) Program Manager

FROM: Brent Boyd, Director of Planning & Scheduling

SUBJECT: FY 2027 CAPITAL IMPROVEMENT PROGRAM TITLE VI ANALYSIS

MTS analyzes projects and proposals for disparate impacts to minority populations and disproportionate burdens for low-income populations. The Title VI analysis detailed below was completed for the projects proposed for funding in MTS's FY 2027 Capital Improvement Program (CIP). Please keep this information for your files.

ANALYSIS METHODOLOGY

MTS's Title VI analysis for an annual CIP is conducted as a whole to determine if the capital investment strategy introduces a disparate impact or disproportionate burden throughout the MTS service area relative to the average population value for the MTS service area, consistent with the methodology approved by the MTS Board of Directors for major service change analyses (See MTS Board Policy No. 42 "Transit Service Evaluation and Adjustment"). Population statistics are drawn from the most recent broad-based federal population survey with relevant data available, in this instance the 2023 American Community Survey (ACS) five-year sample.

A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority (by percentage of total MTS service area population) than the total MTS service area average. For example, if the total MTS service area average is 55% minority, then a proposed capital improvement program that adversely affects a population that is 65% minority or greater would be defined as a disparate impact. If MTS chooses to implement a capital improvement program despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the program in its current form, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the program.

A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" (by percentage of total MTS service area population) than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average.(For the purpose of Title VI analyses, MTS considers a person low-income if they live in a household with income under 200% of the federal poverty rate. For example, if the total MTS service area average is 20% "low-income," then a proposed capital improvement program that benefits a population that is 90% or greater "non-low-income" would

be defined as a disproportionate burden. MTS considers the program of projects on a cumulative basis, not on an individual basis. Under that methodology, if it failed when considering all together, then all projects would fail and not just the individual ones that fail. If MTS chooses to implement a capital investment program despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations.

REGIONAL BENEFIT/BURDEN PROJECTS

Of all of the projects proposed for funding, those in Table 1 were determined to have a regional impact that would not be specific to any one or few locations in our jurisdiction. These are primarily vehicle replacements or rehabilitation, vehicle equipment, system-wide amenities, fare system, and information technology projects. Since the vehicles are distributed throughout MTS' service area, and the technology projects are deployed system-wide, there was no further analysis of these projects for the purpose of this Title VI analysis. The Transit Amenity Improvement Project is meant to improve transit amenities system-wide.

Table 1. Regional Benefit/Burden Projects

Form ID	Division (SDTI/SDTC/MTS Admin)	Project Name	FY27 Funded
2625	SDTC	FY27 Bus Procurement	$39,215,038

Additionally, MTS maintains a Miscellaneous Capital budget for emergency and unforeseen needs that may arise during the year. Similarly, Transit Amenity Improvement projects will include upgrades to amenities at yet-to-be-determined locations.

As details for any projects funded by Miscellaneous Capital or Transit Amenity Improvements are identified, MTS will conduct any required Title VI analyses, including conducting appropriate public engagement, pursuant to Federal Transit Administration (FTA) regulations and MTS Board Policy No. 42.

Table 1A. Future Projects with No Specific Site Identified

Form ID	Division (SDTI/SDTC/MTS Admin)	Project Name	FY27 Funded
2729	MTS Admin	Transit Amenity Improvement	$1,000,000
N/A	MTS Admin	Miscellaneous Capital	$1,000,000

REPAIR/REPLACE PROJECTS AT EXISTING MTS FACILITIES

Many projects are maintenance projects and equipment for MTS facilities, infrastructure, or right-of-way. They repair or replace capital inventory that has reached the end of its useful life. The projects in Table 2 would occur at existing MTS bus or rail operating divisions or facilities, in areas inaccessible to the general public. Therefore, no benefits or burdens for the community or riders were identified.

Table 2. Repair/Replace Projects at Existing MTS Facilities

Form ID	Division (SDTI/SDTC/MTS Admin)	Project Name	FY27 Funded
2673	MTS Admin	Paperless Shop for Bus/LRV Maintenance and Inventory	$549,525
2688	SDTC	Kearny Mesa Division BEB Charging Infrastructure	$3,917,000
2691	SDTC	Imperial Avenue Division BEB Charging Infrastructure	$1,728,000
2701	SDTI	C Building LRV Shop 7.5 Ton Crane Replacement	$450,000
2705	SDTI	Rerail Equipment Replacement	$200,000
2713	SDTI	Cleaning Equipment Replacement	$100,000
2715	SDTI	HVAC Replacement	$200,000

IAD=Imperial Avenue Division; KMD=Kearny Mesa Division; SBD=South Bay Division; ECD=East County Division; CPD=Copley Park Division; SDTI=San Diego Trolley Facilities; MILLS = Administrative Headquarters

EXTERNAL REPAIR/REPLACE PROJECTS WITH NEGLIGIBLE IMPACTS

The projects in Table 3 are repairs or replacements of existing infrastructure or right-of-way but occur throughout the community beyond MTS operating division facilities. The completion of these projects will enhance reliability and extend the life of the capital assets, but the projects themselves will have little or no direct impact on the community or riders, other than minor, temporary construction work. These are primarily maintenance-of-way/state-of-good repair projects and information technology upgrades. Therefore, they have also been identified as having no specific and substantive burden or benefit.

Table 3. External Repair/Replace Projects with Negligible Impacts

Form ID	Division (SDTI/SDTC/MTS Admin)	Project Name	FY27 Funded
2651	SDTI	Special Trackwork Replacement	$4,800,000
2656	SDTI	Substation Replacement	$1,250,000
2663	SDTI	Downtown Parallel Feeder Cable - Phase 1&2	$1,000,000
2672	SDTI	Station Communication Cabinets AC Replacement	$500,000
2698	SDTI	43rd Substation AC Switchgear	$430,000

EXTERNAL REPAIR/REPLACE PROJECTS WITH NET BENEFIT

The proposed FY 2027 CIP projects in Table 4 are determined to be a **net benefit** to the communities in which they are located, as they improve the accessibility, condition, security, and/or aesthetics of facilities or areas commonly used by or accessible to the public. A map of these projects is shown in Attachment A.

Table 4. Community Repair/Replace Projects (enhancements)

Form ID	Division (SDTI/SDTC/MTS Admin)	Project Name	FY27 Funded
2626	SDTI	Beyer Blvd Track and Slope	$150,000
2648	SDTI	Drainage Improvements	$750,000
2658	SDTI	OL Improvement Project Phase 2	$21,000,000
2666	SDTI	SDSU Underground Station HVAC Replacement	$2,000,000
2674	MTS Admin	VMS Upgrade Project Mid-Coast and BRT	$1,684,930
2686	SDTI	Orange and Copper Line Lighting Upgrades	$1,626,000
2712	SDTI	SDSU Escalator Replacement	$3,500,000
2714	SDTI	Fence Improvements	$950,000
2724	MTS Admin	Beyer Blvd Pathway Beautification	$1,110,000
2728	MTS Admin	Bus Stop Shelters	$840,000
2733	MTS Admin	America Plaza Pedestrian Enhancements	$350,000
2734	MTS Admin	Imperial Avenue Transit Center - Construction	$741,000
2692	SDTC	Grantville Transit Center Bus Bay Improvements	$380,000
2693	SDTC	Iris Rapid Bus Stop - Construction	$732,000
2710	SDTI	Elevator Replacement - Fashion Valley	$2,850,000
2711	SDTI	Elevator Modernization - Grossmont	$1,500,000

TITLE VI ANALYSIS FOR COMMUNITY REPAIR/REPLACE PROJECTS

An analysis of the projects with a perceived net benefit listed in Table 4 was conducted using Geographic Information Systems (GIS) and census block group data. All projects were mapped to determine how the percentages and populations of low-income and minority communities affected by the proposed CIP projects compared to percentages and populations of low-income and minority communities in the entire MTS jurisdiction.

Data for the census block groups in which the proposed CIP projects are located was compared to data for the entire MTS jurisdiction. Comparisons were made for both the number of census block groups and the population of those census block groups. The low-income and minority percentages for the affected census block groups were compared to the percentages for the entire MTS jurisdiction. The maps and datasheets for the analyses are attached.

The results showed a benefit for a larger percentage of minority and low-income populations than for the overall MTS jurisdiction. The data shows net positive benefits to low-income and minority populations.

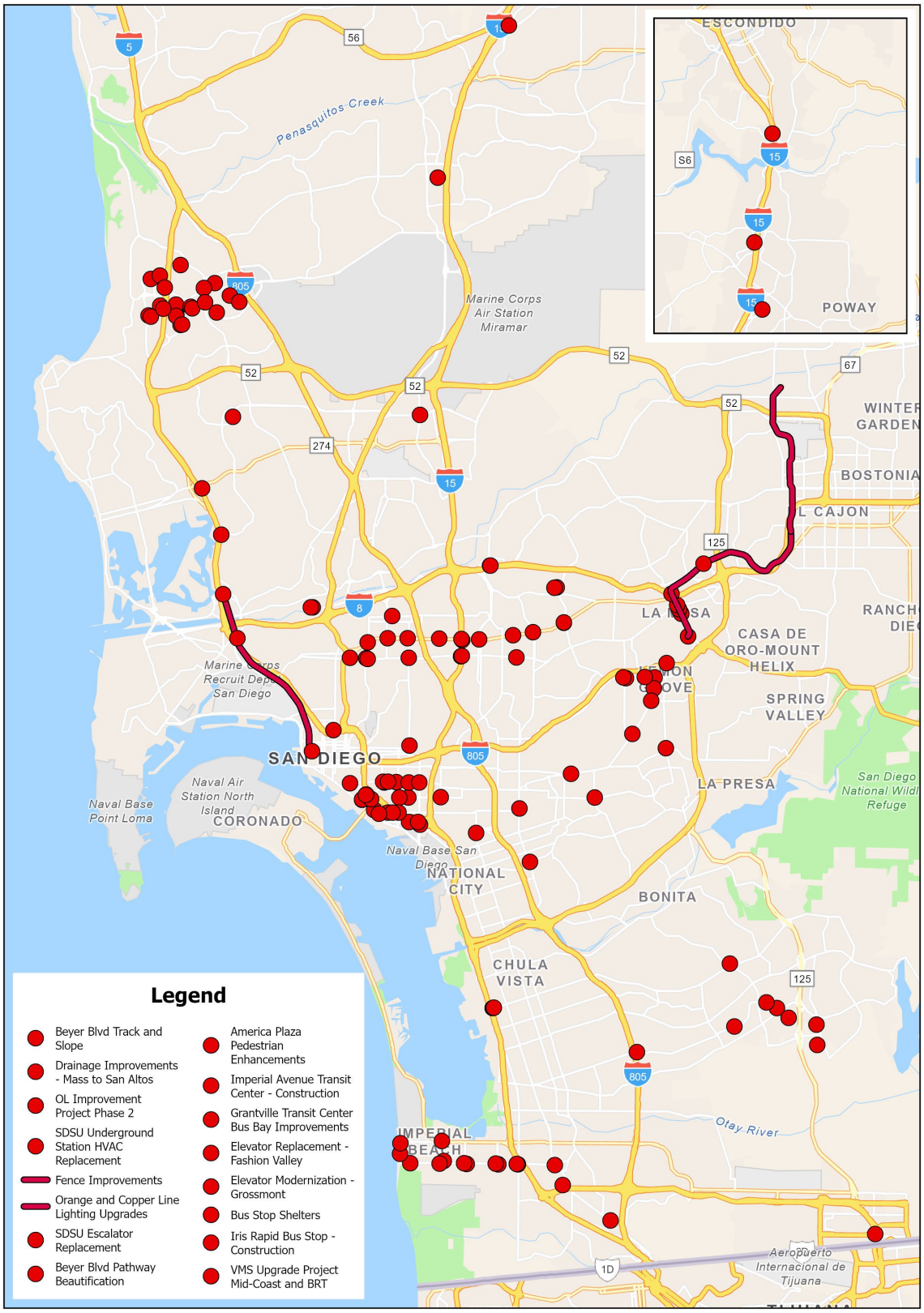
- Minority Population: 66.4% (compared to system-wide average of 59.2%)
- Minority Block Groups: 56.5% (compared to system-wide average of 44.8%)
- Low-Income Population: 28.1% (compared to system-wide average of 24.3%)
- Low-Income Block Groups: 50.8% (compared to system-wide average of 40.2%)

Attachments: Analysis of Proposed CIP External Repair/Replace Projects with a Net Benefit

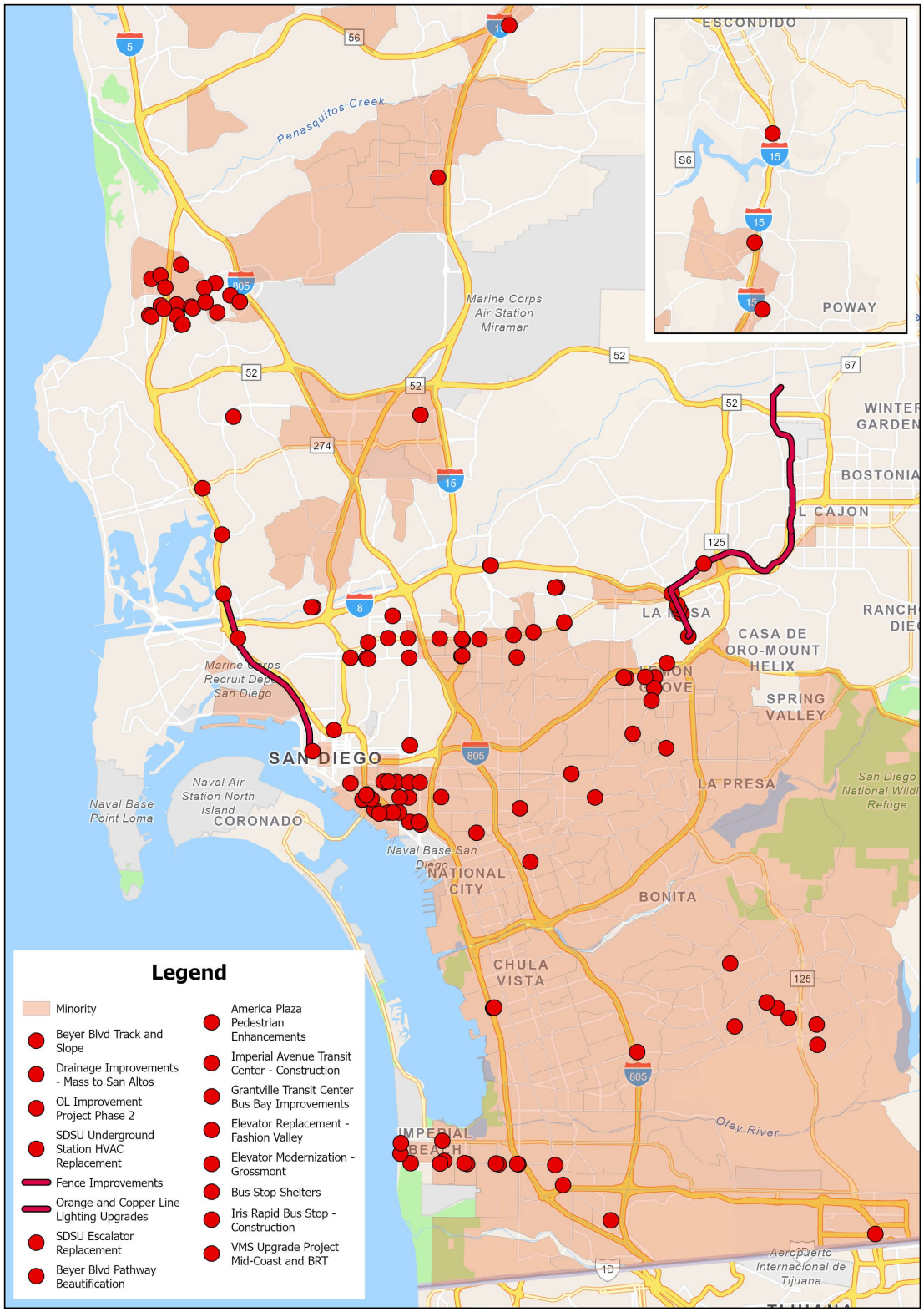
- Attachment A: Map of Projects

- Attachment B: Map of Projects Overlaid with Minority Census Tracts
- Attachment C: Map of Projects Overlaid with Low-Income Census Tracts
- Attachment D: Statistical Analysis of Projects

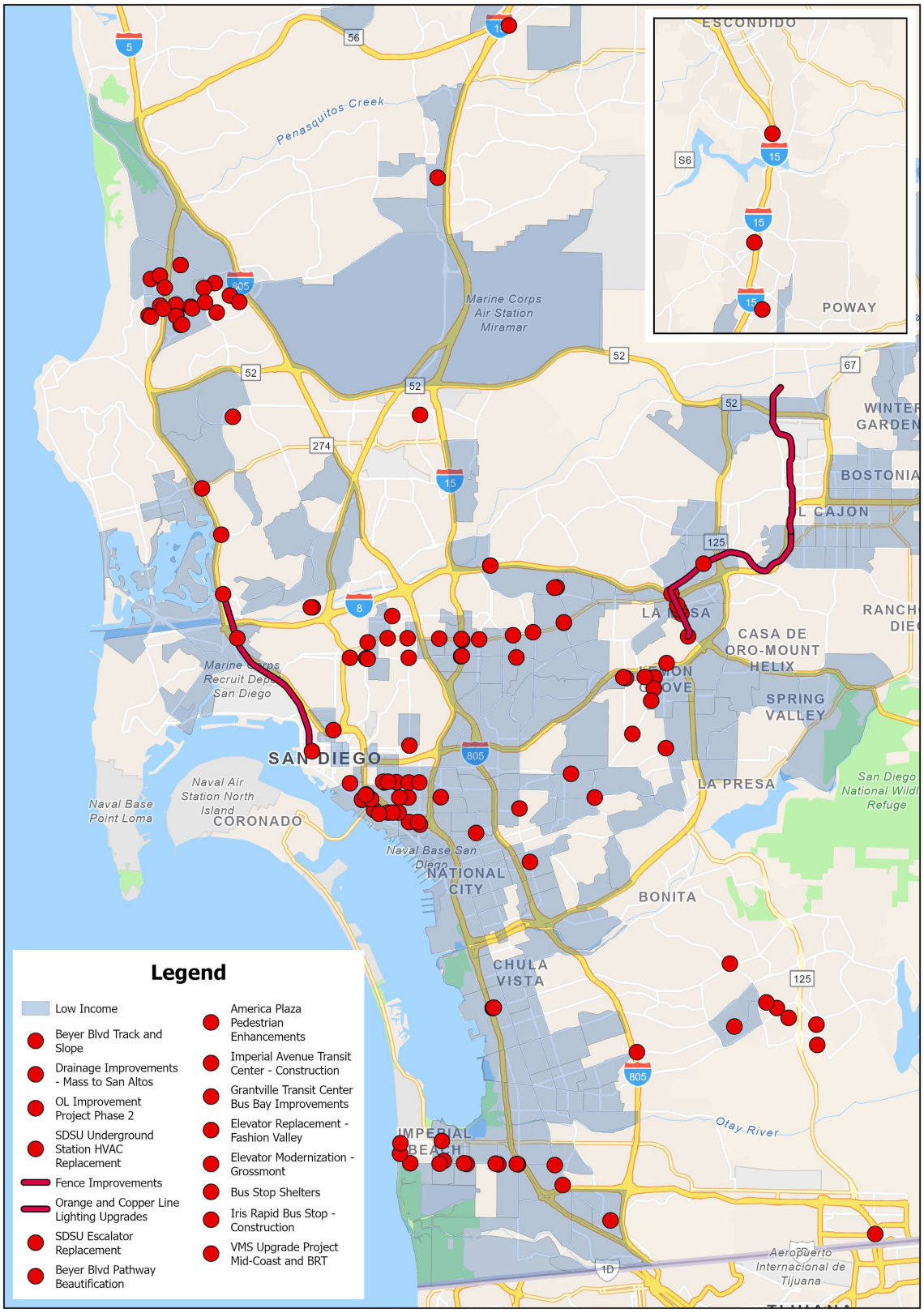
Attachment A: Proposed CIP Projects with Net Benefit



Attachment B: Map of Projects Overlaid with Minority Census Tracts



Attachment C: Map of Projects Overlaid with Low-Income Census Tracts



Attachment D: Statistical Analysis for Projects

Form ID	Project Name	Total Census Block Groups	Total Population - Income Surveyed	Low Income Population	% Low Income	Total Population - Race Surveyed	Minority Population	% Minority
MTS Service Area Average		**1,470**	**2,271,882**	**551,613**	**24.28%**	**2,334,309**	**1,381,911**	**59.20%**
2733	America Plaza Pedestrian Enhancements	21	22,738	5,756	25.31%	24,749	10,427	42.13%
2724	Beyer Blvd Pathway Beautification	16	25,179	8,352	33.17%	25,514	24,562	96.27%
2626	Beyer Blvd Track and Slope	16	25,179	8,352	33.17%	25,514	24,562	96.27%
2728	Bus Stop Shelters	325	479,707	143,100	29.83%	494,352	356,942	72.20%
2648	Drainage Improvements	10	17,167	3,422	19.93%	17,348	13,680	78.86%
2711	Elevator Modernization - Grossmont	12	14,617	4,393	30.05%	15,011	6,971	46.44%
2710	Elevator Replacement - Fashion Valley	13	18,881	3,427	18.15%	19,033	9,090	47.76%
2714	Grantville Transit Center Bus Bay Improvements	11	13,869	2,770	19.97%	15,212	5,980	39.31%
2692	Imperial Avenue Transit Center - Construction	23	28,777	11,239	39.06%	31,006	19,669	63.44%
2734	Iris Rapid Bus Stop - Construction	54	86,761	29,230	33.69%	87,160	71,641	82.19%
2693	OL Improvement Project Phase 2	40	62,706	17,766	28.33%	63,795	38,238	59.94%
2658	SDSU Underground Station HVAC Replacement	13	18,862	7,906	41.91%	24,806	10,272	41.41%
2686	SDSU Escalator Replacement	13	18,862	7,906	41.91%	24,806	10,272	41.41%
2712	Fence Improvements	51	55,068	12,422	22.56%	63,174	25,614	40.55%
2666	Orange and Copper Line Lighting Upgrades	65	99,024	30,110	30.41%	101,043	49,126	48.62%
2674	VMS Upgrade Project Mid-Coast and BRT	308	464,286	113,636	24.48%	486,342	299,036	61.49%
FY27 CIP Program Total*		**686**	**1,017,549**	**285,482**	**28.06%**	**1,381,911**	**702,801**	**66.40%**

*Due to overlapping projects, the CIP program totals will not equal the summary of all of the project-specific rows.
Source: 2023 American Community Survey (ACS)

San Diego Metropolitan Transit System
Capital Improvement Program – Open Project List by Category ($000s)
As of March 1, 2026

State of Good Repair Projects

Bus Revenue Vehicles

Annual vehicle replacement for a fleet of 40-foot, 60-foot Articulated, ADA Minibus, Fixed Route Minibus, and Commuter Express buses.

Project Name	Budget	Encumbered	Expenses	Balance
ADA Bus Procurement	$ 7,057	$ 6,124	$ 305	$ 628
Mini Bus Replacement	$ 7,157	$ 1	$ 6,935	$ 220
MTS Bus Procurement	$ 171,081	$ 72,030	$ 48,734	$ 50,318
Subtotal	**$ 185,295**	**$ 78,155**	**$ 55,974**	**$ 51,166**

[Budget: the board approved revenue of each CIP Project. Encumbered: purchase requisitions, purchase orders and contract amounts committed but remaining to be spent. Expenses: actual costs paid for the project. Balance: the net amount available after deducting encumbrances and expenses.]

Rail Revenue Vehicles

Annual vehicle replacement for a fleet of light rail vehicles.

Project Name	Budget	Encumbered	Expenses	Balance
SD100 Replacement	$ 214,837	$ 30	$ 208,156	$ 6,652

Facility & Construction Projects

Facilities refer to the structures that enclose or support maintenance, operations, and administrative functions at the Rail division in downtown San Diego and the five bus maintenance facilities throughout San Diego County. Facilities also house specialized equipment that supports the operations and maintenance of the vehicles (for example, fueling and washing facilities).

Facilities also refer to the structures that enclose or support spaces for passengers. Passenger facilities are usually focused on 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.

Bus Operations

Project Name	Budget	Encumbered	Expenses	Balance
CPD Modular Building Replacement	$ 2,113	$ 125	$ 356	$ 1,632
KMD Concrete Lot	$ 677	$ 636	$ (0)	$ 41
SBMF - Building Demolition	$ 1,661	$ -	$ -	$ 1,661
Subtotal	**$ 4,451**	**$ 761**	**$ 356**	**$ 3,334**

Rail Operations

Project Name	Budget	Encumbered	Expenses	Balance
Building A & C Wheel Truing Machine Area	$ 2,784	$ 616	$ 182	$ 1,986
Pyramid Building Improvements	$ 1,968	$ 71	$ 259	$ 1,638
Subtotal	**$ 4,752**	**$ 686**	**$ 441**	**$ 3,624**

Passenger Facilities

Project Name	Budget	Encumbered	Expenses	Balance
12th & Imperial Enabling Project	$ 289	$ 103	$ (0)	$ 186
12th and Imperial Transit Center Rehabil	$ 13,650	$ 1,468	$ 1,587	$ 10,595
America Plaza Pedestrian Enhancements	$ 5,937	$ 4,825	$ 530	$ 581
Beyer Blvd Pathway Beautification	$ 2,139	$ 255	$ 458	$ 1,426
Bus Stop Shelters	$ 1,350	$ 1,070	$ 160	$ 120
Grantville Station Improvements	$ 1,765	$ -	$ 1,577	$ 188
Iris Rapid - Route & Stations Infrastruc	$ 7,376	$ 754	$ 6,436	$ 186
Iris Rapid Transit Center Island Modific	$ 593	$ 3	$ 538	$ 52
MTS ADA Bus Stops Improvements	$ 1,704	$ 76	$ 229	$ 1,399
Washington Station Pedestrian Enhancemen	$ 1,500	$ 111	$ 6	$ 1,383
Subtotal	**$ 36,302**	**$ 8,666**	**$ 11,519**	**$ 16,117**

Rail Infrastructure

This category refers 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.

Track

Project Name	Budget	Encumbered	Expenses	Balance
65th Street Retaining Wall	$ 1,600	$ 78	$ 51	$ 1,471
9th & C Crossover Replacement	$ 1,560	$ -	$ -	$ 1,560
Beyer Blvd Track and Slope	$ 9,142	$ 4,818	$ 3,150	$ 1,173
BL 119# Crossover Replacement	$ 200	$ -	$ -	$ 200
Downtown Parallel Feeder & Street Tracka	$ 2,310	$ 1,178	$ 1,050	$ 82
Drainage Improvements	$ 800	$ -	$ -	$ 800
Grade Crossing Replacement - FY20	$ 6,188	$ -	$ 5,747	$ 441
Grade Crossing Replacement - FY24	$ 5,789	$ -	$ 2,843	$ 2,945
Grade Crossing Replacement - FY25	$ 3,525	$ 1,683	$ 782	$ 1,060
Rio Vista/Morena Wall Buttress	$ 6,640	$ 409	$ 1,099	$ 5,132
Special Trackwork Replacement - Broadway	$ 2,500	$ 76	$ 531	$ 1,893
Special Trackwork Replacement - Design	$ 9,229	$ 3,298	$ 371	$ 5,561
Station Trackway Replacement	$ 1,975	$ -	$ -	$ 1,975
Subtotal	**$ 51,458**	**$ 11,540**	**$ 15,625**	**$ 24,293**

Maintenance of Wayside (MOW)

Project Name	Budget	Encumbered	Expenses	Balance
1129200 - OCS Catch Cable	$ 300	$ -	$ (0)	$ 300
1st Gen Substation Monitoring Devices	$ 1,500	$ 1,459	$ 2	$ 39
AC Switchgear Replacement	$ 1,175	$ -	$ 686	$ 489
ARINC Integration	$ 1,800	$ -	$ 1,243	$ 557
A-yard Catenary Replacement	$ 1,448	$ -	$ -	$ 1,448
Orange Line - Rail Signals	$ 55,404	$ 23,452	$ 23,653	$ 8,299
Orange Line - Rail Signals Part 2	$ 45,000	$ 27,492	$ 8,258	$ 9,251
S7 Replacement Design: 12th/Imp and BL	$ 4,300	$ 3,847	$ 297	$ 156
Substation Replacement	$ 22,399	$ 3,543	$ 2,163	$ 16,693
WSD & Sicas S7 Replacement: Broadway Wye	$ 2,465	$ 819	$ 143	$ 1,503
Yard Switch Automation	$ 500	$ -	$ -	$ 500
Subtotal	**$ 136,291**	**$ 60,611**	**$ 36,445**	**$ 39,236**

Other Equipment & Installations

This category includes any equipment replacement, including things such as service vehicles for Bus and Rail Operations, maintenance equipment, cleaning equipment, and major rehabilitation components for light rail vehicles.

This category also includes a diverse set of systems that support core operational functions and have software and hardware that need to be refreshed on a periodic basis. All of these systems are critical to transit operations, providing financial information, communications, network connectivity, revenue collection, security, customer service, and safety controls.

Operations

Project Name	Budget	Encumbered	Expenses	Balance
Blue & Green Line VMS	$ 4,180	$ 250	$ 3,652	$ 279
Building C Shop Hoists Modernization	$ 300	$ -	$ -	$ 300
C Building Crane Upgrade	$ 500	$ -	$ -	$ 500
Facility Roof Solar Assessments	$ 250	$ 141	$ 79	$ 31
Fencing Improvement	$ 2,025	$ -	$ 1,079	$ 946
Fire Sprinkler Upgrade	$ 563	$ -	$ 550	$ 12
FY21 Miscellaneous Capital	$ 3,096	$ 258	$ 2,198	$ 640
FY26 Miscellaneous Capital	$ 1,064	$ 75	$ -	$ 989
FY26 Transit Amenity Improvement	$ 530	$ 493	$ -	$ 37
IAD & KMD Roof Hatch and Fall Protection	$ 452	$ -	$ -	$ 452
IAD & KMD Service Fluid System Replaceme	$ 758	$ -	$ -	$ 758
IAD & KMD Vacuum Equipment Replacement	$ 284	$ -	$ -	$ 284
IAD CNG Dryer Replacement	$ 625	$ -	$ 480	$ 145
IAD Generator Replacement	$ 965	$ -	$ 708	$ 257
IAD Non-Revenue Vehicle Charging	$ 840	$ 68	$ 32	$ 740
IAD-KMD-Building B High Pile	$ 1,611	$ 175	$ 96	$ 1,340
KMD Chassis Wash Hoist Replacement	$ 718	$ -	$ 525	$ 193
LT - Bus Stop Lighting Pilot	$ 60	$ 8	$ 6	$ 46
LT - Bus Stop Shelter Upgrades	$ 1,246	$ 422	$ 27	$ 797
LT - OL Lighting Upgrade	$ 1,378	$ -	$ 1,012	$ 366
MOW Signal & Track Inspection Solution	$ 625	$ 561	$ -	$ 64
Old Town Storage Room Replacement	$ 255	$ 229	$ -	$ 26
On-Track Equipment Replacement	$ 2,949	$ -	$ 2,059	$ 890
Operation Control Center UPS Replacement	$ 200	$ 170	$ -	$ 30
Orange Line - VMS	$ 2,300	$ 39	$ 2,031	$ 230
Paint Booth Modernization	$ 1,000	$ -	$ 22	$ 978
Public Announcement System - BL	$ 453	$ 147	$ 7	$ 298
Public Announcement System - GL	$ 360	$ 81	$ 4	$ 275
Public Announcement System - OL	$ 250	$ 50	$ 7	$ 193
San Ysidro Retail Kiosks Refresh	$ 400	$ -	$ -	$ 400
SBMF CNG Dryer A & B Replacement	$ 505	$ -	$ 492	$ 13
SDSU Station - Smoke Control System Upgr	$ 500	$ 208	$ 189	$ 103
SDTI HVAC Replacement	$ 1,150	$ 234	$ 851	$ 65
Stadium Station 2nd Elevator	$ 350	$ -	$ -	$ 350
Stadium Station Platform	$ 250	$ 108	$ -	$ 142
Station Cleaning Equipment - FY22	$ 720	$ -	$ 359	$ 361
Station Shelter Replacement	$ 1,700	$ -	$ -	$ 1,700
System Sign Replacement - Old Town	$ 855	$ 252	$ -	$ 603
Trapeze IVR/Web Module	$ 670	$ 66	$ 580	$ 24
Trolley Elevator Modernization	$ 4,000	$ 874	$ 52	$ 3,074
Trolley Roll Up Door Replacement	$ 650	$ 646	$ -	$ 4
Trolley Station Network Communication Eq	$ 4,359	$ 155	$ 2,889	$ 1,314
Subtotal	**$ 45,944**	**$ 5,708**	**$ 19,986**	**$ 20,250**

Administration

Project Name	Budget	Encumbered	Expenses	Balance
Board Room Audio/Video Refresh	$ 500	$ -	$ 458	$ 42
Bus Yard Wireless Network Replacement	$ 381	$ 103	$ 190	$ 87
Data Storage Refresh	$ 421	$ -	$ -	$ 421
ECD Bus Yard Wireless Network Replacemen	$ 374	$ 0	$ 58	$ 316
Fare System Upgrades	$ 34,132	$ 712	$ 31,333	$ 2,087
Network Equipment Refresh	$ 2,859	$ 3	$ 1,446	$ 1,410
Pronto Mobile App	$ 3,245	$ 2,827	$ -	$ 418
Rail Yard Management System	$ 360	$ -	$ -	$ 360
SAP System Upgrade	$ 3,000	$ 2,918	$ -	$ 82
SB BRT Stations Network Replacement	$ 251	$ 1	$ 105	$ 145
Server Refresh	$ 2,848	$ 789	$ 491	$ 1,568
Subtotal	**$ 48,370**	**$ 7,354**	**$ 34,081**	**$ 6,935**

Other Initiatives

Innovative Clean Transit

This category includes the necessary infrastructure to enable the fueling of the future Zero Emission Bus (ZEB) fleet. It includes things like overhead charging infrastructure at all existing divisions, backup generators, batteries for storage, and solar panels on the overhead gantry. It also includes the cost of a new division to help facilitate the conversion to ZEBs.

Project Name	Budget	Encumbered	Expenses	Balance
All Division ZEB Rolling Scaffold	$ 212	$ 29	$ 95	$ 88
Clean Transit Adv. Campus – Divisison 6	$ 71,666	$ 1,557	$ 21,993	$ 48,116
Clean Transit Adv. Campus – Planning	$ 271	$ 247	$ 12	$ 12
CPD BEB Charging - Master Plan	$ 342	$ -	$ -	$ 342
ECBMF Battery Storage	$ 212	$ 147	$ -	$ 65
ECD BEB Charging - Master Plan	$ 517	$ -	$ 324	$ 193
ECD BEB Charging Phase I	$ 3,314	$ -	$ 41	$ 3,274
IAD BEB Charging Infras - Equip & Softwa	$ 2,650	$ 2,632	$ -	$ 18
IAD BEB Charging Infrastructure - Constr	$ 22,125	$ 15,508	$ 6,307	$ 309
IAD Construction Site Preparation	$ 2,700	$ -	$ 1,797	$ 903
IAD OH ZEB Charging Master Planning	$ 500	$ -	$ 442	$ 58
IAD ZEB Overhead Charging - Design	$ 1,621	$ 356	$ 1,261	$ 5
KMD ZEB Overhead Charging	$ 22,424	$ 20,968	$ 1,223	$ 233
SBD BEB Charging Phase II	$ 1,457	$ 1,313	$ 111	$ 33
SBMF ZEB Backup Power Charging	$ 8,967	$ 7,418	$ 337	$ 1,211
ZEB Bus Procurement	$ 9,300	$ 9,300	$ -	$ -
Subtotal	**$ 148,279**	**$ 59,474**	**$ 33,943**	**$ 54,862**

Other Initiatives

This category includes a variety of projects that do not relate to the state of good repair needs of the existing system. It includes projects necessary to expand or enhance the services that MTS provides to the region.

Project Name	Budget	Encumbered	Expenses	Balance
Kearny Mesa Transit Center	$ 14,000	$ 190	$ 13,292	$ 518
San Ysidro Transit Center Planning & Des	$ 1,581	$ -	$ 544	$ 1,037
Security Satellite Offices	$ 580	$ 41	$ 289	$ 250
Subtotal	**$ 16,161**	**$ 231**	**$ 14,125**	**$ 1,805**

Summary

State of Good Repair Categories	Budget	Encumbered	Expenses	Balance
Bus Revenue Vehicles	$ 185,295	$ 78,155	$ 55,974	$ 51,166
Rail Revenue Vehicles	$ 214,837	$ 30	$ 208,156	$ 6,652
Facility & Construction Projects - Bus	$ 4,451	$ 761	$ 356	$ 3,334
Facility & Construction Projects - Rail	$ 4,752	$ 686	$ 441	$ 3,624
Facility & Construction Projects - Pass.	$ 36,302	$ 8,666	$ 11,519	$ 16,117
Rail Infrastructure - Track	$ 51,458	$ 11,540	$ 15,625	$ 24,293
Rail Infrastructure - MOW	$ 136,291	$ 60,611	$ 36,445	$ 39,236
Other Equipment & Installation - Ops	$ 45,944	$ 5,708	$ 19,986	$ 20,250
Other Equipment & Installation - Admin	$ 48,370	$ 7,354	$ 34,081	$ 6,935
Subtotal	**$ 727,700**	**$ 173,512**	**$ 382,582**	**$ 171,607**

Other Initiatives				
Innovative Clean Transit	$ 148,279	$ 59,474	$ 33,943	$ 54,862
Other Initiatives	$ 16,161	$ 231	$ 14,125	$ 1,805
Subtotal	**$ 164,440**	**$ 59,706**	**$ 48,067**	**$ 56,666**

Grand Total	**$ 892,140**	**$ 233,217**	**$ 430,649**	**$ 228,273**

Glossary of Acronyms:

Acronym	Description	Acronym	Description
ABS	Automatic Block Signaling	LRV	Light Rail Vehicle or trolley
AHSC	Affordable Housing and Sustainable Communities	OH	Overhead
ARINC	Aeronautical Radio INC	OL	Orange Line
BEB	Battery Electric Bus	RAM	Revenue and Maintenance Building at IAD
CCTV	Closed Circuit Television	RTMS	Regional Transportation Management System
CNG	Compressed Natural Gas	SAP	Enterprise resource planning system used by MTS
CPC	Centralized Protection and Control	SBMF	South Bay Maintenance Facility (Chula Vista)
CPD	Copley Park Division (Kearny Mesa)	SD100	Light Rail Vehicles (2000 Series)
ECD	East County Division (El Cajon)	SD7	Light Rail Vehicles (3000 Series)
HVAC	Heating, Ventilation, and Air Conditioning	SD8	Light Rail Vehicles (4000 Series)
IAD	Imperial Avenue Division (Downtown)	SDIV	San Diego & Imperial Valley (old rail line)
IMT	Imperial Ave Transit Center	SDTI	San Diego Trolley
IVR	Interactive Voice Response	UPS	Uninterruptible Power Supply
KMD	Kearny Mesa Division	VMS	Variable Message Sign
LIDAR	Light Detection and Ranging	ZEB	Zero Emission Bus

Metropolitan Transit System

Agenda Item No. 07

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

March 12, 2026

SUBJECT:

Senate Bill (SB) 125 Allocation Package Revision (Mike Thompson)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Executive Committee forward a recommendation to the Board of Directors to approve the revised SB 125 Allocation Package (in substantially the same format as Attachment A).

Budget Impact

This item does not impact the total amount of SB 125 funds that will be received by MTS. The proposed changes to the MTS SB 125 Allocation Package reflect actions taken by the Board related to financial sustainability measures. Actual expenditure of funds consistent with the MTS SB 125 Allocation Package are subject to future MTS Board approvals of the MTS Capital Improvement Program, Operating Budget, and individual contracts pursuant to Board Policy No. 41 (Signature Authority).

DISCUSSION:

In 2023, as part of Senate Bill (SB) 125, the State of California appropriated approximately $4 billion to the Transit and Intercity Rail Capital Program (TIRCP) and established a $1.1 billion Zero-Emission Transit Capital Program (ZETCP). Transit agencies have flexibility to use the TIRCP funds for transit operations or capital improvements. The ZETCP funds are targeted to fund zero-emission transit equipment and operations. The California State Transportation Agency (CalSTA) is responsible for developing and administering these programs, and requires that various funding plans and expenditure reports be periodically submitted by each transit agency. MTS is estimated to receive approximately $284 million between Fiscal Year (FY) 2024 through FY 2028. The table below represents the updated revenue estimate timeline:

SB 125 Program	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	TOTALS
TIRCP	$ 118,515,843	$ 59,407,162	$ 59,407,162	$ -	$ -	$ 237,330,167
ZETCP	$ 8,000,723	$ 9,264,540	$ -	$ 9,685,392	$ 19,370,784	$ 46,321,439
Total	**$ 126,516,566**	**$ 68,671,702**	**$ 59,407,162**	**$ 9,685,392**	**$ 19,370,784**	**$ 283,651,606**

MTS has received approximately $195 million to date (the FY 2024 and 2025 allocations) and is expecting the FY 2026 TRICP payment to be received in the Spring of 2026. The remaining ZETCP funding will need to be appropriated through the annual State budget process in each applicable fiscal year.

MTS SB 125 Reporting

As required by SB 125 and CalSTA, MTS has submitted its funding plan detailing how it intends to allocate SB 125 funds for MTS operations and capital improvement projects. These funding plans are called an "Allocation Package." Under the program's parameters, MTS has broad discretion to decide how to spend SB 125 funds. The Allocation Package simply reports to CalSTA the decision made by MTS. Since inception of the program, the following Allocation Packages have been submitted:

December 14, 2023 (Version 1 - Initial MTS SB 125 Allocation Package). On December 14, 2023 (Agenda Item (AI) 29), the Board approved MTS's Initial SB 125 Allocation Package. The funding plan allocated the $283,651,604 in funding over projects between Fiscal Year (FY) 2024 and FY 2028, as follows:

Project Name	FY24	FY25	FY26	FY27	FY28	Total
Electrification of MTS Bus Divisions		$ 17,265,263	$ 9,685,392	$ 9,685,392	$ 9,685,392	$ 46,321,439
Orange Line Improvement Project		$ 26,000,000				$ 26,000,000
Security Enhancements	$ 1,500,000	$ 3,500,000	$ 3,500,000	$ 3,500,000	$ 3,500,000	$ 15,500,000
Trolley Service Enhancements		$ 8,015,000	$ 9,880,000	$ 10,511,000	$ 10,511,000	$ 38,917,000
Bus Service Enhancements		$ 6,000,000	$ 16,000,000	$ 16,000,000	$ 16,000,000	$ 54,000,000
Iris Rapid Operations	$ 3,000,000	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 4,000,000	$ 19,000,000
Otay Mesa Service Improvements		$ 500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 5,000,000
Bus Stop Improvements		$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 1,000,000	$ 4,000,000
Structural Deficit Balancing				$ 13,418,000	$ 61,495,165	$ 74,913,165
Total	**$ 4,500,000**	**$ 66,280,263**	**$ 45,565,392**	**$ 59,614,392**	**$ 107,691,557**	**$ 283,651,604**

September 12, 2024 (Version 2 – MTS SB 125 Allocation Package). On September 12, 2024 (AI 24), the Board approved a revised Allocation Package that made the following changes:

- Allocated funding based on the expected year the funds would be received;
- Retained Trolley service enhancements increasing frequencies during non-peak hours from 30-minute to 15-minute headways (implemented in January 2025) with two exceptions:
    - Each line's last trip of the day, which remains at a 30-minute headway; and
    - Orange Line night-time service remains at 30-minute headways to accommodate the Orange Line Improvement Project work that is expected to extend until 2028.
- Delayed plan to go to 7.5 minute frequencies during peak periods on the Blue Line between downtown and UTC until FY 2027 and FY 2028 (savings of $17.9 million).
- Delayed additional bus service enhancements that had been "to be determined" until FY 2027 and 2028 (savings of $24.5M).
- Removed funding for additional Otay Mesa service (savings of $5 million) and additional bus stop improvements (savings of $4 million) with the goal of finding alternate grant funding for these projects.[1]

[1] A $442,650 Caltrans Sustainable Transportation Planning Grant was received on July 1, 2025 for an Otay Mesa East Transit Planning Study. Consideration of new service in the Otay Mesa East area, if any, will take place after the study has been completed.

- Shifted the $51.4 million in net savings to structural budget deficit balancing in FY 2026 to FY 2028.

VERSION 2 MTS SB 125 ALLOCATION PACKAGE - SEPTEMBER 2024

Project Name	FY24	FY25	FY26	FY27	FY28	Total
Electrification of MTS Bus Divisions		$ 17,265,263	$ 9,685,392	$ 9,685,392	$ 9,685,392	$ 46,321,439
Orange Line Improvement Project		$ 26,000,000				$ 26,000,000
Security Enhancements	$ 1,500,000	$ 3,500,000	$ 3,500,000	$ 3,500,000	$ 3,500,000	$ 15,500,000
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
Otay Mesa Service Improvements		$ -	$ -	$ -	$ -	$ -
Bus Stop Improvements		$ -	$ -	$ -	$ -	$ -
Structural Deficit Balancing			$ 18,000,000	$ 69,082,000	$ 39,248,165	$ 126,330,165
Total	**$ 4,500,000**	**$ 55,265,263**	**$43,185,392**	**$105,267,392**	**$ 75,433,557**	**$ 283,651,604**

February 28, 2025 (Version 3 – MTS SB 125 Allocation Package). On February 13, 2025 (AI 19), as part of its structural budget deficit planning efforts, the Board approved a revision to MTS's Allocation Package that did the following:

- Delayed future Trolley service enhancements (7.5 minute Blue Line service to UTC) in FY 2026 and beyond; and

- Delayed $22 million in future planned bus service enhancements targeted for FY 2027 and FY 2028.

These actions kept in place the Trolley frequency increases and the Blue Line overnight bus service (Route 910) that were implemented in January 2025, but approved delaying any additional service increases until a long-term solution to MTS's structural budget deficit is identified.

Although the Board authorized the removal of additional Trolley and Bus service enhancements from the Allocation Package as part of the action taken on February 13, 2025, the revised Allocation Package (Version 3) submitted later that month only made minor updates to the ridership data and did not make any changes to the proposed expenditure plan when compared to Version 2.

A revision of the Allocation Package to document the service enhancement reductions approved by the Board on February 13, 2025 was delayed until the pilot period for new bus route 910 was completed and the Board approved that route as a permanent route.[2] During the past year, the Board has also engaged in additional financial sustainability discussions and compared actual operating costs for the Route 910 and Iris Rapid (Route 227) to the estimates included in earlier versions of the Allocation Package. Staff is now ready to submit a revised Allocation Package that incorporates the changes approved by the Board last year, along with other minor updates.

[2] The Board approved Route 910 as a permanent route at its meeting on January 15, 2026 (AI 12).

Today's Proposed Action

March 2026 (Version 4 – MTS SB 125 Allocation Package) – Today's Proposed Action.

On November 20, 2025 (AI 19), as a part of the Board's ongoing discussions about how to address the looming fiscal cliff, the Board directed staff to:

> (1) Move the election date target for a potential revenue measure from November 2026 to November 2028;
>
> (2) During the development of FY 2027-2030 Capital Improvement Programs, shift $50 million per year to the Operating budget;
>
> (3) Target a goal of $10 million in annual operational savings beginning with the FY 2027 Operating budget (excludes savings from potential service changes); and
>
> (4) Continue pursuing additional funding from regional, state, and/or federal sources, including pursuit of legislation to expand transit revenue options through tourism, luxury vehicles or other options besides a sales tax.

With the Board's direction in November 2025 to move the target election date for a potential revenue measure from November 2026 to November 2028, staff has been working on a plan to extend MTS's "fiscal cliff" deadline from early 2028 to early 2030. The goal of this would allow MTS to avoid major, disruptive service cuts before a potential November 2028 election. This also provides additional time for the Board to complete its Comprehensive Operations Analysis, Fare Study, and other financial sustainability efforts and due diligence before a lack of funding requires major service cuts.

Consistent with the Board's direction in various financial sustainability discussions, including the direction provided on February 13, 2025 to freeze service levels at those implemented in January 2025, today's proposed action would approve Version 4 of MTS's SB 125 Allocation Package, which makes the following revisions:

- Pursuant to the Board's direction February 13, 2025, removes all funds for Trolley or Bus service enhancements that have not already been implemented (approximately $42 million in savings);
- Adds $3.5 million to the Iris Rapid Operations line item to account for an additional $700,000 in actual annual operating expense over initial estimates;
- Removes $1.8 million in Security Enhancements (additional officer hiring) to account for actual expenses related to the timing of hiring those officers;
- Shifts the net savings of $40 million to Structural Deficit Balancing; and
- Modifies the amount of funds allocated for Structural Deficit Balancing each year between FY 2026 and FY 2031.

PROPOSED **VERSION 4 MTS SB 125 ALLOCATION PACKAGE - MARCH 2026**

Project Name	FY24	FY25	FY26	FY27	FY28	FY 29	FY30	FY31	Total
ZEB Overhead Charging Infrastructure	$ 8,000,976	$ 9,264,288	$ 9,685,392	$ 5,645,000	$ 13,725,784	$ -	$ -	$ -	$ 46,321,440
Orange Line Modernization Project	$ 26,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 26,000,000
Security Enhancements	$ 754,057	$ 2,987,123	$ 3,000,000	$ 3,500,000	$ 3,500,000	$ -	$ -	$ -	$ 13,741,180
Trolley Service Enhancements	$ -	$ 679,119	$ 1,800,000	$ 1,800,000	$ 1,800,000	$ -	$ -	$ -	$ 6,079,119
Bus Service Enhancements	$ -	$ 333,758	$ 730,000	$ 750,000	$ 750,000	$ -	$ -	$ -	$ 2,563,758
Iris Rapid Operations	$ 3,766,943	$ 5,000,000	$ 4,500,000	$ 4,500,000	$ 4,700,000	$ -	$ -	$ -	$ 22,466,943
Otay Mesa (CBX, etc.) Service Improvemer	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bus Stop Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Structural Deficit Balancing	$ -	$ -	$ 3,500,000	$ 37,185,000	$ 31,395,000	$ 41,019,535	$ 40,571,000	$ 12,808,630	$ 166,479,165
Total	**$38,521,976**	**$18,264,288**	**$23,215,392**	**$53,380,000**	**$55,870,784**	**$41,019,535**	**$40,571,000**	**$12,808,630**	**$283,651,605**

It is important to note that MTS will still need to identify additional strategies to bridge the full budget deficit in future years. The due diligence efforts for those strategies – the Fare Study, the Comprehensive Operations Analysis, exploration of new revenue sources, and operational efficiencies -- are ongoing and will be brought to the Board over the following years for direction and/or action.

The changes reflected in Version 4 of the MTS SB 125 Allocation Package will ensure MTS's plan of extending its structural deficit through FY 2030 and ensuring the current levels of service remain active.

Therefore, staff recommends that the MTS Executive Committee forward a recommendation to the Board of Directors to approve the revised SB 125 Allocation Package (Attachment A).

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft MTS SB 125 Allocation Package – Version 4

Metropolitan Transit System

DRAFT

SB 125 Formula-Based Transit and Intercity Rail Capital Program & Zero Emission Transit Capital Program

Revised Allocation Package





Submitted:
March 19, 2026

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A. Cover Letter

Metropolitan Transit System

March 19, 2026

The Honorable Toks Omishakin, Secretary
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

SUBJECT: San Diego Metropolitan Transit System Revised Allocation Package: SB 125 Formula-Based Transit and Intercity Rail Capital Program & Zero Emission Transit Capital Program

Dear Secretary Omishakin,

Please find attached the San Diego Metropolitan Transit System's (MTS) revised allocation package for the SB 125 Formula-Based Transit and Intercity Rail Capital Program & Zero Emission Transit Capital Program.

Under California Public Utilities Code (PUC) § 99313 and 99314, the San Diego Metropolitan Transit Development Board (MTS) is a direct recipient of funds pursuant to PUC § 99312. Therefore, MTS serves in the capacity as its own Regional Transportation Planning Agency (RTPA) for the disbursement of these funds. MTS does not oversee any other transit agencies in the region. MTS solely developed the attached revised allocation plan in consultation and coordination with its Board of Directors.

As the Chief Executive Officer, I authorize and approve the content of this revised allocation package for the SB 125 Formula-Based Transit and Intercity Rail Capital Program and the Zero Emission Transit Capital Program.

On behalf of MTS, thank you for this critical funding opportunity.

Sincerely,

Sharon Cooney

Sharon Cooney
Chief Executive Officer

B. Allocation Package Narrative

i. Funding and service actions utilizing resources other than SB 125 funding

The San Diego Metropolitan Transit System (MTS) service area encompasses approximately 3 million people residing in about 570 square miles of the urbanized area of San Diego County including the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, Santee, and San Diego and the unincorporated area of the County, as well as 3,240 square miles of the rural parts of East County.

MTS is the sole transit operator in this region. For reporting purposes, there are three separate operating entities: MTS, San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC). SDTI operates the light rail service, SDTC operates a portion of the fixed route bus service, while the remainder of fixed route bus service and the region's paratransit services are operated by subcontractors and reported under MTS. These separate entities exist solely for legal and historical reasons, and MTS actually functions as one operator with various service divisions.

The long-term goal of MTS is to fund operations solely with recurring revenues, but since the COVID-19 pandemic in 2020, as well as the next four years looking forward, that will not be the case. MTS ridership and the associated fare revenue continue to lag the pre-pandemic run rate. The approved fiscal year (FY) 2025 budget assumed a 14% reduction in fare revenues compared to FY 2019, the last full fiscal year pre-pandemic, a drop from $92.2 million to $78.9 million. Overall, ridership increased by 7% in FY 2025 compared to FY 2024, growing to over 81 million passengers, and passenger fare revenue finished at $77.9 million, however both ridership and passenger fare revenue are still below the pre-pandemic baselines. MTS does expect ridership and passenger fare revenues to continue to steadily grow over the next four years.

On the subsidy revenue side, regional sales tax receipts increased in FY 2024, with Transportation Development Act (TDA) receipts increasing 2.0% versus the prior year and Transnet receipts increasing by 0.1%. State Transit Assistance (STA), derived from the state sales tax on diesel fuel, decreased from $38.2 million in FY2024 to $33.7 million in FY2025, a 12.0% decrease. California Senate Bill (SB) 125 amended the Budget Act of 2023 to appropriate $4 billion of General Funds to the Transit and Intercity Rail Capital Program (TIRCP) over the next two fiscal years. SB125 also established a $1.1 billion Zero-Emission Transit Capital Program (ZETCP) over the next four fiscal years. MTS was estimated to receive approximately $284 million over the next four fiscal years per the original legislation, to be used for both capital and operations. The FY 2025 amended operating budget included $9.0 million in SB125 TIRCP funds, and MTS received the first cash payment of $135.8 million in September 2024 as well as the second payment of $59.3 million in June 2025. SB125 funds will be utilized for the next several years for security enhancements, service enhancements, and structural deficit balancing.

On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided $25 billion to the transit industry nationwide. MTS was apportioned $220 million in CARES Act funding, which will be utilized over multiple fiscal years to supplement lost revenues and increased expenses related to the pandemic. MTS received $47.4 million in FY2025 and has drawn $220.0 million in total. On March 11, 2021, the President

signed American Rescue Plan Act of 2021 (ARP) Act, which provided $30.5 billion to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. MTS was apportioned $140 million of ARP funding, of which MTS received $2.6 million in FY 2024 and has drawn $140.0 million in total. In FY 2025, all available stimulus funds have been drawn, and MTS will utilize funds in the operating deficit reserve and SB125 funds to balance the operating budget until depleted. Additionally, MTS has a contingency reserve balance of 12.5% of the operating budget at its disposal.

MTS has been using this stimulus funding to offset the structural operating budget deficit caused by passenger revenue losses as well as rising costs of labor, while at the same time allowing MTS to keep service levels as high as possible. Operating revenues are projected to increase by 5.3% in FY 2026 and 4.7% in FY 2027. These increases are primarily due to projected passenger revenue increases as ridership is expected to continue to grow. An average of 3.4% growth is assumed for FY 2028 through FY 2030, as passenger growth is expected to begin leveling off. Subsidy revenue is projected to average 2.2% growth from FY 2026 through FY 2030, primarily reflecting projected sales tax growth. In total, revenues are projected to increase by an average of 2.0% percent over the next five fiscal years. Expenses are projected to increase by 5.6% in FY 2026, then continue to grow by an average of 3.9% from FY 2027 through FY 2030, with higher than normal inflation tapering off going forward.

With projected expense growth exceeding projected growth in recurring revenues, the current five-year operating forecast shows projected structural deficits in each subsequent fiscal year, beginning with a structural deficit of $106.5 million in FY 2026 and growing to $145.6 million in FY 2030. The stimulus funding being used to balance these structural deficits is expected to be depleted partway through FY 2029, resulting in real operating deficits of $120.1 million in FY 2029 and $145.6 million in FY 2030. The MTS Board has directed additional initiatives that could extend these stimulus funds through FY 2030. MTS will begin work towards these initiatives with the FY 2027 budget development cycle.

Another benefit from the stimulus funding is that MTS has been able to maintain normal funding levels for the Capital Improvement Program (CIP). In FY 2026, MTS has budgeted $163.3 million for capital, with approximately one third of that going towards revenue vehicle replacement. Cumulative total capital needs for the five-year period from FY 2026 to FY 2030 exceed the available projected funding levels. Total project needs over the five-year term are projected to be $1.4 billion, with significant needs to keep the system in a state of good repair as well as significant costs to comply with the Innovative Clean Transit (ICT) regulation. With only $624.1 million of revenue expected to be available, MTS currently shows projected deficits of $748.8 million. The ratio of total funding to total capital needs over the five-year term is projected at 45.5 percent.

ii. RTPA strategy to use SB 125 funding

As MTS spends down the remaining federal stimulus funds, MTS will utilize funding from SB 125 (Chapter 54, Statutes of 2023) to maintain service levels , while balancing the budget each year through FY 2030. The bus and rail service increases planned with State funding will ensure that there are no layoffs or budget-related service reductions within this time frame for either directly-operated or contracted services. In fact, MTS proposes to spend $31 million in added service, including new and increased bus services, high frequency rail schedules, and operating funding for a new, TIRCP-funded (Cycle 3) Rapid bus route ("Iris Rapid") that began operations in October 2023. The table below shows the proposed programming of this State funding over

the FY 2024 - FY 2031 timeframe. This proposed plan also balances MTS's budget through FY 2030.

MTS PROPOSED EXPENDITURE PLAN

Project Name	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total
Electrification of MTS Bus Divisions (IAD, SBD, KMD, ECD)		$17,265,263	$ 9,685,392	$ 9,685,392	$ 9,685,392				$ 46,321,439
Orange Line Improvement Project		26,000,000							26,000,000
Security Enhancements	754,057	2,987,123	3,000,000	3,500,000	3,500,000	-	-	-	13,741,180
Trolley Service Enhancements	-	679,119	1,800,000	1,800,000	1,800,000	-	-	-	6,079,119
Bus Service Enhancements	-	333,758	730,000	750,000	750,000	-	-	-	2,563,758
Iris Rapid Operations	3,766,943	5,000,000	4,500,000	4,500,000	4,700,000	-	-	-	22,466,943
Otay Mesa Service Improvements	-	-	-	-	-	-	-	-	-
Bus Stop Improvements	-	-	-	-	-	-	-	-	-
Structural Deficit Balancing	-	-	3,500,000	37,185,000	31,395,000	41,019,535	40,571,000	12,808,630	166,479,165
Total	**$4,521,000**	**$52,265,263**	**$23,215,392**	**$57,420,392**	**$51,830,392**	**$41,019,535**	**$40,571,000**	**$12,808,630**	**$283,651,604**

MTS recognizes that increasing the speed of services benefits passengers with shorter travel times, and also potentially reduces resources needed to operate the same amount of service. Savings from such reductions can be reinvested into the system to offer even more service. MTS works closely with its jurisdiction partners and the San Diego Association of Governments (SANDAG) to identify and implement improvements that give transit vehicles priority and overall increase the speed of services.

Surveys and studies by MTS and industry-wide have shown that the single largest barrier to increasing ridership, and converting travelers from automobile to public transportation, is the transit travel time. Transit is inherently slower because one is sharing their journey with others ("mass transportation") so the vehicle stops multiple times along the way. Additionally, fixed-route transit typically follows routes that are most ridership-generative (busy and slow urban corridors), rather than the fastest routes (typically freeways, where available). While travel time parity may be difficult to completely achieve, studies have also shown that the benefits of transit (lower cost, less stress, etc.) mean that many will accept some additional travel time to use transit. However, as the travel time gap is narrowed, the more successful transit can be at reducing 'vehicle miles traveled' and the resulting greenhouse gas emissions. For this reason, speeding up transit service is a critical component of increasing ridership and achieving the state's climate goals. Ridership-generating transit speed improvements are gained through a combination of projects large and small.

Listed below are some of MTS's recent and on-going efforts to increase ridership, and improve the rider experience, by reducing transit travel times:

- Bus stop consolidation: consolidating bus stops has a two-fold improvement for transit schedules. It typically reduces the times a transit vehicle must stop along its route, and it also groups riders into fewer stops, increasing the chances that each trip will stop at more stops. This has the benefit of making running times more consistent, reducing variability that causes bunches and hurts reliability. MTS has previously performed bus stop consolidation campaigns. MTS staff from operations and planning departments are

consistently listening to riders and looking for opportunities to consolidate legacy stops into fewer, but safer locations. This is an on-going effort.

- Rapid route implementation: MTS's Rapid services are intended to operate with a rail-like stop spacing and service frequency. Implementation can also include transit priority measures such as bus lanes, queue jumps, and Transit Signal Priority (see below). Most recently, MTS began operations of the Iris Rapid, a new route connecting disadvantaged communities in the South Bay to our light rail network, a busy international border crossing, and the coast. Half of the route is an overlay to an existing route that has more stops and follows a more circuitous path. MTS is also working with SANDAG on two new Rapid routes in the region that would convert slower existing local services to a Rapid format.

  The following MTS Rapid services have been implemented in the region over the past 15 years:

  - SuperLoop Rapid 201/202 (2009)
  - SuperLoop East Rapid 204 (2012)
  - Mid-City Rapid 215 (2014)
  - Interstate 15 Rapid 235 & 237 (2014)
  - South Bay Rapid 225 (2018)
  - Iris Rapid 227 (2023)

- Transit Signal Priority (TSP): TSP is a system that modifies traffic signal timing to give priority to transit vehicles over the rest of traffic. Current deployments typically do so by extending a green light for an approaching bus, shortening other signal phases when a bus is waiting at a red light, and/or by creating a seamless through movement to allow buses to move along a corridor without stopping. Another type of TSP installation is a separate bus-only signal that allows buses through while other traffic is stopped, usually as a "queue jump." MTS, working in conjunction with SANDAG and partner municipalities, has dozens of various TSP installations throughout its network. This includes signal priorities along such corridors as El Cajon Blvd., East Palomar Street, Nobel Drive, and Mira Mesa Blvd., and multiple queue jump lights in the cities of San Diego and Chula Vista. A bus signal light on Rosecrans Street allows buses to cross an intersection into the Old Town Transit Center, while general traffic is held at a red light for railroad crossing gates.

- El Cajon Blvd. bus lane: MTS and the City of San Diego partnered with local community groups on a quick-build bus lane along busy El Cajon Blvd., a major east-west corridor served by MTS Routes 1, 6, and Rapid 215. Recognizing the long lead time of traditional bus priority measures, a project was implemented to only use striping and signage to designate a new bus lane along the right-hand side of the street, between Park Blvd. and 43rd Street. This 2.5 mile stretch now has a bus priority lane that is especially helpful in avoiding long queues at busy intersections and in allowing the bus to re-enter traffic. As the first facility of its type in San Diego, both MTS and the City are acquiring knowledge for improvements on future bus lane installations in the City's right-of-way.

- Park Blvd. bus lane: The Park Blvd. corridor through Balboa Park is served by two of MTS's heaviest ridership and most frequent routes: Route 7 and Rapid 215. During weekday peak times, MTS is moving as many as 24 buses an hour through this corridor. Recognizing that traffic in the park, especially on weekends, was having a very negative

effect on MTS performance and reliability, the City of San Diego modified the corridor when the road was resurfaced and restriped. The corridor formerly consisted of two general purpose traffic lanes in each direction, and on-street parking on each side of the street. The on-street parking has been replaced with a buffered bike line, and the number two traffic lane was re-striped as “Bus Only.” This project employed lessons learned from the El Cajon Blvd. bus lane (above) to increase efficacy and safety.

- Iris Avenue Transit Center improvement: As part of the implementation of the new TIRCP-funded Iris Rapid BRT project, MTS constructed a new bus island on the west side of the Iris Avenue Transit Center (IATC). Previously, all bus bays had been on the east side of the IATC, requiring buses to and from the west to cross the Trolley tracks on Iris Avenue. With Blue Line Trolleys now operating every 7.5 minutes in both directions, this resulted in significant delays to two of MTS’s most utilized bus routes: Routes 906/907 and 933/934. The new island on the west side, which opened in October 2023, allows buses from the west to stay on the west side of the tracks, eliminating the need for in-service buses to cross the light rail tracks. This improvement has had a significant positive impact for on-time performance, reliability, and rider connections between bus and trolley.

- Comprehensive Operational Analysis (COA): The COA will include an examination and evaluation of MTS services to determine what improvements could be made to make the network more effective and efficient. The COA will analyze current and potential ridership, travel patterns, demographics, land use, operating costs, and system/segment performance and will ultimately lead to service plan scenarios for MTS consideration. The COA is estimated to be completed by end of 2026.

There is a unified and integrated fare system for all transit service in San Diego County. At the policy level, SANDAG, the County’s MPO and RTPA, is responsible for coordinating regional transit fares and maintains the Comprehensive Fare Ordinance that governs fares for MTS and the North County Transit District (https://www.sandag.org/-/media/SANDAG/Documents/PDF/footer/legal/comprehensive-fare-ordinance.pdf). The region’s fare payment system, PRONTO, is maintained by MTS and used countywide. PRONTO (https://www.sdmts.com/fares/pronto) is a cloud-based fare system that allows users to use a traditional calendar pass or used stored value, with the fare deducted for each ride. PRONTO also includes “fare capping,” in which riders can use stored value and still receive the best value pass. In 2024, PRONTO rolled out “tap to pay” so that passengers can now tap a phone or a chip-enabled credit card to directly charge the card. This innovation, which is integrated by PRONTO into both MTS and NCTD systems, is transformative in making transit easier to use by occasional riders and visitors, who will no longer need to have exact cash, download an app, or purchase a physical fare card.

iii. Proposed funding distribution

Project justification for each project

MTS will utilize over $283 million in this State funding for both capital projects and operational expenses. Approximately $72 million will go towards capital projects being funded through the TIRCP and ZETCP, and approximately $211 million will support various operational expenses. The proposed funding justifications are listed below:

- Electrification of MTS Bus Division (IAD, SBD, KMD, ECD) *(capital project; ZETCP funding)*:
    - Under CARB's Innovative Clean Transit Rule (ICT), transit agencies are required to transition to a fully zero emission bus fleet by 2040. In order to complete the transition, MTS must upgrade its bus divisions to accommodate the necessary charging infrastructure to charge and operate zero emission buses. The electrification of the Imperial Avenue Division, South Bay Division, Kearny Mesa Division, and East County Division all support MTS's overall Zero Emission Transition Plan, and MTS's commitment to alternative, cleaner energy sources, by converting its CNG fleet to zero emissions by 2040.

- Orange Line Improvement Project *(capital project; TIRCP funding)*:
    - The Orange Line Improvement Project is an existing TIRCP-funded capital project (2022 Cycle 5 TIRCP). The Project goal is to increase train speeds, improve service reliability and operating flexibility, maintain grade crossing safety, enhance customer experience and increase the state of good repair. The additional scope items included in this request will allow the Orange Line operations to perform at the same level, and give Orange Line customers the same level of service, as the MTS Blue Line and Green Line Trolleys.

- Security Enhancements *(operations; TIRCP funding)*:
    - In 2022, the MTS Customer Satisfaction Survey indicated an overwhelming response noting concerns of safety and requests for more security to improve the transit experience. Subsequent to that, focus groups were conducted to better understand and define what "more security" means to passengers and to obtain a better understanding of perceptions of personal safety while using transit. The results and feedback of the focus groups included requests such as more visible security, more consistent application of MTS policies (such as fare evasion, inappropriate behavior, and loitering), improved awareness of Ride-Assured Program, and improvement of cleanliness and lighting. After receiving this report, the MTS Board of Directors discussed various concerns related to security and safety throughout the system. The Board of Directors ultimately approved the expansion of the Transit Security and Passenger Safety Department to include 34 new Code Compliance Inspectors (CCIs), six (6) Code Compliance Supervisors, one (1) Assistant Field Operations Manager, one (1) Administrative Support Professional and create five (5) Code Compliance Dispatcher positions. The addition of the positions will help to address safety and security concerns throughout the MTS system.

- Trolley Service Enhancements *(operations; TIRCP funding)* & Bus Service Enhancements *(operations; TIRCP funding)*:
    - Surveys and studies by MTS and industry-wide have shown that the single largest barrier to increasing ridership, and converting travelers from automobile to public transportation, is the transit travel time. Transit is inherently slower because one is sharing their journey with others ("mass transportation") so the vehicle is stopping multiple times along the way. Additionally, fixed-route transit typically follows routes that are most ridership-generative (busy and slow urban corridors), rather than the fastest routes (typically freeways, where available). While travel time parity may be difficult to completely achieve, studies have also shown that the benefits of transit (lower cost, less stress, etc.) mean that many will accept some additional travel time to use transit. However, as the travel time

gap is narrowed, the more successful transit can be at reducing 'vehicle miles traveled' and the resulting greenhouse gas emissions. For this reason, speeding up transit service is a critical component of increasing ridership and achieving the state's climate goals.

- Iris Rapid Operations *(operations; TIRCP funding)*:
  - MTS's Rapid services are intended to operate with a rail-like stop spacing and service frequency. Implementation of Rapid services also includes transit priority measures such as bus lanes, queue jumps, and Transit Signal Priority. In October 2023, MTS implemented a new TIRCP-funded (Cycle 3) Rapid Bus Route 227 ("Iris Rapid") that connects the communities of Otay Mesa and Imperial Beach with the Blue Line Trolley. The route connects disadvantaged communities in the South Bay to our light rail network, a busy international border crossing, and the coast. Half of the route is an overlay to an existing route that has more stops and follows a more circuitous path. Operational costs will be covered through this State funding and help MTS's recent and on-going efforts to increase ridership, and improve the rider experience, by reducing transit travel times.

- Otay Mesa Service Improvements *(local funding and other awarded grant funding)*:
  - Otay Mesa is a community in the southern section of the City of San Diego, just north of the U.S. - Mexico border. The growth of the Otay Mesa community has outpaced the region in the last 20 years, without transit funding to keep up. There are upcoming infrastructure changes in the area including the Otay Mesa East Port of Entry, road extensions, and upgrades near the Cross Border Express (CBX), which connects travelers to and from the Tijuana Airport. Additionally, there are several areas and trip generations that lack adequate transit service, including Amazon, CBX, and the Ocean View Hills neighboring community. While this project was included in MTS's original SB125 allocation package, it is now being funded through local funding and a separately awarded State grant. The award will help fund a study to develop recommendations to better serve the area between I-805 and the Otay Mesa East Port of Entry. The project is included here as it will complement other changes proposed for funding through SB125.

- Bus Stop Improvements *(local funding)*:
  - MTS is seeking to add funds for site improvements and rehabilitation of bus stops for ADA compliance and placement of future amenities. There are MTS bus stops located on land that does not belong to the agency, some of which pre-date the Americans with Disabilities Act (ADA) and need to be rehabilitated to meet full compliance. The selection of these stops is prioritized by environmental justice communities, by ridership, and by requests from disabled riders regarding specific locations. These operational funds will help to ensure ADA compliant boarding areas as well as future bus stop amenities to improve riders' experience on the MTS system. While this project was included in MTS's original SB125 allocation package, it is now proposed to be funded using MTS Capital Improvement Program (CIP) funds.

- Structural Deficit Balancing *(operations; TIRCP funding)*:
  - Similar to many transit agencies in the State and throughout the country, MTS is facing a structural operating budget deficit. MTS's deficit has been caused by

passenger revenue losses as well as rising costs of labor. MTS has utilized federal stimulus funds to help balance the deficit, while at the same time allowing MTS to keep service levels as high as possible. With projected expense growth exceeding projected growth in recurring revenues, the MTS operating budget forecast shows projected structural deficits in each subsequent fiscal year, beginning with a structural deficit of $106.5 million in FY 2026 and growing to $145.6 million in FY 2030. The federal stimulus funding being used to balance these structural deficits is expected to be depleted partway through FY 2026. The MTS board has directed additional initiatives that could extend these one-time balancing funds through FY 2030; work towards these initiatives will begin with the FY 2027 budget development cycle.

For operational expenses, address the following items:

1. Address operational costs until long-term transit sustainability solutions are identified.

The current MTS strategy without this additional State funding will allow it to balance the structural operating budget deficit through FY 2026, without the need to cut the current service levels or shift funding from the capital program. Long-term transit sustainability is dependent on more riders returning to the system, and the operating projects mentioned above are all focused on the customer experience. The ability to add service frequencies and spans, to improve transit stations, as well as enhancing the safety and security of the MTS passengers will all help to increase ridership over the next four years. MTS is also setting aside TIRCP operational funding in the allocation request in order to prevent service cuts and preserve existing fare levels , allowing MTS more time to increase ridership in order to become sustainable.

2. Assist transit operators in preventing service cuts and increasing ridership.

Please see the response in item 1 above.

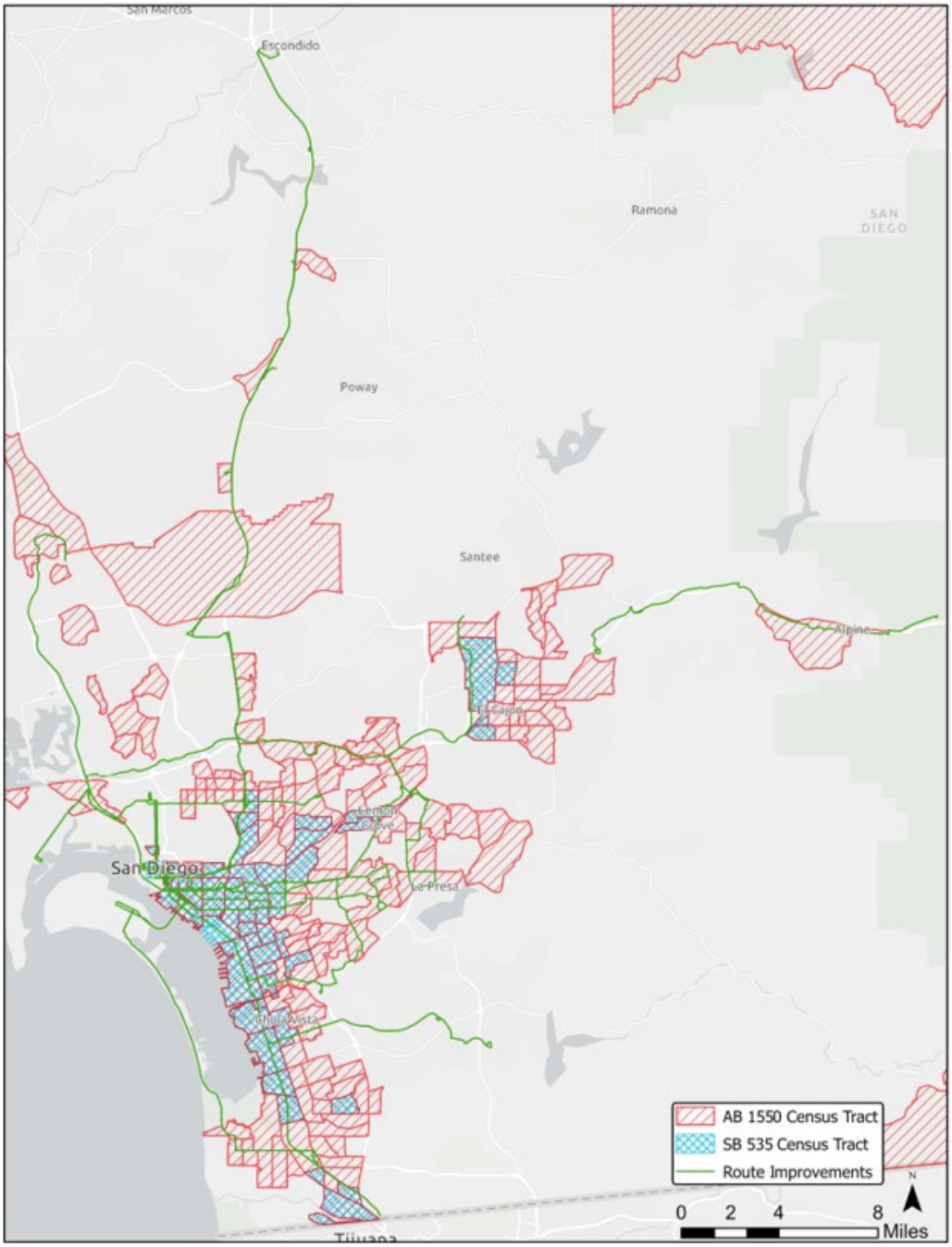
3. Prioritize the availability of transit for riders who are transit dependent.

Overall, over 70% of MTS transit riders are low-income and transit dependent, and do not have access to a private automobile. Programs that enhance transit service and availability for our riders tend to be inherently helpful to those in our region who depend on transit. However, to ensure that the operations dollars proposed from this State funding prioritize helping the most transit-dependent segment of our region’s population, MTS conducted three analyses of the proposed package of new operational improvements, using metrics for: California Senate Bill 535 (through CalEnviroscreen), California Assembly Bill 1550 (through CalEnviroscreen), and the Federal Transit Administration’s Title VI methodology required for major service changes. The full results of that analysis are included with this submittal application as Attachment 1. In summary, comparing the overall MTS service area population with the population of census block groups served by routes to be improved with this State funding, each criterion shows that those benefiting are more disadvantaged, low-income, and minority than the overall MTS area population:

Criteria/ Methodology	Metric	MTS Overall Service Area Population	MTS 2023 SB 125 Application Population*
SB 535 (CalEnviroscreen)	Disadvantaged	11%	**19%**
AB 1550 (CalEnviroscreen)	Low-Income	40%	**53%**
Title VI	Minority	58%	**65%**
Title VI	Low-Income	25%	**29%**

* Population Benefitting from MTS 2023 SB 125 Application for Operational Funding

A map of the routes proposed for improvements, overlaid on the CalEnviroscreen SB 535 disadvantaged communities and AB 1550 low-income tracts, is below.



4. Prioritize transit agencies representing a significant percentage of the region's ridership.

MTS is the only* transit operator in the region of its jurisdiction. (*The North County Transit District – San Diego Railroad operates a small amount of bus and commuter rail into the MTS jurisdiction for the purposes of connections and to serve North County commuters.) Over the last 20 years, great strides have been made to consolidate various local operators into MTS, including the County Transit System, Chula Vista Transit, and National City Transit. These were formerly departments within the County of San Diego, City of Chula Vista, and City of National City, respectively. Further, SDTC and SDTI were previously subsidiaries of MTS, but operated as separate entities with their own respective Board of Directors. Since 2000, all of these operations have been brought under the direct control of the MTS Board of Directors, with a single, unified administrative and planning function to ensure efficiency and the most equitable and effective use of resources. The table below shows the proposed programming of State funding over the FY 2024 - FY 2031 timeframe.

MTS PROPOSED EXPENDITURE PLAN

Project Name	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	Total
Electrification of MTS Bus Divisions (IAD, SBD, KMD, ECD)		$17,265,263	$ 9,685,392	$ 9,685,392	$ 9,685,392				$ 46,321,439
Orange Line Improvement Project		26,000,000							26,000,000
Security Enhancements	754,057	2,987,123	3,000,000	3,500,000	3,500,000	-	-	-	13,741,180
Trolley Service Enhancements	-	679,119	1,800,000	1,800,000	1,800,000	-	-	-	6,079,119
Bus Service Enhancements	-	333,758	730,000	750,000	750,000	-	-	-	2,563,758
Iris Rapid Operations	3,766,943	5,000,000	4,500,000	4,500,000	4,700,000	-	-	-	22,466,943
Otay Mesa Service Improvements	-	-	-	-	-	-	-	-	-
Bus Stop Improvements	-	-	-	-	-	-	-	-	-
Structural Deficit Balancing	-	-	3,500,000	37,185,000	31,395,000	41,019,535	40,571,000	12,808,630	166,479,165
Total	**$4,521,000**	**$52,265,263**	**$23,215,392**	**$57,420,392**	**$51,830,392**	**$41,019,535**	**$40,571,000**	**$12,808,630**	**$283,651,604**

C. Allocation Package Detailed Project Description

i. Existing TIRCP Capital Project

MTS is requesting an allocation of $26 million to increase the budget for an existing 2022 Cycle 5 TIRCP project: Zero Emission Transit Enhancements. The additional funds will be allocated to the Orange Line Improvement Project to cover costs for additional scope and construction cost escalation from the time of the TIRCP application to November 2023.

The Orange Line Improvement Project goal is to increase train speeds, improve service reliability and operating flexibility, maintain grade crossing safety, enhance customer experience and increase the state of good repair. To accomplish this goal, the project requested funding in five categories:

Project 1: Orange Line Improvements	Total	TIRCP	TDA	Match
Install Grade Cross Warning System Design and Construction	9,100,000	7,280,000	1,820,000	20%
Signal Replacement with Bi-directional Signaling Design	800,000	640,000	160,000	20%
Extend Crossing Approaches Construction	3,250,000	2,600,000	650,000	20%
ABS Signaling Work at Francis and 32nd St. Construction	3,250,000	2,600,000	650,000	20%
Passenger Invormation Sign Upgrades (VMS) Design and Construction	1,800,000	1,440,000	360,000	20%
Totals	$ 18,200,000	$14,560,000	$3,640,000	

The cost increases totaling the request for $26M are primarily due to increases in the scope of the project. The project scope has been expanded to include three new interlockings, upgrades to two manually operated switch machines, and 11 additional signal houses. The new interlockings and switch machine upgrades will provide operational flexibility during construction. The project originally envisioned 12 new signal houses and 28 legacy signal houses to remain in operation. The 28 legacy houses are 30+ years old and run on different technology. Increasing the project scope to include 11 new signal houses will bring the entire Phase 1 Orange Line segment to the new signaling system and will result in a total of 23 signal houses. The reduction in the total number of signal houses reduces maintenance and inspection requirements into the future.

The 2023 Cycle 6 TIRCP resulted in an additional Orange Line award, Phase 2, of the project. Due to the limited time for implementation, and the size of the combined Phase 1 and Phase 2 projects, MTS will engage the services of an outside consultant to assist with Program Management Support. The consultant will assist with coordination among internal and external stakeholders, designers, contractors and the CPUC as needed to keep the project on schedule.

The 2022 Cycle 5 TIRCP application was submitted in early March 2022. According to the DGS California Construction Cost Index, construction costs have increased 17% between February 2022 and November 2023. At the time of application, the Orange Line Improvement Project was estimated to total $18.2M. Adjusting with the CCCI data, the increased costs add $3.1M to the overall project cost. https://www.dgs.ca.gov/RESD/Resources/Page-Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI

The additional scope items described above will allow the Orange Line operations to perform at the same level, and give Orange Line customers the same level of service, as the MTS Blue Line and Green Line Trolleys. The table below describes the cost associated with each additional scope item.

Project 1: Orange Line Improvements: Additional Scope	Total	SB 125
New Rail Interlockings with Powered switches, fiber and OCS	$7,900,000	$7,900,000
New signal houses and associated fiber	$15,500,000	$15,500,000
Program Management Consultant Services	$1,222,000	$1,222,000
Construction Management	$1,378,000	$1,378,000
Total	$26,000,000	$26,000,000

ii. New TIRCP-eligible Project

MTS is not seeking to utilize funds for new TIRCP-eligible projects.

iii. Project Development Activities for a New TIRCP Project

MTS is not seeking to utilize funds for project development activities for a new TIRCP project.

iv. ZETCP Capital Project

a. Summary of ZETCP Projects

MTS's ZETCP capital projects include zero emission bus infrastructure investments at four separate MTS bus divisions. These projects are necessary as they support MTS's electric fleet conversion in transitioning to a zero-emission fleet by 2040 and achieving a cleaner, safer, more accessible and connected future.

Electrification of the Imperial Avenue Division

MTS is seeking to utilize ZETCP funds for the "Electrification of the Imperial Avenue Division", which is the first phase of overhead electric bus charging infrastructure at our Imperial Avenue Division located at 100 16th St., San Diego, CA 92101.

Estimated dates for the start and end of each phase are as follows:

Design Phase: January 2023 - August 2024
Procurement: September 2024 - March 2025
Construction: April 2025 - September 2026 (current status)
Closeout: September 2026 - December 2026

The project scope consists of:

- Installation of new 12kV electrical service including all transformers, switchgear and distribution
- Installation of gantry style overhead charging structure, equipment, and chargers to allow charging up to 30 buses
- Installation of backup CNG generator to provide redundancy for bus charging as well as a photovoltaic system on top of the steel gantry
- All necessary civil improvements, trenching, and concrete paving necessary as part of the work to allow for charging the battery electric buses

Total project costs: The total cost of the project is $21,427,000 which includes $130,600 for agency project management costs.

Electrification of the Imperial Avenue Division	TIRCP	TDA	ZETCP	Other	Total
2022 Cycle 5 TIRCP	8,064,000				8,064,000
TDA Local 20% Match		2,016,000			2,016,000
ZETCP			10,126,000		10,126,000
Other*				1,221,000	1,221,000
Totals	$8,064,000	$2,016,000	$10,126,000	$1,221,000	$21,427,000

**Other funding sources may include various local funds, federal funds, and/or rebates. Funding sources will be determined during annual budget processes each year.*

Electrification of the South Bay Division, Phase II

MTS is seeking to utilize ZETCP funds for the “Electrification of the South Bay Division, Phase II”, which is the second phase of overhead electric bus charging infrastructure at our South Bay Division located at 3650 Main St., Chula Vista, CA 91911.

Estimated dates for the start and end of each phase are as follows:

Design Phase: January 2027 - October 2027
Procurement: November 2027 – May 2028
Construction: June 2028 - December 2029
Closeout: January 2030 - June 2030

The project scope consists of:

- Installation of new electrical distribution utilizing the new service and switchgear from phase 1, but this phase will require new transformers and switchboards.
- Installation of gantry style overhead charging structure, equipment, and chargers to allow charging up to 31 buses
- Installation of backup CNG generator and battery storage to provide redundancy for bus charging as well as a photovoltaic system on top of the steel gantry
- All necessary civil improvements, trenching, and concrete paving necessary as part of the work to allow for charging the battery electric buses

Total project costs: The total cost of the project is $22,346,900 which includes $162,000 for agency project management costs.

Electrification of the South Bay Division, Phase II	ZETCP	Other	Total
ZETCP	14,528,088		14,528,088
Other*		7,818,812	7,818,812
Totals	$ 14,528,088	$7,818,812	$ 22,346,900

**Other funding sources may include various local funds, federal funds, and/or rebates. Funding sources will be determined during annual budget processes each year.*

Electrification of the Kearny Mesa Division

MTS is seeking to utilize ZETCP funds for the “Electrification of the Kearny Mesa Division", which is the first phase of overhead electric bus charging infrastructure at our Kearny Mesa Division located at 4630 Ruffner Rd., San Diego, CA 92111.

Estimated dates for the start and end of each phase are as follows:

Design Phase: November 2024 - December 2025
Procurement: January 2026 – April 2026 2026
Construction: June 2026 – October 2027
Closeout: November 2027 - February 2028

The project scope consists of:

- Installation of new 12kV electrical service including all transformers, switchgear and distribution

- Installation of gantry style overhead charging structure, equipment, and chargers to allow charging up to 32 buses
- All necessary civil improvements, trenching, and concrete paving necessary as part of the work to allow for charging the battery electric buses

Total project costs: The total cost of the project is $22,345,500 which includes $162,000 for agency project management costs.

Electrification of the Kearny Mesa Division	TIRCP	TDA	ZETCP	Other	Total
2023 Cycle 6 TIRCP	12,132,000				12,132,000
TDA Local 20% Match		3,033,000			3,033,000
ZETCP			5,434,000		5,434,000
Other*				1,746,500	1,746,500
Totals	$12,132,000	$3,033,000	$5,434,000	$1,746,500	$22,345,500

**Other funding sources may include various local funds, federal funds, and/or rebates. Funding sources will be determined during annual budget processes each year.*

Electrification of the East County Division

MTS is seeking to utilize ZETCP funds for the “Electrification of East County Division", which is the first phase of overhead electric bus charging infrastructure at our East County Division located at 544 Vernon Way, El Cajon, CA 92020.

Estimated dates for the start and end of each phase are as follows:

Design Phase: July 2027 - April 2028
Procurement: May 2028 - November 2028
Construction: December 2028 - June 2030
Closeout: June 2030 - December 2030

The project scope consists of:

- Installation of new 12kV electrical service including all transformers, switchgear and distribution
- Installation of gantry style overhead charging structure, equipment, and chargers to allow charging up to 32 buses
- Installation of backup CNG generator and battery storage to provide redundancy for bus charging as well as a photovoltaic system on top of the steel gantry
- All necessary civil improvements, trenching, and concrete paving necessary as part of the work to allow for charging the battery electric buses

Total project costs: The total cost of the project is $23,019,400 which includes $168,000 for agency project management costs (see table below).

Electrification of the East County Division	ZETCP	Other	Total
ZETCP	16,233,351		16,233,351
Other*		6,786,048	6,786,048
Totals	$ 16,233,351	$6,786,048	$ 23,019,399

**Other funding sources may include various local funds, federal funds, and/or rebates. Funding sources will be determined during annual budget processes each year.*

b. Detailed project schedules

A detailed project schedule is included as Attachment 2.

c. Project location maps

The ZETCP capital projects are located in various cities within San Diego County, including the cities of San Diego, Chula Vista, and El Cajon. There are over 100 communities that are both SB 535 disadvantaged communities and AB 1550 low-income communities that are directly served by these projects.

- Electrification of the Imperial Avenue Division:
  - Project location map is included as Attachment 3

- Electrification of the South Bay Division, Phase II:
  - Project location map is included as Attachment 4

- Electrification of the Kearny Mesa Division:
  - Project location map is included as Attachment 5

- Electrification of the East County Division:
  - Project location map is included as Attachment 6

d. Explanation of GHG reducing features of projects

Collectively, ZETCP capital projects are estimated to reduce GHG emissions in the San Diego region by 440,661 $MTCO_2e$ over the lifecycles of each project. Please see the attached CARB GHG Benefits Calculator tools per project in the support documentation for further details.

- Electrification of the Imperial Avenue Division:
  - CARB GHG Benefits Calculator Tool is included as Attachment 7
  - The Electrification of the Imperial Avenue Division Project supports MTS's overall Zero Emission Transition Plan, and MTS's commitment to alternative, cleaner energy sources, by converting its CNG fleet to zero emissions by 2040. The Project will help to reduce greenhouse gas emissions by constructing the necessary charging infrastructure required to support ZEBs. The Project will reduce emissions by 114,175 $MTCO_2e$ (see Attachment 7).

- Electrification of the South Bay Division, Phase II:
  - CARB GHG Benefits Calculator Tool is included as Attachment 8
  - The Electrification of the South Bay Division Project supports MTS's overall Zero Emission Transition Plan, and MTS's commitment to alternative, cleaner energy sources, by converting its CNG fleet to zero emissions by 2040. The Project will help to reduce greenhouse gas emissions by constructing the necessary charging infrastructure required to support ZEBs. The Project will reduce emissions by 138,660 $MTCO_2e$ (see Attachment 8).

- Electrification of the Kearny Mesa Division:
  - CARB GHG Benefits Calculator Tool is included as Attachment 9

  - The Electrification of the Kearny Mesa Division Project supports MTS's overall Zero Emission Transition Plan, and MTS's commitment to alternative, cleaner energy sources, by converting its CNG fleet to zero emissions by 2040. The Project will help to reduce greenhouse gas emissions by constructing the necessary charging infrastructure required to support ZEBs. The Project will reduce emissions by 92,066 $MTCO_2e$ (see Attachment 9).

- Electrification of the East County Division:
  - CARB GHG Benefits Calculator Tool is included as Attachment 10
  - The Electrification of the East County Division Project supports MTS's overall Zero Emission Transition Plan, and MTS's commitment to alternative, cleaner energy sources, by converting its CNG fleet to zero emissions by 2040. The Project will help to reduce greenhouse gas emissions by constructing the necessary charging infrastructure required to support ZEBs. The Project will reduce emissions by 95,760 $MTCO_2e$ (see Attachment 10).

e. Job co-benefit modeling

The ZETCP capital projects will directly serve and provide environmental health improvements to over 100 communities that are considered both SB 535 disadvantaged and AB 1550 low-income communities. Maps of the communities are provided in Attachment 11. More than 802 jobs will be made available through these projects.

- Electrification of the Imperial Avenue Division:
  - CARB Jobs Co-Benefits Calculator Tool is included as Attachment 12. The Project is estimated to create 197 jobs.

- Electrification of the South Bay Division, Phase II:
  - CARB Jobs Co-Benefits Calculator Tool is included as Attachment 13. The Project is estimated to create 201 jobs.

- Electrification of the Kearny Mesa Division:
  - CARB Jobs Co-Benefits Calculator Tool is included as Attachment 14. The Project is estimated to create 194 jobs.

- Electrification of the East County Division:
  - CARB Jobs Co-Benefits Calculator Tool is included as Attachment 15. The Project is estimated to create 210 jobs.

f. Benefits to SB 535 and AB 1550 communities

The four ZETCP capital projects listed above will provide significant benefits for the communities that have MTS bus divisions, as they will allow fossil-fueled buses to be replaced by battery electric buses that have no tailpipe emissions and generate no engine noise.

Of the four ZETCP capital projects, three are located in AB 1550 areas (Imperial Avenue Division, South Bay Division and East County Division). The fourth (Kearny Mesa Division) is not in an AB 1550 area, and while not considered a Disadvantaged Community itself, KMD shares a border with eight (8) communities categorized as Disadvantaged and/or Low-Income.

A map of these four locations, overlaid on the CalEnviroscreen SB 535 disadvantaged communities and AB 1550 low-income tracts, is included as Attachment 11.

ZEB Infrastructure Project	Census Tract	Disadvantaged Community (CES 4.0)	Low-Income Community (AB 1550)
Imperial Avenue Division	6073005100	Yes	Yes
South Bay Division, Phase II	6073013307	Yes	Yes
Kearny Mesa Division	6073008511	No	No
East County Division	6073016202	Yes	Yes

The ZETCP capital projects additionally have benefits for areas beyond the facility itself, as they will enable the deployment of quiet battery electric buses without tailpipe emissions to operate through communities in the MTS region. This infrastructure will support MTS's fleet of 40' standard and 60' articulated buses, which cover 67 of MTS's 97 routes, or 69%. (Other routes are operated by over-the-road coaches or cutaway "minibuses.") However, these 67 routes operate 94.6% of MTS's revenue hours and 93.2% of MTS's revenue miles, so they are by far the most consequential of MTS's services.

In order to gauge the benefits of the deployment of these ZEBs, MTS compared the areas served by the 67 routes to the areas served by the remaining 30 routes. While there is significant overlap in the areas served by the two route groups, the census tracts only served by the 30 routes not included under the ZETCP project are primarily suburban and rural tracts that are not included as disadvantaged under SB 535 or low-income under AB 1550. The overall result is that the group of 67 routes with infrastructure proposed for funding under SB 125 are more disadvantaged, low-income, and minority that the overall MTS area population.

CARB Benefit Criteria Tables

MTS's ZEB Transition Plan ensures that the deployment of battery-electric buses and/or other ZEBs are prioritized in historically marginalized low-income and minority communities that are most affected by environmental factors, such as the communities that surround MTS's service areas (see Project Location Maps as listed below). Service is offered throughout the City of San Diego and into surrounding communities in an area that stretches from Chula Vista in the South Bay as far north as the city of Escondido and from the Pacific Ocean to the City of El Cajon in the East County. These routes meet a variety of customer needs providing transportation to work, school, shopping, medical appointments and recreational activities.

- Electrification of the Imperial Avenue Division:
    - CARB Benefit Criteria Table is included as Attachment 16.

- Electrification of the South Bay Division, Phase II:
  - CARB Benefit Criteria Table is included as Attachment 17.

- Electrification of the Kearny Mesa Division:
  - CARB Benefit Criteria Table is included as Attachment 18.

- Electrification of the East County Division:
  - CARB Benefit Criteria Table is included as Attachment 19.

g. Identification of whether entire project, or its components, address AB 1550 benefits

Of the four ZETCP capital projects, three are located in AB 1550 areas (Imperial Avenue Division, South Bay Division and East County Division). The fourth (Kearny Mesa Division) is not in an AB 1550 area, and while not considered a Disadvantaged Community itself, the Kearny Mesa Division shares a border with eight (8) communities categorized as Disadvantaged and/or Low-Income. The budget for all four projects is $87,638,800, of which 76% will be spent on the three projects in AB 1550 low-income communities. These four projects propose to use $46,321,439 of ZETCP funds, of which 88% will be spent on the three projects in AB 1550 low-income communities.

h. Expected ridership benefits of the project when constructed

The four ZETCP capital projects support fleet electrification for MTS's transition from fossil-fueled vehicles to zero-emission. While this transition is part of the State of California's plan to address mandates and needs for public health protection, and to meet federal air quality standards and climate protection goals, it is not expected to have a direct ridership impact. MTS intends to operate the same level of service, regardless of fleet electrification.

v. Transit Operations Funding

1. Name of transit operator

San Diego Metropolitan Transit System

2. 2024-2025 ridership and operator's percent of region's ridership – (Revised 01/21/2026)

Total ridership for 2023-2024 fiscal year was 81.2 million (a 7.3% increase from FY 2024). The FY 2024-2025 ridership includes 42.7 million light rail passengers and 38.2 million bus passengers (and another 350,000 on paratransit). MTS is the only designated transit operator in its jurisdiction. A small number of boardings occur on North County Transit District services that reach into the MTS jurisdiction, but these are fewer than one percent of the area's ridership.

In the broader County of San Diego, MTS carries approximately 91% of the transit ridership, as shown in the table below.

San Diego County Transit Ridership				
	MTS	NCTD	TOTAL	% MTS
FY19 (2018-2019)	85,357,495	10,391,614	95,749,109	89%
FY20 (2019-2020)	71,224,080	8,292,810	79,516,890	90%

FY21 (2020-2021)	39,214,848	4,457,759	43,672,607	90%
FY22 (2021-2022)	57,617,251	5,927,166	63,544,417	91%
FY23 (2022-2023)	68,511,363	7,132,419	75,643,782	91%
FY24 (2023-2024)	75,682,794	7,705,768	83,388,562	91%
FY25 (2024-2025)	81,240,554	8,473,626	89,714,180	91%

3. Amount of funding requested, by source (TIRCP and ZETCP) and budget year

The funding requested by source and year is as follows:

Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
ZETCP	-	17,265,263	9,685,392	9,685,392	9,685,392	-	-	-	46,321,439
TIRCP	4,521,000	35,000,000	13,530,000	47,735,000	42,145,000	41,019,535	40,571,000	12,808,630	237,330,165
Total	$4,500,000	$52,265,263	$23,215,392	$57,420,392	$51,830,392	$41,019,535	$40,571,000	$12,808,630	$283,651,604

4. List of specific operational activities funded by the request

- Security Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $13,741,180
  - Security enhancements will include the expansion of the Transit Security and Passenger Safety Department to include 34 new Code Compliance Inspectors (CCIs), six (6) Code Compliance Supervisors, one (1) Assistant Field Operations Manager, one (1) Administrative Support Professional and create five (5) Code Compliance Dispatcher positions. The addition of the positions will help to address safety and security concerns throughout the MTS system.

- Trolley Service Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $6,079,119
  - Trolley service enhancements will include frequency increases to 15 minutes all day, every day for all Trolley lines. Currently, there are 30-minute frequencies in the early and late hours. Additional service details are included below.

- Bus Service Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $2,563,758
  - In January 2025, MTS implemented a new Downtown San Diego – Border overnight express bus route. Operational costs will be covered through this State funding. Additional service details are included below.

- Iris Rapid Operations *(operations; TIRCP funding)*
  - Total funding requested: $22,466,943
  - In October 2023, MTS implemented a new TIRCP-funded (Cycle 3) Rapid Bus Route 227 (“Iris Rapid”) that connects the communities of Otay Mesa and Imperial Beach with the Blue Line Trolley. The route connects disadvantaged communities in the South Bay to our light rail network, a busy international border crossing, and the coast. Half of the route is an overlay to an existing route that has more stops and follows a more circuitous path. Operational costs will be covered through this State funding.

- Otay Mesa Service Improvements *(local funding and/or future grant funding)*
  - Total funding requested: $0. MTS is not proposing to utilize SB125 funds for this project, but is being included here because any improvements that developed

would be complementary to the service expansion proposed in this allocation package. MTS is funding this project with local dollars and grant funds.
    - Otay Mesa service improvements include a study to develop recommendations to better serve the area between I-5 and the Otay Mesa East Port of Entry.

- Bus Stop Improvements *(local funding)*
    - Total funding requested: $0
    - Bus stop improvements would include approximately 20 site improvements and rehabilitation of bus stops for ADA compliance and placement of future amenities. These operational funds will help to ensure ADA compliant boarding areas as well as future bus stop amenities to improve the rider experience on the MTS system.

- Structural Deficit Balancing *(operations; TIRCP funding)*
    - Total funding requested: $166,479,165
    - The use of these State funds will help balance the structural deficit into FY 2029, providing additional time to obtain long-term sustainability of the system. This will allow MTS to prevent service cuts and preserve existing fare levels for as long as possible.

a. Service details

The table below lists **proposed new improvements**, including the proposed added service for each route that would be implemented using this State funding. These are new services that enhance the MTS network to grow ridership, and are in addition to the restorations listed in the table above. The table below also includes the number of budgeted revenue hours in FY 2023, as well as the number of revenue hours that would be added with the noted service increases. In total, this State funding would be used to add 24,049 new annual revenue hours of MTS bus and Trolley services. With these funds, MTS is proposing to use $6 million for added Trolley service and $2.6 million for added bus service over the four years from FY 2025 through FY 2028.

MTS TRANSIT SERVICES TO BE INCREASED

ROUTE	Service Increase Summary	Baseline Revenue Hours (FY2023 Budget)	Additional Annual Rev. Hours
Blue Line	ALL DAYS: Early & Late freq. 30 > 15 mins.	123,327	4,100
Orange Line	ALL DAYS: Early & Late freq: 30 > 15 min.	50,896	2,597
Green Line	ALL DAYS: Early & Late freq: 30 > 15 min.	63,139	9,181
Copper Line	ALL DAYS: Early & Late freq: 30 > 15 min.	-	798
910	New overnight exp. route (Dwtn SD - San Ysidro).	-	7,372

MTS is not proposing to separately designate this funding for ensuring the safety and state-of-good-repair of the vehicles and infrastructure necessary to operate current, restored or proposed new levels of service. Unit cost assumptions for the cost estimates of the restored and new expanded services already include the necessary resources to cover these items and ensure that MTS's bus and rail infrastructure and vehicles are safe and in a good state-of-repair.

MTS is the only designated transit operator in its jurisdiction. However, MTS bus services are operated directly in-house and by two different contractors. Having three operators among the

five bus operating divisions offers MTS flexibility to make changes according to current demands. Adjustments of operators are made routinely due to vehicle availability at various divisions, staffing capacity at each division, proximity to revenue service, and cost effectiveness. At this point, MTS intends that the restored and expanded services proposed for this State funding would be operated by the current operator and division. That may be adjusted moving forward to maintain efficiency and efficacy as these changes are implemented and operated over the next five years.

b. Identification of operating expenses invested in increased safety and security measures

In 2022, the MTS Customer Satisfaction Survey indicated an overwhelming response noting concerns of safety and requests for more security to improve the transit experience. Subsequent to that, focus groups were conducted to better understand and define what "more security" means to passengers and to obtain a better understanding of perceptions of personal safety while using transit. The results and feedback of the focus groups included requests such as more visible security, more consistent application of MTS policies (such as fare evasion, inappropriate behavior, and loitering), improved awareness of Ride-Assured Program, and improvement of cleanliness and lighting.

After receiving this report, the Board of Directors discussed various concerns related to security and safety throughout the system. The Board directed staff to assess the cost of additional security staff for the potential expansion of the Transit Security and Passenger Safety Department. At the September 13, 2023 Board of Directors meeting, the Board approved the department expansion and the addition of 34 new Code Compliance Inspectors (CCIs), six (6) Code Compliance Supervisors, one (1) Assistant Field Operations Manager, one (1) Administrative Support Professional and create five (5) Code Compliance Dispatcher positions. The additional requested CCI personnel would include 27 CCIs assigned to Train Teams, four (4) CCIs to the Passenger Safety Teams, two (2) CCIs to the Bus Enforcement Team, and one (1) CCI to the Homeless Outreach Team. The additional Code Compliance Supervisors, Assistant Field Operations Manager and Administrative Support Professional will be needed to manage, supervise and support the additional field positions. The creation of five (5) Code Compliance Dispatcher positions will allow the Transit Security and Passenger Safety Department to have professional dispatchers who will go through a California Peace Officer Standards and Training (POST) dispatcher course. The dispatchers will be full-time MTS employees rather than the current practice of contracted security officers working as minimally trained dispatchers. MTS plans to use $13.7M of TIRCP operational funding for this added security personnel over the next five fiscal years.

c. Identification of operation expenses intended to increase ridership

MTS's ability to add service frequencies and spans, to improve transit stations, as well as enhancing the safety and security of the MTS passengers will all help to increase ridership over the next four years. Operational expenses intended to increase ridership as well as improve coordination of routes and schedules include all operational projects referenced above. A summary of those projects includes:

- Security Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $13,741,180

- Trolley Service Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $6,079,119

- Bus Service Enhancements *(operations; TIRCP funding)*
  - Total funding requested: $2,563,758

- Iris Rapid Operations *(operations; TIRCP funding)*
  - Total funding requested: $22,466,943

- Otay Mesa Service Improvements *(local funding and other awarded grant funding)*
  - Total funding requested: $0 (part of the original allocation package, but now using local funds and other awarded grant funding)

- Bus Stop Improvements *(local funding)*
  - Total funding requested: $0 (part of the original allocation package, but now proposed to use local funds)

- Structural Deficit Balancing *(operations; TIRCP funding)*
  - Total funding requested: $166,479,165

5. Identification of benefits to transit dependent riders

Overall, over 70% of MTS transit riders are low-income and transit dependent, and do not have access to a private automobile. Programs that enhance transit service and availability for our riders tend to be inherently helpful to those in our region who depend on transit. This funding will help ensure service retention, increased service, and new service is available to MTS riders. Transit dependent riders will benefit from added service frequencies and spans, improved transit stations to make transit more accessible and pleasant, and will also enhance the safety and security of passengers, which has been a top priority for both MTS and its riders. However, to ensure that the operations dollars proposed from this State funding prioritize helping the most transit-dependent segment of our region's population, MTS conducted three analyses of the proposed package of new operational bus and Trolley improvements, using metrics for: California Senate Bill 535 (through CalEnviroscreen), California Assembly Bill 1550 (through CalEnviroscreen), and the Federal Transit Administration's Title VI methodology required for major service changes. The full results of that analysis are included with this submittal application as Attachment 1. In summary, comparing the overall MTS service area population with the population of census block groups served by routes to be improved with this State funding, each criterion shows that those benefiting are more disadvantaged, low-income, and minority than the overall MTS area population:

Criteria/ Methodology	Metric	MTS Overall Service Area Population	MTS 2023 SB 125 Application Population*
SB 535 (CalEnviroscreen)	Disadvantaged	11%	**19%**
AB 1550 (CalEnviroscreen)	Low-Income	40%	**53%**
Title VI	Minority	58%	**65%**
Title VI	Low-Income	25%	**29%**

* Population Benefitting from MTS 2023 SB 125 Application for Operational Funding

D. Summary Excel table: proposed uses of TIRCP and ZETCP funds by fiscal year

A summary Excel table including the proposed uses of TIRCP and ZETCP funds by fiscal year is included as Attachment 20.

E. Regionally Representative Transit Operator Data

i. Existing fleet and asset management plans by transit operators.

MTS developed its required ZEB Transition Plan and received approval by the MTS Board of Directors in June 2025. The MTS ZEB Transition Plan is included as Attachment 21.

Transit asset management plans are required for all FTA 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. MTS's Transit Asset Management Plan outlines the agency's policy, approach and specific actions to improve its asset management practices over the next five years. The plan is updated periodically, and the latest plan was approved by the MTS Board of Directors in February 2025. The MTS Transit Asset Management Plan is included as Attachment 22.

MTS also submits annual Asset Information Module data to the FTA. The last submission was in October 2025 for the fiscal year ending June 30, 2025.

ii. Revenue collection methods and annual costs involved in collecting revenue by payment instrument.

SANDAG oversees the Comprehensive Fare Ordinance which provides the regional framework for transit fares implemented by MTS and NCTD. Public input is vital to making updates to regional fares, so SANDAG hosts public hearings whenever fare changes are considered. For any fare changes to be implemented, including fare increases or changes in fare types, the SANDAG Transportation Committee must approve the changes and amend the Comprehensive Fare Ordinance (link to the current fare ordinance: https://www.sandag.org/-/media/SANDAG/Documents/PDF/footer/legal/comprehensive-fare-ordinance.pdf). The most recent fare changes were implemented in 2021, providing for a new regional fare system branded as PRONTO. The new PRONTO system is more convenient, with new rider-requested functionality, and a 'best fare' system that automatically calculates the best possible fare. With PRONTO, fares are capped at $6 per day or $72 per month for adult passes ($3/day and $23/month for seniors, riders with disabilities, and youth). Passengers simply tap or scan each time they ride, and the system will automatically deduct the appropriate fare.

New rider-friendly features include:

- Free transfers – one-way fares are valid for unlimited transfers between buses and trolleys for up to two hours.
- Pay-as-you-go capabilities – riders no longer need to pay upfront for passes and can load just what they need for the day.
- Instant account reloads – funds added to PRONTO accounts can be accessed instantly through the new account-based system.

- Increased retail network – card purchases are available at participating Vons and Albertsons and more than 70 other retail outlets.
- Riders can still choose to pre-pay for a Month Pass (valid from the first through the last calendar day of the month).
- The full fare listing can be found at this link: https://www.sdmts.com/fares/fare-chart

There are multiple methods of revenue collection for the public. Each sales channel is listed and described below:

- Ticket Vending Machine – Patrons can purchase one-way paper tickets, PRONTO cards, stored value or pass products at any ticket vending machine (TVM). TVMs are located at selected bus transit centers, MTS Bus Rapid Transit stops, San Diego Trolley, Coaster, and Sprinter station platforms.
- Bus Fareboxes – Each bus gives the rider the ability to purchase one-way cash fares or to tap their PRONTO card.
- Contactless Payment – Patrons may tap a credit card or mobile wallet enabled device on any PRONTO validator.
- Customer Website – MTS maintains a public website (https://www.ridepronto.com/) where riders can manage all aspects of their fare needs and manage their PRONTO account.
- Customer Relationship Management – MTS operates a call center where customers can have all of their transit needs answered over the phone.
- Mobile Ticketing App – the PRONTO mobile app also allows riders to manage all aspects of their fare needs and manage their PRONTO account as well as access the transit system with a virtual PRONTO card.
- Ticket Office Terminal – MTS operates The Transit Store where customers can have all of their transit needs answered in person. The Transit Store is located at the 12th & Imperial Transit Center and provides a variety of services, including: Monthly Passes for MTS buses, Trolleys, and the COASTER; Senior/Disabled/Medicare and Youth Identification Cards; Bulk pass sales; Lost and Found.
- Retail Network – card purchases are available at third-party retail outlets.
- Institutional Website – MTS also has employer and business partner programs that offer organizations options to purchase and issue monthly transit passes in-bulk. These programs are administered through a web portal, and the partners can either pay for the passes immediately with a credit card or receive an invoice.

1. MTS administers the PRONTO program for the region so the costs are centralized and not borne directly by the operating entities.
    a. Total cost of revenue collection for FY 2023 was $14.4 million and total revenue collected was $67.5 million, as detailed in the table below.
    b. Cost of revenue collection by payment instrument and total revenue collected by payment instruments for FY 2023 is as follows:

Payment Instrument	Cost of Collections	Revenue Collected
Ticket Vending Machine	$9,427,762	$17,876,562
Bus Farebox	1,571,695	6,514,798
Customer Website	268,372	2,541,869
Customer Relationship Management	401,217	1,741,202
Mobile Ticketing App	772,358	13,351,438
Ticket Office Terminal	519,765	1,669,406
Retail Network	242,558	1,004,848
Institutional Website	1,173,778	22,845,567
Totals	$14,377,505	$67,545,690

2. Planned capital costs related to fare collection in the next 4 years: Over the next four years, MTS has planned for $3.2 million of PRONTO enhancements. This includes enhancements to the PRONTO Mobile app, as well as open payment ability where riders are able to pay their fares with their own debit or credit cards, or even mobile pay applications such as Apple and Google Pay. Open payments were officially launched and available for public use in July 2024.

iii. A statement of existing service plan and planned service changes through the end of 2024-2025, and schedule data in General Transit Feed Specification (GTFS) format.

MTS currently operates 97 bus routes and four Trolley lines in a service area that encompasses approximately 3 million people residing in about 570 square miles of the urbanized 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, as well as 3,240 square miles of the rural parts of East County.

MTS Bus Operations are a consolidation of services operated by SDTC and MTS Contracted Services. These entities operate and maintain a fleet of 718 buses in total, of which 76% (543) are compressed natural gas, 5% (38) are electric, 18% (127) are light duty propane, and 1% (10) are gasoline buses. Bus services include traditional urban and local routes, express routes and bus rapid transit routes, plus paratransit services. These bus services will log almost 2.0 million revenue hours in FY 2026 while traveling roughly 20.8 million revenue miles across San Diego County. FY 2025 ridership for all MTS bus services was 38.2 million passengers.

MTS Rail Operations operate and maintain a fleet of 168 light rail vehicles (LRVs) to provide transit service over four separate operating lines:

- The Blue Line operates from the San Ysidro Transit Center through downtown San Diego and now extends to the University Towne Center (UTC) Transit Center with the opening of the Mid-Coast extension in November 2021.
- The Orange Line serves East County communities from the El Cajon Transit Center through downtown San Diego, terminating at the Courthouse station.
- The Green Line operates from El Cajon Transit Center through Mission Valley and serves the campus of SDSU via a subway. It continues through Old Town to downtown San Diego along the Bayside corridor, serving the Convention Center, major hotel chains and PETCO Park, before terminating at the 12th and Imperial Transit Center where it connects with the Blue and Orange Lines.
- The Copper Line began service in September 2024 as a Trolley route between El Cajon Transit Center and Santee, replacing the eastern ends of the Orange and Green Lines. This change improved reliability and service quality throughout the system.

Regular trolley service is provided virtually around the clock with a 22-hour service window, and increased service is provided during special events throughout the year. FY 2025 ridership for the MTS rail system was approximately 42.6 million passengers.

MTS planned changes through FY 2025 are primarily related to adjusting bus services for operational efficiencies, in an effort to maintain as much service as possible, given budget limitations.

MTS maintains up-to-date GTFS files and provides public access for developers and other interested parties. The files for the current schedules are correct and available to the public for download from this link: http://www.sdmts.com/google_transit_files/google_transit.zip. MTS's current GTFS feed is already included in the Cal-ITP GTFS-Ingest Pipeline Dataset. This feed includes the most complete and accurate description of MTS' current services and service levels. This GTFS feed is updated with each scheduled service change, so that the most current dataset is always available to the public and external agencies via a link on the MTS website.

MTS implements most schedule changes during regularly scheduled "shake-ups" that occur three times per year: late January, mid-June, and early September. Through a semi-automated process in MTS's scheduling software, new GTFS files are uploaded to this link with each schedule booking as the schedules change over, so the GTFS files posted at that link always represent the current schedules. These GTFS files are used for many internal and external needs, including non-MTS transit directions apps (Google Transit, Apple Maps, Transit App, One Bus Away, etc.), the National Transit Database (NTD), and MTS data warehouse purposes.

GTFS data will be provided annually to the FTA as part of the annual NTD submittal due on October 31 of each year. The GTFS files are submitted by providing the above link in the annual NTD report. The link is available to FTA or the State anytime to download the current GTFS files.

Summary of existing service plan and planned changes to the levels of service

MTS completed the implementation of its Transit Optimization Plan just prior to the pandemic. This comprehensive operational analysis (COA) made many significant changes to the MTS network, since the first overall COA in 2006. Additionally, MTS made significant network changes in November 2021, as the Mid-Coast Corridor project opened, extending the MTS rail network and prompting complementary adjustments to the bus network. In October 2023, MTS implemented new TIRCP-funded (Cycle 3) Rapid Bus Route 227 ("Iris Rapid") that connects the communities of Otay Mesa and Imperial Beach with the Blue Line Trolley. In September 2024, the Trolley network was realigned in east county, with the new Copper Line serving all stations east of El Cajon (previously served by Green & Orange Lines), and in January 2025, the first overnight bus (Route 910) was implemented between San Ysidro and downtown San Diego.

Now, as MTS ridership continues to rebound from the pandemic, no other major changes are planned for the immediate future aside from identifying operational efficiencies and improvements. These are described below.

1. For this SB125 funding, MTS is proposing new services that grow ridership by increasing access and availability of transit. These new services will consist of increased frequencies and spans-of-service on existing Trolley and bus routes, and continuation of the bus route (910) that offers overnight express bus service between Downtown San Diego and the San Ysidro border - covering a service gap when the Blue Line Trolley cannot operate due to freight operations.

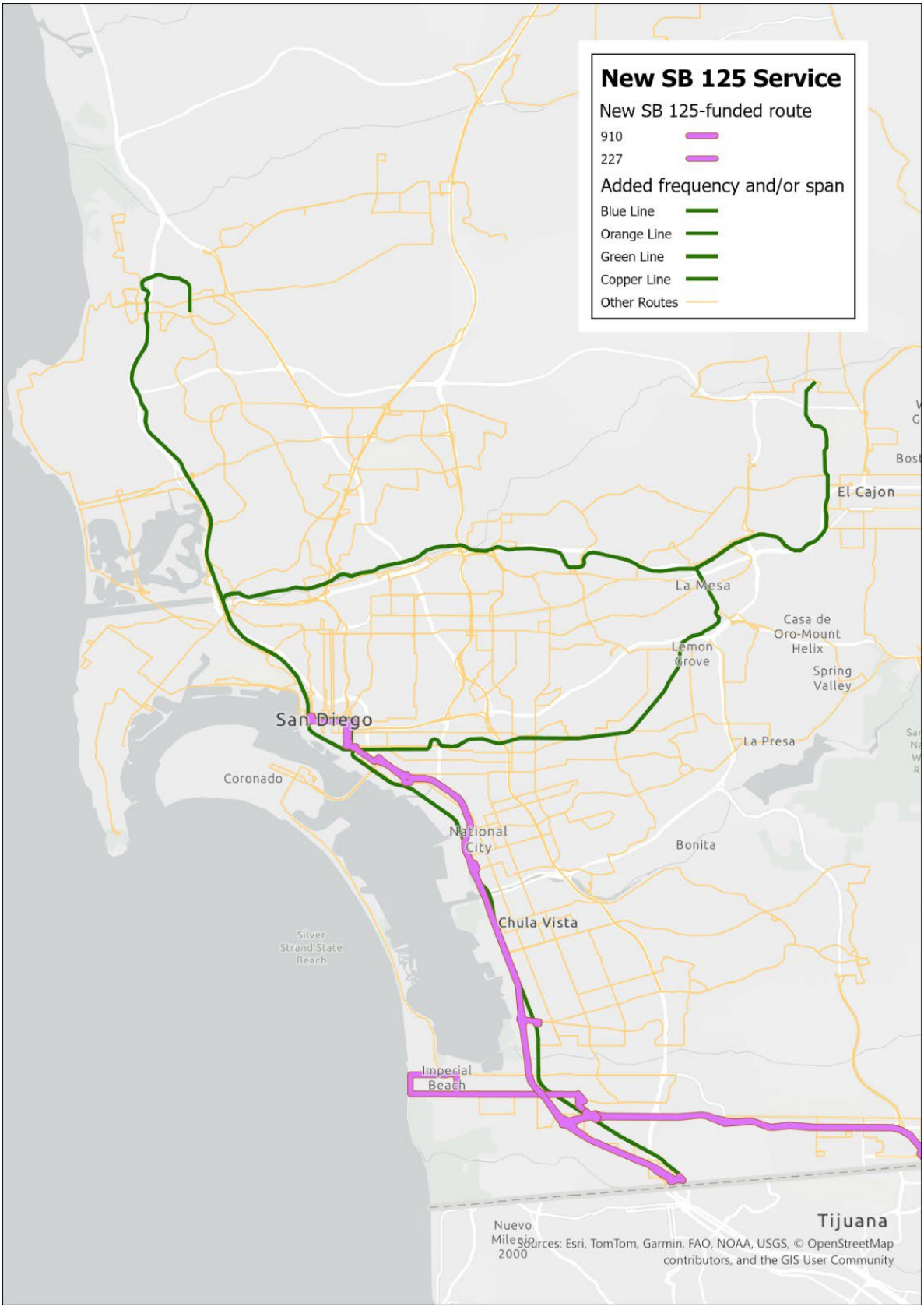
The table below describes the changes for each route, and the anticipated fiscal year of implementation. The implementation dates shown represent MTS's intended phasing plan, however exact timing of the improvements could fluctuate earlier or later, depending on availability of driver staffing and when the SB125 funding is received. Significant deviations from these dates could be revised in future SB 125 Allocation Package submittal updates. Note that MTS's peak periods are defined as weekdays between 6 a.m. and 9 a.m., and between 2 p.m. and 6 p.m. The period between 9 a.m. and 2 p.m. is defined as "midday."

PLANNED ADDED SERVICE IMPROVEMENTS

ROUTE	Service Increase	Planned Implementation Date
Blue Line	Increase WEEKDAY peak frequency from 15 minutes to 7.5 minutes between Downtown San Diego and UTC, matching the peak frequency on the southern segment.	CY 2025
Orange Line	Increase all 30-minute frequency periods to 15 minutes on all days.	CY2025-CY2027
Green Line	Increase all 30-minute frequency periods to 15 minutes on all days.	CY 2025
Copper Line	Increase all 30-minute frequency periods to 15 minutes on all days.	CY 2025
910	Add new overnight express bus route between Downtown San Diego and the San Ysidro border	CY 2025

These proposed service improvements using this State funding are shown geographically in the maps below. The routes shown in dark green are those that will see improved headways and/or expanded span-of-service. Additionally, the pink routes are new services. This includes a new Downtown San Diego - Border overnight express route, and the Iris Rapid (Rapid 227) route that began service in October 2023.

PLANNED SERVICE MAPS



iv. Expenditures on security and safety measures

Below are the Security department expenditures for the last three fiscal years:

Fiscal Year	Operating Cost	Positions
FY 2021	$12.4 million	231
FY 2022	$14.0 million	281
FY 2023	$18.5 million	282
FY 2024	$19.4 million	329
FY 2025	$24.0 million	329

MTS has seen security costs increase dramatically over the last few years. Internal and contracted positions increased by over 20% as MTS increased the security presence on the system, shifted to a beat deployment, and added an extension to the Trolley's Blue Line. A large portion of the security personnel are contracted employees. MTS conducted a negotiated procurement for the latest contract that began on January 1, 2022. In February 2023 that contract was amended to increase the starting wages for this employee group in order to address the hiring and retention issues facing the contractor.

On the safety side, in addition to the customer survey and focus groups mentioned above, MTS also conducted a Social Equity Listening Tour. This public engagement effort aimed to understand the experiences of transit riders and to take steps in addressing issues of inequity in transit. The project was designed to identify local communities' top transit priorities with regard to inequities in transit service, operations, amenities, and programs. A number of projects resulted out of this effort, including two lighting projects which were identified as a major safety need. The first project will upgrade platform, shelter and parking lot lighting at seven Trolley Orange Line stations. The second project will pilot a new solar lighting project at approximately two dozen bus stops to start.

v. Opportunities for service restructuring, eliminating service redundancies, and improving coordination amongst transit operators, including, but not limited to, consolidation of agencies or reevaluation of network management and governance structure.

As noted above, all of the formerly independent transit operations in the MTS jurisdiction have been brought under the direct control of the MTS Board of Directors. Since 2000, the region has consolidated the local operators County Transit System, Chula Vista Transit, and National City Transit into MTS. MTS's formerly independent subsidiaries, SDTC and SDTI, were also brought under the MTS Board of Directors. All of the oversight, planning, scheduling, financing, and administrative functions of these entities are now the same. This results in a natural coordination among routes and services by ensuring a complementary network, removing redundancy, and eliminating the influence of parochial demands that can create overall inequities and inefficiencies.

Further, MTS has routinely undergone a systemwide evaluation of services to ensure that resources are being efficiently spent and equitably distributed. In 2006-2008, a Comprehensive Operational Analysis (COA) resulted in a complete overhaul of the MTS network into a ridership-driven system that emphasized productivity and grew passengers with increased frequencies and improved connections where they benefited the greatest number of riders. The Great Recession in 2009-2010 was addressed by MTS with a weekend-specific COA that specifically identified efficiencies and savings during weekend periods when the fewest riders were using the system. An update to the overall COA was made in 2016-2018 with the Transit Optimization Plan, which turned around a ridership decline by modernizing the network using the principles of the COA and reinvesting underutilized resources into improvements that benefit the most riders. Lastly, MTS utilized the opportunity created by the Mid-Coast Corridor Project extension in 2021 to overhaul the bus network in the area of that extension. Resources used for bus services that would have been redundant with the new rail segment were reinvested instead into new feeder services that complement and enhance the new rail extension.

MTS will continue to conduct periodic and opportunistic reviews of the regional transit services in its jurisdiction, all of which are within its direct control, to ensure that public resources are being wisely invested into a comprehensive and efficient network that encourages ridership growth, improves equity, and minimizes waste and redundancy.

MTS currently operates (and reports to the National Transit Database) the following modes of service:

- Motorbus - Directly Operated (MB-DO)
- Light Rail - Directly Operated (LR-DO)
- Motorbus - Purchased Transportation (MB-PT)
- Commuter Bus - Purchased Transportation (CB-PT)
- Demand Response - Purchased Transportation (DR-PT)
- Demand Response - Taxi (DR-TX)

To fulfill a requirement of MTS's SB 125 Allocation Package, MTS now posts monthly ridership (by mode) to the data webpage available to the public on our website. From the 'Reports, Records, and Policies' webpage (https://www.sdmts.com/about/reports-records-and-policies), interested parties can click on the "SB125 Monthly Ridership by Mode" link for a spreadsheet of monthly MTS ridership by mode since January 1, 2023.

The data is presented as shown in the screenshot below. MTS will keep this data updated and posted on our website on a monthly basis.

MONTHLY MTS RIDERSHIP ON-LINE POSTING (table below) (*Revised 01/23/2026)*

FY-2025	Commuter Bus	Contract services	Directly Operated	Light Rail	Demand Response	Demand Response Taxi	GRAND TOTAL
NTD Mode->	CB-PT	MB-PT	MB-DO	LR-DO	DR-PT	DR-TX	
2024-07	9,539	1,522,417	1,308,499	3,815,321	21,922	6,539	6,684,237
2024-08	9,558	1,738,700	1,423,114	3,666,393	22,587	6,190	6,866,542
2024-09	8,915	1,669,967	1,484,379	3,611,369	21,546	6,750	6,802,926
2024-10	10,013	1,860,161	1,879,260	3,938,776	26,008	6,478	7,720,696
2024-11	7,695	1,606,537	1,539,324	3,501,962	21,849	5,308	6,682,675
2024-12	7,116	1,557,751	1,526,370	3,253,283	22,159	5,018	6,371,697
2025-01	8,915	1,582,170	1,604,433	3,354,321	23,127	4,877	6,577,843
2025-02	9,131	1,568,112	1,455,129	3,117,967	22,788	3,938	6,177,065
2025-03	10,668	1,672,719	1,503,314	3,469,128	25,164	5,248	6,686,241
2025-04	11,364	1,684,607	1,661,687	3,656,465	25,638	5,875	7,045,636
2025-05	11,024	1,763,452	1,651,603	3,728,943	25,743	5,639	7,186,404
2025-06	10,679	1,516,310	1,340,871	3,540,346	25,593	4,793	6,438,592
TOTAL	114,617	19,742,903	18,377,983	42,654,274	284,124	66,653	81,240,554

FY-2026	Commuter Bus	Contract services	Directly Operated	Light Rail	Demand Response	Demand Response Taxi	GRAND TOTAL
NTD Mode->	CB-PT	MB-PT	MB-DO	LR-DO	DR-PT	DR-TX	
2025-07	11,875	1,585,700	1,413,323	3,761,969	27,627	4,878	6,805,372
2025-08	10,418	1,718,718	1,401,330	3,507,067	25,842	5,335	6,668,710
2025-09	10,771	1,743,591	1,526,386	3,671,182	26,420	6,172	6,984,522
2025-10	9,755	1,882,417	1,822,017	3,785,364	28,037	7,127	7,534,717
2025-11	7,854	1,552,421	1,456,553	3,178,935	22,546	6,001	6,224,310
2025-12							-
2026-01							
2026-02							
2026-03							
2026-04							
2026-05							
2026-06							
TOTAL	50,673	8,482,847	7,619,609	17,904,517	130,472	29,513	34,217,631

Attachments List for MTS SB 125 Allocation Package

1. SB 125 Equity Analysis for Added Service Improvements
2. Detailed Schedule – Zero Emission Bus Infrastructure Projects
3. Imperial Avenue Division Project Location Map
4. South Bay Division Project Location Map
5. Kearny Mesa Division Project Location Map
6. East County Division Project Location Map
7. Imperial Avenue Division GHG Benefits Calculator Tool
8. South Bay Division GHG Benefits Calculator Tool
9. Kearny Mesa Division GHG Benefits Calculator Tool
10. East County Division GHG Benefits Calculator Tool
11. SB 535 and AB 1550 Area Map with ZETCP Locations
12. Imperial Avenue Division Jobs Co-Benefits Calculator Tool
13. South Bay Division Jobs Co-Benefits Calculator Tool
14. Kearny Mesa Division Jobs Co-Benefits Calculator Tool
15. East County Division Jobs Co-Benefits Calculator Tool
16. Imperial Avenue Division Benefit Criteria Table
17. South Bay Division Benefit Criteria Table
18. Kearny Mesa Division Benefit Criteria Table
19. East County Division Benefit Criteria Table
20. Revised Summary Excel table: proposed uses of TIRCP and ZETCP funds by fiscal year
21. MTS ZEB Transition Plan
22. MTS Transit Asset Management Plan

Metropolitan Transit System

SB 125 Allocation Package Revision

Executive Committee

SB 125 Funding Update

- MTS to receive $284 million over five fiscal years
  - Transit Intercity Rail Capital Program (TIRCP) Funding
  - Zero-Emission Transit Capital Program (ZETCP) Funding
  - MTS has already received approx. $195 million (FY24 & FY25)
  - FY26 TIRCP funding expected by Spring 2026

SB 125 Program	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	TOTALS
TIRCP	$ 118,515,843	$ 59,407,162	$ 59,407,162	$ -	$ -	$ 237,330,167
ZETCP	$ 8,000,723	$ 9,264,540	$ -	$ 9,685,392	$ 19,370,784	$ 46,321,439
Total	**$ 126,516,566**	**$ 68,671,702**	**$ 59,407,162**	**$ 9,685,392**	**$ 19,370,784**	**$ 283,651,606**

SB 125 Revised Allocation Package

- MTS must submit Allocation Package revisions to CalSTA detailing how we intend to allocate SB 125 funds
  - Allocation Package simply reports to CalSTA the decision made by MTS
  - CalSTA confirms allocations are being spent in accordance with guidelines

Financial Sustainability Strategy

- Board direction (February 2025; action related to SB 125 Allocation Package):
  1. Delay future Trolley service enhancements (7.5-minute Blue Line service to UTC) in FY26 and beyond;
  2. Delay $22M in future planned bus service enhancements targeted for FY27 and FY28.
- Board direction (November 2025) with goal to extend fiscal cliff from early 2028 to early 2030:
  1. Move election date target for a potential revenue measure from November 2026 ballot to 2028;
  2. During development of FY27-30 CIP, shift $50M per year to Operating budget;
  3. Target a goal of $10M in annual operating savings beginning with FY27 (excludes savings from potential service changes); and
  4. Continue pursuing additional funding from regional, state, and/or federal sources

SB 125 Revised Allocation Package

- Today's Allocation Package revision reflects the Board's direction in previous financial sustainability discussions
  - Removes funds for Trolley or Bus service enhancements that have not already been implemented ($42M savings);
  - Adds $3.5M to Iris Rapid operations to account for actual annual operating expenses over initial estimates;
  - Removes $1.8M in Security Enhancements (additional officer hiring) to account for actual expenses related to the timing of hiring those officers;
  - Shifts the net savings of $40M to Structural Deficit Balancing;
  - Modifies the amount of funds allocated for Structural Deficit Balancing each year between FY 2026 and FY 2031

SB 125 Revised Allocation Package

PROPOSED **VERSION 4 MTS SB 125 ALLOCATION PACKAGE - MARCH 2026**

Project Name	FY24	FY25	FY26	FY27	FY28	FY 29	FY30	FY31	Total
ZEB Overhead Charging Infrastructure	$ 8,000,976	$ 9,264,288	$ 9,685,392	$ 5,645,000	$ 13,725,784	$ -	$ -	$ -	$ 46,321,440
Orange Line Modernization Project	$ 26,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 26,000,000
Security Enhancements	$ 754,057	$ 2,987,123	$ 3,000,000	$ 3,500,000	$ 3,500,000	$ -	$ -	$ -	$ 13,741,180
Trolley Service Enhancements	$ -	$ 679,119	$ 1,800,000	$ 1,800,000	$ 1,800,000	$ -	$ -	$ -	$ 6,079,119
Bus Service Enhancements	$ -	$ 333,758	$ 730,000	$ 750,000	$ 750,000	$ -	$ -	$ -	$ 2,563,758
Iris Rapid Operations	$ 3,766,943	$ 5,000,000	$ 4,500,000	$ 4,500,000	$ 4,700,000	$ -	$ -	$ -	$ 22,466,943
Otay Mesa (CBX, etc.) Service Improvemer	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Bus Stop Improvements	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Structural Deficit Balancing	$ -	$ -	$ 3,500,000	$ 37,185,000	$ 31,395,000	$ 41,019,535	$ 40,571,000	$ 12,808,630	$ 166,479,165
Total	**$38,521,976**	**$18,264,288**	**$23,215,392**	**$53,380,000**	**$55,870,784**	**$41,019,535**	**$40,571,000**	**$12,808,630**	**$283,651,605**

- Changes reflected in the revised Allocation Package will ensure MTS's plan of extending its structural deficit through FY 2030 and ensure the current levels of service remain active.

Staff Recommendation

That the MTS Executive Committee forward a recommendation to the Board of Directors to approve the revised SB 125 Allocation Package (in substantially the same format as Attachment A).

Metropolitan Transit System

Agenda Item No. 08

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

March 12, 2026

SUBJECT:

Fare Change Study Update (Mark Olson and Israel Maldonado)

INFORMATION ONLY

Budget Impact

No budget impact.

DISCUSSION:

San Diego Association of Governments (SANDAG) is responsible for establishing the Regional Comprehensive Fare Ordinance and, as part of that role, periodically conducts a Regional Transit Fare Structure Study ("Fare Change Study") in coordination with MTS and the North County Transit – San Diego Railroad (NCTD).

At the February 13, 2025 meeting (Agenda Item (AI) 19), the MTS Board of Directors directed staff to collaborate with SANDAG and NCTD on a new Fare Change Study as part of the broader financial sustainability strategy to address the agency's projected budget shortfall.

As part of the broader strategy, MTS is evaluating multiple options in addition to fare changes including:

- Exploring a potential revenue measure for the November 2028 ballot
- Adjusting service levels per MTS Board Policy 42 "Transit Service Evaluation and Adjustment"
- Shifting select non-essential capital funding to support operations
- Increasing non-fare revenue sources (e.g. advertising, lease agreements)
- Allocating reserves and SB 125 funding

The financial situation in the coming years could severely impact service levels—including frequency, number of routes, and service quality. Fare increases could offer significant assistance to help keep service levels as high as possible.

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.

Fare revenue represents approximately 20% of the MTS operating budget (about $90 million annually) and is a key source of transit service funding. MTS periodically updates its fare structure to ensure prices reflect financial needs, market conditions, and ongoing technological improvements.

As part of a fare change study, multiple phases of community engagement are conducted to understand rider priorities, sentiment, and how changing fares might affect them.

At the December 18, 2025 Board of Directors meeting, staff provided an update on Phase I community engagement where MTS and NTCD riders were surveyed about the importance of service levels vs. the cost of riding. In general, survey respondents prioritized higher service levels over ride cost, but lower-income households tended to prioritize ride cost over service levels. Survey respondents also favored increasing fares over time rather than all at once and increases to Day Passes rather than Monthly Passes were preferred. Respondents also overwhelmingly supported keeping fares low for Senior, Disabled, Medicare (SDM) riders even if others pay more.

Staff used this survey data to create two fare increase packages, which were presented to the public as part of Phase II community engagement. The goals of Phase II were to understand tolerance to specific types of fare increases, identify pricing level sensitivity, and help inform a final package of fare changes that staff can bring back to the Board of Directors in April 2026.

	Package **A**	Package **B**	**Current**
Adult **One-Way**	**$3**	**$3.50**	**$2.50**
SDM **One-Way**	**$1.50**	**$1.50**	**$1.25**
Adult **Day Pass**	**$7**	**$8**	**$6**
SDM **Day Pass**	**$3.50**	**$3.50**	**$3**
Adult **Month Pass**	**$90**	**$100**	**$72**
SDM **Month Pass**	**$30**	**$28**	**$23**

Phase II community engagement took place in February and early March 2026. MTS staff hosted five workshops, four transit center outreach events, and an online survey. In total, more than 500 participants provided feedback on the two packages. Participants provided input on preferences between the two fare increase packages, if overall sentiment had changed between cost to ride vs. service levels after seeing the packages, a phasing approach to any increases and the option to eliminate fare capping to keep fare increases as minimal as possible.

This presentation will include a high-level look at the two fare increase packages shared with the public, general feedback themes identified at the workshops, transit centers, and online

survey. Brief draft summaries of the workshops can be found in Attachment A. A full report of outreach efforts will be provided at a subsequent meeting after NCTD completes its outreach efforts in late March.

The MTS Board will not be asked at this time to make any decisions on fare changes. Staff anticipates bringing back fare change recommendations to the Board at its April 16, 2026 meeting.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Fare Change Study Workshop

Fare Change Study Workshop | Mid-City | February 9, 2026

Overview:

More than 30 people participated in the workshop at the Mid-City CAN offices, in City Heights. Discussion groups were held in English (18) and Spanish (15). The group represented a mix of frequent / daily transit users, people who ride less often, and those who do not ride but have family members who use transit.

Overall, workshop participants tended to want to prioritize keeping service levels high, and there were several comments throughout group discussion about avoiding any service cuts.

Feedback on the proposed fares themselves were mixed. Some participants felt that the fare increases were reasonable given the funding gap, while others were concerned about fares rising amongst all the other cost of living increases as well.

Participants were split on which package they would prefer, with some participants choosing neither - believing fares were high enough as-is; and several groups discussed wanting to ensure all other avenues for revenue were pursued (state funding, e.g.) before raising fares.

Discussion Responses Summary:

The following section outlines how many individuals voted for the following survey questions / discussion topics. Full discussion notes from each individual discussion group are attached.

Higher Fares/More Service:	Lower Fares/Less Service:	No Vote / Other Comments:
14 Try everything else before fare raises; if fares increase service / cleanliness should improve.	4 Negative impact on families being squeezed in other areas.	15 Transit system as-is may not justify higher fares + long-term sustainability could be hurt. Charge for parking.

Package A ($90 Adult, $30 SDM)	Package B ($100 Adult, $28 SDM)	None Selected + Other Comments
11 Believe this is a good combination of raising revenue, and month pass is not too bad.	8 Cap SDM at $25; use revenue to improve service.	7: Employer programs, operational savings. Keep fares as-is.

Increases should be phased over a few years	Increases should be made all at once, not phased	Other Comments
8 Time to adjust	15 Have fares stay the same for a longer period of time once raised	Enforce fares (raises don't matter if not enforced); rider rewards / incentive program.

Keep Fare Capping	Get Rid of Fare Capping	No Opinion
5	7	3

Main Take Aways:

The group overall wanted to avoid service cuts, but that did not necessarily translate into support for fare increases as an offset. There were multiple discussions about alternatives to raising fares or using fares as a last resort (for example, getting state funding). If fares were to increase, group members felt like service should also be improved (timeliness, cleanliness, etc.)

Other Notes:

Please note, not all groups had tallies matching total participation. Please see attached notes for transcriptions from moderators.

Fare Change Study Workshop | Linda Vista | 2.11.2026

Overview:

MTS partnered with Bayside Community Center in Linda Vista to hold a Fare Change Study Workshop on Wednesday, February 11, 2026. The workshop was held at the Bayside Community Center. There were 22 participants, most of whom were regular riders of the MTS system. Some rode daily, others rode on occasion. Most attendees qualified for a senior fare, with a few adult riders participating. There were three breakout groups, one conducted in English, one conducted in Spanish and the third conducted in Vietnamese.

Overall, participants were in favor of prioritizing transit service levels over the cost to ride. This community has already felt the impacts of service cuts as a cost saving measure during the January 2026 service change, which was top of mind for a few participants during the discussion.

Discussion Responses Summary:

The following section outlines how many individuals voted for the following survey questions / discussion topics. Full discussion notes from each individual discussion group are attached.

Higher Fares/More Service:	**Lower Fares/Less Service:**
All participants valued service levels and were willing to pay a higher fare. Ten participants commented or agreed with comments that if fares were to increase, they would want to see service maintained or improved.	N/A

Package A ($90 Adult, $30 SDM)	**Package B ($100 Adult, $28 SDM)**	**Other Comments**
Three participants preferred Package A, citing that Package B was too expensive, with a triple digit price, the adult monthly pass being a shock. There was also a preference to keep adult one-way fares low. One participant commented that when looking at just the SDM fares, either package was okay.	Seventeen participants preferred Package B. All participants with a preference for Package B qualified for a senior fare, with participants commenting that having a lower senior fare was the reason for their preference. Other participants wanted to see as much revenue generated as possible for the agency and still found Package B to be affordable. One participant commented that cutting service would be a bigger detriment to riders than raising fares.	One participant did not want to see an increase in fares at all.

Increases should be phased over a few years	Increases should be made all at once, not phased	No Opinion
Fifteen participants supported phasing in fare increases, allowing riders time to adjust to new prices. There was one comment that support for phasing was dependent on the level of increases every year, and that if the economy continues down the pattern it has been, continuous increases may be difficult for riders.	Five participants preferred to increase fares all at once, citing that it would be easier for both riders and the agency.	One participant did not have a preference on increasing fares in phases or all at once.

Keep Fare Capping	Remove Fare Capping
Seven participants desired to continue having fare capping available, as the current system is better for riders with less money upfront. Others preferred the flexibility and savings that fare capping can provide based on varying transportation needs each day or month.	Fourteen participants favored getting rid of fare capping. Participants valued keeping the overall fare low over having the flexibility of fare capping.

Main Take Aways:

Overall, participants wanted to see service levels preserved or improved and were willing to pay a higher cost overall. With most of the group qualifying for SDM fares, there was a slight preference to keeping senior fares low. The breakout group conducted in Vietnamese acknowledged that transportation was essential for the community and were willing to pay a higher price to continue supporting their neighbors. There was a strong desire to have fare increases phased in over time for Package B. When it came to fare capping there was 2/3 preference on eliminating fare capping to keep costs low.

Other Notes:

During the discussion a few comments came up in support of keeping youth fares free, with attendees valuing how it promoted youth to get on board the system. One participant commented that they would like to see local businesses and entertainment venues help subsidize passes for their customers and employees to encourage ridership.

Fare Change Study Workshop | South Bay | 2.18.2026

Overview:

MTS hosted a Fare Change Study Workshop at the National City Adult School on Wednesday, February 17, 2026. There were eleven participants in attendance. Participants had differing frequency of taking public transportation, with some relying on MTS as their only means of travel around San Diego, and others having not yet used the system. Participants also varied in age with some young adult riders and seniors being in attendance. All attendees participated in the group breakout session in English; there were two discussion groups.

All participants acknowledge that having reliable public transportation was important for the community as a whole and saw the importance of keeping service levels high. When it came to the fare change discussions themselves, the group tended to overwhelmingly prioritize a package that kept adult fares more affordable, feeling that an increase to $100 was too steep of a jump.

Discussion Responses Summary:

The following section outlines how many individuals voted for the following survey questions / discussion topics. Full discussion notes from each individual discussion group are attached.

Higher Fares/More Service:	**Lower Fares/Less Service:**
All participants commented that they would rather pay more in fares to maintain higher levels of services. Some participants acknowledged that it made sense for cost of fares to go up as operating costs increased.	N/A

Package A ($90 Adult, $30 SDM)	**Package B ($100 Adult, $28 SDM)**
Ten participants preferred Package A over Package B. Participants were concerned about the “sticker shock” on the prices to the adult monthly pass in Package B, especially it being a three-digit figure. Most participants with a preference for Package A prioritized keeping adult fares low.	One participant preferred Package B over Package A, as Package B would result in less service impacts overall.

Increases should be phased over a few years	Increases should be made all at once, not phased	No Opinion
Six participants preferred to have fare increases phased over a few years, as it would give riders more time to adjust and save them money.	Two participants agreed that increases should be made all at once. These participants felt having increases year over year would make riders more unhappy.	Three participants had no opinion on whether or not fares should increase in phases.

Keep Fare Capping	Get Rid of Fare Capping	No Opinion
Four participants preferred to keep fare capping have a higher adult pass rate, as they liked the flexibility that fare capping offers.	One participant was willing to explore eliminating fare capping.	Six participants had no opinion on fare capping as they were not familiar enough to comfortably make a comment. One of these participants also wished fare capping was covered in the presentation.

Main Take Aways:

Overall, participants valued high levels of service but felt that Package B was quite a significant increase and would be burdensome to riders. Phasing made Package B more palatable to most of the group. While over half of the group had no opinion about fare capping, those who did strongly preferred to keep the technology in place for the flexibility it provides.

Other Notes:

Participants had additional suggestions to improve the rider experience on the MTS system including adding a 24-hour pass instead of a day pass. Two participants were interested in seeing MTS strengthen the existing transit pass program/relationships with their employers (Navy, NASSCO). Lastly, one other participant was concerned how trans-border riders were being reached during this process and how any fare changes would be communicated to this rider group.

Fare Change Study Workshop | East County | 2.25.2026

Overview:

MTS hosted a Fare Change Study Workshop at the El Cajon Library on Wednesday, February 25, 2026. There were five participants in attendance. All riders were very familiar with the MTS system, with it being their main mode of transportation currently, or having relied on it in the past. Four of the five participants qualified for a disabled fare. All attendees participated in the discussion in English. Two of the five attendees arrived to the workshop late and missed some or all of the presentation.

Overall, most participants were very concerned about raising the prices for SDM fares citing and did not want to see that fare increase at all even if it meant further increases to adult fares or reinstating fares for youth riders.

Discussion Responses Summary:

The following section outlines how many individuals voted for the following survey questions / discussion topics. Full discussion notes from each individual discussion group are attached.

Higher Fares/More Service:	**Lower Fares/Less Service:**
Four participants were okay paying a higher cost to maintain service. It was important for participants to have a clean and reliable ride.	One participant preferred to not see an increase in disabled fares.

Package A ($90 Adult, $30 SDM)	**Package B ($100 Adult, $28 SDM)**	**Comments on Fare Change Packages**
N/A	N/A	It was very difficult for participants to decide between the two packages. Overall, participants did not want to see increases to SDM passes, and preferred to raise the adult day, monthly and premium pass rates. There was also concern that income for SDM riders varies so greatly that it would be hard to decide how much to raise fares if at all for reduced fare riders. One participant even suggested reinstating Youth fares. The one adult rider commented that there are organizations in place and can assist with an increase in SDM rates, if needed. Overall, each participant did not take a preference on one package over the other, and instead opted to make general comments about fare increases.

Increases should be phased over a few years	Increases should be made all at once, not phased	No Opinion
Two participants preferred to have fare increases be phased in. These participants believed phasing would be easier for riders to adjust, particularly riders on fixed incomes.	Two participants preferred to see fares increased all at once, but worried that if the budget deficit wasn't resolved in a few years, then MTS would be looking to make significant fare increases again in a few years.	One participant had no opinion

Keep Fare Capping	Remove Fare Capping	No Opinion
	Three participants were in favor of getting rid of fare capping. One participant commented that they were okay getting rid for fare capping for the daily pass, but wanted to keep it available for the monthly pass.	One participant did not feel familiar enough with fare capping to make a comment. One participant left the workshop before this question was asked.

Main Take Aways:

Overall, participants wanted to ensure that additional financial burden was not placed on SDM riders, particularly those on a fixed income. Participants were okay with raising fares to keep service levels as high as possible as long as SDM was not affected.

Other Notes:

Participants had additional comments about the current fare system that they found inhibitive. One rider found that some days they could not afford to reload her PRONTO card due to load minimums, ever if she had enough cash for a one way ride. Others commented on how difficult the SDM verification process can be, and how one may have to go through the process multiple times if they do not have internet access. There were also comments about the $8 card fee being prohibitive for SDM riders to get verified in person.

Two participants cited disappointment with fare enforcement policies and perceived it as the agency losing money and not being good steward of fare revenue.

Participants were also disappointed in a low turnout and commented on wanting to see more participation and MTS having done a better job at advertising and recruiting for this workshop.

Metropolitan Transit System

Fare Change Study Update

Executive Committee

Fare Change Study Background

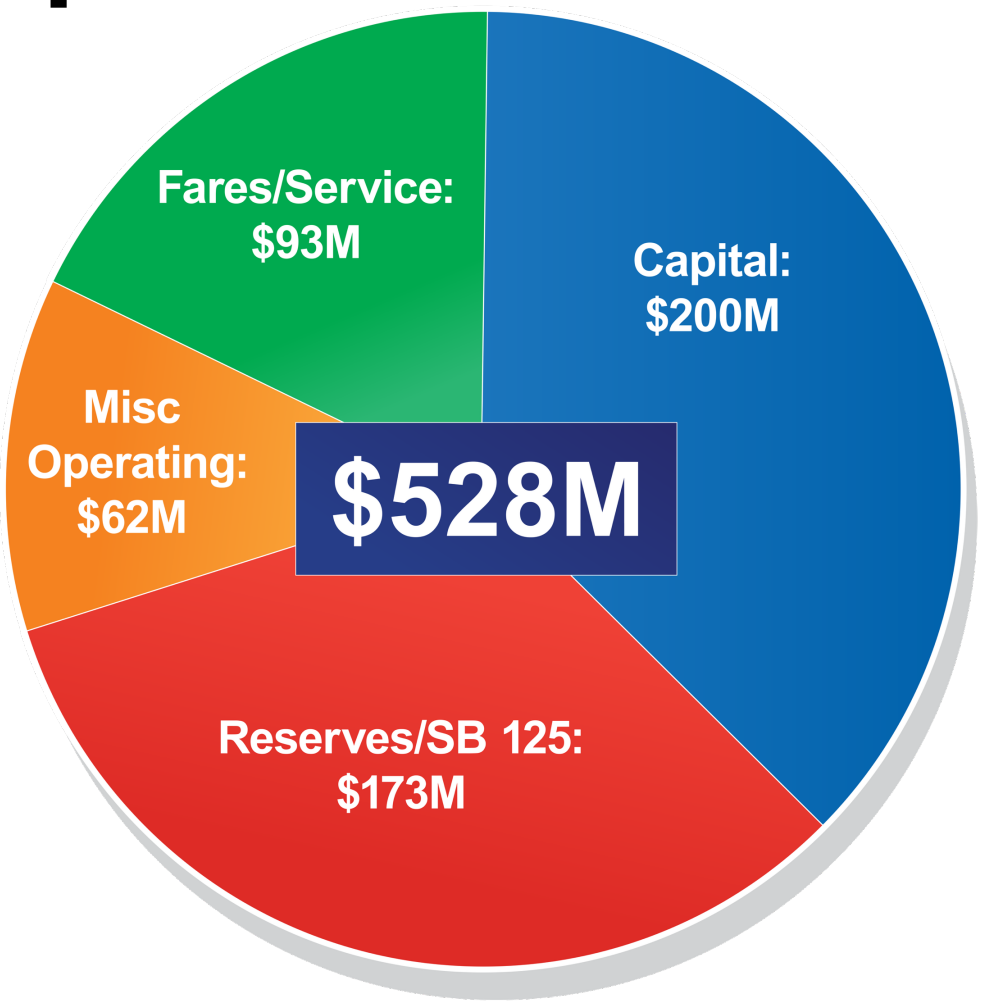
- Part of a broader Financial Sustainability Strategy to extend the fiscal cliff beyond 2028

- MTS Board voted February 13, 2025, to work with SANDAG and NCTD on a fare change study



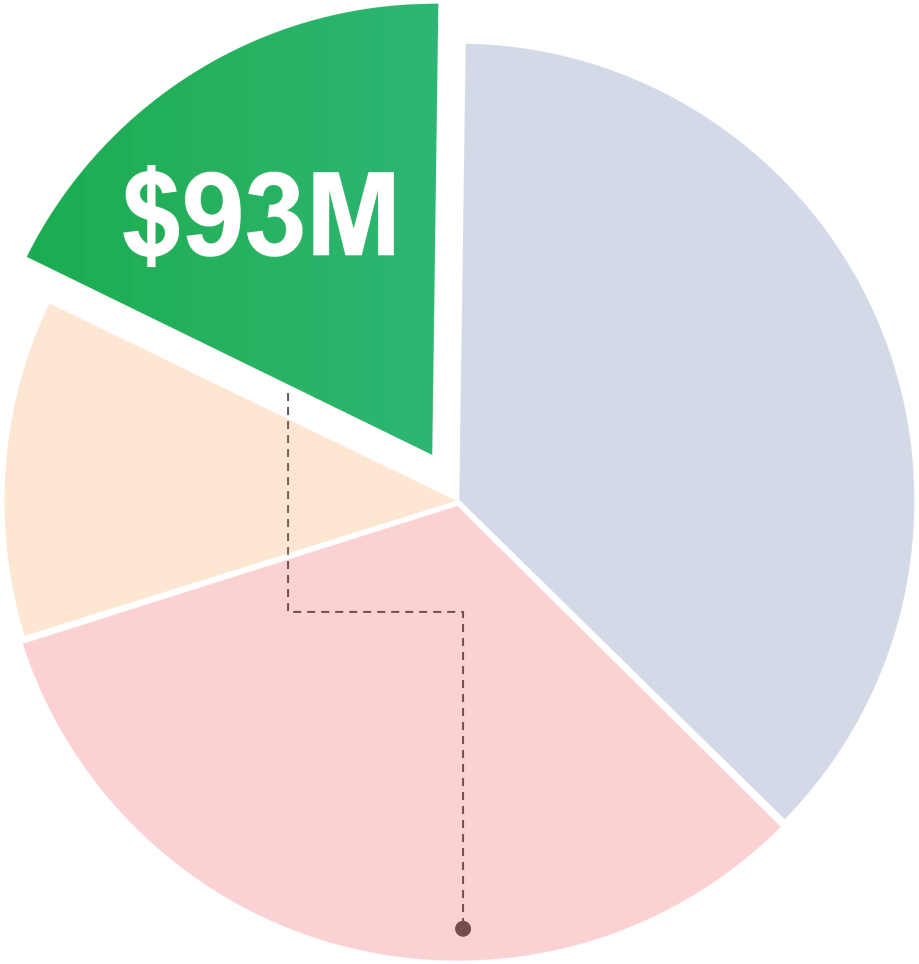
Strategy for Filling the Gap

- **$500 million+** gap over the next four fiscal years (FY 27-30)
- Needs change year-to-year ($118m-146m)
- Four main buckets: non-essential capital transfer, reserves, operational savings/revenue, fares/service levels



Filling the Gap

- In transit industry, two primary means to address funding needs: fare prices, service levels
- Average of $23 million a year over next four years between fares and service



What Does $23 Million Mean?

- **Represents about 26% of current fare revenues**
- Comparable Service Levels:
  - **ALL** Saturday bus and Trolley Service *($18.2 million / year+)*
  - **ALL** weekend bus service *($24.2 million / year)*
  - **ALL** Blue Line Trolley service *($22.3 million / year)*
  - **ALL** Green and Orange Line Trolley service *($23.5 million / year)*



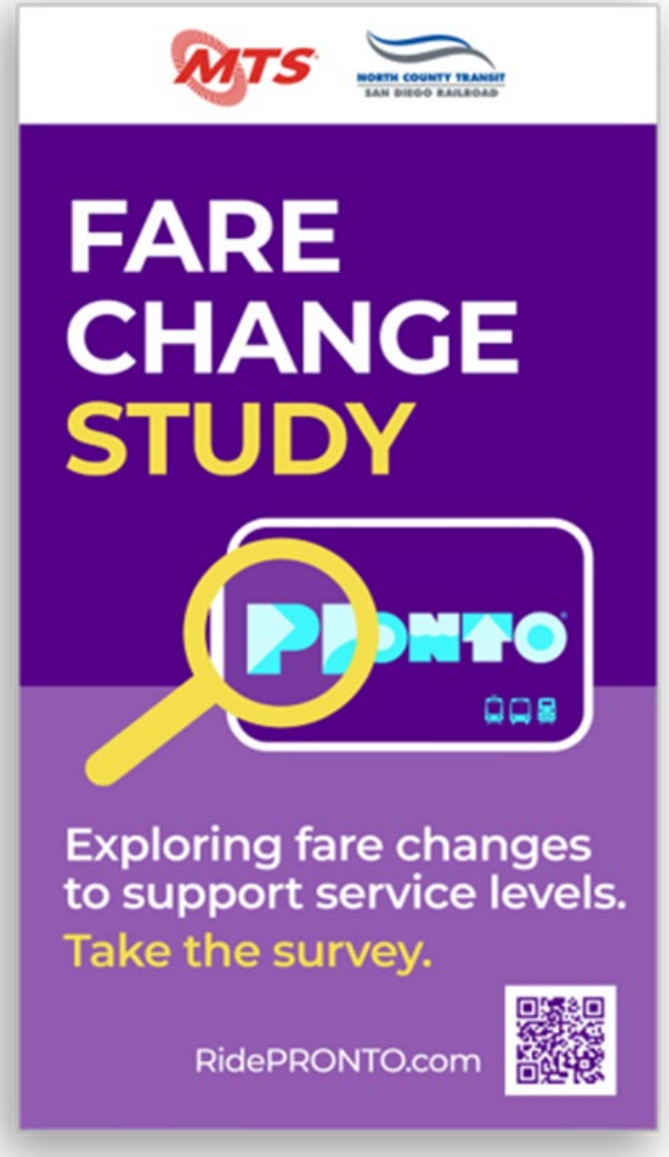
Phase I Outreach Recap

- Survey available Oct. 6 – Nov. 7

- 5,700 responses

High Level Takeaways:

- Prioritize service levels over cost to ride
- Preserve youth and senior pass prices as much as possible even if others pay more.
- Consider a phased approach to increases
- Favor increases to One-Way and Day Pass over Monthly Pass



Package Development

- SANDAG developed formula for MTS to create fare increase packages for more specific public feedback

- Package Considerations:
  - Revenue increases for MTS
    - Approx 50% of $23M year
  - Ridership losses
  - Price sensitivity for SDM riders
  - Rider willingness to pay a little more to keep service levels as high as possible
  - Confidence that increase would help push out fiscal cliff to 2030



Drafting Fare Change Proposals

- Review of peer agency fares for comparable modern rate

	TRIMET (Portland)	DART (Dallas)	UTA (Salt Lake City)	MUNI (San Francisco)	EST. 1973 SACRAMENTO REGIONAL TRANSIT (Sacramento)	RTD (Denver)
Adult **One-Way**	$2.80	$3	$2.50	$3	$2.50	$2.75
Adult **Day Pass**	$5.60	$6	$5	$5.70	$7	$5.50
Adult **Month Pass**	$100	$126	$85	$86	$100	$88

Fare Change Proposals: High Level

	Package A	Package B	Current
Adult **One-Way**	$3	$3.50	$2.50
SDM **One-Way**	$1.50	$1.50	$1.25
Adult **Day Pass**	$7	$8	$6
SDM **Day Pass**	$3.50	$3.50	$3
Adult **Month Pass**	$90	$100	$72
SDM **Month Pass**	$30	$28	$23

Fare Change Proposals: Package A

	Package **A**
Adult **One-Way**	**$3**
SDM **One-Way**	**$1.50**
Adult **Day Pass**	**$7**
SDM **Day Pass**	**$3.50**
Adult **Month Pass**	**$90**
SDM **Month Pass**	**$30**

Projected Annual Revenue Increase	**~ $11.2M**
Projected Annual Ridership Loss	**~ 2.3 million** (~2.8%)
High-Level Comparison Between Packages A and B	Lower Adult, but Higher SDM Month Pass
	Lower Day Pass and One-Way Fares
	Lower Revenue / More Service Impacts
	Lower Ridership Loss

Fare Change Proposals: Package B

	Package **B**
Adult **One-Way**	**$3.50**
SDM **One-Way**	**$1.50**
Adult **Day Pass**	**$8**
SDM **Day Pass**	**$3.50**
Adult **Month Pass**	**$100**
SDM **Month Pass**	**$28**

Projected Annual Revenue Increase	**~ $16.8M**
Projected Annual Ridership Loss	**~ 3.2 million** (~3.9%)
High-Level Comparison Between Packages A and B	Higher Adult, but Lower SDM Month Pass
	Greater Increase in Adult Day Pass and One-Way Fares
	Higher Revenue / Lessens Service Impacts
	Higher Ridership Loss

Phase II Engagement Goals

- Listen to reactions to packages
- Identify tolerance to increases
- Understand pricing sensitivities
- Help inform final package to bring back to Board of Directors for consideration in April 2026



Phase II Outreach

Four Primary Questions

1. Is cost or service more important to you?

2. If you had to pick one, which package would you choose?

3. If MTS scaled Package B over time, would this impact your preference?

4. If MTS eliminated fare capping to limit the higher cost to ride, would you support it?



Phase II Outreach

Fare Change Study Workshops
(80+ participants)

- Linda Vista, City Heights, Southeastern San Diego, National City, El Cajon



Online Survey (~800 respondents)

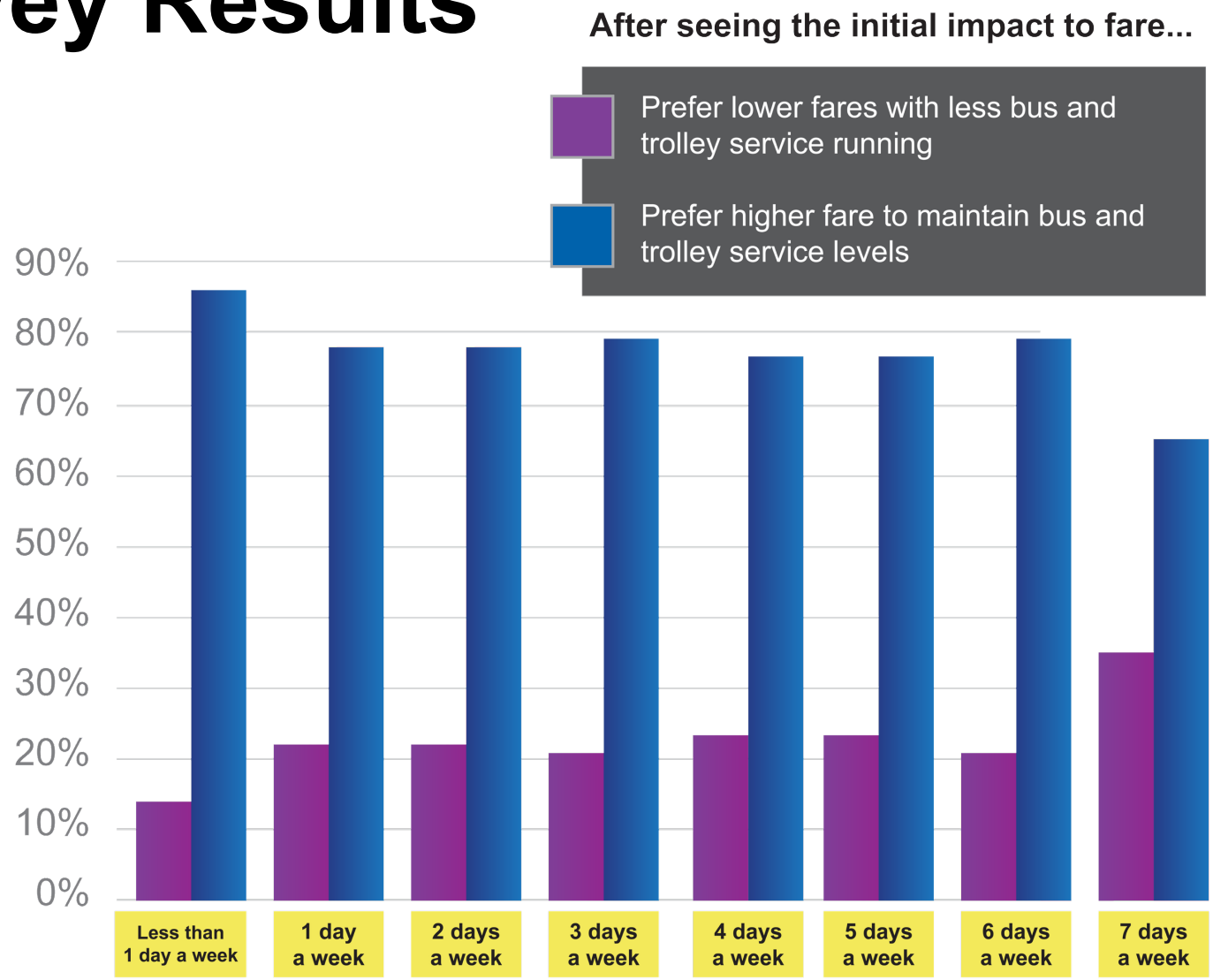
- Feb. 5 – March 5

Transit Center Outreach

- Euclid, Miramar, Iris, SDSU, Old Town

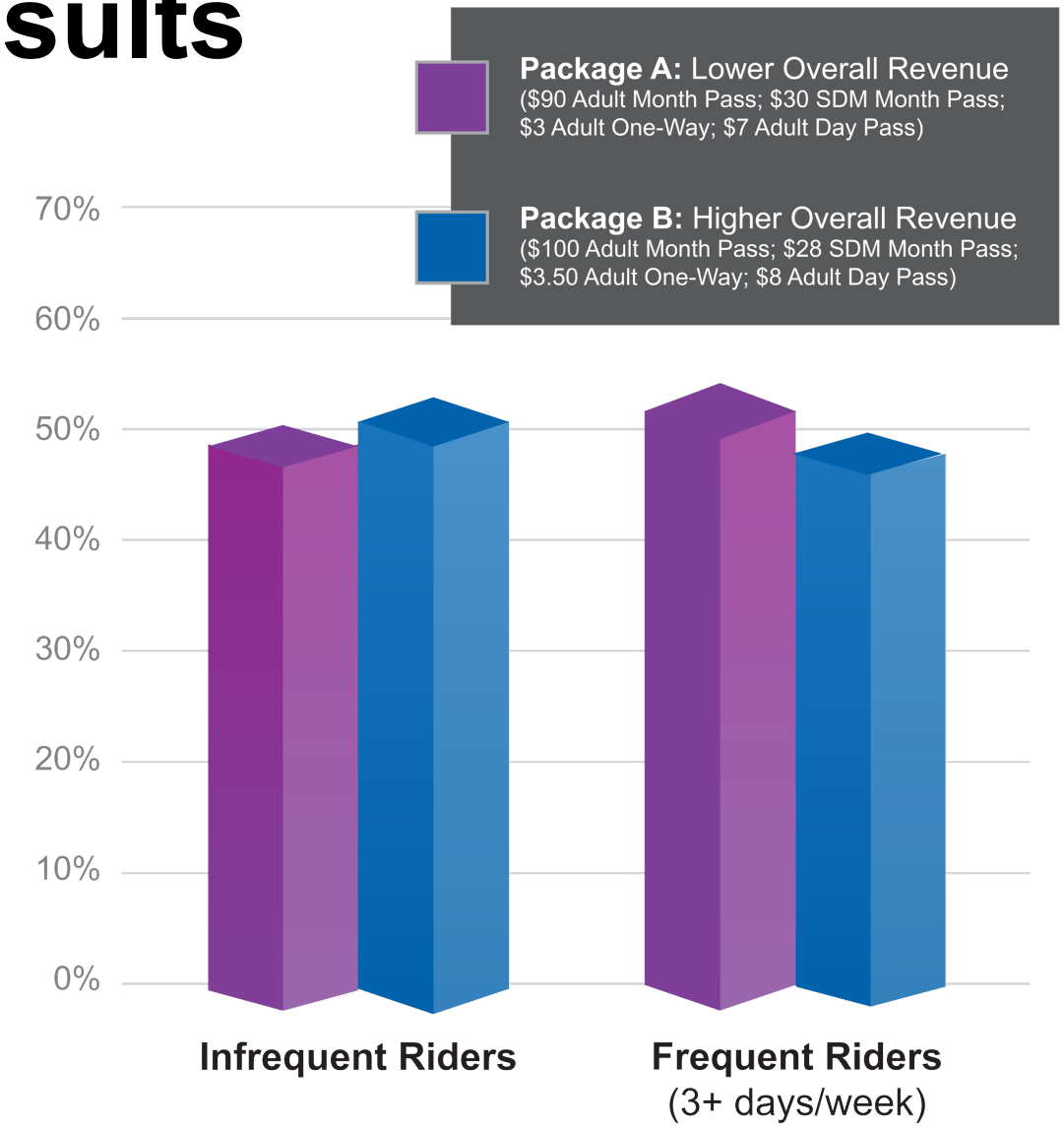
Phase II Online Survey Results

Cost to Ride vs. Service Levels



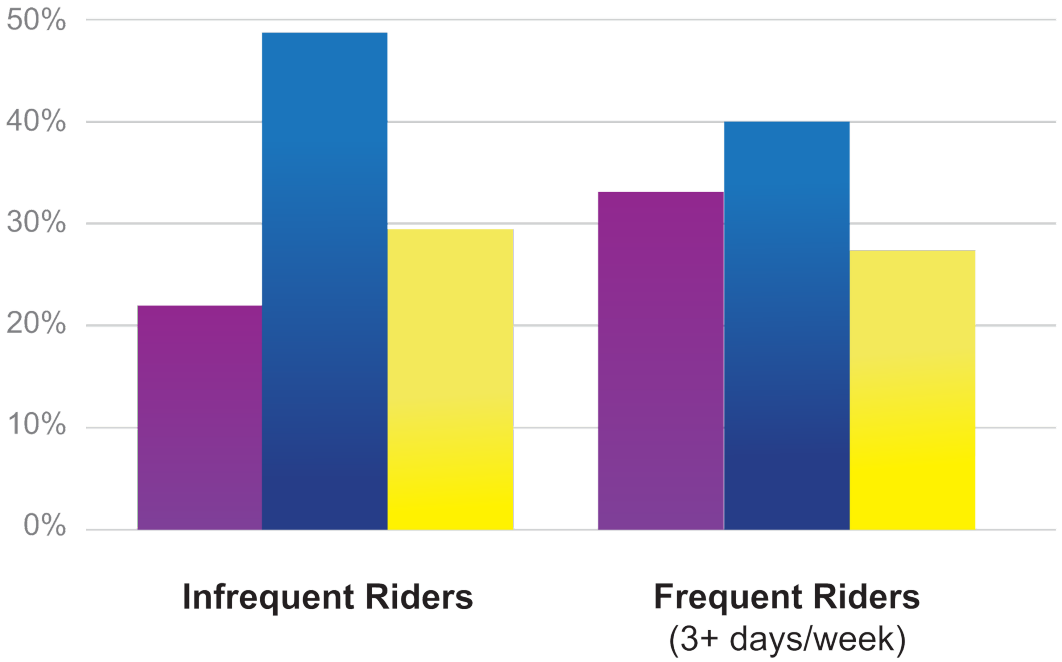
Phase II Online Survey Results

Package Preference



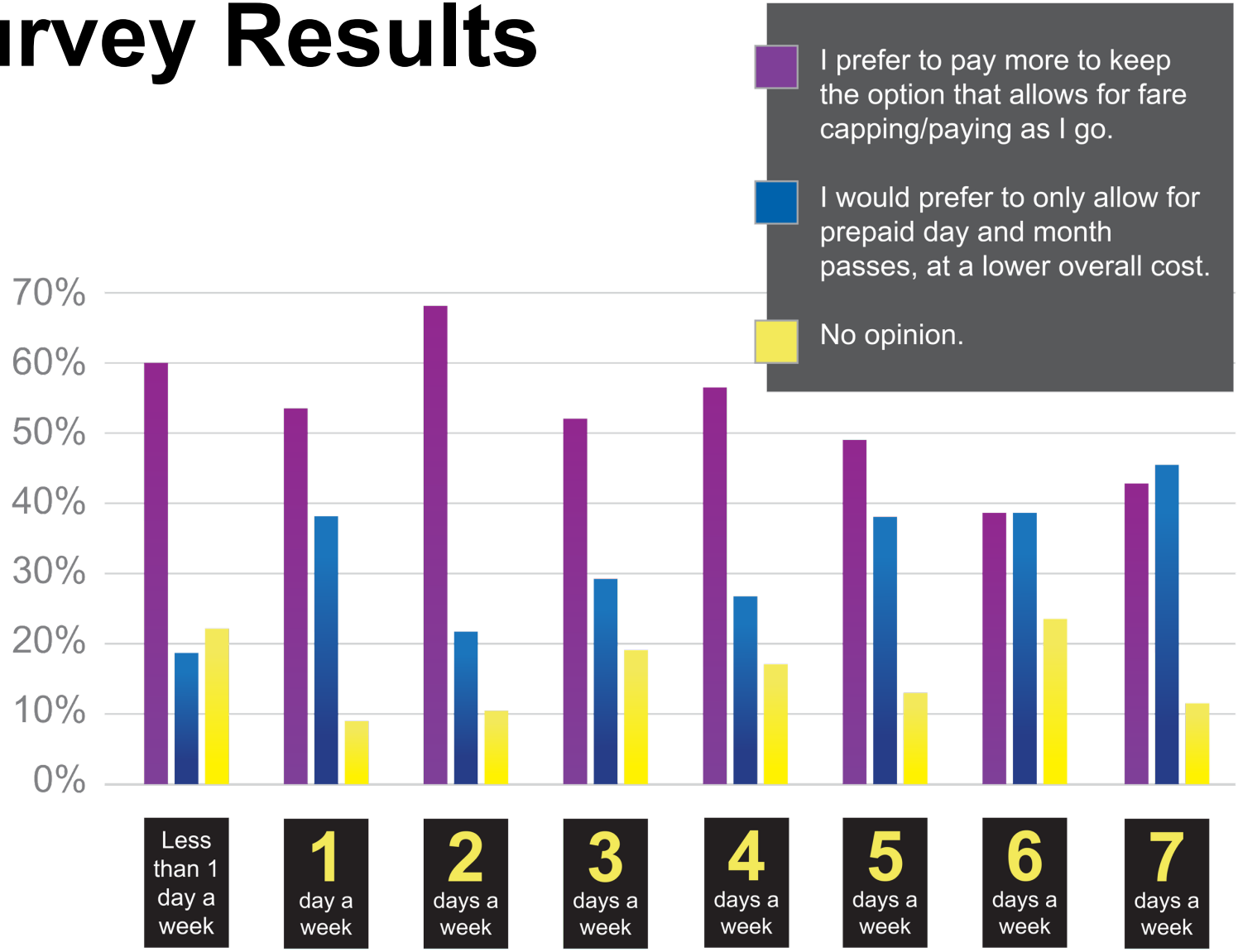
Phase II Online Survey Results

Package B – Phased Approach



Phase II Online Survey Results

Fare Capping - Eliminate



Phase II Outreach

High Level Results:

- Most people still favored to keep service levels as high as possible even if they have to pay more
- Split evenly Package A vs. Package B
  - Senior riders tended to favor Package B due to smaller increase in SDM fare
- Phased approach for Package B was more tolerable
- Not overwhelming support for eliminating fare capping even if fares are below $90 for adult monthly pass



Fare Change Study Timeline

OCT - NOV 2025		• MTS and NCTD survey riders to understand their priorities and how changing fares might affect them. • Research potential fare changes to see how much ridership and revenue would be impacted.
JAN - FEB 2026		• Staff propose options for changing fares and get feedback from transit agencies' Board of Directors • Gather more feedback from riders on fare change options at transit centers and public workshops
SPRING 2026		• Staff propose final fare change to Boards (community opportunity to make formal public comments) • MTS and NCTD's Boards of Directors, then SANDAG's Transportation Committee, vote on whether to recommend/approve proposed changes.
SUMMER/FALL 2026		• If approved, fare changes go into effect

Questions/Comments

Metropolitan Transit System

Board of Directors

Agenda

March 19, 2026 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.	**Roll Call**	
2.	**Public Comments** This item is limited to five speakers with two minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.	
3.	**Approval of Minutes** Action would approve the February 12, 2026 Board of Directors meeting minutes.	Approve
4.	**CEO Report**	Informational
5.	**Investment Report – Quarter Ending December 31, 2025**	Informational
6.	**Listening Tour Bus Stop Shelter Upgrades Design Services – Work Order Amendment** Action would authorize the Chief Executive Officer (CEO) to approve Amendment No. WOA353-AE-34.01, under MTS Document No. PWL353.0-22, with Dokken Engineering (Dokken), to provide right-of-way services required for upgrading five (5) existing bus stops in the amount of $220,807.71.	Approve
7.	**12th and Imperial Transit Center Project Design Amendment 3 – Work Order Amendment** Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA353-AE-08.03, under MTS Doc No. PWL353.0-22, with Dokken Engineering (Dokken), to provide survey, potholing, and 100% design services for the movement of, and addition of, Overhead Catenary System (OCS) poles and associated hardware required as part of the 12th and Imperial Transit Center Project, in the amount of $327,285.20.	Approve

DRAFT

8. **ChargePoint Assure Warranty – Sole Source Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0789.0-26, with ChargePoint, Inc. (ChargePoint), for the Assure Warranty on twelve (12) ChargePoint plug-in chargers for five (5) years for a total cost of $197,040.00.

9. **S7 Replacement Design: 12th & Imperial and Blue Line – Sole Source Work Order Agreement** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTS Doc. No. WOA355-AE-58, under MTS Doc No. PWL355.0-22, with Psomas, for design services for the S7 Replacement Design: 12th & Imperial and Blue Line project in the amount of $3,839,741.23.

10. **Kearny Mesa Division (KMD) Concrete Lot Replacement – Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. PWB452.0-26, with Miramar General Engineering (Miramar) in the amount of $494,947.61, for the replacement of damaged concrete and related work at KMD in both the Base and Add Alternate options.

11. **Excess General Liability (Liability) And Excess Workers' Compensation (Workers' Compensation) Insurance Renewals** — Approve

Agenda Item will be provided prior to Board Meeting.

12. **Property Insurance Renewal**

Agenda Item will be provided prior to Board Meeting. — Approve

13. **On-Call Electrical Services – Contract Amendments** — Approve

Action would 1) Ratify Amendment No. 1 to MTS Doc. No. PWG383.0-24, with Advanced Railway Innovations, Inc. (ARI), for the addition of the Imperial Avenue Division (IAD) location and funds to perform an electrical study in the amount of $50,000.00; and 2) Ratify Amendment No. 2 to MTS Doc. No. PWG383.0-24, with ARI, for the addition of the Kearny Mesa Division (KMD) location in the amount of $0.00; and 3) Ratify Amendment No. 3 to MTS Doc. No. PWG383.0-24, with ARI, for the addition of the Beyer Street Bridge location and funds to install lighting for a mural installation in the amount of $54,967.70; and 4) Ratify Amendment No. 4 to MTS Doc. No. PWG383.0-24, with ARI, for the addition of Copley Park and trolley station locations and two subcontractors in the amount of $0.00; and 5) Ratify Amendment No. 5 to MTS Doc. No. PWG383.0-24, with ARI, for the installation of the bus stop lighting pilot in the amount of $12,010.38; and 6) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 6 to MTS Doc. No. PWG383.0-24, with ARI, for the Operations Control Center Uninterruptible Power Supply (UPS) unit replacements installation services in the amount of $82,535.60.

DRAFT

14.	**SafeFleet On-Board Video Surveillance System Preventative Maintenance, Repairs and All Related Support Services – Contract Amendment** Action would 1) Ratify Amendment No. 3 to MTS Doc. No. L1603.0-22, with Seon Design USA Corporation ("Seon") in the amount of $15,374.80; 2) Ratify Amendment No. 5 to MTS Doc. No. L1603.0-22, with Seon in the amount of $132,000.00; and 3) Execute Amendment No. 6 to MTS Doc. No. L1603.0-22, with Seon to extend the agreement to April 30, 2027 and add funding for the ongoing repair and maintenance demands in the amount of $410,000.00.	Approve

DISCUSSION ITEMS

15.	**Fiscal Year (FY) 2026 Operating Budget Midyear Amendment (Gordon Meyer)** *Agenda Item will be provided prior to Board Meeting.*	Approve
16.	**Fiscal Year (FY) 2027 Operating Budget (Gordon Meyer)** *Agenda Item will be provided prior to Board Meeting.*	Informational
17.	**Fiscal Year (FY) 2027 Capital Improvement Program (CIP) (Mike Thompson)** *Agenda Item will be provided prior to Board Meeting.*	Approve
18.	**Fare Change Study Update (Mark Olson and Israel Maldonado)** *Agenda Item will be provided prior to Board Meeting.*	Informational
19.	**Public Hearing: Route 110 Discontinuation (Brent Boyd)** *Agenda Item will be provided prior to Board Meeting.*	Approve
20.	**Comprehensive Operational Analysis (COA) Update** *Agenda Item will be provided prior to Board Meeting.*	Informational

CLOSED SESSION

21.	**Public Comment for Closed Session**	
22.	*Agenda Item will be provided prior to Board Meeting.*	Possible Action
23.	*Agenda Item will be provided prior to Board Meeting.*	Possible Action

OTHER ITEMS

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

DRAFT

25. Remainder of Public Comments Not on The Agenda

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

26. Next Meeting Date

The next Board of Director's meeting is scheduled for April 16, 2026 at 9:00am.

ADJOURNMENT

27. Adjournment

DRAFT

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/2026

Agenda Item No. 04

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Chief Executive Officer's (CEO) Report

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

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

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



Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/26

Agenda Item No. 05

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Investment Report – Quarter Ending December 31, 2025

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of December 31, 2025. The combined total of all investments has decreased quarter to quarter from $504.5M to $459.8M. This $44.7M decrease is primarily attributable to $39.9 million in capital expenditures as well as normal timing differences between other payments and receipts for both capital and operations.

The first column provides details about investments restricted for Capital Improvement Projects (CIP), SB125 funded operations, and PRONTO Stored Value.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.

MTS remains in compliance with Board Policy 30 (Investment Policy) and is able to meet expenditure requirements for a minimum of the next six months as required.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Investment Report for the Quarter Ending December 31, 2025

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/26

Agenda Item No. 05

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Investment Report – Quarter Ending December 31, 2025

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of December 31, 2025. The combined total of all investments has decreased quarter to quarter from $504.5M to $459.8M. This $44.7M decrease is primarily attributable to $39.9 million in capital expenditures as well as normal timing differences between other payments and receipts for both capital and operations.

The first column provides details about investments restricted for Capital Improvement Projects (CIP), SB125 funded operations, and PRONTO Stored Value.

The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.

MTS remains in compliance with Board Policy 30 (Investment Policy) and is able to meet expenditure requirements for a minimum of the next six months as required.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Investment Report for the Quarter Ending December 31, 2025

San Diego Metropolitan Transit System
Investment Report
December 31, 2025

Institution / Issuer	Function	Investment Type	Restricted	Unrestricted	Total	Avg. Rate of Return		Benchmark
J.P. Morgan Chase	Operating Funds	Depository Bank	-	42,812,693	42,812,693	1.47%	*	0.410% WSJ Money Market
American Business Bank - Retention Trust Account	Restricted for Capital Support	Depository Bank	183,332	-	183,332	N/A	**	-
Local Agency Investment Fund (LAIF)	Restricted (Stored Value)	Investment Pool	10,636,882	-	10,636,882	4.025%		3.908% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	State Grant Funds	Investment Pool	199,957,713	-	199,957,713	3.930%		3.908% S&P US T-Bill 0-3 Mth Index
Subtotal: Restricted			**210,777,927**	-	**210,777,927**			
Local Agency Investment Fund (LAIF)	Investment of Surplus Funds	Investment Pool	-	61,791,152	61,791,152	4.025%		3.908% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	Investment of Surplus Funds	Investment Pool	-	144,384,313	144,384,313	3.930%		3.908% S&P US T-Bill 0-3 Mth Index
Subtotal: Investment Surplus Funds			-	**206,175,465**	**206,175,465**			
Grand Total Cash and Investments			**$ 210,777,927**	**$ 248,988,158**	**$ 459,766,085**			

*-The 1.47% is an annual percentage yield on the average daily balance that exceeds $4.5 million
** - Per trust agreement, interest earned on retention account is allocated to trust beneficiary (contractor)

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/2026

Agenda Item No. 06

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Listening Tour Bus Stop Shelter Upgrades Design Services – Work Order Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to approve Amendment No. WOA353-AE-34.01, under MTS Document No. PWL353.0-22 (in substantially the same format as Attachment A), with Dokken Engineering (Dokken), to provide right-of-way services required for upgrading five (5) existing bus stops in the amount of $220,807.71.

Budget Impact

The total cost of this amendment is estimated to be $220,807.71, and the total contract cost is estimated to be $909,029.47 (inclusive of this amendment). The project will be funded by the Capital Improvement Project (CIP) account 1008123001 – Listening Tour Bus Stop Shelter Upgrades.

DISCUSSION:

After holding a Listening Tour in the summer of 2022, MTS was made aware of the needs and priorities that riders had, and the current service areas that were lacking various amenities. The Listening Tour findings concluded that bus shelters and seating were passengers' most desired amenities. The twenty-eight (28) locations in this project were identified using the Board's Transit Amenity Plan, with a focus on locations suggested during the Listening Tour public engagement process, ridership statistics for each stop, and a cost and feasibility review of the level of construction or external coordination required to make the necessary improvements. Some locations only require the installation of new shelters, while others also require construction around the bus stop. The Listening Tour Bus Stop Shelter Upgrades CIP funds design, materials, and construction for twenty-eight (28) bus stop locations, including locations that require design services to modify existing sidewalk conditions to accommodate bus stop shelters and meet Americans with Disabilities Act (ADA) clearance requirements.



On November 14, 2024 (Agenda Item (AI) 8), the Board approved a work order with Dokken for $688,221.76 to provide design services for upgrading the for twenty-eight (28) bus stop locations to accommodate shelters. This work by Dokken is currently in the design review phase by MTS and applicable city counterparts. Early in the design process, MTS staff eliminated four of the identified bus stop locations for the following reasons: two had new sidewalk, curb, and in-street bus pads, one is next to a new development project where the project will complete the improvements, and the final location was eliminated for security concerns.

Ten (10) of the bus stop locations have a narrow public right-of-way at the sidewalk that will require acquisition of property rights and widening of the sidewalk right-of-way to accommodate an MTS bus shelter while still maintaining an ADA-complaint path of travel. Based on this higher level of cost and complexity, staff evaluated the ridership levels at the ten (10) bus stops and reduced the list or proposed shelter installations from ten (10) to five (5) due to low ridership levels at the eliminated bus stop locations.[1] For the remaining five (5) locations, MTS will need to acquire property rights to install bus stop improvements through negotiation with adjacent private property owners. The following bus stop locations were identified as needing permanent right-of-way encroachment rights (ROW) and/or Temporary Construction Easements (TCE):

Stop ID	APN	Stop Name	City	ROW	TCE
12553	573-040-02	3rd Ave & H St (NB)	Chula Vista	X	X
30085	573-040-01	H St & 3rd Ave (EB)	Chula Vista	X	X
12185	472-182-07	54th St & Trojan Ave (SB)	San Diego	X	X
11000	547-601-08	Logan Ave & Jarrett Ct (WB)	San Diego		X
12165	548-250-18	Euclid Ave & Brooks Huffman Plaza (SB)	San Diego	X	X

Today's proposed action will approve Work Order WOA353-AE-34.01 with Dokken to provide MTS with right-of-way services, including negotiation with private property owners, related to the property rights MTS needs to upgrade the above bus stops. This Amendment includes the management and coordination for all ROW and TCE support documents, negotiations, and finalization of acquisition documents. Approval for individual property rights will be processed according to the approval levels set forth in Board Policy 41 (Signature Authority).

For this Amendment, Dokken will utilize the following subconsultant:

Subconsultant Name	Subconsultant Certification	Subconsultant Amount
Aguirre & Associates	Small Business (SB (Micro))	$9,658.52

The table below provides a summary of design costs for the LT Bus Stop Shelter Upgrades:

[1] As a result of the above design decisions, the total number of bus stops to be improved as part of this project is now nineteen (19).

Work Order No.	Purpose	Amount	Board Approval Date
WOA353-AE-34	Original Work Order	$688,221.76	11/14/24, Item 8
WOA353-AE-34.01	Amendment 1 – Right-of-Way Services	$220,807.71	Today's proposed action
	Grand Total:	**$909,029.47**	

Therefore, the staff recommends that the MTS Board of Directors authorize the CEO to approve Amendment No. WOA353-AE-34.01, under MTS Document No. PWL353.0-22 (in substantially the same format as Attachment A), with Dokken, to provide right-of-way services required for upgrading five (5) existing bus stops in the amount of $220,807.71.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Amendment No. WOA353-AE-34.01

Metropolitan Transit System

March 19, 2026

MTS Doc. No. PWL353.0-22
WOA353-AE-34.01

Mr. John Klemunes, PE
Regional Manager
Dokken Engineering
1450 Frazee Road, Suite 100
San Diego, CA 92108

Dear Mr. Klemunes:

Subject: AMENDMENT NO. 1 TO WORK ORDER WOA353-AE-34, TO MTS DOC. NO. PWL353.0-22, ENGINEERING SERVICES FOR LISTENING TOUR (LT) BUS STOP SHELTER UPGRADES

This letter shall serve as Amendment No. 1 to Work Order WOA353-AE-34, under the General Engineering Consultant Agreement, MTS Doc. No. PWL353.0-22, as further described below.

SCOPE OF SERVICES

This Amendment add the following funds and/or tasks to the Scope of Services for LT Bus Stop Shelter Upgrades (Attachment A):

1. Task 8.1: Right of Way Project Management and Document Support–
2. Task 8.2: Right of Way Tracking Table
3. Task 8.3: Obtain Title Reports/Title Coordination
4. Task 8.4: Waiver Valuations In Lieu Of Appraisal
5. Task 8.5: Appraisal Report
6. Task 8.6: Negotiate for Right of Way /Prepare Offer Documents
7. Task 8.7: Escrow Coordination/Acquisition File Close Out
8. Task: 8.8: Right-Of-Way (ROW) And Temporary Construction Easement (TCE) Plats and Legals
9. Task 9: Authority Having Jurisdiction (AHJ) Plan Check Permit Fees

Federal terms do not apply.

SCHEDULE

As a result of this Amendment, the Schedule shall be extended by six (6) months. The revised Schedule shall remain in effect for a period thirty-eight (38) months from the date of the Notice to Proceed through the completion of construction, or until February 5, 2028. Construction services are anticipated to be completed in thirteen (13) months from the start completion.

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PAYMENT

As result of this Amendment, the Payment shall be increased by $220,807.71. The revised Payment shall be in the amount of $909,029.47. Payment shall be based on actual costs and not be exceeded without prior authorization of MTS (Attachment B).

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

Sincerely,

Sharon Cooney
Chief Executive Officer

Accepted:

John Klemunes, PE
Regional Manager, Dokken Engineering

Date: _____

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

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ATTACHMENT A
SCOPE OF SERVICES

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TITLE: LISTENING TOUR BUS STOP SHELTER UPGRADES **WOA #: WOA353-AE-34.01**

I. PROJECT DESCRIPTION

After holding a listening tour in the summer of 2022, Metropolitan Transit System (MTS) was made aware of the needs and priorities that riders had, and the current service areas that were lacking various amenities. This will address the design of sidewalk modifications for the placement of shelters at designated bus stop locations. Designs will be closely coordinated with MTS.

II. SCOPE OF WORK

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

TASK 8: RIGHT OF WAY SERVICES

TASK 8.1: RIGHT OF WAY PROJECT MANAGEMENT AND DOCUMENT SUPPORT–
Dokken's right of way manager will do the following for this project:

1. Coordinate solutions with the agency and/ legal representative to implement solutions for items that may affect title or cause a delay in escrow;
2. Review all plat and legals and exhibits and obtain approval from the agency.
3. Supply necessary documentation and monitor progress of the appraisal process to meet project deadlines.
4. Supply any support information or set up meetings with the agency to review appraisal reports;
5. Obtain any acquisition documentation the agency may have and review the documentation for current adjustments to conform to industry standards.
6. Prepare staff reports for approval of just compensation;
7. Provide executed acquisition documentation from each affected property owner and work with the agency to obtain internal signatures and payments;
8. Provide possession documentation in lieu of purchase contracts;
9. Attend agency meetings to discuss right of way specific concerns that may arise during any phase of the project including but not limited to closed session meetings and participating agency meetings, if required;

TASK 8.2: RIGHT OF WAY TRACKING TABLE – Jamie Formico will maintain the project tracking table and ensure that it is sent to the Client on the regularly requested schedule. As a component of effective project management and to keep the project on schedule and the Client current with acquisition data, a project tracking table will be created. This table will outline milestones and supply completion dates, comments, and any additional information the Client may request.

- **Deliverables: Right of Way Tracking Table**

TASK 8.3: OBTAIN TITLE REPORTS/TITLE COORDINATION - Dokken will obtain five (5) title reports for the affected properties (APNs 573-040-02, 573-040-01, 472-182-07, 547-601-08, and 548-250-18). Dokken previously ordered preliminary title reports for two (2) parcels (APNs 557-310-28 and 558-010-045). The fee for these reports is also included as part of this task. The Dokken right of way team will perform all necessary research for the parcels being acquired. Agents may resolve or oversee resolution of problems relating to unusual circumstances regarding title or ownership and uncover any flaws, noting any exceptions pertaining to property such as mortgage liens, restrictions, easements, and rights of way.

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- **Deliverables: Seven (7) Preliminary Title Reports**

TASK 8.4: WAIVER VALUATIONS IN LIEU OF APPRAISAL: In insignificant valuation situations an appraisal may be waived [49 CFR 24.102(c) (2)]. Dokken's right of way team has experience in doing waiver valuations on numerous projects, and this allows the budget and schedule to remain on track for projects with accelerated timelines. Waiver Valuations follow Caltrans and Uniform Act guidelines. A Notice of intent to inspect letter along with the acquisition policy brochure will be provided to impacted property owners. Dokken will complete waiver valuations for two (2) parcels (APNs 472-182-07 and 547-601-08).

- **Deliverables: Two (2) Waiver Valuations**

TASK 8.5: APPRAISAL REPORT – Three (3) appraisals (APNs 573-040-02, 573-040-01, and 548-250-18) will be completed by a licensed General Real Estate Appraiser. A notice of intent to appraise letter along with acquisition policy brochure will be provided to the impacted property owner. The appraisal will be arranged so that the property owner may accompany the appraiser during the inspection of the property. This allows the property owner the opportunity to provide additional information to the appraiser.

The appraisal will be prepared by an appraiser licensed with the State of California and will comply with all laws applicable to the specific appraisal and the Uniform Standards of Professional Appraisal Practice 49 CFR 24.2(a)(3). The appraisal will include a summary and a complete analysis for all valuation conclusions. Documentation obtained during the inspection, such as pictures, will be included in each report. Title information pertaining to ownership, drawings, and information relative to the parcel will be reviewed by the appraiser.

- **Deliverable: Three (3) Appraisal Reports**

TASK 8.6: NEGOTIATE FOR RIGHT OF WAY /PREPARE OFFER DOCUMENTS- Five (5) parcels (APNs 573-040-02, 573-040-01, 472-182-07, 547-601-08, and 548-250-18) will require acquisitions for this project. Dokken's Right of Way Team will complete all "Good Faith Negotiations." After completion of the appraisal process and just compensation determination, Dokken will prepare the offer packages and meet with the owners in person to present and explain the offer package details. The offer package will include the offer letter, written summary of just compensation with supporting appraisal information, property owner exhibit showing property map with right of way take locations, Summary Statement Relating to the Purchase of Real Property or an Interest Therein (Caltrans Exhibit 8-EX-16), Title VI information, and "Your Property – Your Transportation Project" booklet. Dokken will negotiate with the property owner to arrive at a mutually agreeable settlement and prepare necessary purchase agreements such as Grant Deeds, Easement Deeds, and Temporary Construction Easement Deeds.

Dokken will collaborate closely with the Client to aid in the recommendation of the appropriate course of action regarding the various acquisitions with property owners requesting additional compensation and/or services beyond the initial offer package. Working with the property owners to agreeable terms will be Dokken's focus.

Additionally, Dokken will attend, at the request of the Client, any Public Community Meetings regarding the project.

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Dokken's Right of Way Agents hold California Real Estate Salesperson's Licenses and are working under the direct supervision of a California Real Estate Licensed Broker.

- **Deliverables: Right of Way Agreement, Diary, Easement Deed, Written, Summary of Acquisition, Administrative Settlement**

TASK 8.7: ESCROW COORDINATION/ACQUISITION FILE CLOSE OUT – - Upon reaching an agreement on the terms and conditions of the acquisition with the property owner, Dokken will open escrow to process the documents necessary to transfer the required right of way to the client. The fully executed agreement along with other supporting information will be provided to escrow to close each transaction. Dokken will work closely with the escrow officer to assist in the timely closing of the transaction. For the convenience of the property owner, our right of way team has a California Notary who will be available to notarize any documentation that is required. The fully executed deed and easement will be delivered to the client for acceptance before recording. In the event escrow services are not required, Dokken will perform the services and record the required documentation.

- **Deliverables: Escrow Documents, and Closing Statements**

An original acquisition file for the affected parcel will be provided to the Client upon completion of the project. The acquisition file will contain property information, diary report, written correspondence, just compensation documentation, appraisal(s), offer package, negotiations, title documentation, copies of recorded documents, and all applicable documentation.

- **Deliverables: Five (5) Original Acquisition Files**

TASK: 8.8: RIGHT-OF-WAY (ROW) AND TEMPORARY CONSTRUCTION EASEMENT (TCE) PLATS AND LEGALS -Prepare ROW and TCE Plats & Legals for the following bus stop locations:

Stop ID	APN	Stop Name	City	ROW PLAT AND LEGAL	TCE PLAT AND LEGAL
12553	573-040-02	3rd Ave & H St (NB)	Chula Vista	X	X
30085	573-040-01	H St & 3rd Ave (EB)	Chula Vista	X	X
12185	472-182-07	54th St & Trojan Ave (SB)	San Diego	X	X
11000	547-601-08	Logan Ave & Jarrett Ct (WB)	San Diego		X
12165	548-250-18	Euclid Ave & Brooks Huffman Plaza (SB)	San Diego	X	X

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Assumptions, Conditions, Limitations

1. Additional monument ties and landnet limited to Site 11000 - Logan & Jarrett (needed to establish the boundary of the parcel in order to plot existing easements)
2. Plats and Legal Descriptions limited to the 5 locations in the exhibit received 12-3-25.
3. PTRs for each of the 5 locations will be provided by Dokken.
4. Plats and Legal Descriptions will be in standard AA format.
5. Responding to DSD comments is not included.
    - **Deliverables: AutoCAD file of additional landnet, and PDFs of the signed Plats and Legal Descriptions**

TASK 9: AUTHORITY HAVING JURISDICTION (AHJ) PLAN CHECK PERMIT FEES includes the ODC's associated solely with the required AHJ permit fees for the project. The fee covers payment of all applicable AHJ permit charges. No additional coordination, preparation, or permit-related services are included under this scope. Please note that these fees are estimates and are subject to change based on the final amounts determined and directed by the AHJ. Any adjustments to the fees will be communicated and approved by MTS prior to payment.

- **Deliverables: Plans Approval**

III. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

Task	Begin/End Dates
1. Obtain Preliminary Title Reports, plat maps, and legal descriptions	NTP/+30 calendar days
2. Appraisals/Waiver Valuations	Completion Item 1/+90 calendar days
3. Draft Offer Packages	Concurrent with appraisals
4. Approval of Just Compensation and Offer Packages by Client	Completion Items 2 and 3/+60 calendar days
5. Make Offers	Completion Item 4/+21 calendar days
6. Right of Way Negotiations	Completion Item 5/+180 calendar days
7. Escrow Coordination	90-120 calendar days (concurrently with negotiations)
8. Amendment 1 Close-Out	Completion of Items 6 and 7/+20 calendar days

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ATTACHMENT B
NEGOTIATED FEE PROPOSAL

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Work Order Estimate Summary

MTS Doc. No.	**PWL353.0-22**
Work Order No.	**WOA353-AE-34.01**
Attachment:	**B**

Work Order Title: **Listening Tour Bus Stop Shelter Upgrades - Amendment 1**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	Labor	Total Direct Labor	$136,857.71
2	ODCs	Total Other Direct Costs	$83,950.00
		Totals =	**$220,807.71**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 8	Right of Way Services	864.0	$140,807.71
2	Task 9	AHJ's Permit Fees		$80,000.00
3				
4				
5				
6				
7				
8				
		Totals =	**864.0**	**$220,807.71**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				DOKKEN ENGINEERING	803.0	$211,149.19
				AGUIRRE & ASSOCIATES	61.0	$9,658.52
				Totals =	**864.0**	**$220,807.71**

Work Order Estimate Summary

Consultant/Subconsultant: DOKKEN ENGINEERING

Total Hours = 803

Total Costs = $211,149.19

Work Order Title: Listening Tour Bus Stop Shelter Upgrades - Amendment 1

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager $ 335.35	Task Manager $ 237.76	QA/QC Manager (Engineer - Senior) $ 227.06	Engineer - Senior $ 227.06	Engineer - 3 $ 190.43	Engineer - 2 $ 168.35	Engineer - 1 $ 124.57	CADD - Senior $ 214.63	CADD - 3 $ 145.88	Technical Expert $ 181.09	Technician - 2 $ 83.84	Total Hours	Totals
8	Task 8	Right of Way Services														
8.1		Right of Way Project Management and Document Support			10	5		33			10		30		88	$17,376.09
8.2		Right of Way Tracking Table											10	20	30	$3,487.70
8.3		Obtain Title Report / Title Coordination (7)											20		20	$3,621.80
8.4		Waiver Valuations in lieu of Appraisal (2)											40	20	60	$8,920.40
8.5		Appraisal Report (3)											100	30	130	$20,624.20
8.6		Negotiate for Right of Way / Prepare Offer Documents (5)											280	85	365	$57,831.60
8.7		Escrow Coordination											40	35	75	$10,178.00
8.7		Right of Way Certification Coordination / Acquisition File Close-out											8	15	23	$2,706.32
8.8		Right of Way (ROW) and Temporary Construction Easment (TCE) Plats and Legals			2	2		8							12	$2,453.08
		Task 8 ODCs	$3,950.00													$3,950.00
		Subtotals (Hours) =	N/A		12	7		41			10		528	205	803	$131,149.19
		Subtotals (Costs) =	$3,950.00		$2,853.12	$1,589.42		$7,807.63			$2,146.30		$95,615.52	$17,187.20	**803**	**$131,149.19**
9	Task 9	AHJ's Permit Fees														
		Task 9 ODCs	$80,000.00													$80,000.00
		Subtotals (Hours) =	N/A													$80,000.00
		Subtotals (Costs) =	$80,000.00													**$80,000.00**
		Totals (Summary) =													**803**	**$211,149.19**
		Total (Hours) =	N/A		12	7		41			10		528	205	803	$ 211,149.19
		Total (Costs) =	$83,950.00		$2,853.12	$1,589.42		$7,807.63			$2,146.30		$95,615.52	$17,187.20		$211,149.19
		Percentage of Total (Hours) =	N/A		1%	1%		5%			1%		66%	26%	100%	
		Percentage of Total (Costs) =	40%		1%	1%		4%			1%		45%	8%		100%

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Work Order Estimate Summary

Consultant/ Subconsultant: **DOKKEN ENGINEERING**

Work Order Title: **Listening Tour Bus Stop Shelter Upgrades - Amendment 1**

TASKS/WBS (8-9)

ODC Item	Description	Unit	Unit Cost	Task 8		Task 9							
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Title Reports	1	$550.00	6	$3,300.00								
2		1											
3	Title Reports	1	$650.00	1	$650.00								
4	City of National City Permit Fees	1	$5,000.00			2	$10,000.00						
5	City of Chula Vista Permit Fees	1	$15,000.00			2	$30,000.00						
6	City of San Diego Permit Fees	1	$40,000.00			1	$40,000.00						
7													
8													
9													
10													
			Subtotal =		$3,950.00	Subtotal =	$80,000.00	Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS ()

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Title Reports											6	$3,300.00
2													
3	Title Reports											1	$650.00
4	City of National City Permit Fees											2	$10,000.00
5	City of Chula Vista Permit Fees											2	$30,000.00
6	City of San Diego Permit Fees											1	$40,000.00
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	$83,950.00

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Work Order Estimate Summary

Consultant/Subconsultant: **AGUIRRE & ASSOCIATES**

Total Hours = **61**

Total Costs = **$9,658.52**

Work Order Title: **Listening Tour Bus Stop Shelter Upgrades - Amendment 1**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Surveyor - Senior	Surveyor - 3	Party Chief	Chainman		Total Hours	Totals
				$ 177.48	$ 122.36	$ 247.22	$ 242.98	$ -		
8	**Task 8**	**Right of Way Services**								
8.1		Right of Way Project Management and Document Support								
8.1		Right of Way Tracking Table								
8.2		Obtain Title Report / Title Coordination (7)								
8.3		Waiver Valuations in lieu of Appraisal (2)								
8.4		Appraisal Report (3)								
8.5		Appraisal Review Report (3) - Optional								
8.6		Negotiate for Right of Way / Prepare Offer Documents (5)								
8.6		Escrow Coordination								
8.7		Right of Way Certification Coordination / Acquisition File Close-out								
8.7		Right of Way (ROW) and Temporary Construction Easment (TCE) Plats and Legals		22	31	4	4		61	$9,658.52
8.8		Task 8 ODCs								
		Subtotals (Hours) =	N/A	22	31	4	4		61	$9,658.52
		Subtotals (Costs) =		$3,904.56	$3,793.16	$988.88	$971.92		**61**	**$9,658.52**
9	**Task 9**	**AHJ's Permit Fees**								
		Task 9 ODCs								
		Subtotals (Hours) =	N/A							
		Subtotals (Costs) =								
		Totals (Summary) =							**61**	**$9,658.52**
		Total (Hours) =	N/A	22	31	4	4		61	$9,658.52
		Total (Costs) =		$3,904.56	$3,793.16	$988.88	$971.92			$9,658.52
		Percentage of Total (Hours) =	N/A	36%	51%	7%			93%	
		Percentage of Total (Costs) =		40%	39%	10%				90%

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Work Order Estimate Summary

Consultant/ Subconsultant: **AGUIRRE & ASSOCIATES**

Work Order Title: **Listening Tour Bus Stop Shelter Upgrades - Amendment 1**

TASKS/WBS (8-9)

ODC Item	Description	Unit	Unit Cost	Task 8		Task 9							
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS ()

ODC Item	Description											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

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Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/2026

Agenda Item No. 07

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

12th and Imperial Transit Center Project Design Amendment 3 – Work Order Amendment

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA353-AE-08.03, under MTS Doc No. PWL353.0-22 (in substantially the same format as Attachment A), with Dokken Engineering (Dokken), to provide survey, potholing, and 100% design services for the movement of, and addition of, Overhead Catenary System (OCS) poles and associated hardware required as part of the 12th and Imperial Transit Center Project, in the amount of $327,285.20.

Budget Impact

The total cost of this Work Order Amendment is estimated to be $327,285.20, and the total Work Order is estimated to be $3,013,135.27 (inclusive of this amendment). The project will be funded by the Capital Improvement Program (CIP) account 3006119801 – 12th and Imperial Transit Center Project.

DISCUSSION:

The 12th and Imperial Transit Center Project will expand the bus transit center at 1255 Imperial Avenue, San Diego, into the adjacent “triangle lots” and the street right of way at 13th Street and National Avenue. The project will increase the number of bus bays at MTS’s busiest transit center, incorporate multi-modal hub components, and improve passenger amenities. After the construction of the Project, the remaining parcel will be available for a Transit-Oriented Development (TOD) project.

On July 18, 2024 (Agenda Items (AIs) 11 and 25), the MTS Board of Directors approved a design work order to Dokken, WOA353-AE-08, to begin the preliminary design work for the transit center project (AI 11) and authorized the CEO to proceed with negotiations with the San Diego Foundation (SDF) and their lead developer, Cypress Equity Investments (CEI) regarding a proposed affordable housing development to be constructed on the remnant parcel that will be created by the transit center project (AI 25). The design team’s scope of work included defining the geometry and footprint of the expanded transit center, coordination with the development

teams of SDF and CEI, defining parcel boundaries for the proposed TOD, creating existing conditions and utility mapping, conducting geotechnical explorations, conducting an existing drainage assessment, and developing an outline for the traffic scoping agreement memo with the City of San Diego.

In January 2025, after consultation with the development team partners, MTS and Dokken finalized the footprint for the transit center rehabilitation project and the parcel boundaries for the proposed remainder parcel. Finalization of the project footprint allowed MTS to proceed to the next design phase for the transit center project.

On March 13, 2025 (AI 12), the MTS Board of Directors approved a work order amendment with Dokken, WOA353-AE-08.01, that allowed the consultant to progress the design to 30% and prepare documents for a preliminary submittal to the City of San Diego. The amendment also reallocated $95,232.98 in unspent funds from Tasks 1 and 2 of the original work order to Tasks 4 through 7. Dokken is also providing support for MTS's street vacation application currently pending with the City of San Diego.

On July 17, 2025 (AI 6), the MTS Board of Directors approved a work order amendment with Dokken, WOA353-AE-08.02 (Amendment 2), that allowed the consultant to progress the design to 100% and prepare documents for continued submittal to the City of San Diego with responses to all City comments and requirements.

As part of the 100% design work, a conflict study was carried out. The study determined that multiple existing Orange Line OCS poles along Commercial St are not compatible with the new transit center design and need to be relocated. The existing poles conflict with the new bus drive isle and passenger boarding areas. Additionally, the power distribution coming along the orange line, coming into the transit center, needs to be adjusted to allow the new unloading platform to operate without affecting the trains at the immediately adjacent platforms.

Today's proposed action would issue an amendment (Amendment 3) to the work order agreement to allow Dokken to progress the OCS survey and pole replacement design to rectify all conflicts uncovered during the execution of the scope of Amendment 2.

For this Amendment 3, Dokken will utilize the following subconsultants:

Subconsultant Name	Subconsultant Certification	Subconsultant Amount
Aguirre & Associates	Small Business (SB (Micro))	$12,601.33
Geocon, Inc.	N/A	$1,593.37
WSP USA Inc.	N/A	$288,125.70

Work Order and amendments are summarized below:

Work Order No.	Purpose	Amount	Approval Date
WOA-AE-08	Original Work Order – Preliminary Design	$470,845.34	July 18, 2024, AI 11
WOA-AE-08.01	30% Design	$435,963.92	March 13, 2025, AI 12
WOA-AE-08.02	100% Design	$1,779,040.81	July 17, 2025, AI 06

WOA-AE-08.03	OCS Specific Design	$327,285.20	Today's Proposed Action
	Total	**$3,013,135.27**	

Dokken's proposal is less than MTS's Independent Cost Estimate (ICE) of $391,718.42, and based on the level of effort and classifications, it was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order Amendment No. WOA353-AE-08.03, under MTS Doc No. PWL353.0-22 (in substantially the same format as Attachment A), with Dokken, to provide survey, potholing, and 100% design services for the movement of, and addition of, OCS poles and associated hardware required as part of the 12th and Imperial Transit Center Project, in the amount of $327,285.20.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Order Amendment No. WOA353-AE-08.03

Metropolitan Transit System

March 19, 2026

MTS Doc. No. PWL353.0-22
WOA353-AE-08.03

Mr. John Klemunes, PE
Regional Manager
Dokken Engineering
1450 Frazee Road, Suite 100
San Diego, CA 92108

Dear Mr. Klemunes:

Subject: AMENDMENT NO. 3 TO WORK ORDER WOA353-AE-08, TO MTS DOC. NO. PWL353.0-22, ENGINEERING SERVICES FOR 12TH AND IMPERIAL TRANSIT CENTER REHABILITATION

This letter shall serve as Amendment No. 3 to Work Order WOA353-AE-08, under the General Engineering Consultant Agreement, MTS Doc. No. PWL353.0-22, as further described below.

SCOPE OF SERVICES

This Amendment add the following funds and/or tasks to the Scope of Services for the 12th and Imperial Transit Center Rehabilitation project Upgrades (Attachment A):

1. Task 1.1.1, a.
2. Task 1.1.3, a.
3. Task 1.1.4, a.
4. Task 1.1.5, a.
5. Task 13: Overhead Catenary System (OCS) Plans, Specifications, and Estimates (PS&E)

Federal terms do not apply.

SCHEDULE

There shall be no change to the Schedule, as a result of this Amendment. The Schedule shall remain in effect for a period of two (2) years, four (4) months and thirteen (13) days, or until December 18, 2026.

PAYMENT

As a result of this Amendment, payment shall be increased by $327,285.20 (Attachment B). The revised payment amount shall be $3,013,135.27. Payment shall be based on actual costs, and shall not be exceeded without prior authorization of MTS.

DRAFT

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

Sincerely,

Sharon Cooney
Chief Executive Officer

Accepted:

John Klemunes, PE
Regional Manager, Dokken Engineering

Date: _____

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

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ATTACHMENT A
SCOPE OF SERVICES

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TITLE: 12TH AND IMPERIAL TRANSIT CENTER REHABILITATION AMENDMENT #3 **WORK ORDER NO.** WOA353-AE-08.03

I. PROJECT DESCRIPTION

The initial scope of work for the 12th and Imperial Transit Center Rehabilitation Project included defining the transit center geometry and footprint, developing existing-conditions base mapping, conducting geotechnical explorations, performing an existing drainage assessment, and preparing an outline for the Traffic Scoping Agreement Memorandum with the City of San Diego. An amendment was issued to advance the project to approximately 30% design and included preparation and submittal of a Preliminary Review package to the City of San Diego Development Services Department (DSD). A second amendment addressed City of San Diego DSD comments and advanced the project through 90% and 100% design, Issue for Bid, and bid support services.

This scope of work describes the effort required to prepare Overhead Catenary System (OCS) engineering design plans and specifications to support relocation of OCS poles affected by the proposed Transit Center improvements.

II. SCOPE OF WORK

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

Task 1 Project Management

1.1.1 Staffing:
- a. Act as primary point of contact between MTS and Subconsultant.

1.1.3 Design Cost Management:
- a. Facilitate regular progress meetings and prepare status reports summarizing schedule, budget, risks, and decisions needed.

1.1.4 Design Schedule:
- a. Develop and maintain the task schedule, budget tracking, and risk/issue log

1.1.5 Quality Control:
- a. Manage changes related to the passthrough task, including review of Subconsultant change requests and preparation of recommendations to Client. Review and monitor Subconsultant deliverables for conformance with the prime contract, technical requirements, and quality standards

Task 13 OCS PS&E

The existing Overhead Catenary System (OCS) near 12th & Imperial requires relocation of five OCS poles to accommodate upcoming civil improvements in the area. The affected OCS poles support multiple MTS lines, including the Orange, Blue, and Green Lines.

The purpose of this task order is for WSP to provide OCS engineering design plans and specifications to support relocation of the affected OCS poles. Work will include review of existing OCS drawings, limited coordination to obtain required survey information, and development of design submittals at the 30%, 90%, and 100% phases.

13.1 PS&E 30,90,100% PS&E - Design Tasks include the following:
1. Review existing OCS design plans and as-builts drawings for the Orange, Blue, and Green Lines within the project area.
2. Provide limited support and coordination to obtain the survey information needed for OCS design.

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3. Develop 30% design plans showing existing and proposed pole locations.
4. Develop 90% design plans advancing the 30% design to include OCS assemblies and related details.
5. Develop 100% design plans and specifications advancing the 90% design to include remaining items required for a complete 100% design package.
6. Relocate the existing section insulator at STA 12+35 (Orange Line WB track) closer into the intersection (13th St & Commercial St), as requested by MTS, to provide operational flexibility to use the passenger off-load area while the opposite site of the section insulator is de-energized.
7. Perform foundation depth analysis and calculation based on recommended L-Pile soil parameter provided by geotechnical engineer.
8. Verify that the cross spans impacted by the pole relocation meets CPUC GO95 requirements, as requested by MTS. MTS noted that the existing cross spans were previously grandfathered in and any modification will require the entire cross-span to meet current CPUC requirements.

Assumptions:

1. OCS Standard Drawings, Standard Specifications, Design Criteria (PDF, CAD, .doc files if available)
2. OCS shutdowns will be required for pole relocation and wire work. The duration of shutdowns will depend on the final pole locations and whether they can be installed without affecting the existing system. Outages may exceed a single weekend.
3. Tension measurements of the existing cross spans and backbones may be requested during design and will be performed by others, potentially by MTS staff.

Deliverables: 30% OCS Design Plans, 90% OCS Design Plans, 100% OCS Design Plans & Specifications

13.2 Supplemental OCS Survey:

1. Consultant will perform a supplemental survey of additional OCS poles and associated overhead wiring and will prepare an updated existing conditions base file.

Deliverables: Updated Existing Conditions Base File (AutoCAD), Field survey data (.txt points file)

13.3 Supplemental Geotechnical Consultation:

Consultant will review the pending project plans and available information related to the proposed pole foundation, including pier location, diameter, cutoff elevation, loading conditions, and embedment depth. Perform supplemental consultation and engineering analyses, and prepare an addendum letter providing recommended soil parameters for L-Pile analyses.

Deliverables: Geotechnical Analysis Addendum Letter

III. PERIOD OF PERFORMANCE

The period of performance for required services shall be one hundred eighty (180) days from the execution of this Amendment.

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IV. DELIVERABLES

All deliverables will be provided in electronic PDF format. Some hard copy meeting materials may be required, however the majority of the work product is expected to be in electronic format transmitted digitally.

V. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

Task	Begin/End Dates
1. Project Management	NTP – Completion
13. OCS PS&E	NTP + 180 days

B. Milestones/Deliverables Schedule

Milestone/Deliverable	Due Date
Bi-Weekly coordination meetings	Ongoing through January 2027
30% OCS Design Plans	End of June 2026
90% OCS Design Plans	End of August 2026
100% OCS Design Plans & Specifications	End of December 2026

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ATTACHMENT B
NEGOTIATED FEE PROPOSAL

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Work Order Estimate Summary

MTS Doc. No.	**PWL353.0-22**
Work Order No.	**WOA353-AE-08.03**
Attachment:	**B**

Work Order Title: **12th and Imperial Transit Center RehabilitationAmendment No. 3**

Project No: **TBD**

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1	Labor	Direct Labor	$324,297.20
2	ODC	Other Direct Costs	$2,988.00
		Totals =	**$327,285.20**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 1	Project Management	125	$31,838.80
13	Task 13	OCS PS&E	830	$295,446.40
		Totals =	**955**	**$327,285.20**

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

(If Applicable, Select One)				Consultant	Labor Hrs w/ Optional Tasks	Total Costs w/ Optional Tasks
DBE	DVBE	SBE	Other			
				Dokken Engineering	105	$24,964.80
				Aguirre & Associates	53	$12,601.33
				Geocon, Inc.	9	$1,593.37
				WSP USA Inc.	850	$288,125.70
				Totals =	**1,017**	**$327,285.20**

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Work Order Estimate Summary

Consultant/Subconsultant: **Dokken Engineering**

Total Hours = **105**

Total Costs = **$24,964.80**

Work Order Title: **12th and Imperial Transit Center RehabilitationAmendment No. 3**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager $ 335.35	Project Manager $ 324.45	Task Manager $ 237.76	Engineer - Principal $ 439.95	Engineer - Senior $ 227.06	Engineer - 3 $ 190.43	Engineer - 2 $ 168.35	Engineer - 1 $ 124.57	CADD - Senior $ 214.63	CADD - 3 $ 145.88	Total Hours	Totals
1	**Task 1**	**Project Management**													
1.1	Project Management														
1.1.1	*Staffing*														
1.1.3	*Design Cost Management (Monthly invoices, monitor spending, scope compliance)*					60								60	$14,265.60
1.1.4	*Design Schedule*					20								20	$4,755.20
1.1.5	*Quality Control*					25								25	$5,944.00
1.2	Stakeholder coordination														
1.2.1	*Meeting with MTS bi-weekly*														
1.2.2	*Meeting with TOD development team (monthly)*														
1.3	City of SD/MTS ROE & Encroachment Permitting														
1.4	City of San Diego DSD Coordination and Plan Check														
	Total ODCs for Task 1														
		Subtotals (Hours) =	N/A			105								105	$24,964.80
		Subtotals (Costs) =				$24,964.80								**105**	**$24,964.80**
13	**Task 13**	**OCS PS&E**													
13.1	PS&E 30-90-100% PS&E Design														
13.2	Supplemental OCS Survey														
13.3	Supplemental Geotechnical Consultation														
	Total ODCs for Task 13														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
		Subtotals (Costs) =													
														105	**$24,964.80**
		Totals (Summary) =											Totals =	**105**	**$24,964.80**
		Total (Hours) =	N/A			105								105	$24,964.80
		Total (Costs) =				$24,964.80									
		Percentage of Total (Hours) =	N/A			100%									
		Percentage of Total (Costs) =				100%									

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Work Order Estimate Summary

Consultant/ Subconsultant: **Dokken Engineering**

Work Order Title: **12th and Imperial Transit Center RehabilitationAmendment No. 3**

Attachment: B

TASKS/WBS (1-7)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5		Task 6		Task 7	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1																	
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	
11																	
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (8-13)

ODC Item	Description	Unit	Unit Cost	Task 8		Task 9		Task 10		Task 11		Task 12		Task 13		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1																	
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	
11																	
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

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Work Order Estimate Summary

Consultant/Subconsultant: **Aguirre & Associates**

Total Hours = **53**

Total Costs = **$12,601.33**

Work Order Title: **12th and Imperial Transit Center RehabilitationAmendment No. 3**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Surveyor - Senior	Party Chief	Chainman						Total Hours	Totals
				$ 182.63	$ 254.38	$ 250.02							
1	**Task 1**	**Project Management**											
1.1	Project Management												
1.1.1	*Staffing*												
1.1.3	*Design Cost Management (Monthly invoices, monitor spending, scope compliance)*												
1.1.4	*Design Schedule*												
1.1.5	*Quality Control*												
1.2	Stakeholder coordination												
1.2.1	*Meeting with MTS bi-weekly*												
1.2.2	*Meeting with TOD development team (monthly)*												
1.3	City of SD/MTS ROE & Encroachment Permitting												
1.4	City of San Diego DSD Coordination and Plan Check												
	Total ODCs for Task 1												
		Subtotals (Hours) =	N/A										
		Subtotals (Costs) =											
13	**Task 13**	**OCS PS&E**											
13.1	PS&E 30-90-100% PS&E Design			11	21	21						53	$12,601.33
13.2	Supplemental OCS Survey												
13.3	Supplemental Geotechnical Consultation												
	Total ODCs for Task 13												
		Subtotals (Hours) =	N/A	11	21	21						53	$12,601.33
		Subtotals (Costs) =		$2,008.93	$5,341.98	$5,250.42						**53**	**$12,601.33**
		Subtotals (Hours) =	N/A										
		Subtotals (Costs) =											
												53	**$12,601.33**
		Totals (Summary) =									Totals =	**53**	**$12,601.33**
		Total (Hours) =	N/A	11	21	21						53	$12,601.33
		Total (Costs) =		$2,008.93	$5,341.98	$5,250.42							
		Percentage of Total (Hours) =	N/A	21%	40%	40%							
		Percentage of Total (Costs) =		16%	42%	42%							

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Work Order Estimate Summary

Consultant/ Subconsultant: **Aguirre & Associates**

Work Order Title: **12th and Imperial Transit Center Rehabilitation Amendment No. 3**

Contract No:

Task Order No.

Attachment: B

TASKS/WBS (1-7)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5		Task 6		Task 7	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1																	
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	
11																	
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (8-13)

ODC Item	Description	Unit	Unit Cost	Task 8		Task 9		Task 10		Task 11		Task 12		Task 13		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1																	
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	
11																	
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

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Work Order Estimate
Summary

Consultant/Subconsultant: **Geocon, Inc.**

Total Hours = **9**

Total Costs = **$1,593.37**

Work Order Title: **12th and Imperial Transit Center RehabilitationAmendment No. 3**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Engineer - Principal	Engineer - Senior	Engineer - 2	Geologist - Senior	Geologist - 3	Geologist - 2	Geologist - 1	Admin - 2	Total Hours	Totals
				$ 270.25	$ 165.39	$ 117.90	$ 201.45	$ 124.19	$ 112.82	$ 94.46	$ 83.96		
1	**Task 1**	**Project Management**											
1.1	Project Management												
1.1.1	*Staffing*												
1.1.3	*Design Cost Management (Monthly invoices, monitor spending, scope compliance)*												
1.1.4	*Design Schedule*												
1.1.5	*Quality Control*												
1.2	Stakeholder coordination												
1.2.1	*Meeting with MTS bi-weekly*												
1.2.2	*Meeting with TOD development team (monthly)*												
1.3	City of SD/MTS ROE & Encroachment Permitting												
1.4	City of San Diego DSD Coordination and Plan Check												
	Total ODCs for Task 1												
		Subtotals (Hours) =	N/A										
		Subtotals (Costs) =											
13	**Task 13**	**OCS PS&E**											
13.1	PS&E 30-90-100% PS&E Design												
13.2	Supplemental OCS Survey												
13.3	Supplemental Geotechnical Consultation			1	8							9	$1,593.37
	Total ODCs for Task 13												
		Subtotals (Hours) =	N/A	1	8							9	$1,593.37
		Subtotals (Costs) =		$270.25	$1,323.12							**9**	**$1,593.37**
												9	**$1,593.37**
		Totals (Summary) =									Totals =	**9**	**$1,593.37**
		Total (Hours) =	N/A	1	8							9	$1,593.37
		Total (Costs) =		$270.25	$1,323.12								
		Percentage of Total (Hours) =	N/A										
		Percentage of Total (Costs) =											

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Work Order Estimate Summary

Consultant/ Subconsultant: **Geocon, Inc.**

Work Order Title: **12th and Imperial Transit Center Rehabilitation Amendment No. 3**

Attachment: B

TASKS/WBS (1-7)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5		Task 6		Task 7	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1																	
2																	
3																	
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9																	
10																	
11																	
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (8-13)

ODC Item	Description	Unit	Unit Cost	Task 8		Task 9		Task 10		Task 11		Task 12		Task 13		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1																	
2																	
3																	
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7																	
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9																	
10																	
11																	
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

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Work Order Estimate Summary

Total Hours = **850**

Total Costs = **$288,125.70**

Consultant/Subconsultant: **WSP USA Inc.**

Work Order Title: **12th and Imperial Transit Center Rehabilitation Amendment No. 3**

Attachment: B

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Contract Manager	Task Manager	Project Manager	Technicial Expert	Engineer - Principal	Engineer - Senior	Engineer - 3	Engineer - 2	Engineer - 1	Project Controls - Senior	Project Controls - 3	Project Controls - 2	Planner - 2	Planner - 1	Architect - Senior	Scientist - 2	Technician 3	Admin - 1	Total Hours	Totals
				$ 373.51	$ 251.48	$ 343.70	$ 393.15	$ 334.83	$ 261.74	$ 192.33	$ 168.17	$ 100.73	$ 243.00	$ 216.44	$ 175.31	$ 191.26	$ 124.75	$ 260.48	$ 157.10	$ 147.78	$ 71.35		
1	**Task 1**	**Project Management**																					
1.1	Project Management																						
1.1.1	*Staffing*					20																20	$6,874.00
1.1.3	*Design Cost Management (Monthly invoices, monitor spending, scope compliance)*																						
1.1.4	*Design Schedule*																						
1.1.5	*Quality Control*																						
1.2	Stakeholder coordination																						
1.2.1	*Meeting with MTS bi-weekly*																						
1.2.2	*Meeting with TOD development team (monthly)*																						
1.3	City of SD/MTS ROE & Encroachment Permitting																						
1.4	City of San Diego DSD Coordination and Plan Check																						
	Total ODCs for Task 1																						
		Subtotals (Hours) =	N/A			20																20	$6,874.00
		Subtotals (Costs) =				$6,874.00																**20**	**$6,874.00**
13	**Task 13**	**OCS PS&E**																					
13.1	PS&E 30-90-100% PS&E Design					40		790														830	$278,263.70
13.2	Supplemental OCS Survey																						
13.3	Supplemental Geotechnical Consultation																						
	Total ODCs for Task 13		$2,988.00																				$2,988.00
		Subtotals (Hours) =	N/A			40		790														830	$281,251.70
		Subtotals (Costs) =	$2,988.00			$13,748.00		$264,515.70														**830**	**$281,251.70**
																						850	**$288,125.70**
		Totals (Summary) =																			Totals =	**850**	**$288,125.70**
		Total (Hours) =	N/A			60		790														850	$288,125.70
		Total (Costs) =	$2,988.00			$20,622.00		$264,515.70															
		Percentage of Total (Hours) =	N/A			7%		93%															
		Percentage of Total (Costs) =	1%			7%		92%															

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Work Order Estimate Summary

Consultant/ Subconsultant: **WSP USA Inc.**

Work Order Title: **12th and Imperial Transit Center Rehabilitation Amendment No. 3**

Attachment: B

TASKS/WBS (1-7)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5		Task 6		Task 7	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1																	
2																	
3																	
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7																	
8																	
9																	
10																	
11																	
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (8-13)

ODC Item	Description	Unit	Unit Cost	Task 8		Task 9		Task 10		Task 11		Task 12		Task 13		Totals	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Ground Transit	1	$85.00											4	$340.00	**4**	**$340.00**
2	Airfare	1	$800.00											2	$1,600.00	**2**	**$1,600.00**
3	Hotel	1	$350.00											2	$700.00	**2**	**$700.00**
4	Meals & Incidentals	1	$80.00											4	$320.00	**4**	**$320.00**
5	Milage	1	$0.70											40	$28.00	**40**	**$28.00**
6																	
7																	
8																	
9																	
10																	
11																	
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	**$2,988.00**	**Totals =**	**$2,988.00**

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Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/2026

Agenda Item No. 08

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

ChargePoint Assure Warranty – 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. B0789.0-26 (in substantially the same format as Attachment A), with ChargePoint, Inc. (ChargePoint), for the Assure Warranty on twelve (12) ChargePoint plug-in chargers for five (5) years for a total cost of $197,040.00.

Budget Impact

The total cost of this contract is estimated to be $197,040.00, which is an up-front payment for five years of services. This project will be funded as follows:

Operating Budget Account	Amount
331014-552300 – San Diego Transit Corporation (SDTC) Maintenance – Facilities	$131,360.00
820012-552300 – East County Division	$32,840.00
801012-552300 – South Bay Division	$32,840.00
Grand Total	**$197,040.00**

DISCUSSION:

In October 2017, the MTS Board of Directors (Agenda Item (AI) 30) approved a Zero Emission Bus (ZEB) Pilot Program. During the pilot, MTS procured seven (7) Gillig and six (6) New Flyer Battery Electric Buses (BEBs). On May 10, 2018 (AI 30), the MTS Board of Directors unanimously approved an option to purchase nine (9) ChargePoint depot CPE 250 chargers, and on June 13, 2019 (AI 25), the Board approved an additional three (3) chargers for a total of twelve (12) chargers for the pilot.

Six (6) of the depot chargers were installed at MTS's Imperial Avenue Division as the primary operating facility for the ZEB Pilot (Phase I). The six (6) additional chargers were installed to the other operating facilities of Kearny Mesa, South Bay, and East County Divisions as part of Phase II in May 2020.

MTS also purchased ChargePoint's 3-Year Assure Warranty, which includes a Cloud software subscription and maintenance/support services. As the current warranty period is approaching expiration, MTS's twelve (12) ChargePoint CPE 250 chargers will require continued support, including renewal of the Cloud software subscription and maintenance warranty. These services are marketed by CloudPoint as the Assure Warranty. Below are some of the features and functionalities of the Assure Warranty:

- Real-time charger fault status and alerts
- Real-time charger-vehicle connectivity
- Data collection of energy usage, charging sessions, and analysis
- Time-of-use (TOU) and power sharing management
- Access control/restrictions of the charging devices
- 24/7 monitoring assessed every 15 minutes
- Replacement or repair of any defective part on the charger
- Parts and labor
- Remote technical support
- On-site repairs when needed

Staff has determined that the Assure Warranty is necessary to maintain continuous and reliable operation of the ZEB charging system. Services are exclusive to ChargePoint in terms of software compatibility, maintenance, repair, and familiarity with the charging devices.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0789.0-26 (in substantially the same format as Attachment B), with ChargePoint, for the Assure Warranty on twelve (12) ChargePoint plug-in chargers for five (5) years for a total cost of $197,040.00.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement No. B0789.0-26
B. ChargePoint Quote

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. B0789.0-26

CHARGEPOINT ASSURANCE WARRANTY

THIS AGREEMENT is entered into this _____ day of _____, 2026 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: ChargePoint, Inc.

Address: 1122 South Main Street

Greenville (City) SC (State) 29609 (Zip)

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

Email: iris.guillardo@chargepoint.com

Telephone: 669-221-1061

Authorized person to sign contracts Henrik Gerdes (Name) Chief Accounting Officer (Title)

The Contractor agrees to provide services as specified in the conformed Contractor's Cost/Pricing Form (Exhibit A), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit B), Forms (Exhibit C).

The contract term is for five (5) years effective March 1, 2026 through February 28, 2031.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $197,040.00 without the express written consent of MTS.

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

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

Quotation

ChargePoint, Inc.
Driving a Better Way™
chargepoint.com

Sales Representative: Iris Guillardo
E-Mail: iris.guillardo@chargepoint.com
Telephone: 669-221-1061

Quote Number: Q-601771-4
Date: 1/23/2026
Expires On: 3/31/2026

ChargePoint Org Name: San Diego Metropolitan Transit System (SDMTS)

Primary Contact: Jarrett Valdez

ChargePoint Org: NA016734

ChargePoint Cloud Plans

Product Name	Product Description	Quantity	End Date	Total Price (USD)
CPCLD-ENTERPRISE-DC-REN	Coterminous renewal, Enterprise Cloud Plan subscription with advanced station management features such as: Custom Video uploads, and Automatic Software Updates, driver and fleet management features including: Access Control and Pricing & Automatic Payment Collection, as well as advanced energy and power management features which include: Time of Use Power Sharing and Energy Management APIs. Real-time dashboards and reports provided for applicable features including 15 min meter data readings and associated advanced energy reports.	12.0	09/20/2031	64,800.00

ChargePoint Assure Maintenance and Management

Product Name	Product Description	Quantity	End Date	Total Price (USD)
CPE250-ASSURE-REN	Prepaid coterminous renewal of ChargePoint Assure for CPE250 stations. Includes Parts and Labor Warranty, Remote Technical Support, On-Site Repairs when needed, Unlimited Configuration Changes, and Reporting.	12.0	09/20/2031	132,240.00

Total : USD 197,040.00

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240 East Hacienda Avenue, Campbell, CA 95008 USA

Quote Acceptance

+ All invoices are: Net 30 days or prepaid.

+ The provision of cloud services described in this agreement is subject to the terms and conditions of the Master Services and Subscription Agreement between the parties.
+ All pricing is between Customer and ChargePoint.
+ Prices do not include tax where applicable. This quote is subject to sales tax based on the state or province in which the goods or services will be delivered. Sales tax will be included at time of invoice and is non-negotiable.
+ Purchaser confirms that the shipping and billing information provided in the Quotation is accurate for ChargePoint's shipping and invoicing purposes.
+ Customer to be invoiced at time of shipment
+ Additional purchase terms and conditions can be found at http://www.chargepoint.com/termsandconditions
+ Additional terms and conditions for ChargePoint Assure can be found at http://www.chargepoint.com/legal/assure

By signing this quote I hereby acknowledge that I have the authority to purchase the product detailed on this document on behalf of my organization. Furthermore, I agree to the terms and conditions set forth above and that this signed quote shall act as a purchase order.

Signature:

Name (Print):

Title:

Date:

Accounts Payable Contact Name:

Accounts Payable Contact E-Mail:

Bill To Details:

Bill to Company Name:

Street:

City:

State:

Postal Code:

Country:

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Renewal Details

Cloud Plan Renewals

Station Name	Station S/N	Station Location	Product Name	Token S/N	Current Expiration Date	New Expiration Date	Price (USD)
SDMTS / ZE STATION 1	191202004609	100 16th Street San Diego California 92101	CPCLD-ENTERPRISE-DC-REN	REN1699305670732	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 10	195202029180	3650 Main St Chula Vista California 91911	CPCLD-ENTERPRISE-DC-REN	REN1699305670725	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 11	200102000041	1213 Johnson Ave El Cajon California 92020	CPCLD-ENTERPRISE-DC-REN	REN1699305670723	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 12	195102028865	1213 Johnson Ave El Cajon California 92020	CPCLD-ENTERPRISE-DC-REN	REN1699305670730	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 2	191102004482	100 16th Street San Diego California 92101	CPCLD-ENTERPRISE-DC-REN	REN1699305670726	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 3	191402005828	100 16th Street San Diego California 92101	CPCLD-ENTERPRISE-DC-REN	REN1699305670727	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 4	191402005955	100 16th Street San Diego California 92101	CPCLD-ENTERPRISE-DC-REN	REN1699305670731	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 5	191202004642	100 16th Street San Diego California 92101	CPCLD-ENTERPRISE-DC-REN	REN1699305670722	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 6	191502006207	100 16th Street San Diego California 92101	CPCLD-ENTERPRISE-DC-REN	REN1699305670729	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 7	195202029182	4630 Ruffner St San Diego California 92111	CPCLD-ENTERPRISE-DC-REN	REN1699305670724	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 8	200102000040	4630 Ruffner St San Diego California 92111	CPCLD-ENTERPRISE-DC-REN	REN1699305670728	09/20/2026	09/20/2031	5,400.00
SDMTS / ZE STATION 9	195202029179	3650 Main St Chula Vista California 91911	CPCLD-ENTERPRISE-DC-REN	REN1699305670733	09/20/2026	09/20/2031	5,400.00

Assure Maintenance Renewals

Station Name	Station S/N	Station Location	Product Name	Token S/N	Current Expiration Date	New Expiration Date	Price (USD)
SDMTS / ZE STATION 1	191202004609	100 16th Street San Diego California 92101	CPE250-ASSURE-REN	RXSJ1702918222020	04/12/2026	09/20/2031	11,020.00
SDMTS / ZE STATION 10	195202029180	3650 Main St Chula Vista California 91911	CPE250-ASSURE-REN	RXSJ1702918222029	04/12/2026	09/20/2031	11,020.00
SDMTS / ZE STATION 11	200102000041	1213 Johnson Ave El Cajon California 92020	CPE250-ASSURE-REN	RXSJ1702918222026	04/12/2026	09/20/2031	11,020.00

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SDMTS / ZE STATION 12	195102028865	1213 Johnson Ave El Cajon California 92020	CPE250-ASSURE-REN	RXSJ1702918222021	04/12/2026	09/20/2031	11,020.00
SDMTS / ZE STATION 2	191102004482	100 16th Street San Diego California 92101	CPE250-ASSURE-REN	RXSJ1702918222024	04/12/2026	09/20/2031	11,020.00
SDMTS / ZE STATION 3	191402005828	100 16th Street San Diego California 92101	CPE250-ASSURE-REN	RXSJ1702918222023	04/12/2026	09/20/2031	11,020.00
SDMTS / ZE STATION 4	191402005955	100 16th Street San Diego California 92101	CPE250-ASSURE-REN	RXSJ1702918222025	04/12/2026	09/20/2031	11,020.00
SDMTS / ZE STATION 5	191202004642	100 16th Street San Diego California 92101	CPE250-ASSURE-REN	RXSJ1702918222031	04/12/2026	09/20/2031	11,020.00
SDMTS / ZE STATION 6	191502006207	100 16th Street San Diego California 92101	CPE250-ASSURE-REN	RXSJ1702918222022	04/12/2026	09/20/2031	11,020.00
SDMTS / ZE STATION 7	195202029182	4630 Ruffner St San Diego California 92111	CPE250-ASSURE-REN	RXSJ1702918222028	04/12/2026	09/20/2031	11,020.00
SDMTS / ZE STATION 8	200102000040	4630 Ruffner St San Diego California 92111	CPE250-ASSURE-REN	RXSJ1702918222030	04/12/2026	09/20/2031	11,020.00
SDMTS / ZE STATION 9	195202029179	3650 Main St Chula Vista California 91911	CPE250-ASSURE-REN	RXSJ1702918222027	04/12/2026	09/20/2031	11,020.00

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Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/2026

Agenda Item No. 09

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

S7 Replacement Design: 12th & Imperial and Blue Line – Sole Source 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 MTS Doc. No. WOA355-AE-58, under MTS Doc No. PWL355.0-22 (in substantially the same format as Attachment A), with Psomas, for design services for the S7 Replacement Design: 12th & Imperial and Blue Line project in the amount of $3,839,741.23.

Budget Impact

The total cost of this contract is estimated to be $3,839,741.23. This project will be funded by the Capital Improvement Program (CIP) account 2005118801 – S7 Replacement Design: 12th& Imperial and Blue Line project.

DISCUSSION:

The MTS light rail system uses vital processors and wheel counters to ensure safe train operations. Vital processors control signaling and train detection, while wheel counters track train location, direction, speed, and axle counts.

Today's proposed action would approve a sole source task order with Psomas to provide design services related to a project that would replace aging and obsolete vital processor and wheel counter infrastructure and ensure safe and efficient movement of trains on the south segment of the Blue Line.

Blue Line/12th & Imperial S7 Replacement Project

Through a procurement process performed by SANDAG, certain Trolley signal system equipment was procured during the Blue Line Crossover and Signal Retrofit project, which was part of the Blue Line State of Good Repair Upgrades program of projects. Siemens was the successful manufacturer of the Programmable Logic Controllers equipment – SICAS S7. Between 2009 and 2014, the SICAS S7 equipment was installed on the Blue Line corridor between 12th & Imperial and San Ysidro, at the Broadway Wye, and at the C Street Crossover. However, in 2022, MTS was informed that the SICAS S7 product line is being discontinued by

Siemens. At that time, MTS began developing a plan to convert or upgrade locations using this equipment. To provide sufficient stock of parts for the SICAS S7 equipment and ensure that MTS could properly maintain the system while a long-term solution was identified, on September 15, 2022 (Agenda Item (AI) 21), the Board authorized the purchase of SICAS S7 spare parts before Siemens stopped manufacturing them.

This project aims to replace the obsolete Siemens Sicas S7 vital processors with the Alstom ElectrologIXS vital processor on the south Blue Line and at the 12th & Imperial Switch 3 and includes an additional alternate design to replace the Siemens wheel counter devices on Commercial St. between 14th and 33rd Streets with the Frauscher Axle counter system. A separate project is also underway for the devices installed at the Broadway Wye and C Street. The ElectroLogIXS is well-known and widely used in the heavy-rail and light-rail industries. In addition, the ElectroLogIXS is now the current MTS standard for Vital Signal Processors. It is installed and operating along the 11-mile Mid-Coast extension, and is currently being installed as part of the Orange Line Improvement Projects, Phases 1 and 2.

Due to its expense and size, the project is planned to be implemented in phases. The Blue Line S7 signal software is designed in four segments, each containing an average of 22 controllers. To convert from S7 to ElectroLogIXS, all 22 controllers within a segment must be removed and replaced, wired, tested, and recommissioned. Changing one controller within the milestone affects the software in the remaining controllers, meaning train service has to be stopped and manually controlled until all 22 controllers are replaced, re-programmed, and tested. Changing out the controllers one at a time would impact the existing system's ability to route LRVs through crossovers, reverse running capabilities, and stop signal indications. Railroad crossing gates and switches would have to be manually operated and require substantial operational effort to attempt to maintain the existing schedule. This process would take the Blue Line signal system off-line and significantly impact trolley service and MTS customers.

To avoid a significant impact on riders, staff is seeking a design that would allow the ElectroLogIXS controller to be installed and operated in parallel with the existing S7 controller system. The ElectroLogIXS controllers can be installed and wired during revenue hours. After revenue service, the new signal case would be connected and run in parallel mode, essentially two control systems operating simultaneously. Once all 22 controllers within the segment are installed and running in parallel mode, the entire segment will be ready for cutover. Each segment will require a weekend shutdown. The parallel scenario will result in a 1-weekend shutdown for each milestone to transition the S7 controller system to the new ElectroLogIXS controller system. The result is a 4-weekend shutdown of the Blue Line train service rather than a lengthy service impact due to the manual operation of the railroad.

Today’s proposed action would initiate the project by starting the design process to develop the plans and specifications for installing the ElectroLogIXS system in parallel with the S7 system. This is required before MTS can scope and solicit a construction contract to implement the project.

Sole Source Justification

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

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

As a result of the RFSQ, on May 12, 2022 (AI 10), seven (7) firms were selected by the Board to perform various A&E services. For projects requiring A&E Services, work orders are issued to these firms.

For Blue Line/ 12th & Imperial Sicas S7 Replacement Design work order, MTS staff reviewed the approved A&E firms in Category A and recommend a Sole Source award to Psomas.

MTS staff determined that it is in its best interest to proceed with this procurement as a Sole Source with Psomas for the following reasons:

- Psomas and its subconsultant, Global Signals Group (GSG), have experience with this scope of work on other MTS projects; and

- GSG employs the only remaining signal engineer qualified to program the obsolete Sicas S7 equipment while also having extensive knowledge of both the Sicas S7 and ElectroLogIXS systems.

MTS staff determined that Psomas and GSG are the only A&E consultant team on the On-Call list that has the expertise to design the project in phases with concurrent Trolley operations as outlined above. No other company, firm, or engineer has the qualifications for the Sicas S7 Vital Processor, Signal Logic Programming, Network Interface, and Hardware Configuration required to design the new system to parallel the existing signal software and minimize operational impacts associated with replacing the obsolete equipment. There is/are no other firm(s) available to provide the exact skill set required by MTS. An alternative design by design consultants without this expertise would require manual operation of each segment (as described above) until all processors within each segment are removed and replaced, wired, tested, and recommissioned. This would require substantial operational effort and would adversely impact Trolley service and MTS customers.

Under the proposed work order, Psomas will update existing AutoCAD drawing files of the existing signaling system. The drawing updates shall include, but not be limited to, 1) current track layout plans, 2) case circuit plans, and 3) all other signaling system plans requiring updates to accurately reflect the modifications required for complete revisions. The final improvement plans will accurately reflect the addition of all circuits required and reflect the final configuration of the circuits. The final plans and specifications will be used to solicit competitive bids to furnish and install the new signaling system, including phasing plans, to reduce the construction impacts on regular train operations. Once the installation is complete, Psomas will generate a clean set of construction as-built plans, based on the construction contractor’s field markups.

Fair & Reasonable Price Determination

Based on the level of effort and proposed classifications for the services, Psomas's proposed amount of $3,839,741.23 was determined to be fair and reasonable.

For this project, Psomas will utilize the following subconsultant:

Subconsultant Name	Subconsultant Certification	Subconsultant Amount
Global Signals Group (GSG)	N/A	$3,769,547.24

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTS Doc. No. WOA355-AE-58, under MTS Doc No. PWL355.0-22 (in substantially the same format as Attachment A), with Psomas, for design services for the S7 Replacement Design: 12th & Imperial and Blue Line project in the amount of $3,839,741.23.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Order WOA355-AE-58

Metropolitan Transit System

March 19, 2026

MTS Doc. No. PWL355.0-22
Work Order No. WOA355-AE-58

Mrs. Sarah Curran, PE
Vice President
Psomas
401 B Street, Suite 1600
San Diego, CA 92101

Dear Mrs. Curran:

Subject: WORK ORDER WOA355-AE-58 TO MTS DOC. NO. PWL355.0-22, S7 REPLACEMENT DESIGN: 12TH/IMPERIAL AND BLUE LINE

This letter shall serve as our agreement for Work Order WOA355-AE-58 to MTS Doc. No. PWL355.0-22, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

This Work Order shall provide design services for the S7 Replacement Design: 12th/Imperial and Blue Line project. Services shall be performed in accordance with the attached Scope of Services (Attachment A)

SCHEDULE

The design Schedule for this Work Order shall be for a period of twenty-four (24) months from the date of the Notice to Proceed. Design Services During Construction (DSDC) shall be from the commencement through the completion of construction.

PAYMENT

Payment shall be based on actual costs in the amount of $3,839,741.23 (Attachment B). The Work Order amount shall not be exceeded, without prior authorization of MTS.

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

Sincerely,

Sharon Cooney
Chief Executive Officer

Accepted:

Sarah Curran, Vice President
Psomas

Date: _____

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

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ATTACHMENT A
SCOPE OF SERVICES

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TITLE: S7 REPLACEMENT DESIGN: 12TH/IMPERIAL AND BLUE LINE **WOA #: WOA355-AE-58**

I. PROJECT DESCRIPTION

This project aims to replace the obsolete Siemens Sicas S7 vital processors with the Alstom ElectrologIXS vital processor at the locations described below in items 1 and 2. Also included in this scope is a contract alternate to replace the Siemens wheel counters with the Frauscher Axle Counter System at the locations described below in item 3:

1) Blue Line Segments phased as follows:
   a. Blue Line North: S154RC to S406RC (14 microprocessors)
   b. Blue Line Mid North: S442RC to S750RC (12 microprocessors)
   c. Blue Line Mid-South: S785RC to S1090RC (12 microprocessors)
   d. Blue Line South: S1113RC to S1533RC (13 microprocessors

2) 12th/Imperial Switch 3 - This system routes and protects train movement through Switch 3 in the Imperial Transfer Center.

3) ALTERNATE: This section of the project, if approved by MTS, is to include replacing the Siemens magnetic wheel counters between 14th and 33rd Streets on Commercial Ave, with Frauscher Axle Counter System and/or other agency approved design options. This system safeguards the orange line freight trains as they navigate through the city streets' traffic signals.

Consultant shall prepare complete and separate design plans and software for each of the three locations specified above, to replace with the new ElectrologIXS Controller and axle counter system to ensure safe and efficient movement of trains through each location. Consultant's design shall maintain to the maximum extent possible the existing operation (prior to cut-over) as part of the new ElectrologIXS Software.

Some of the items that will be required include a site survey of each location for drawings. Conduct site surveys at each existing WSD at location 3 above, to identify and verify current conditions and evaluate the suitability for installing the new wheel detection system and related equipment. Create a set of RED/Yellow drawings for the phased S7 removal and installation of the ElectroLogix. Provide ElectrologIXS software to mimic the operation of the existing S7 software for each location to maintain the existing operations. Provide S7 Software Modification support as required for testing.

Consultant shall update existing AutoCAD drawings files of the existing signaling system. The drawing updates shall include, but not be limited to, 1) current track layout plans, 2) case circuit plans, and 3) all other signaling system plans requiring updates to accurately reflect the modifications required for complete revisions described in this document. Final improvement plans shall accurately reflect the addition of all circuits required and reflect the final configuration of the circuits. The Designer will complete the final construction as-builts, while the construction contractor will provide a set of redline drawings to facilitate this process.

Demolition plans must include removing existing circuits and modifying or reconfiguring current case and house circuits, alongside any phased work necessary to complete the project.

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Consultant shall work with construction contractor to determine a schedule and time for the cut-over and tie-in of the new system elements and shall support the uploading of the new software for testing by the construction contractor.

SCOPE OF WORK

The scope of work shall consist of the following tasks and deliverables, and each task shall be broken out by location referenced above:

Task 1 - Project Management and Coordination

1.1 Provide project management services including the requirements for invoicing, scheduling, monthly project progress reports, and administration of the Consultant's team.

1.2 Arrange, facilitate, and attend project-related meetings.

1.3 Implement a project schedule and coordinate with the project team to complete the Scope of Work

1.4 Prepare construction cost estimate

1.5 Provide QA/QC on all deliverables.

1A ALTERNATE: Project management and coordination for Item 3 from Section I: Project Description

Task 2 – Hardware Circuit Design

2.1 Provide the hardware design required to support the new track circuit(s), the new ElectrologIXS vital controller, as well as other modifications necessary to deliver power to these new system elements. Provide demolition plans using existing CAD drawings detailing those items that are to be removed from service.

2A ALTERNATE: Hardware Circuit Design for Item 3 from Section I: Project Description

Task 3 – Software Data Design

3.1 Provide ElectrologIXS Data design for all locations to maintain the existing operations currently, while interfacing with new Frauscher FAdC Axle Counter System at specified locations. Verify the Vital and Non-Vital Cyclic Redundancy Checks (CRC) and Checksums to be replicated as part of this work to ensure that the existing conditions match. Provide HMI Panel software for converting the Simatic HMI panels with Quest Rail-based software panels. ElectrologIXS software development shall be designed and align as much as possible to the latest standard practice Mid-Coast/Blue line, where practical.

3.2 Software Simulation Testing shall be undertaken prior to final cut-over, simulating all locations to ensure that all functionality between the new ElectrologIXS shall be outwardly identical.

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3A ALTERNATE: Software Data Design for Item 3 from Section I: Project Description

Task 4 – Specifications

4.1 Update the standard specifications. Modify standard specifications to provide project specific standards where necessary and retain those specifications that are relevant.

4A ALTERNATE: Specifications for Item 3 from Section I: Project Description

Task 5 – As-Built Drawings

5.1 Provide final as-built drawings for locations. All updated as-in-service plans will be available to MTS in CAD and PDF format and hard-copy.

5A ALTERNATE: As-Built Drawings for Item 3 from Section I: Project Description

Bid Support Services are excluded at this time.

Task 6 – Design Services During Construction

6.1 Support Construction related effort by loading temporary software and or making software related changes required during the field installation and cut-over effort.

III. PERIOD OF PERFORMANCE

Design work shall be completed in Eighteen (18) months for location #1 and Twenty-four (24) months for location #2 from the date of the Notice to Proceed. Software modifications with commissioning and testing shall be coordinated with construction contractor.

IV. DELIVERABLES

1. Prepare and develop 50%, 95%, and final 100% stamped signal modifications design plans, specifications and construction estimate.

2. Provide completed software. Develop software logic and provide factory simulation of all software. Provide all QLCP files for interlocking locations to replace existing HMI panels.

3. As-Built documents.

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V. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

A. Tasks Schedule

Task	Begin/End Dates
Field Survey Location #1	Anticipated Completion: NTP+ 1month
50% Design Location #1	Anticipated Completion: NTP+8 months
95% Design Location #1	Anticipated completion: NTP+14 months
100% Final Design & Specifications Location #1	Anticipated completion:NTP+18 months
Field Survey Location #2 & 3	Anticipated Completion: NTP+18 months
50% Design Location #2 & 3	Anticipated Completion: NTP+21 Months
95% Design Location #2 & 3	Anticipated Completion: NTP+23 months
100% Final Design & Specifications Location #2 & 3	Anticipated Completion:NTP+24 months

B. Milestones/Deliverables Schedule

Task	Begin/End Dates
50% Design Location #1	Anticipated Completion: NTP+8 months
95% Design Location #1	Anticipated completion: NTP+14 months
100% Final Design & Specifications Location #1	Anticipated Completion: NTP+18 months
Software Modifications Location #1/ As-Built Documents Location #1	End of Construction (TBD)
50% Design Location #2 & 3	Anticipated Completion: NTP+21 months
95% Design Location #2 & 3	Anticipated Completion: NTP+23 months
100% Final Design & Specifications Location #2 & 3	Anticipated Completion: NTP+24 months
Software Modifications Location #2 & 3/ As-Built Documents Location #2 & 3	End of Construction (TBD)

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

1. Signal/Communications keys for access
2. Current As-built circuit plan in CAD format for all affected locations.
3. CAD plans (if available) shall be provided

VII. SPECIAL CONDITIONS

Any condition listed below applies solely to this Work Order and does not otherwise alter the Agreement or other Work Orders.

Not Applicable.

VIII. MTS ACCEPTANCE OF SERVICES:

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

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

IX. DEFICIENT WORK PRODUCT

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

- Revising provided documents,

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

X. DELIVERABLE REQUIREMENTS

Contractor will be required to submit any and all documentation required by the Scope of Work. The deliverables furnished shall be of a quality reasonably acceptable to MTS. The criteria for acceptance shall be a product of neat appearance, well-organized, and procedurally, technically and grammatically correct. MTS reserves the right to request a change in the format if it doesn't

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satisfy MTS's needs. All work products will become the property of MTS. MTS reserves the right to disclose any reports or material provided by the Contractor to any third party.

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

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

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

XI. PRICING

Except where otherwise noted herein, pricing shall be firm and fixed for the duration of the Work Order and any subsequent Change Orders/Amendments to the Work Order. There shall be no escalation of rates or fees allowed.

XII. ADDITIONAL INFORMATION

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

XIII. PREVAILING WAGE

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

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ATTACHMENT B
NEGOTIATED FEE PROPOSAL

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Work Order Estimate Summary

MTS Doc. No.	**PWL355.0-22**
Work Order No.	**WOA355-AE-58**
Attachment:	**B**

Work Order Title: **S7 Replacement Design: 12th/Imperial and Blue Line**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1			
2			
		Totals =	

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	1	PROJECT MANAGEMENT AND COORDINATION	2,424.0	$ 359,873.44
2	1A	PROJECT MANAGEMENT AND COORDINATION - ALT	88.0	$ 17,641.88
3	2	HARDWARE CIRCUIT DESIGN	9,834.0	$ 1,284,767.13
4	2A	HARDWARE CIRCUIT DESIGN - ALT	345.0	$ 73,479.68
5	3	SOFTWARE DATA DESIGN	8,118.0	$ 1,213,551.99
6	3A	SOFTWARE DATA DESIGN - ALT	205.0	$ 39,948.45
7	4	SPECIFICATIONS	1,009.0	$ 223,677.51
8	4A	SPECIFICATIONS - ALT	105.0	$ 21,632.96
9	5	AS BUILT DRAWINGS	2,358.0	$ 499,300.58
	5A	AS BUILT DRAWINGS - ALT	171.0	$ 36,879.88
10	6	Design Services During Construction (DSDC)	324.0	$ 68,987.74
		Totals =	**24,981.0**	**$ 3,839,741.23**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
		X		Psomas	364.0	$ 70,193.99
				Global Signals	24,617.0	$ 3,769,547.24
				Totals =	**24,981.0**	**$ 3,839,741.23**

Work Order Estimate
Summary

Total Hours = **364**

Total Costs = **$70,193.99**

Consultant/Subconsultant: **Psomas/Psomas**

Work Order Title: **S7 Replacement Design: 12th/Imperial and Blue Line**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Admin - 3	CADD Senior	Contract Manager	Engineer - 2	Engineer - 3	Engineer - Principal	Engineer - Senior	Task Manager	Technical Expert		Total Hours	Totals
				$ 116.02	$ 144.62	$ 195.16	$ 166.03	$ 216.40	$ 272.27	$ 259.92	$ 241.31	$ 309.97	$ -		
1	Task 1	PROJECT MANAGEMENT AND COORDINATION													
	invoicing, scheduling, progress reports, and admin (24 mos)			36		24			8					68	$11,038.81
	Facilitate Project Meetings (Weekly -					240								240	$46,838.30
	Schedule					8								8	$1,561.28
	Construction Cost Estimates														
	QA/QC					28			10					38	$8,187.14
		Subtotals (Hours) =	N/A	36		300			18					354	$67,625.53
		Subtotals (Costs) =		$4,176.85		$58,547.88			$4,900.81					354	$67,625.53
2	Task 1A	PROJECT MANAGEMENT AND COORDINATION - ALT													
	1A.1 Project Management Services														
	1A.2 Weekly Meetings														
	1A.3 Coordinate with the project team														
	1A.4 Prepare construction cost estimates														
	1A.5 QA/QC					2			8					10	$2,568.46
		Subtotals (Hours) =	N/A			2			8					10	$2,568.46
		Subtotals (Costs) =				$390.32			$2,178.14					10	$2,568.46
3	Task 2	HARDWARE CIRCUIT DESIGN													
	2.1 Hardware Circuit Design														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
4	Task 2A	HARDWARE CIRCUIT DESIGN - ALT													
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
5	Task 3	SOFTWARE DATA DESIGN													
	3.1 Software Data Design														
	3.2 Software Simulation Testing														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
5	Task 3A	SOFTWARE DATA DESIGN - ALT													
	3A.1 Software Data Design														
	3A.2 Software Simulation Testing														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
7	TASK 4	SPECIFICATIONS													
	4.1 Standard Specifications Updates														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
8	TASK 4A	SPECIFICATIONS													
	4A.1 Standard Specifications Updates														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
9	TASK 5	AS BUILT DRAWINGS													
	5.1 As Build Drawings														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
10	TASK 5A	AS BUILT DRAWINGS													
	5A.1 As Build Drawings														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
11	TASK 6	Design Services During Construction (DSDC)													
	6.1 Project Support, load software, etc														
		Subtotals (Hours) =	N/A												
		Subtotals (Costs) =													
		Totals (Summary) =												364	$70,193.99
		Total (Hours) =	N/A	36		302			26					364	
		Total (Costs) =		$4,176.85		$58,938.20			$7,078.94						$70,193.99
		Percentage of Total (Hours) =	N/A	10%		83%			7%					100%	
		Percentage of Total (Costs) =		6%		84%			10%						100%

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Work Order Estimate Summary

Consultant/ Subconsultant: **PSOMAS**

Work Order Title: **S7 Replacement Design: 12th/Imperial and Blue Line**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
			Subtotal =			Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals Quantity	Totals Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

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Work Order Estimate
Summary

Consultant/Subconsultant: PSOMAS/GLOBAL SIGNALS

Total Hours = 24,617

Total Costs = $3,769,547.24

Work Order Title: S7 Replacement Design: 12th/Imperial and Blue Line

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)		ADMIN-2	ADMIN-3	DESIGNER-1	ENGINEER-2	ENGINEER-SENIOR	TECHNICAL EXPERT	TECHNICIAN-1	TECHNICIAN-2	TECHNICIAN-3		Total Hours	Totals
					$ 78.44	$ 81.70	$ 81.70	$ 180.40	$ 268.76	$ 328.99	$ 43.50	$ 78.44	$ 109.90	$ -		
1	Task 1	PROJECT MANAGEMENT AND COORDINATION														
	1.1	Project Management Services				1044	112	40		137					1,333	$146,736.20
	1.2	Weekly Meetings				60	112	24		136					332	$63,125.15
	1.3	Coordinate with the project team				60	112	16		137					325	$62,010.94
	1.4	Prepare construction cost estimates						40		40					80	$20,375.62
		Subtotals (Hours) =		N/A		1164	336	120		450					2,070	$292,247.91
		Subtotals (Costs) =				$95,102.18	$27,452.17	$21,648.06		$148,045.50					**2,070**	**$292,247.91**
2	Task 1A	PROJECT MANAGEMENT AND COORDINATION - ALT														
	1A.1	Project Management Services				32		18		28					78	$15,073.42
	1A.2	Weekly Meetings														
	1A.3	Coordinate with the project team														
	1A.4	Prepare construction cost estimates														
		Subtotals (Hours) =		N/A		32		18		28					78	$15,073.42
		Subtotals (Costs) =				$2,614.49		$3,247.21		$9,211.72					**78**	**$15,073.42**
3	Task 2	HARDWARE CIRCUIT DESIGN														
	2.1	Hardware Circuit Design				100	4004	1896		1224		2610			9,834	$1,284,767.13
		Subtotals (Hours) =		N/A		100	4004	1896		1224		2610			9,834	$1,284,767.13
		Subtotals (Costs) =				$8,170.29	$327,138.41	$342,039.35		$402,683.76		$204,735.32			**9,834**	**$1,284,767.13**
4	Task 2A	HARDWARE CIRCUIT DESIGN - ALT														
	2A.1	Hardware Circuit Design				25	40	60		160		60			345	$73,479.68
		Subtotals (Hours) =		N/A		25	40	60		160		60			345	$73,479.68
		Subtotals (Costs) =				$2,042.57	$3,268.12	$10,824.03		$52,638.40		$4,706.56			**345**	**$73,479.68**
5	Task 3	SOFTWARE DATA DESIGN														
	3.1	Software Data Design				100	3804	2000		1300		480			7,684	$1,145,108.59
	3.2	Software Simulation Testing					200	100		94		40			434	$68,443.40
		Subtotals (Hours) =		N/A		100	4004	2100		1394		520			8,118	$1,213,551.99
		Subtotals (Costs) =				$8,170.29	$327,138.41	$378,841.05		$458,612.06		$40,790.18			**8,118**	**$1,213,551.99**
5	Task 3A	SOFTWARE DATA DESIGN - ALT														
	3A.1	Software Data Design				25	40	60		70		10			205	$39,948.45
	3A.2	Software Simulation Testing														
		Subtotals (Hours) =		N/A		25	40	60		70		10			205	$39,948.45
		Subtotals (Costs) =				$2,042.57	$3,268.12	$10,824.03		$23,029.30		$784.43			**205**	**$39,948.45**
7	TASK 4	SPECIFICATIONS														
	4.1	Standard Specifications Updates				100	166	114		527		102			1,009	$223,677.51
		Subtotals (Hours) =		N/A		100	166	114		527		102			1,009	$223,677.51
		Subtotals (Costs) =				$8,170.29	$13,562.68	$20,565.66		$173,377.73		$8,001.15			**1,009**	**$223,677.51**
8	TASK 4A	SPECIFICATIONS - ALT														
	4A.1	Standard Specifications Updates				25	20	12		48					105	$21,632.96
		Subtotals (Hours) =		N/A		25	20	12		48					105	$21,632.96
		Subtotals (Costs) =				$2,042.57	$1,634.06	$2,164.81		$15,791.52					**105**	**$21,632.96**
9	TASK 5	AS BUILT DRAWINGS														
	5.1	As Build Drawings				100	422	287		1131		418			2,358	$499,300.58
		Subtotals (Hours) =		N/A		100	422	287		1131		418			2,358	$499,300.58
		Subtotals (Costs) =				$8,170.29	$34,478.62	$51,774.94		$372,087.69		$32,789.03			**2,358**	**$499,300.58**
10	TASK 5A	AS BUILT DRAWINGS - ALT														
	5A.1	As Build Drawings				25	24	32		80		10			171	$36,879.88
		Subtotals (Hours) =		N/A		25	24	32		80		10			171	$36,879.88
		Subtotals (Costs) =				$2,042.57	$1,960.87	$5,772.82		$26,319.20		$784.43			**171**	**$36,879.88**
11	Task 6	Design Services During Construction (DSDC)														
	6.1	Project Support, load software, etc				24	80	80		140					324	$68,987.74
		Subtotals (Hours) =		N/A		24	80	80		140					324	$68,987.74
		Subtotals (Costs) =				$1,960.87	$6,536.23	$14,432.04		$46,058.60					**324**	**$68,987.74**
	Totals (Summary) =														**24,617**	**$3,769,547.24**
	Total (Hours) =			N/A		1720	9136	4779		5252		3730			24617	
	Total (Costs) =					$140,528.99	$746,437.69	$862,133.99		$1,727,855.48		$292,591.08				$3,769,547.24
	Percentage of Total (Hours) =			N/A		7%	37%	19%		21%		15%			100%	
	Percentage of Total (Costs) =					4%	20%	23%		46%		8%				100%

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Work Order Estimate Summary

Consultant/ Subconsultant: **PSOMAS/GLOBAL SIGNALS**

Work Order Title: **S7 Replacement Design: 12th/Imperial and Blue Line**

TASKS/WBS (1-5)

ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC Item	Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals Quantity	Totals Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	

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Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/2026

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Kearny Mesa Division (KMD) Concrete Lot Replacement – 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. PWB452.0-26 (in substantially the same format as Attachment A), with Miramar General Engineering (Miramar) in the amount of $494,947.61, for the replacement of damaged concrete and related work at KMD in both the Base and Add Alternate options.

Budget Impact

The total cost of this contract is estimated to be $494,947.61. This project will be funded by the Capital Improvement Program (CIP) account 3006101901 – KMD Concrete Lot.

DISCUSSION:

KMD is an MTS-operated facility that maintains and stages a subset of the agency's fixed route revenue buses. The existing bus parking lot at the KMD Bus Maintenance Facility was paved entirely with concrete when the division was originally built in 1988. The paved parking lot consists of a 6" thick section of concrete over a 4" thick section of aggregate base. This thin section is not robust enough to support the constant loads of the buses and has resulted in areas of large cracking at the surface of the concrete paving, creating an unsafe condition for staff and potentially causing damage to the underside of the buses.

The KMD Concrete Lot Replacement project is part of a continuous effort to remove and replace existing sections of concrete paving prioritized by the amount of damage. The scope of work (Attachment B) generally consists of the phased removal and replacement of approximately 12,000 square feet (SF) of concrete paving. The new concrete paving will consist of a 12" thick section of concrete over an 8" section of aggregate base, which is necessary to support the load of the buses. The proposed work was divided into a "Base Bid" and an "Add/Alternate" to allow MTS to determine if there was sufficient budget for all or only a portion of the desired work after bidding. The Base Bid consists of the removal and replacement of approximately 9,800 square

feet (SF) of concrete paving, and the Add/Alternate work consists of the removal and replacement of approximately 2,200 SF (ten panels) of concrete paving.

On November 12, 2025, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide concrete replacement services. Seventeen (17) bids were received on January 9, 2026, from the following firms:

Firm	Firm Certification	Grand Total
MTS – Independent Cost Estimate (ICE)		*$836,404.00*
Miramar General Engineering *	**Small Business (SB) (Micro)**	**$494,947.61**
A. Vidovich Construction Co. Inc.	N/A	$569,099.41
Pacific Southwest Structures Inc.	N/A	$621,186.67
PaveWest, LLC	N/A	$647,539.25
Granite Construction Company	N/A	$665,982.00
New Century Construction, Inc.	N/A	$696,130.00
Rosenex	SB (Micro)	$739,600.00
Borja Engineering & Constructions, Inc	Veteran-Owned Small Business (VOSB), Service-Disabled Veteran-Owned Small Business (SDVOSB)	$754,256.50
Palm Engineering Construction Co. Inc	N/A	$793,950.00
EC Constructors, Inc.	Small Business-Public Works (SB-PW)	$816,670.00
West Coast General Group, Inc.	N/A	$828,435.00
EBS GENERAL ENGINEERING, INC	N/A	$867,062.50
Gentry General Engineering, Inc.	N/A	$869,790.00
Western Rim Constructors, Inc.	N/A	$907,332.00
A. B. Hashmi, Inc.	SB (Micro)	$997,975.00
Van Engineering Inc	N/A	$1,106,450.00
M Cooper Concrete Inc	SB (Micro), SB-PW, Women-Owned Small Business (WOSB), Economically Disadvantaged Women-Owned Small Business (EDWOSB)	$1,194,198.00

Lowest responsive and responsible bidder

Miramar met all the solicitation requirements and is deemed the lowest responsive and responsible bidder. Their bid for the work is:

Base Bid Total	$407,467.11
Add Alternate Total	$87,480.50
Grand Total	$494,947.61

Based on the comparison of all bids received, and in comparison to MTS's ICE; staff determined Miramar's bid to be fair and reasonable (Attachment C).

Work is expected to be completed within seventy-five (75) days of issuance of the Notice to Proceed (NTP). Miramar has designated the following subcontractors to perform a portion of the work:

Subcontractor Name	Subcontractor Certification
Precision Striping, Inc.	N/A
Skyline Geotechnical	N/A

This award is not subject to the Project Labor Agreement (PLA) requirements approved under Board Policy No. 66 because the MTS ICE was under $1,000,000.00.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute o MTS Doc. No. PWB452.0-26 (in substantially the same format as Attachment A), with Miramar in the amount of $494,947.61, for the replacement of damaged concrete and related work at KMD in both the Base and Add Alternate options.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement MTS Doc No. PWB452.0-26
B. Scope of Work
C. Cost Form

Metropolitan Transit System

STANDARD CONSTRUCTION AGREEMENT

FOR

MTS DOC. NO. PWB452.0-26

KMD CONCRETE LOT REPLACEMENT

THIS AGREEMENT is entered into this _____ day of _____ 2026, 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: Miramar General Engineering Address: 1827 Cleveland Ave.
National City, CA 91950

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

Email: alex@miramargeneral.com

Telephone: 858-663-4933

Authorized person to sign contracts Alex Karaja (Name) President (Title)

The specified Contract Documents are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Contractor shall furnish all necessary management, supervision, labor, materials, tools, supplies, equipment, plant, services, engineering, testing and/or any other act or thing required to diligently and fully perform and complete the Project as specified in accordance with the Standard Agreement and General Conditions (Exhibit A), Scope of Work, Special Conditions and Attachments (Exhibit B), Bid Price Form (Exhibit C) and Forms (Exhibit D).

SCOPE OF WORK.

Contractor, for and in consideration of the payment to be made to Contractor as hereinafter provided, shall furnish all plant, labor, technical and professional services, supervision, materials and equipment, other than such materials and equipment as may be specified to be furnished by MTS, and perform all operations necessary to complete the Work in strict conformance with the Contract Documents (defined below) for the following public work of improvement:

KMD CONCRETE LOT REPLACEMENT

Contractor is an independent contractor and not an agent of MTS. The Contractor and its surety shall be liable to MTS for any damages arising as a result of the Contractor's failure to comply with this obligation.

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CONTRACT TIME.

Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within seventy-five (75) **calendar days** from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE.

MTS shall pay the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of four hundred ninety-four thousand, nine hundred forty-seven Dollars and sixty one Cents ($494,947.61). Payment shall be made as set forth in the General Conditions.

PROVISIONS REQUIRED BY LAW.

Each and every provision of law required to be included in these Contract Documents shall be deemed to be included in these Contract Documents. The Contractor shall comply with all requirements of the California Labor Code applicable to this Project.

INDEMNIFICATION.

Contractor shall provide indemnification as set forth in the General Conditions.

PREVAILING WAGES.

Contractor shall be required to pay the prevailing rate of wages in accordance with the Labor Code which such rates shall be made available at MTS's Administrative Office or may be obtained online at http://www.dir.ca.gov and which must be posted at the job site.

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

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4. SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

4.1 GENERAL

The Kearny Mesa Division ("KMD") Concrete Replacement project generally consists of the removal and replacement of damaged exterior concrete panels. All work is to occur at KMD located at 4630 Ruffner Street, San Diego 92111. Work is to occur during normal working hours approximately (7:00AM-5:00PM).

4.2 STAGING

Contractor is to keep and store all materials and spoil piles within a predesignated laydown area which can change depending on the active phase of work. The size and location of the laydown area is to be coordinated with the MTS Project Manager. 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. All deliveries to the site shall be coordinated through the MTS Project Manager. Only vehicles necessary for that day's controlling activities may be parked onsite adjacent to the work area.

4.3 TEMP FACILITIES

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

4.4 SAFETY AND ACCESS

Diligent caution must be taken during the undertaking of this work. All work will occur within an active bus yard. Due to the 24-hour nature of operations at KMD, any openings left overnight must be covered with a trench plate and/or appropriately marked off with a suitable combination of reflective delineators, cones, warning lights, caution tape, and/or A-frames. During the day, active work areas must be protected with visible barriers such as cones and red safety tape. 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 area of work.

4.5 WASTE

The contractor is responsible for legally disposing of any and all waste in relation to the work. The contractor shall not use any onsite receptacles to dispose of material generated during the performance of this contract. Contractor is responsible for general cleanup at the end of each work day. Contractor shall be responsible for any hazardous waste(s) generated during the course of the project if resulting from a hazardous material spillage or release from materials brought onsite by the contractor.

4.6 SCHEDULE AND PHASING

To minimize disruption to KMD operations, concrete demo, hauling, and paving must be completed in its entirety for each phase per the attached phasing plan. Work cannot take place concurrently

in differently phased areas. Paving must be completed and reviewed by the MTS Project Manager before proceeding to the following phase. Additionally, the contractor cannot proceed to the next phase until concrete cylinder break tests confirm a minimum strength of 2,500 psi. Contractor is to account for the duration for creating the soil profile based on test results in their schedule and that duration is part of the overall project duration. Contractor may core concrete to take soil samples prior to commencing demolition. Contractor shall also perform a utility mark out prior for all work areas prior to any demolition. Any add alternate work will be performed during the third and final phase. Work shall be completed within one hundred and ten (110) calendar days from the issuance of Notice to Proceed at an approximate rate of 35 days per phase and 5 days for pavement marking replacement following completion of all three phases and add/alt work. The work shall commence once all material is available, and the work can proceed without stoppages.

4.7 DRAWINGS AND SPECIFICATIONS

Exhibit A includes a map of the panels to be replaced for the base and alternate contract with dimensions or approximate areas. Exhibit A also includes a phasing map dictating in which phases replacement must be performed. The KMD As-Built plans dated 1/23/1987 can be transmitted in their entirety, and as part of the bidding process, relevant plans to the area are incorporated for reference as Exhibit B. The KMD Pavement Rehabilitation As-Built plans dated August 2019 can be transmitted in their entirety, and as part of the bidding process, relevant plans are incorporated for reference as Exhibit C. A limited geotechnical investigation performed in KMD and dated 1/25/2017 is included for reference as Exhibit D. KMD Pavement Rehabilitation Specifications must be followed and are included as Exhibit E. Potentially applicable Best Management Practices (BMPs) for this work as identified by MTS have been included as Exhibit F.

Plans in Exhibit B shall be used as reference primarily to existing panel joint types to match existing panel details. Plans in Exhibit C shall be used as reference for new pavement sections, mix design, joint details, BMPs and all other related work. The Contractor shall familiarize themselves with the Contract Documents and verify all existing site conditions.

4.8 SUBMITTALS

The contractor shall provide submittals showing product data, details, and necessary information for all items including but not limited to the following:

a) Phasing & Work Plan including laydown area, impact footprint, and BMPs
b) Water Pollution Control Plan (WPCP) using the MTS WPCP Template (Exhibit G)
c) Construction Schedule
d) Concrete mix design for new paving
e) Product data for all concrete accessories (backer rod, dowels, grout, joint filler, etc.)

4.9 GEOTECHNICAL ENGINEERING

Contractor shall provide and pay for geotechnical engineering for material testing services during this work. The geotechnical engineer shall test to ensure proper compaction of all subgrade and subbase test soil for any constituents of concern prior to export, as well as provide concrete sampling and testing with a minimum of (5) five concrete cylinder break tests for each pour. Before commencing paving on each phase and add/alternate area, test results shall be provided to MTS Project Manager for review and approval.

4.10 BASE BID AND ADDITIVE ALTERNATE SCOPE OF WORK

The base bid consists of the removal and replacement of approximately 9,800 square feet (SF) of concrete paving, and the add/alternate work consists of the removal and replacement of approximately 2,200 SF (ten panels) of concrete paving as shown in Exhibit A. The concrete paving shall be removed and replaced as shown in Exhibit C and per the specification in Exhibit E.

Contractor shall perform all demolition, hauling, subgrade preparation, doweling and concrete pavement for forty-one (41) concrete panels with a total area of approximately 9,800 SF per the Contract Documents. Contractor shall protect all adjacent panels, drainage, and structures outside of the designated work areas as needed. Contractor shall provide add/alternate unit pricing for additional panels to be replaced during the third and final phase of work after authorization by MTS Project Manager. Add/alternate areas are shown in Exhibit A. Contractor shall also replace any and all existing striping and pavement markings affected in relation to the work. Striping shall be placed over the new concrete paving in the same location and dimensions as the existing conditions. Pavement markings are to be installed per the specifications and, are to have two coats of water-based paint to match the existing layout.

Installation of all work shall conform with local regulations and the latest California Building Code and other governing codes and ordinances.

4.11 SAFETY DATA SHEETS

Upon award, Contractors shall provide PDFs of safety data sheets (SDS) with each submittal, for chemicals that MTS employees may be exposed to. The Contractor shall ensure all available SDSs are provided to MTS and kept up to date throughout the duration of the contract. Any hazardous materials brought on site for the project shall be inventoried and contractor shall provide the inventory list to MTS Project Manager prior to commencing the project.

Kearny Mesa Division Concrete Replacement PWB452.0-26
Bid Form

No.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
BASE BID					
1	Mobilization & Demobilization	1	LS	$ 13,750.000	$ 13,750.000
2	General Conditions, BMPs, and Geotechnical/Material Testing	1	LS	$ 29,300.000	$ 29,300.000
3	Submittals	1	LS	$ 500.000	$ 500.000
4	Panel and Base Demolition and Hauling	9800	SF	$ 7.421	$ 72,726.500
5	Subgrade Excavation	9800	SF	$ 2.809	$ 27,527.500
6	Loading, Hauling & Disposing Clean Fill Export (no manifest)	390	CY	$ 65.000	$ 25,350.000
7	Loading, Hauling & Disposing Non-Hazardous waste (manifest required)	10	CY	$ 150.000	$ 1,500.000
8	Loading, Hauling & Disposing Cal Hazardous Waste (manifest required)	10	CY	$ 150.000	$ 1,500.000
9	Subgrade Prep, Base, New Panels, and dowels	9800	SF	$ 23.685	$ 232,113.111
10	Restriping/Replaced Pavement Markings	400	LF	$ 8.000	$ 3,200.000
ADD ALTERNATE					$ 407,467.111
11	Panel and Base Demolition, Hauling, and Geotechnical/Material Testing	2200	SF	$ 7.421	$ 16,326.357
12	Subgrade Excavation	2200	SF	$ 2.809	$ 6,179.643
13	Loading, Hauling & Disposing Clean Fill Export (no manifest)	85	CY	$ 65.000	$ 5,525.000
14	Loading, Hauling & Disposing Non-Hazardous waste (manifest required)	10	CY	$ 150.000	$ 1,500.000
15	Loading, Hauling & Disposing Cal Hazardous Waste (manifest required)	10	CY	$ 150.000	$ 1,500.000
16	Subgrade Prep, Base, Doweling and New Panels	2200	SF	$ 24.932	$ 54,849.500
17	Restriping/Replaced Pavement Markings	200	LF	$ 8.000	$ 1,600.000
				Base Bid Total	**$ 407,467.111**
				Add Alternate Total	**$ 87,480.500**
	Basis for Award			**Grand Total**	**$ 494,947.611**

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/2026

Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Excess General Liability (Liability) And Excess Workers' Compensation (Workers' Compensation) Insurance Renewals

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

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

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



Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/2026

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Property Insurance Renewal

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

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

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

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/2026

Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

On-Call Electrical Services – Contract Amendments

RECOMMENDATION:

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

1) Ratify Amendment No. 1 to MTS Doc. No. PWG383.0-24 (Attachment A), with Advanced Railway Innovations, Inc. (ARI), for the addition of the Imperial Avenue Division (IAD) location and funds to perform an electrical study in the amount of $50,000.00; and

2) Ratify Amendment No. 2 to MTS Doc. No. PWG383.0-24 (Attachment B), with ARI, for the addition of the Kearny Mesa Division (KMD) location in the amount of $0.00; and

3) Ratify Amendment No. 3 to MTS Doc. No. PWG383.0-24 (Attachment C), with ARI, for the addition of the Beyer Street Bridge location and funds to install lighting for a mural installation in the amount of $54,967.70; and

4) Ratify Amendment No. 4 to MTS Doc. No. PWG383.0-24 (Attachment D), with ARI, for the addition of Copley Park and trolley station locations and two subcontractors in the amount of $0.00; and

5) Ratify Amendment No. 5 to MTS Doc. No. PWG383.0-24 (Attachment E), with ARI, for the installation of the bus stop lighting pilot in the amount of $12,010.38; and

6) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 6 to MTS Doc. No. PWG383.0-24 (in substantially the same format as Attachment F), with ARI, for the Operations Control Center Uninterruptible Power Supply (UPS) unit replacements installation services in the amount of $82,535.60.

Budget Impact

The total cost of these amendments is estimated to be $199,513.68, and the total contract cost of the services is estimated to be $541,808.59. These services will be funded as follows:



Description	Budget Account	Amount
San Diego Trolley, Inc. (SDTI) Operating Budget (Federal)	380016-575170	$124,623.22
Beyer Bridge Mural & Lighting Capital Improvement Project (CIP) (Local)	2008123401	$54,967.70
Bus Stop Lighting Pilot CIP (Local)	1008123201	$12,010.38
San Diego Bus Rapid Transit (BRT) Operating Budget (Federal)	845012-571140 846012-571140 847012-571140 848012-571140	$149,117.67
Land Management (LM) Operating Budget (Local)	791010-571250	$59,764.26
San Diego Transit Corporation. (SDTC) Operating Budget (Federal)	331014-571142 331014-536600	$51,726.18
IAD & KMD Service Lane Probe & Vault CIP (Local)	1008121201	$7,063.58
Information Technology (IT) Operating Budget (Local)	661010-571250	$82,535.60
	Total Contract Amount:	**$541,808.59**

DISCUSSION:

As part of its normal operations, MTS requires a contractor to provide on-call electrical repair services at various MTS stations and properties. These services are necessary to ensure that electrical repairs at MTS facilities and properties are responded to and repaired in a timely, professional manner to mitigate damage to MTS infrastructure and lessen the impact of electrical issues on both MTS employees and tenants.

On May 16, 2024 (Agenda Item (AI) 9), after a competitive solicitation process, the MTS Board of Directors awarded a three year on-call electrical services contract to ARI, with a term from June 1, 2024 to May 30, 2027. The contract is structured to provide MTS with a vendor that can provide electrical services for a variety of projects that may arise during the term of the contract, such as:

> [M]inor to complex electrical repairs and/or services in compliance with all local, state and federal rules, laws, and regulations, as applicable. Routine and emergency electrical services shall be performed at a variety of SDTI locations including SDTI buildings, SDTI Trolley Stations and other SDTI properties as directed by the SDTI Facilities Director and Passenger Facilities Supervisor, as well as MTS buildings managed by the MTS Land Management Project Manager.

The contract funding amount, averaging $114,000 per year, was based on set hourly rates during each contract year multiplied by the estimated number of service hours that MTS will need each year. The estimated hours were based on staff's review of past usage rates for similar services.

During the first two years of the contract, four larger projects arose that needed electrical services. These were processed as specific amendments under the ARI contract to document the scope and cost of each task and to provide funding associated with that task pursuant to the

CEO's authority under Board Policy 41 (Signature Authority), which allows the CEO to approve contracts or contract amendments up to $150,000. This also avoided eroding the funding provided for more routine electrical services needed on a day-to-day basis to support operations.

Today's proposed actions would ratify Amendment No. 1 through 5, which were approved by the CEO under Policy 41, and approve new Amendment No. 6.

Amendment No. 1 through 5, totaling $116,978.08, approved task orders to perform electrical services for the IAD and KMD service lane electrical study, Beyer Bridge mural lighting installation, and a bus stop lighting pilot installation.

Amendment No. 6, if approved, will fund the installation of two replacement UPS units for the Operations Control Center. On January 1, 2026, heavy rain in San Diego caused widespread flooding and power outages. These outages disrupted the IT Operations Control Center, resulting in UPS failures, IT system outages, and interruptions to trolley and bus services. The outages and UPS failures placed the data center at immediate risk of data loss, equipment damage, and service disruption. Restoring reliable backup power was urgently required to protect IT systems.

To address these risks, under various emergency authorities, the CEO authorized the immediate purchase of two (2) new UPS units as soon as possible to maintain IT operations and safeguard data. A memo to the Board regarding this emergency purchase was included in the February 12, 2026 (AI 4, Att. C) meeting materials. At that time, MTS staff estimated that the installation of the new UPS units would be approximately $25,000, which was within the CEO's remaining authority under this on-call electrical services contract.

However, after evaluating the complex site conditions at the Operations Control Center, including proximity to the railroad right-of-way and issues caused by the UPS units being located in a non-enclosed closet in close proximity to a Trolley maintenance area, the cost to install the units is estimated to be $82,535.60. The replacement units also require modified wiring, expanding the scope beyond the original $25,000 estimate. The proposed work includes partial hardening of the UPS units by installing them in a secure, adjacent electrical room instead of reinstalling them in the current shared cabinet. This will mitigate future risk to the UPS units and Operations Control Center continuity of operations until a longer-term permanent solution can be identified and funded.

The Contract, and subsequent Amendments are summarized below:

Document	Description	Authorization	Board Authorized Amount
Original	On-Call Electrical Services	Board authorized on 5/16/2024, AI #9	$342,294.91
		Total	**$342,294.91**
AM 1	Add Location (IAD) and perform an electrical study	Today's Board Action - Ratify (approved under CEO's authority)	$50,000.00
AM 2	Add Location (KMD)	Today's Board Action - Ratify (approved under CEO's authority)	$0.00
AM 3	Add Location (Beyer Street Bridge)	Today's Board Action - Ratify (approved under CEO's authority)	$54,967.70
AM 4	Add Subcontractors Nazarene and ABB, and Locations (Copley and Trolley Stations)	Today's Board Action - Ratify (approved under CEO's authority)	$0.00
AM 5	SELT Bus Stop Lighting Installation	Today's Board Action - Ratify (approved under CEO's authority)	$12,010.38
AM 6	OCC UPS unit replacements	Today's Board Action - Execute	$82,535.60
		Total	**$541,808.59**

Therefore, staff recommends that the MTS Board of Directors:

1) Ratify Amendment No. 1 to MTS Doc. No. PWG383.0-24 (Attachment A), with ARI, for the addition of the IAD location and funds to perform an electrical study in the amount of $50,000.00;

2) Ratify Amendment No. 2 to MTS Doc. No. PWG383.0-24 (Attachment B), with ARI, for the addition of the KMD location in the amount of $0.00;

3) Ratify Amendment No. 3 to MTS Doc. No. PWG383.0-24 (Attachment C), with ARI, for the addition of the Beyer Street Bridge location and funds to install lighting for a mural installation in the amount of $54,967.70;

4) Ratify Amendment No. 4 to MTS Doc. No. PWG383.0-24 (Attachment D), with ARI, for the addition of Copley Park and trolley station locations and two subcontractors in the amount of $0.00;

5) Ratify Amendment No. 5 to MTS Doc. No. PWG383.0-24 (Attachment E), with ARI, for the installation of the bus stop lighting pilot in the amount of $12,010.38; and

6) Authorize the CEO to execute Amendment No. 6 to MTS Doc. No. PWG383.0-24 (in substantially the same format as Attachment F), with ARI, for the Operations Control Center UPS unit replacements installation services in the amount of $82,535.60.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Executed Amendment, MTS Doc. No. PWG383.1-24
B. Executed Amendment, MTS Doc. No. PWG383.2-24
C. Executed Amendment, MTS Doc. No. PWG383.3-24
D. Executed Amendment, MTS Doc. No. PWG383.4-24
E. Executed Amendment, MTS Doc. No. PWG383.5-24
F. Draft Amendment, MTS Doc. No. PWG383.6-24

Metropolitan Transit System

Amendment 1

June 17, 2024 MTS Doc. No. PWG383.1-24

ON-CALL ELECTRICAL REPAIR SERVICES

Advanced Railway Innovations, Inc.
Nicholas Bird
President
4892 Japatul Spur
Alpine CA, 91901

This shall serve as Amendment No. 1 to the original agreement PWG383.0-24 as further described below.

SCOPE

Pursuant to the Scope of Work of the San Diego Metropolitan Transit System (MTS) contractor shall add Imperial Avenue Division (IAD) to this agreement (Attachment A, MTS Locations & Contact Information, Table 2 Land Management). Additionally, add to the Scope of Work a thorough examination of the systems main power supply, distribution panels, circuit breakers and wiring including a review of the electrical load and demand is needed to rectify a reoccurring issue of power failure. The MTS Locations & Contact Information, Table 2 Land Management (LM) at Attachment A replaces in its entirety the Locations & Contact Information Table 2 LM used in the original base contract. In addition, the bid form at Attachment B replaces in its entirety the bid form used in the original base contract.

Line Item	Description	Hours	Rate	Total Price
1	IAD Electrical Study	526.31	$95.00	$50,000.00
Total Service Price				$50,000.00

SCHEDULE

There shall be no change to the schedule as a result of this amendment.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $50,000.00. The total value of this contract including this amendment shall be in the amount of $392,294.91. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney

Sharon Cooney, Chief Executive Officer

Agreed:

Nicholas Bird, President
Advanced Railway Innovations, Inc.

Date: 07/19/2024

Attachments: A. MTS Locations & Contact Information, Table 2, LM
B. Bid Form

ATTACHMENT A
(MTS Locations & Contact Information)

Table 2: LM

	STATION NAME	ADDRESS	CITY	ZIP
1	MTS-304 Front Street	304 Front Street	El Cajon	92020
2	MTS-306 Front Street	306 Front Street	El Cajon	92020
3	MTS-Pyramid Building	1695 Main Street	San Diego	92113
4	MTS-Pyramid Building	1699 Main Street	San Diego	92113
5	MTS-Cool Down Coffee	750 E Street	Chula Vista	91910
6	Imperial Avenue Division	100 16th St.	San Diego	92101

Contact Information
Eli Belknap, Manager of Capital Projects, Land Management
Office: 619-595-7039
Email: Eli.Belknap@sdmts.com

ATTACHMENT B
(Bid Form)

LABOR RATES AND MARKUP - ON-CALL ELECTRICAL REPAIR SERVICES

structions: The purpose of this worksheet is to establish your firms annual rates and parts markup for the duration of any subsequent agreement. For Table I, Items 1-4, please enter the Unit Price for each item for each year. For Items 6 & 8, please enter the mark up rcentage (between 0-5%, rounding to the nearest hundreth) in the % Mark Up field for each year. The Totals are the sum of the Item Totals for Table I. Your firm's Grand Total bid is found on the Bid Form tab. The workbook contains formulas that automically calculate your cing on the Bid Form sheet. However, please check your firm's final bid amount on the Bid Form tab.

em	Table I Description	Estimated Quantity	Year 1 Unit Price	6/1/2024 - 5/31/2025 Item Total	Year 2 Unit Price	6/1/2025 - 5/31/2026 Item Total	Year 3 Unit Price	6/1/2026 - 5/31/2027 Item Total
1	Journeyman Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	370	$95.00	$35,150.00	$97.50	$36,075.00	$99.50	$36,815.00
2	Apprentice Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	330	$86.98	$28,703.40	$86.98	$28,703.40	$86.98	$28,703.40
3	Journeyman Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	61	$148.01	$9,028.61	$153.01	$9,333.61	$157.01	$9,577.61
4	Apprentice Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	61	$143.93	$8,779.73	$143.93	$8,779.73	$143.93	$8,779.73
5	Materials Allowance			$25,500.00		$26,775.00		$28,113.75
6	Maximum markup permitted on materials 5% (Bidders to choose between 0%-5%)		5.00%	$1,275.00	5.00%	$1,338.75	5.00%	$1,405.69
7	Scissor Lift and/or Boom Truck Allowance			$3,000.00		$3,150.00		$3,307.50
8	Maximum markup permitted on Scissor Lift 5% (Bidders to choose between 0%-5%)		0.00%	$0.00		$0.00		$0.00
	Total			$111,436.74		$114,155.49		$116,702.68
	Amendment 1 - IAD Electrical Study	$ 50,000.00						
	GRAND TOTAL - BASE AND OPTIONS (BASIS OF AWARD)	$392,294.91						

dders must use these bid forms and provide the pricing for all the line items for the three (3) years. This will be the basis for award. Failure to do so may deem the bid nonresponsive

dders are advised that the estimated quantities are approximations for bidding purposes only. MTS estimates this to be its usage but does not guarantee this quantity. The actual quantities may be more or less than estimated and will be dictated by MTS' actual needs.

TS is not responsible for finding, correcting, or seeking clarification regarding ambiguities or errors in the bid. Bidders accept responsibility for accuracy and presentation of the bid. If a discrepancy between the unit price and the extended/total exists, the unit price shall prevail.

Metropolitan Transit System

Amendment 2

October 22, 2024 MTS Doc No. PWG383.2-24

ON-CALL ELECTRICAL REPAIR SERVICES

Advanced Railway Innovations, Inc.
Nicholas Bird
President
4892 Japatul Spur
Alpine CA, 91901

This shall serve as Amendment No.2 to the original agreement PWG383.0-24 as further described below.

SCOPE

Pursuant to the Scope of Work of the San Diego Metropolitan Transit System (MTS) contractor shall add Kearny Mesa Division (KMD) to this agreement (Attachment A, MTS Locations & Contact Information).

SCHEDULE

There shall be no change to the schedule as a result of this amendment.

PAYMENT

There shall be no change to the contract amount as a result of this amendment. The total value of this contract including this amendment shall be in the amount of $392,294.91. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney

Sharon Cooney, Chief Executive Officer

Agreed:

Nicholas Bird, President
Advanced Railway Innovations, Inc.

Date: 11/15/24

Attachment:

A. MTS Locations & Contact Information, Table 2, LM

ATTACHMENT A
(MTS Locations & Contact Information)

Table 2: LM

	STATION NAME	ADDRESS	CITY	ZIP
1	Kearny Mesa Division	4630 Ruffner Road	San Diego	92111

Contact Information
Eli Belknap, Manager of Capital Projects, Land Management
Office: 619-595-7039
Email: Eli.Belknap@sdmts.com

Metropolitan Transit System

Amendment 3

December 12, 2024 MTS Doc No. PWG383.3-24

ON-CALL ELECTRICAL REPAIR SERVICES

Advanced Railway Innovations, Inc.
Nicholas Bird
President
4892 Japatul Spur
Alpine CA, 91901

This shall serve as Amendment No.3 to the original agreement PWG383.0-24 as further described below.

SCOPE

Pursuant to the Scope of Work of the San Diego Metropolitan Transit System (MTS) contractor shall add Beyer Street Bridge to this agreement (Attachment A, MTS Locations & Contact Information). Additionally, add to the Scope of Work furnishing and installation of wall lighting and electrical work including trenching and conduit installation to power and connect lights from existing MTS electrical facilities to support lighting for a mural installation.

SCHEDULE

There shall be no change to the schedule as a result of this amendment.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $54,967.70 (per Attachments B and C). The total value of this contract including this amendment shall be in the amount of $447,262.61. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Nicholas Bird, President
Advanced Railway Innovations, Inc.

Date: 12/27/2024

Enclosures: Attachment A: MTS Locations and Contact Information
Attachment B: Advanced Electrical In. Estimate #23
Attachment C: BLK Equipment Quote dated 12/9/24

Attachment A
MTS Locations & Contact Information, Table 1, SDTI

ATTACHMENT A
(MTS Locations & Contact Information)

Table 1: SDTI

	STATION NAME	ADDRESS	CITY	ZIP
1	Beyer Street Bridge	24374 East Beyer Blvd.	San Ysidro	92173

Contact Information
Rolando Montes, Director of Facilities, SDTI Office:
Office: 619-595-4927
Email: Rolando.Montes@sdmts.com

Attachment B
Advanced Electrical In. Estimate #23

Advanced Electrical Innovations, Inc.
4892 Japatul Spur
Alpine, CA 91901
(619) 272-2146

ADVANCED ELECTRICAL INNOVATIONS INC.

Estimate

Customer Account:
MTS On-Call Electrical 1255 imperial Ave Suite 1000 San Diego, CA 92101

Estimate #: 23	
AEI Project ID	24-003-E
Date	12/10/2024
Location	Beyers Bridge Lighting

Customer Contact	PO#, Task Order, TS#	Cost Center
	4500061841	N/A

AEI Work Order ID
24-MTS-024

Descirption:
AEI was tasked with adding lighting under Beyers Bridge overpass. AEI is going to secure and provide Excavtion, trenching, backfill, and asphalt. AEI Will also provide and install the electrical for the lighting from the meter ped to the under side of the bridge. PLease see break down of labor and materials below

Estimation Table

Description	Qty	Rate/Price	Subtotal
JW Labor: 70 hrs	70	$ 95.00	$6,650.00
Ap Labor: 70hrs	70	$ 89.96	$6,297.20
Ridge Conduit 3/4" & Connection- 600'	1	$ 600.00	$ 630.00
PVC sch 40 1" & Connection - 120'	1	$ 125.00	$ 131.25
Seal Tight & Connections	1	$ 20.00	$ 21.00
Beam Clamps	20	$ 4.00	$ 84.00
Minis	20	$ 1.00	$ 21.00
Unistrut & Clamps	1	$ 165.00	$ 173.25
Misc Hardware	1	$ 300.00	$ 315.00
4sq Boxes	1	$ 50.00	$ 52.50
Conduit T & LB	1	$ 50.00	$ 52.50
Lights	1	$ 800.00	$ 840.00
Totals		**$**	**15,267.70**

Attachment C
BLK Equipment Quote dated 12/9/24

BKL Equipment Inc.

223 Patrick Drive
El Cajon, CA 92019
(619)726-4805 Cell

Date: December 9, 2024

Nicholas Bird
Attn: Nick
nick@adv-rail.net

Estimate for job at: **MTS On-Call**
2435 E. Beyer Blvd.
San Diego, CA 92173

Description – Excavation & Repave

Sawcut approximately 50', demo asphalt, excavate dirt 26" deep x 16" wide for conduit. Slurry it up to asphalt section and pave it.

Mobilization	$5,000.00
Saw Cutting	$4,567.44
Remove Asphalt	$5,661.16
Trenching	$9,846.08
Backfill	$4,976.94
Paving	$9,648.38
Total	$39,700.00

Approximately 2-3 days to complete job.
Includes mobilization and demobilization of equipment, haul off demo and dump fees.

Not responsible for any unforeseen or broken utilities.

Authorized By:

_____ _____
Signature Date

_____
Printed Name

Metropolitan Transit System

Amendment 4

March 11, 2025 MTS Doc No. PWG383.4-24

ON-CALL ELECTRICAL REPAIR SERVICES

Advanced Railway Innovations, Inc.
Nicholas Bird
President
4892 Japatul Spur
Alpine CA, 91901

This shall serve as Amendment No.4 to the original agreement PWG383.0-24 as further described below.

SCOPE

Pursuant to the Scope of Work of the San Diego Metropolitan Transit System (MTS) contractor shall add multiple locations to this agreement (Attachment A, MTS Locations & Contact Information), and shall also add subcontractors ABB Inc. and Nazarene Engineering to perform the IAD electrical study.

SCHEDULE

There shall be no change to the schedule as a result of this amendment.

PAYMENT

There shall be no change to the contract amount as a result of this amendment. The total value of this contract including this amendment shall be in the amount of $447,262.61. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney

Sharon Cooney, Chief Executive Officer

Agreed:

Nicholas Bird, President
Advanced Railway Innovations, Inc.

Date: 3/20/2025

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.

ATTACHMENT A
(MTS Locations & Contact Information)

Table 2: LM

	STATION NAME	ADDRESS	CITY	ZIP
1	Copley Park Division	7490 Copley Park Pl	San Diego	92111

Contact Information
Eli Belknap, Manager of Capital Projects, Land Management
Office: 619-595-7039
Email: Eli.Belknap@sdmts.com

	STATION NAME	ADDRESS	CITY	ZIP
1	UTC	4545 La Jolla Village Drive	San Diego	92122
2	Executive Drive	9235 Genesee Ave	San Diego	92121
3	UC San Diego Health La Jolla	3783 Voigt Drive	San Diego	92037
4	UC San Diego Central Campus	9482 Innovation Lane	San Diego	92093
5	VA Medical Center	3380 La Jolla Village Drive	San Diego	92161
6	Nobel Drive	3449 Nobel Drive	San Diego	92161
7	Balboa Avenue	3690 Morena Blvd	San Diego	92117
8	Clairemont Drive	2680 Morena Blvd	San Diego	92117
9	Tecolote Road	1364 W Morena Blvd	San Diego	92110
10	Old Town Transit Center	4009 Taylor St.	San Diego	92110
11	Washington Street	2136 W. Washington St.	San Diego	92110
12	Middletown	1396 Palm St.	San Diego	92101
13	County Center /Little Italy	1550 California St.	San Diego	92101
14	Santa Fe Depot	1050 Kettner Blvd.	San Diego	92101
15	America Plaza	1050 India St.	San Diego	92101
16	Civic Center	200 C St.	San Diego	92101
17	Fifth Avenue	500 C St.	San Diego	92101
18	City College	1155 C St.	San Diego	92101
19	Park & Market	600 Park Blvd.	San Diego	92101
20	12th & Imperial Transit Center	1255 Imperial Ave.	San Diego	92101
21	Barrio Logan	1910 Harbor Dr.	San Diego	92113
22	Harborside	1325 S. 28th St.	San Diego	92113

23	Pacific Fleet	1800 S. 32nd St.	San Diego	92136
24	8th Street	555 W. 8th St.	San Diego	91950
25	24th Street	506 W. 22nd St.	San Diego	91950
26	Bayfront / E Street	750 E St.	San Diego	91910
27	H Street	745 H St.	San Diego	91910
28	Palomar Street	1265 Industrial Ave.	San Diego	91911
29	Palm Avenue	2340 Palm Ave.	San Diego	92154
30	Iris Avenue	3120 Iris Ave.	San Diego	92173
31	Beyer Blvd.	4035 Beyer Blvd.	San Diego	92173
32	San Ysidro Transit Center	700 E. San Ysidro Blvd.	San Diego	92173
33	Courthouse Station	330 West C Street	San Diego	92101
34	25th & Commercial	10 1/2 25th St.	San Diego	92102
35	32nd & Commercial	3200 1/2 Commercial St.	San Diego	92113
36	47th Street	350 47th St.	San Diego	92102
37	Euclid Avenue	450 Euclid Ave.	San Diego	92114
38	Encanto / 62nd Street	6249 Akins Dr.	San Diego	92114
39	Massachusetts Avenue	1787 San Altos Pl.	San Diego	91945
40	Lemon Grove Depot	3443 Main St.	San Diego	91945
41	Spring Street	4250 Spring St.	San Diego	91941
42	La Mesa Blvd.	8248 La Mesa Blvd.	San Diego	91942
43	Grossmont Transit Center	8601 Fletcher Pkwy.	San Diego	91942
44	Amaya Drive	9100 Amaya Dr.	San Diego	91942
45	El Cajon Transit Center	352 S. Marshall Ave.	San Diego	92020
46	Gaslamp Quarter	105 Sixth Ave.	San Diego	92101
47	Convention Center	301 First Ave.	San Diego	92101
48	Seaport Village	530 W. Market St.	San Diego	92101
49	Morena / Linda Vista	5210 Linda Vista Rd.	San Diego	92110
50	Fashion Valley Transit Center	1205 Fashion Valley Rd.	San Diego	92108
51	Hazard Center	7611 Hazard Center Dr.	San Diego	92108
52	Mission Valley Center	1604 Camino de la Reina	San Diego	92108
53	Rio Vista	2020 Qualcomm Way	San Diego	92108
54	Fenton Parkway	2000 Fenton Parkway	San Diego	92108
55	Stadium	9449 Friars Rd.	San Diego	92108
56	Mission San Diego	5837 Rancho Mission Rd.	San Diego	92108
57	Grantville	4510 Alvarado Canyon Rd.	San Diego	92120
58	SDSU Transit Center	5260 Campanile Dr.	San Diego	92115
59	UC San Diego Health East (Alvarado)	6658 Alvarado Rd.	San Diego	92120

60	70th Street	7255 Alvarado Rd.	San Diego	91942
61	Arnele Avenue	762 1/2 N. Marshall Ave.	San Diego	92020
62	Gillespie Field	1990 1/2 N. Cuyamaca St.	San Diego	92020
63	Santee Town Center	9888 Mission Gorge Rd	San Diego	92071

Contact Information
Rolando Montes, Director of Rail Facilities, San Diego Trolley Inc.
Office: 619-595-4927
Email: Rolando.Montes@sdmts.com

DBE PROGRAM – INFORMATION FOR MTS'S BID LIST

This information will be maintained in MTS's bidder list. The purpose for maintaining a bidder list is to derive data on the relative availability of DBEs in the local market. MTS may use this data in the future to help set MTS's overall DBE participation goals.

INSTRUCTIONS: Each prime contractor and each subcontractor bidding is required to complete this form as part of their bid.

1. What is your company's name? ABB Inc

2. What is your company's address? 305 Gregson Dr., Cary, NC 27511

3. What type of work does your company perform? (list NAICS Codes if known) Services

Is your company a certified DBE, PDBE, WBE, DVBE, SB or LGBT? If yes, please check the applicable box and state the corresponding certification number.

- ☐ DBE
- ☐ MBE
- ☐ WBE
- ☐ PDBE
- ☐ DVBE
- ☐ SB
- ☐ LGBT

5. How many years has your company been in business? 35 yrs

6. What are the annual gross receipts of your company (please check the applicable bracket)?

- ☐ Less than $1,000,000
- ☐ $1,000,001 – $15,000,000
- ☐ $15,000,001 - $26,290,000*
- ☐ $26,290,001– $50,000,000
- ☐ $50,000,001 - $100,000,000
- X Greater than $100,000,000

*The DOT annually decides the amount of average annual gross receipts a firm must have to be eligible to become a DBE. Currently, if your company in the previous 3 fiscal years has had average annual gross receipts below $26,290,000, your company may be eligible for DBE Certification. *

7. Do you want MTS to provide your company additional guidance on how to become DBE certified?

- ☐ Yes
- X No

ACKNOWLEDGED AND AGREED

SUBCONTRACTOR

(Copy this form if needed for additional subcontractors)

Print Name: **Mike Arnold**

Title: **Business Development Mgr**

Signature: *Mike J. Arnold*

Date: **January 10, 2025**

PRIME CONTRACTOR

Print Name: Nicholas R Bird

Title: President / CEO

Signature:

Date: 3/20/2025

CERTIFICATION REGARDING DEBARMENT, SUSPENSION AND OTHER INELIGIBLE AND VOLUNTARY EXCLUSIONS LOWER THAN TIER COVERED TRANSACTIONS

CONTRACTOR AND SUBCONTRACTOR'S STATEMENT OF ELIGIBILITY

(Provide one completed Form for the Prime Contractor and any Subcontractors)

MTS may not permit a contractor or subcontractor to bid on, be awarded, or perform work on a public works project if the contractor or subcontractor is ineligible to bid on, be awarded or perform work on a public works project pursuant to California Labor Code sections 1777.1 or 1777.7.

In addition, MTS may not award any federally funded contract over $25,000 to a contractor or subcontractor that is excluded or disqualified pursuant to 2 CFR Part 180 Subpart C.

The prime/subcontractor certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification.

QUESTIONNAIRE

Has the Contractor, or any officer, principal, affiliates or employee of the Contractor ever been debarred, suspended, proposed for debarment, declared ineligible or otherwise prevented from bidding on, or completing a federal, state, or local government project?	☐	**Yes**
	X	**No**

If the answer is yes, or where the prime/subcontractor is unable to certify any of the statements in the above certifications, such prime/subcontractor shall attach an explanation (i.e. date, background, resolution) with this form.

Note: Failure to provide this form at the time of Bid will not result in a finding of a non-responsive bid. Submittal of this form for The Prime Contractor and all Subcontractors is required for a Bidder to be deemed "Responsible." MTS encourages Bidders to complete and submit all forms at the time of bid.

SUBCONTRACTOR (Copy this form if needed for additional subcontractors)		**PRIME CONTRACTOR**	
Business Name:	ABB Inc.	Business Name:	Advanced Railway Innovations DBa Advanced Electrical Innovations
License No. (if applicable):	812156	License No. (if applicable):	1078166
DUNS No.:	808229041	DUNS No.:	129505791

ACKNOWLEDGED AND AGREED

Print Name:	Mike J. Arnold	Print Name:	Nicholas R Bird
Title:	Business Development Mgr	Title:	President / CEO
Signature:	*Mike J. Arnold*	Signature:	
Date:	Jan. 10, 2025	Date:	3/20/2025

DBE PROGRAM – INFORMATION FOR MTS'S BID LIST

This information will be maintained in MTS's bidder list. The purpose for maintaining a bidder list is to derive data on the relative availability of DBEs in the local market. MTS may use this data in the future to help set MTS's overall DBE participation goals.

INSTRUCTIONS: Each prime contractor and each subcontractor bidding is required to complete this form as part of their bid.

1. What is your company's name? NAZARENE ENGINEERING
2. What is your company's address? 2514 JAMACHA RD. #502-182 EL CAJON, CA 92019
3. What type of work does your company perform? (list NAICS Codes if known) 541330

Is your company a certified DBE, PDBE, WBE, DVBE, SB or LGBT? If yes, please check the applicable box and state the corresponding certification number.

- [X] DBE
- [X] MBE
- [ ] WBE
- [ ] PDBE
- [ ] DVBE
- [X] SB
- [ ] LGBT

5. How many years has your company been in business? 7 YEARS
6. What are the annual gross receipts of your company (please check the applicable bracket)?
   - [ ] Less than $1,000,000
   - [X] $1,000,001 – $15,000,000
   - [ ] $15,000,001 - $26,290,000*
   - [ ] $26,290,001– $50,000,000
   - [ ] $50,000,001 - $100,000,000
   - [ ] Greater than $100,000,000

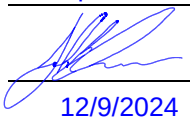
*The DOT annually decides the amount of average annual gross receipts a firm must have to be eligible to become a DBE. Currently, if your company in the previous 3 fiscal years has had average annual gross receipts below $26,290,000, your company may be eligible for DBE Certification. *

7. Do you want MTS to provide your company additional guidance on how to become DBE certified?
   - [ ] Yes
   - [ ] No

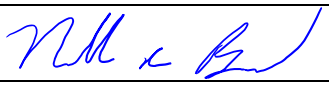
ACKNOWLEDGED AND AGREED

SUBCONTRACTOR

(Copy this form if needed for additional subcontractors)

Print Name: John Bachoua
Title: Principal
Signature: 
Date: 12/9/2024

PRIME CONTRACTOR

Print Name: Nicholas R Bird
Title: President / CEO
Signature: 
Date: 3/20/2025

CERTIFICATION REGARDING DEBARMENT, SUSPENSION AND OTHER INELIGIBLE AND VOLUNTARY EXCLUSIONS LOWER THAN TIER COVERED TRANSACTIONS

CONTRACTOR AND SUBCONTRACTOR'S STATEMENT OF ELIGIBILITY

(Provide one completed Form for the Prime Contractor and any Subcontractors)

MTS may not permit a contractor or subcontractor to bid on, be awarded, or perform work on a public works project if the contractor or subcontractor is ineligible to bid on, be awarded or perform work on a public works project pursuant to California Labor Code sections 1777.1 or 1777.7.

In addition, MTS may not award any federally funded contract over $25,000 to a contractor or subcontractor that is excluded or disqualified pursuant to 2 CFR Part 180 Subpart C.

The prime/subcontractor certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification.

QUESTIONNAIRE

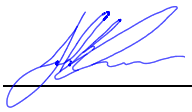
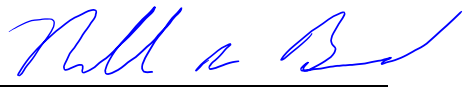
Has the Contractor, or any officer, principal, affiliates or employee of the Contractor ever been debarred, suspended, proposed for debarment, declared ineligible or otherwise prevented from bidding on, or completing a federal, state, or local government project?	☐	**Yes**
	☒	**No**

If the answer is yes, or where the prime/subcontractor is unable to certify any of the statements in the above certifications, such prime/subcontractor shall attach an explanation (i.e. date, background, resolution) with this form.

Note: Failure to provide this form at the time of Bid will not result in a finding of a non-responsive bid. Submittal of this form for The Prime Contractor and all Subcontractors is required for a Bidder to be deemed "Responsible." MTS encourages Bidders to complete and submit all forms at the time of bid.

SUBCONTRACTOR (Copy this form if needed for additional subcontractors)		PRIME CONTRACTOR	
Business Name:	Nazarene Engineering	Business Name:	Advanced Railway Innovations DBa Advanced Electrical Innovations
License No. (if applicable):		License No. (if applicable):	1078166
DUNS No.:		DUNS No.:	129505791

ACKNOWLEDGED AND AGREED

Print Name:	John Bachoua	Print Name:	Nicholas R Bird
Title:	Principal	Title:	President / CEO
Signature:		Signature:	
Date:	12/9/2024	Date:	3/20/2025

Metropolitan Transit System

Amendment 5

October 6, 2025 MTS Doc No. PWG383.5-24

ON-CALL ELECTRICAL REPAIR SERVICES

Advanced Railway Innovations, Inc.
Nicholas Bird
President
4892 Japatul Spur
Alpine CA, 91901

This shall serve as Amendment No.5 to the original agreement PWG383.0-24 as further described below.

SCOPE

Pursuant to the Scope of Work of the San Diego Metropolitan Transit System (MTS) contractor shall add multiple locations to this agreement for the purposes of the SELT Bus Stop Lighting Installation (Attachment A, Scope of Work). This Amendment shall also replace the Bid Form in its entirety with the revised Attachment B Bid Form.

SCHEDULE

There shall be no change to the schedule as a result of this amendment.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $12,010.38. The total value of this contract including this amendment shall be in the amount of $459,272.99. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Nicholas Bird, President
Advanced Railway Innovations, Inc.

Date: 10/25/2025

Attachment A
Scope of Work

SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

SECTION 1-1 GENERAL

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

As a result of the Social Equity Listening Tour (SELT), lighting was just outside the top 10 list of most desired projects overall, but was the second most identified desired project in a second round of feedback from some participants. In addition to the Social Equity Listening Tour efforts, more lighting has also been named in several other community efforts as a key component of safety when traveling by transit. MTS does not currently maintain its own lighting systems at bus stations, unless attached to a shelter.

As a result of the Social Equity Listening Tour, MTS is implementing a new solar lighting program for lights that can be attached to existing bus blade poles for locations without adequate lighting nearby. This project is a pilot that will cover 33 bus stops, with an option to double that total depending on outcomes of the pilot program.

SECTION 1-2 TEMP FACILITIES

The contractor is responsible for providing temporary restroom facilities throughout the duration of construction. Contractor is responsible for temp power and water.

SECTION 1-3 WASTE

The contractor is responsible for legally disposing of any and all waste in relation to the work. The contractor shall be responsible for properly disposing of all removed materials and old equipment as specified herein. Contractor is responsible for general cleanup at the end of each work day.

SECTION 1-4 SCHEDULE AND SEQUENCING

All work shall be completed within thirty (30) calendar days from issuance of Notice to Proceed. The work shall commence once all material is available, and the work can proceed without stoppages. Contractor is to provide a schedule for the work.

SECTION 1-5 SCOPE OF WORK

Provide all labor and equipment to install 33 each, MTS furnished bus stop pole solar lights. Contractor is responsible for picking up all solar light materials at the MTS storage facility located at 1695 Main Street in San Diego and shall coordinate pickup with MTS Project Manager. Installation and product data information are included in the attachments. Installation shall be provided at the following bus stop locations:

STOP ID	ON STREET	CROSS STREET	Loc/Dir
11773	3rd Av	Oxford St	N-S/B
12151	47th St	Craigie St	F-S/B
12527	47th St	Guymon St	N-N/B
88891	47th St	Trolley Station	N-S/B
99127	Fairmount Av	Laurel St	F-N/B
12516	Fairmount Av	Myrtle St	N-N/B
99126	Fairmount Av	Olive St	F-N/B
60626	Fairmount Av	Thorn St	N-S/B
40280	Jamacha Bl	Grand Av	F-W/B
40401	Jamacha Bl	La Presa Av	F-W/B
40959	Jamacha Bl	Lamplighter Village	F-W/B
40423	Jamacha Bl	Sweetwater Springs Bl	F-W/B
11466	Jamacha Rd	Cardiff St	F-W/B
11000	Logan Av	Jarrett Ct	M-W/B
12496	Main St	Vesta St	N-N/B
12119	Main St	Vesta St	F-S/B
41105	N 2nd St	Pepper Dr	F-S/B
10948	National Av	S 36th St	N-W/B
10890	Ocean View Bl	Commercial St	N-W/B
40806	Sweetwater Rd	Blossom Ln	N-N/B
40617	Sweetwater Rd	Blossom Ln	F-S/B
11413	University Av	60th St	F-W/B
11052	University Av	Aragon Dr	N-W/B
11005	University Av	Estrella Av	N-W/B
13085	University Av	Salvation Army Drwy	M-W/B
10970	University Av	Van Dyke Av	F-W/B
40676	Winter Gardens Bl	Wintercrest Dr	F-S/B
12508	40th St	Imperial Av	F-N/B
10609	Fairmount Av	El Cajon Blvd	F-S/B
99414	Main St	28th St	F-E/B
10910	National Av	28th St	N-W/B
12910	54th St	Lea St	F-S/B
88875	Cesar Chavez Pkwy	Logan Av	N-W/B

SECTION 1-6 TRAFFIC CONTROL

Contractor is responsible for all traffic control, if necessary.

SECTION 1-7 EXISTING UTILITIES

Contractor is to locate and protect in-place all existing utilities. The contractor shall notify the Engineer and Underground Service Alert (USA) (800) 422-4133 at least two working days, but not more than 14 calendar days, prior to performing any excavation or other work close to any underground pipeline, conduit, wire or other structure.

If the MTS Engineer and/or contractor determine that additional survey of utilities is needed, the contractor shall coordinate with MTS personnel in order to have said facilities located and marked out by Cable, Pipe & Leak Detection (CPL) (619) 660-0844, or other approved utility locating subcontractor familiar with MTS facilities. All coordination and costs associated with (CPL) shall be provided by the contractor. If the Contractor cannot protect in-place existing utilities, the Contractor shall replace any damaged or removed facilities in a timely manner as to not allow for extended delays to the trolley services. If the services are subject to extended delays, the contractor shall notify MTS prior to the expiration of the original scheduled work time.

Where such facilities are not located on the plans, no work shall be performed near said facilities until the owner, or their representative, has located the facility by potholing, probing, or other means that locate and identify the facility.

SECTION 1-8 WORKING HOURS AND ACCESSIBILITY

Allowable working hours are from 7:00 am – 4:00 pm, Monday through Friday.

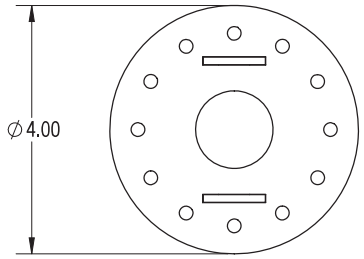
SECTION 1-9 SUBMITTALS

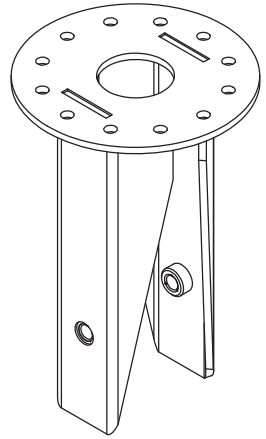
The contractor shall submit the following for review and approval prior to commencement of the work:

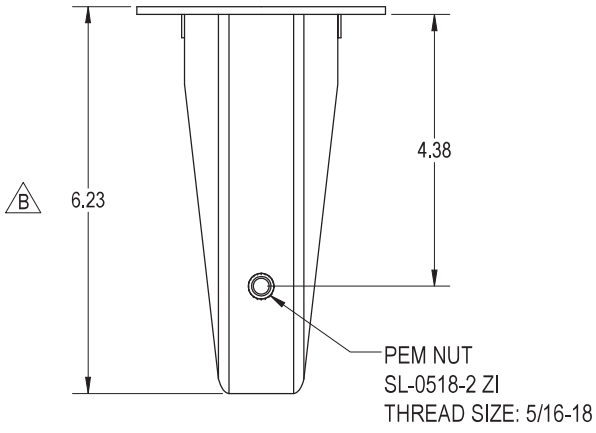
- Construction Schedule

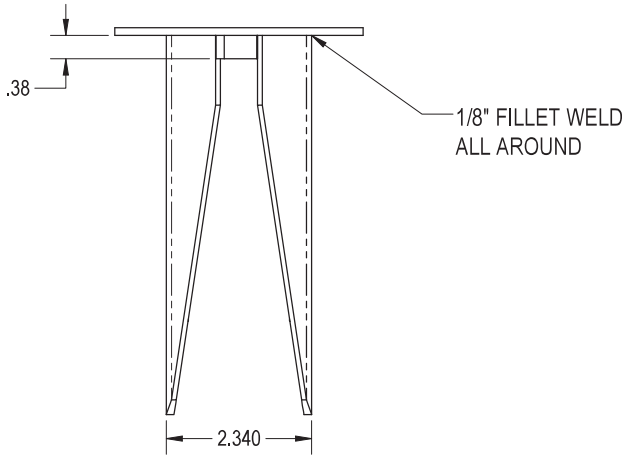
Attachments:

- Urban Solar PV Stop Series Installation Manual
- Urban Solar PV Stop+ Shop Drawings









NOTE:
MATERIAL: ALUMINUM, 5052-H32, 1/8"

REVISIONS			
REV.	DESCRIPTION	DATE	REVISED BY
A	INITIAL RELEASE	25/02/2025	-
B	OVERALL PART LENGTH REDUCED	07/07/2025	SB

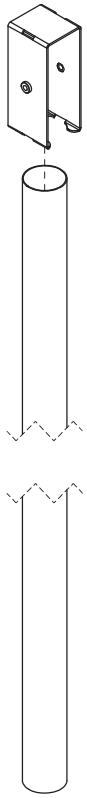
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FORM, WITHOUT THE WRITTEN PERMISSION OF
URBAN SOLAR

DIMS IN INCHES	DATE	TITLE:	PART NUMBER	REV	SHEET
	07/07/2025	OVERVIEW MOUNT, PVSTOP+, SDMTS	-	B	1/1

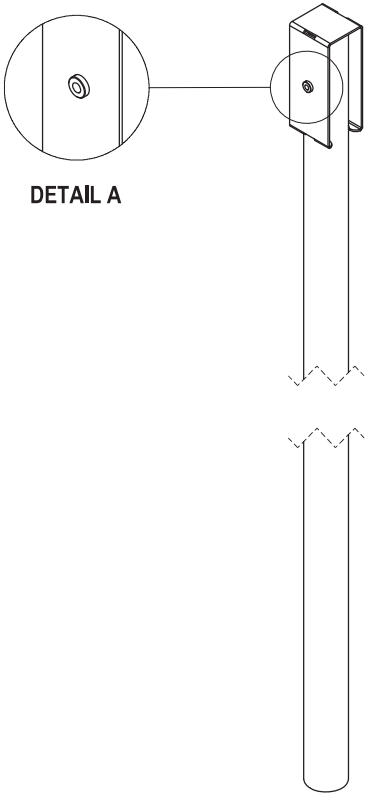
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REVISIONS			
REV.	DESCRIPTION	DATE	REVISED BY
A	INITIAL RELEASE	25/02/2025	-
B	OVERALL MOUNT LENGTH REDUCED	07/07/2025	SB

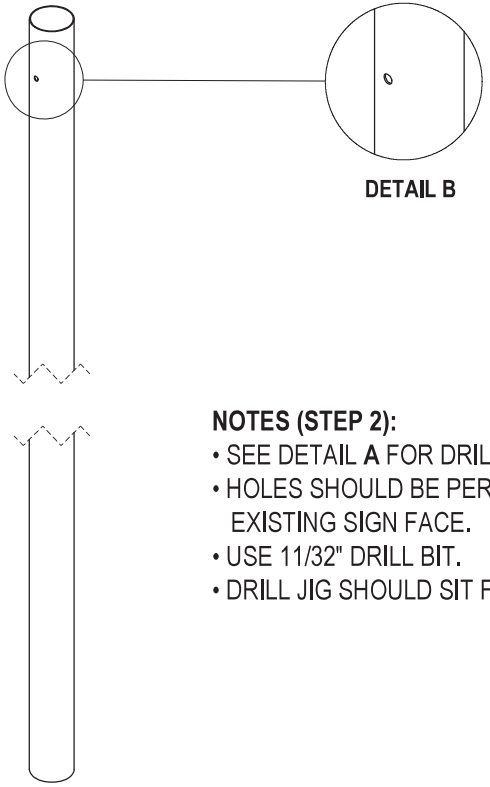
STEP 1: MOUNT DRILL JIG TO POST



STEP 2: DRILL TWO HOLES USING THE DRILL GUIDE BUSHING



DETAIL A



DETAIL B

NOTES (STEP 2):

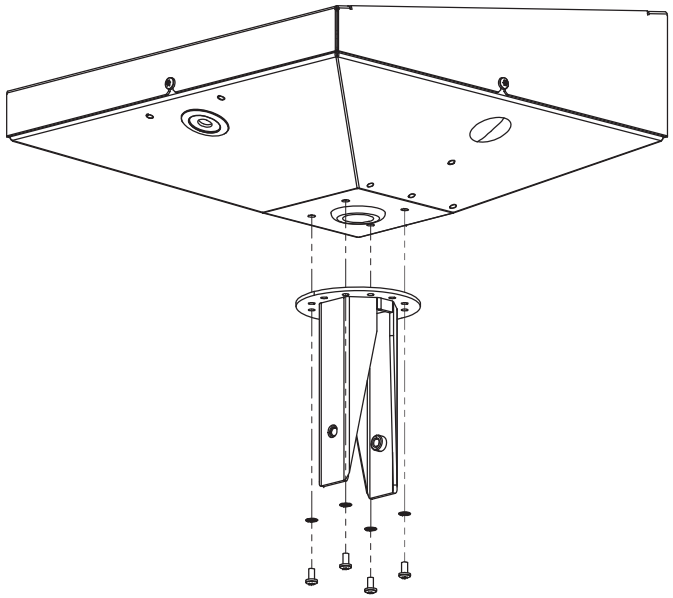
- SEE DETAIL **A** FOR DRILL GUIDE BUSHING.
- HOLES SHOULD BE PERPENDICULAR TO THE EXISTING SIGN FACE.
- USE 11/32" DRILL BIT.
- DRILL JIG SHOULD SIT FLUSH WITH THE TOP OF POST.

PROPRIETARY
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DIMS IN INCHES	DATE	TITLE:	PART NUMBER	REV	SHEET
	07/07/2025	INSTALLATION - MOUNT, PV STOP+, SDMTS	-	B	1/4

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STEP 3: SECURE PV STOP+ UNIT TO MOUNT USING PROVIDED SECURITY SCREWS



NOTES:

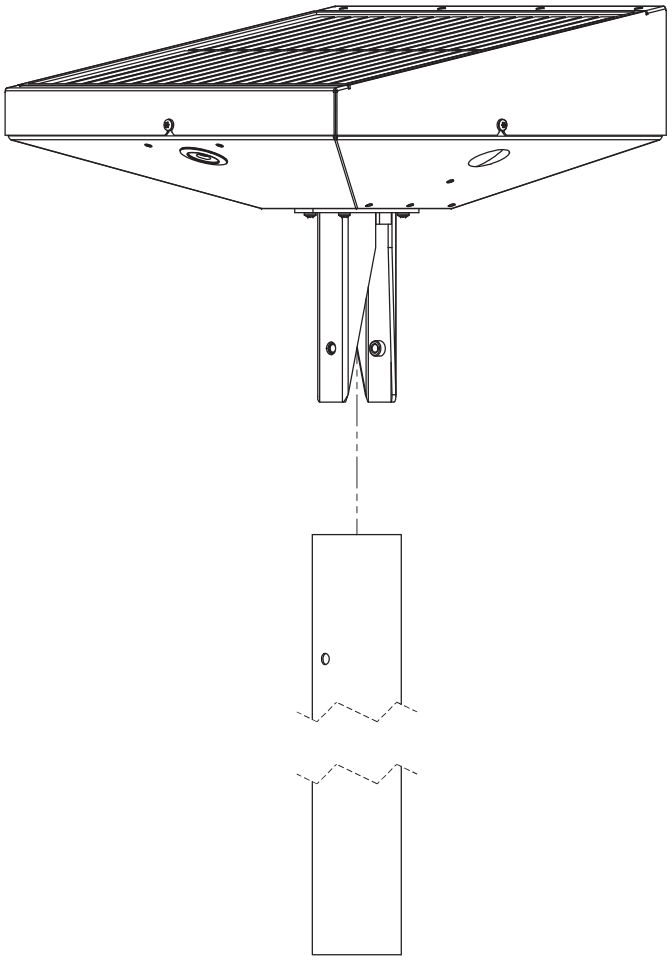
- USE (4) 10-32 X 3/8" SECURITY SCREWS.
- T25 TAMPER-RESISTANT TORX BIT REQUIRED.

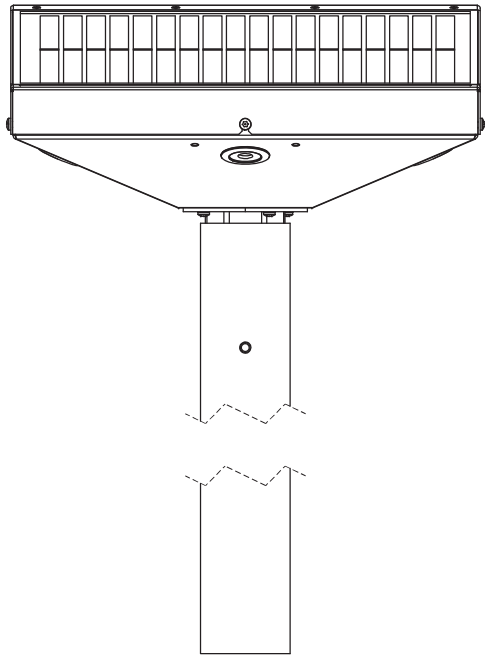
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DIMS IN INCHES	DATE	TITLE:	PART NUMBER	REV	SHEET
	07/07/2025	INSTALLATION - MOUNT, PV STOP+, SDMTS	-	B	2/4

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STEP 4: SLIDE THE PV STOP+ WITH MOUNT ONTO TOP OF POST





NOTES:

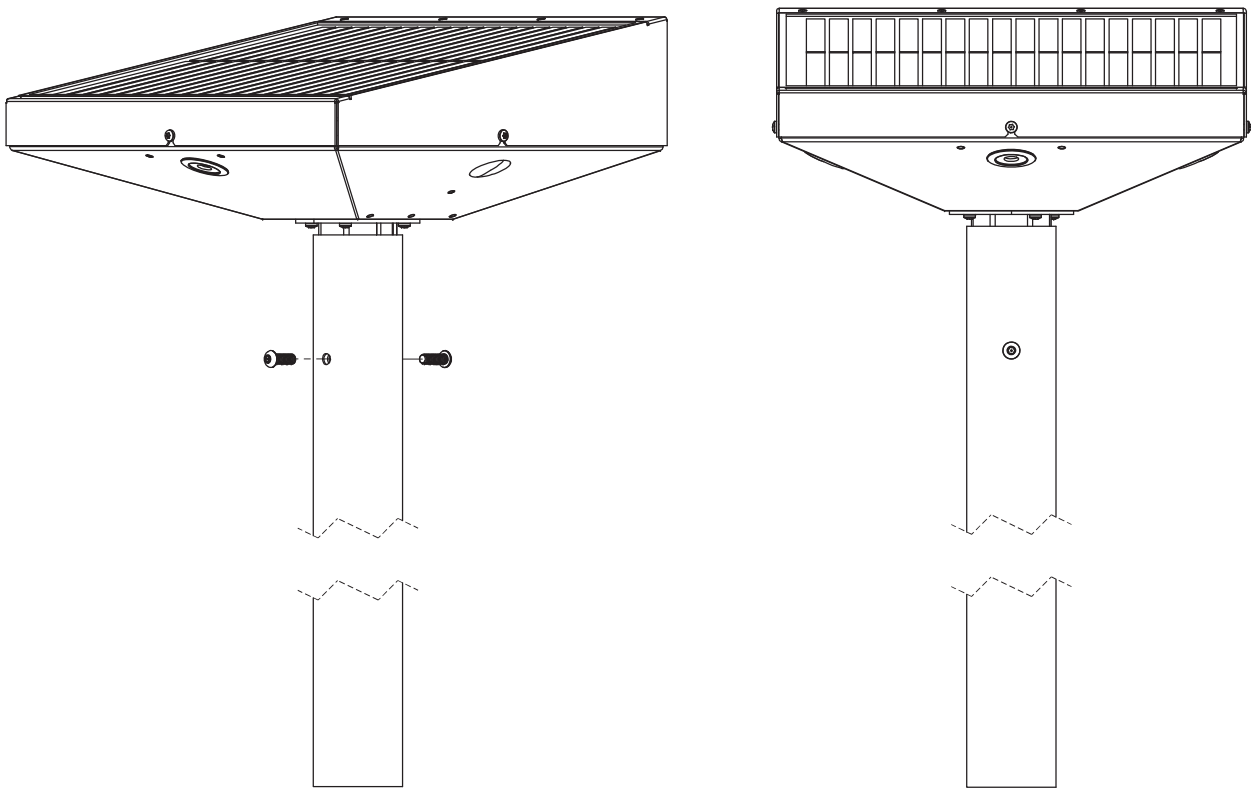
- ALIGN PV STOP+ MOUNT PEMS WITH HOLES FROM STEP 2.
- THE MOUNT WILL NOT SIT FLUSH WITH TOP OF POST.

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DIMS IN INCHES	DATE	TITLE:	PART NUMBER	REV	SHEET
	07/07/2025	INSTALLATION - MOUNT, PV STOP+, SDMTS	-	B	3/4

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STEP 5: SECURE PV STOP+ MOUNT TO POST USING PROVIDED SECURITY SCREWS



NOTES:
- USE (2) 5/16"-18 X 1" SECURITY SCREWS.
- T40 TAMPER-RESISTANT TORX BIT REQUIRED.

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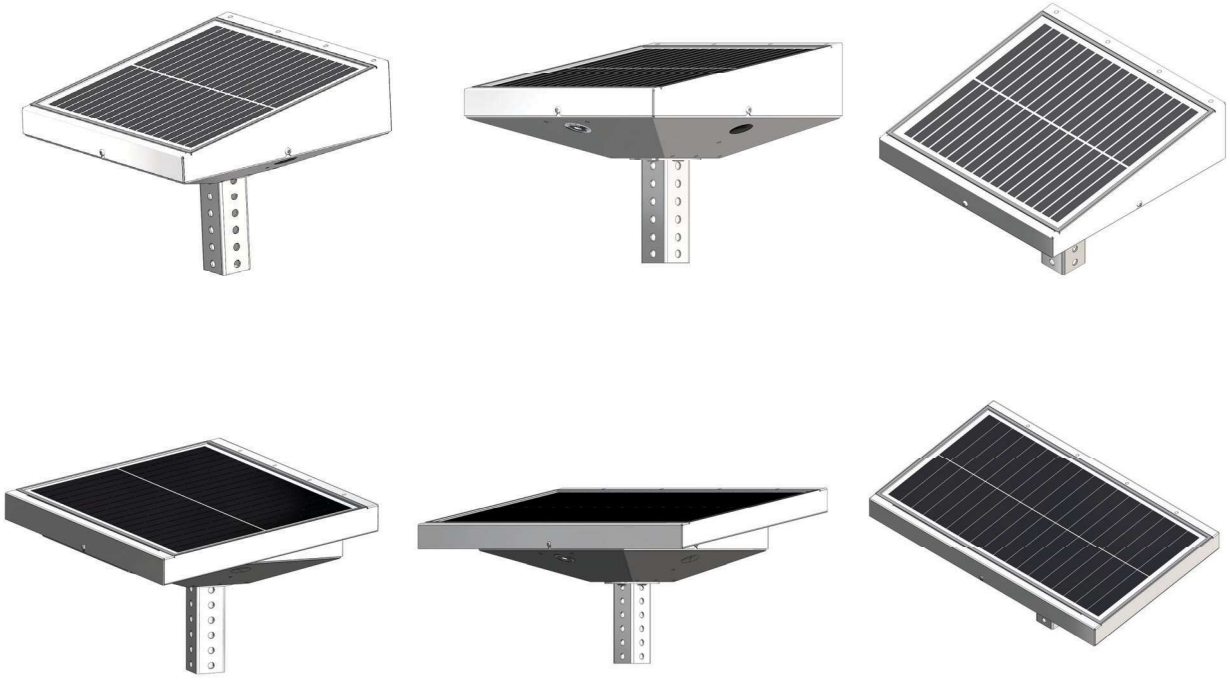
DIMS IN INCHES	DATE	TITLE:	PART NUMBER	REV	SHEET
	07/07/2025	INSTALLATION - MOUNT, PV STOP+, SDMTS	-	B	4/4

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urbansolar

PV Stop Series Installation Manual

Solar-Powered LED Lighting System
PV Stop+ and PV Stop MAX



c UL us
LISTED
E484659

Safety Information

Thoroughly read these instructions and familiarize yourself with the equipment before installing, operating, servicing, or maintaining it. The following message warns of potential hazards and offers instructions to avoid them.

This equipment should be installed, operated, serviced and maintained only by qualified personnel. A qualified person is one who has skills and knowledge related to the construction and operation of this equipment and its installation and has received safety training to recognize and avoid the hazards involved.

⚠ DANGER

HAZARD OF BURNS, EXPLOSION, FALLING OR FALLING EQUIPMENT

- Apply appropriate personal protective equipment (PPE) and follow all local worplace safety regulations.
- This equipment must only be installed by a qualified person.
- Remove all jewelry before working with or near batteries.
- Do not short circuit batteries.
- Do not alter factory wiring.
- Do not smoke while installing or servicing this product.
- Secure all tools from falling while working overhead.
- Install batteries only after securing this to product in its intended location.
- Replace all covers, doors, or access panels after installing or servicing this product.

Failure to follow these instructions will result in death or serious injury.

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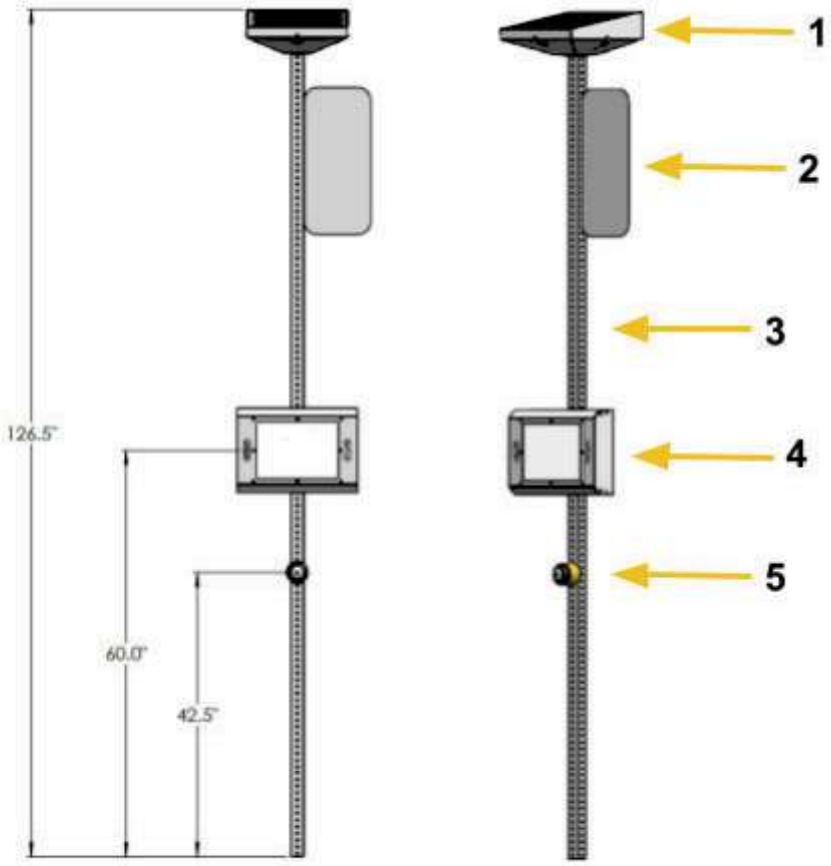
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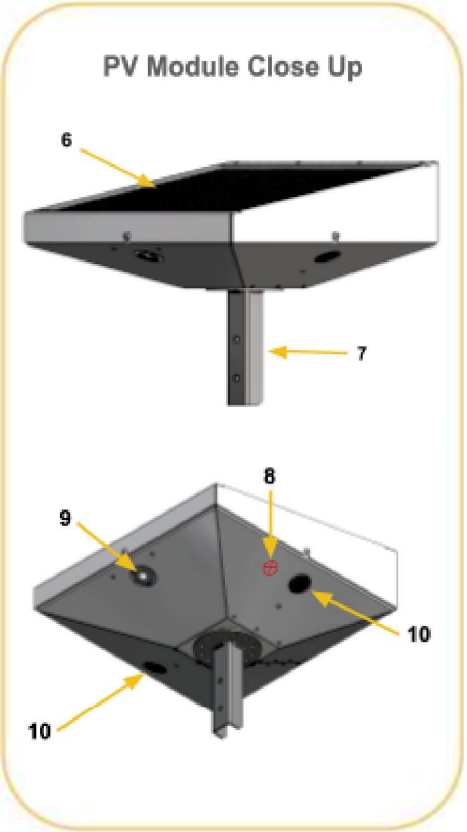
1. Introduction

The Urban Solar 20W PV Stop+ and 40W PV Stop MAX stand-alone solar powered LED lighting systems have been designed specifically to meet the requirements for lighting transit stops and waiting areas. The PV Stop+ and PV Stop MAX have been engineered to provide reliable bright white lighting, a pleasing aesthetic and a very simple installation procedure.

The PV Stop+ and PV Stop MAX use state of the art LED luminaires, batteries and solar panels, integrated with an intelligent, programmable energy control module (ECM). Electricity generated by the solar panels is regulated by the ECM, which controls the charging of the battery bank and switches on the power to the LEDs. The ECM can be factory programmed to provide variable calendar-based lighting profiles (based on time duration and intensity) to match the available solar insolation and user preferences.

2. System Overview



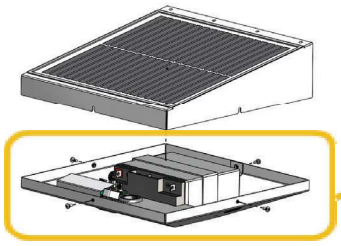


Key Components

1. PV Module
2. 10" X 22" Flag Example
3. Mounting Pole
4. E-Paper Display & Mounting Bracket (optional)
5. Push Button (Optional)
6. PV (Solar) Panel
7. PV Mounting Bracket
8. Self-Test Magnetic Switch
9. 5W Luminaire (LED)
10. 5W Luminaire Caps (could be swapped for LEDs)

3. Quick Start Guide

Step 1







Fuse Holder Cap

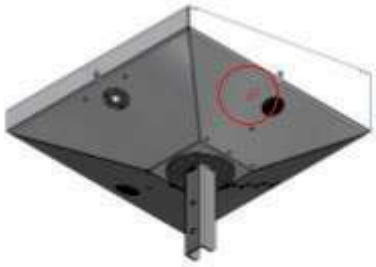
4A Fuse

Fuse Holder

Upon removing the PV Stop+ from its shipping box, several steps need to be completed to ensure proper functioning of the device.

1. Loosen the 4 bolts around the edge of the module and remove the solar panel cap.
2. Take the 4A fuse out of the fuse holder cap, insert the fuse blade-first into the fuse holder and close the fuse holder cap.
3. Reinstall the solar panel cap.

Step 2





Magnetic Switch Location

To ensure proper operation of the PV module, first cover the panel to simulate darkness (a jacket will do), then activate the self-test feature by swiping a magnet over the Reed switch (indicated by a blue or yellow sticker on the left side of the module).

If the lights give 3 fast flashes, then 4 to 6 slow flashes, continue to step 3.

If the lights give 3 fast flashes, then flash fewer than 4 times, note that your battery may be at a low state of charge. If the lights don't flash at all, ensure that the fuse is properly inserted. If the same result is achieved after checking the fuse, please call Urban Solar Tech Support (section 12).

4. Installation

Quick Start Guide (Section 3) must be followed prior to installation. The following sections should be completed in order unless otherwise specified.

4.1 Installation Kit Components

PV Stop+ Shipping box

1. PV Module x1
2. PV Module Mount Bracket x1
3. ¼”-20” Mounting Screws x2
4. Security Screws x4
5. X30 Security Hex Bit x1

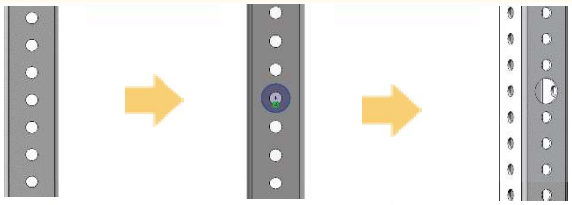
4.2 E-Paper Display (Optional)

If your unit comes with an e-paper display, follow the installation section of the e-paper manual at this point. If you are installing the PV Stop+ or PV Stop MAX with a push button and e-paper display, it will be necessary to run both the button and display wiring up the pole prior to mounting the PV Stop+ or PV Stop MAX unit on the pole (refer to section 4.3).

4.3 Push Button (Optional)

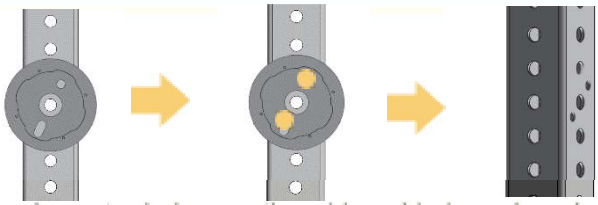
If your unit does not have a push button, then skip this section. If you are installing the PV Stop+ or PV Stop MAX with a push button and e-paper display, follow the installation section of the e-paper manual prior to installing the push button.

Step 1



Widen one of the pole holes at the intended height (suggested 42.5"), direction and position of the button using a ¾" drill bit.

Step 2



Position the cup's center hole over the widened hole and mark on the pole where you want the 2 mounting holes. Ensure that the screw holes will not overlap with any other holes.

Drill and tap these holes for ¼ - 20 coarse thread.

Step 3



Ring Connectors must be left hanging out of the pole at the button mount

Use fish tape to guide the harness end with a 2-pin Molex connector (where the other end is ring connectors) from the widened hole, up the inside of the pole, and out the top.

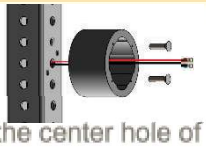
If including e-paper display, guide the e-paper harness through as described in e-paper manual.

Step 4

Leave Molex connector end hanging out of the top of the pole for use in later stages of the installation.

Step 5





Thread the wires ending in ring terminals through the center hole of the button cup.

Bolt the cup to the pole using the two larger screws, tighten to 50 in-lbs (snug + ½ turn).

Step 6

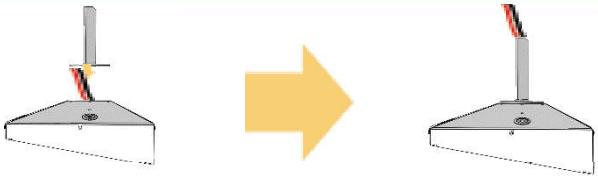


Attach the ring terminal wires to separate terminal screws on the back of the push button. Attach the red wire to the screw labeled COM and the black wire to the screw labeled NO.

Screw the push button onto the button cup with the rubber ring in between the 2 screws.

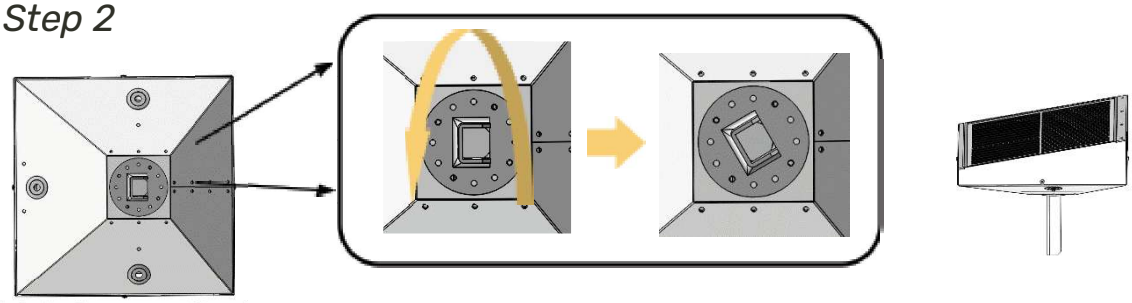
4.4 PV Module and Mounting Bracket

Step 1



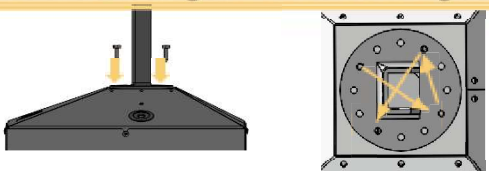
Carefully pull any wire harnesses through the mounting bracket hole as shown.

Step 2



Rotate the mounting bracket so that, when upright and on the pole, the luminaires will be pointing in the intended direction. Note that the holes on the mounting bracket allow it to be rotated against the base in 30° increments while still having four screw holes align with the holes in the PV module.

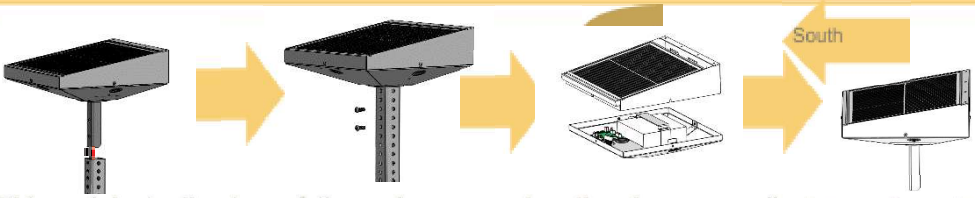
Step 3



Insert security screws in the four holes that are aligned with the PV module screw holes.

Use a cross pattern to get the screws snug, then continue in a cross pattern to tighten screws to at least 50 in-lbs. (snug plus a half-turn).

Step 4

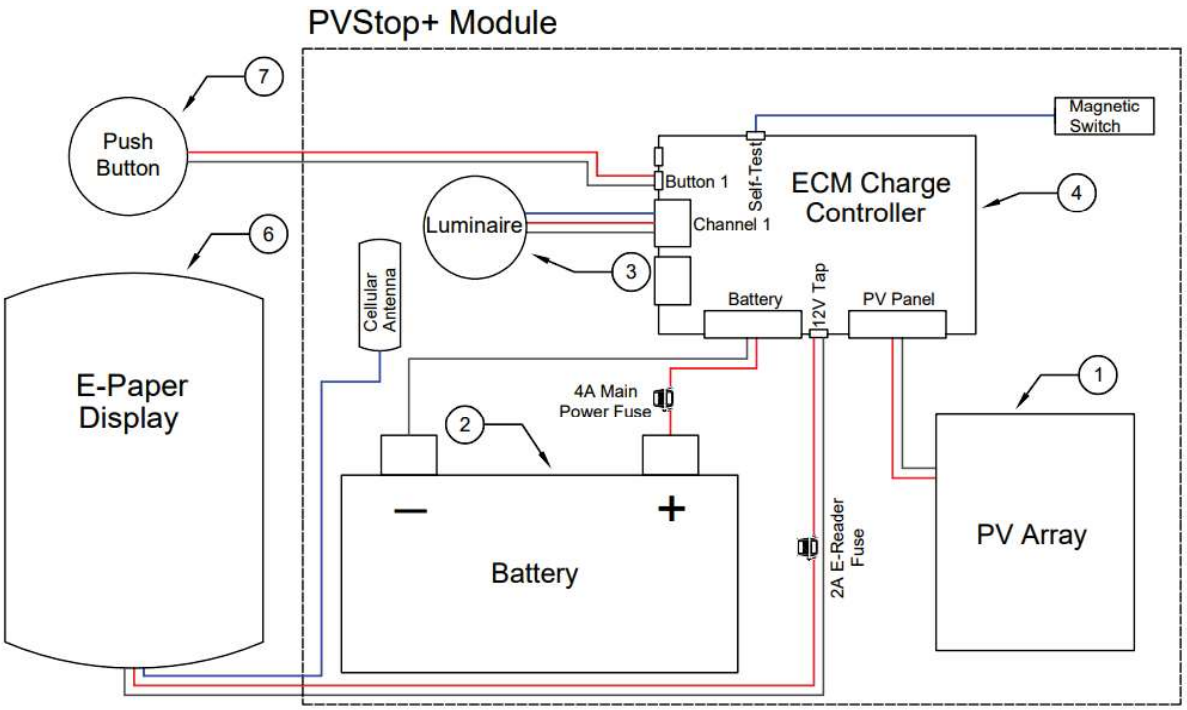


Bringing the PV module to the top of the pole, connect optional e-paper display and push button, making the labeled connections between the wiring harnesses and the pole-routed connectors from section 4.2 and/or 4.3 (pay attention to wire color and connection source).

Position the PV module on the pole (being careful not to pinch any wires), insert and tighten the connecting bolts.

By loosening the four bolts around the edges of the module, lift the solar panel and rotate it so that it faces due south (to the nearest 90°). If southern exposure is significantly obstructed by buildings or trees, then it should face due west/east.

5. Wiring Schematic and Key Components



1. **PV Array (Solar Panel) -** The PV Array consists of a single 20W or 40W solar module. The solar panel size allows sufficient solar charging to provide year-round, reliable lighting at any given geographical location.

2. **Batteries -** The PV Stop+ and PV Stop MAX contain a single 20Ah Lithium-Ion Battery pack or a single 18Ah AGM Sealed Lead Acid Battery (refer to your PO). The battery provides a minimum of 5 days' autonomy permitting operation for a minimum five days without any solar charging.

3. **LEDs -** The pure white light, state-of-the-art technology LEDs offer the highest efficiency and longest lifetime currently available. The LED lifetime is expected to exceed 10 years.

4. **ECM -** The energy control module (ECM) is the intelligence control center of the solar lighting system. In addition to regulating the operating profile, it controls battery charging and regulates the power to the LEDs. The ECM monitors system performance to ensure the batteries will not be damaged by overcharging and will temporarily turn off the LEDs if the battery voltage falls below the low voltage disconnect (LVD) setting.

5. **E-paper Display (Optional)** – e-paper displays offer a power efficient and effective method of displaying detailed Real Time Signage (RTS) information. Displays update in real time via a cellular connection and can come with optional illumination, interactive functions, or text-to-speech.

6. **Push Button (Optional) -** The PV Stop+ and PV Stop MAX may be ordered with an optional push button for "on-demand" operation. Typically, the LEDs will come on only after dark and for 5 minutes on each activation.

6. System Specifications

Component	Specification
Solar Array	12V, 20W/40W
Batteries	20Ah, 12.8V
Battery Chemistry	LiFePO4 (Sealed lead acid optional for cold climates)
Battery Autonomy	5+ nights
Luminaires	Up to 3, 5W each
Controller	Urban Solar ECM™ with real-time clock and low voltage disconnect
Weight	23 lbs.
I/O	Power with low voltage disconnect, battery state of health data via RS232/RS485
Lighting Profile	Fully customizable, optional push-button activation
Operating Range	-40 to 140 ºF (-40 to 60 ºC)
Chassis	Alum w/ Powder Coat Finish
Pole Dimensions	Round or square, 1.75" to 3" diameter
Push Button (Optional)	ADA compliant

7. Operating Profiles

7.1 Standard Operating Profile

The standard operating profile has the PV Stop+ and PV Stop MAX automatically turn on after dusk at full brightness and turning off at dawn – this is the dusk till dawn (D/D) profile. Additionally, the PV Stop+ and PV Stop MAX can also be pre-programmed with a custom calendar-based operating profile to maximize light performance. As an example, NASA insolation data might indicate that, at a specific location, D/D lighting in the months of May through September, then a shorter lighting duration and/or lower intensity from October through April (for example, dusk plus 6 hours/dawn minus 2 hours, at 75% intensity) will be the ideal profile.

7.2 Push Button Operating Profile

In this case, the ECM will be programmed to set the on-time duration for each button press, as well as a total on-time duration limit. LED on time is factory set (typically 5 minutes per button press). For example, the on-time per button activation might be 5 minutes, while the total available on-time duration is set for 4 hours to allow for no more than 48 user activations per night. This is a safety measure to preserve the batteries.

8. Data Logging and Retrieval

The ECM keeps a daily log of critical operating parameters including date, time, battery voltage, solar panel and LED Current. This data can be retrieved in the field to assess the PV Stop+ and PV Stop MAX performance. This gives engineering staff at Urban Solar the ability to continuously evaluate performance of the solar charging capabilities and compare real-time performance to the modeled simulations.

9. Testing

There are 2 main methods of testing the unit to ensure that it is operating properly:

1. Manual LED testing verifies that the ECM is configured properly and that the panel and LEDs are wired properly.
2. The self-test feature is used to check battery condition and LED wiring.

9.1 Manual LED Testing

To test light functionality, cover or disconnect the solar panel to simulate darkness, then:

- **For units with automatic (default) operation** the lights will come on and stay on after the battery fuse is connected, provided the solar panel is in darkness. If the unit is transitioned back to light, the LEDs will turn off.
- **For units equipped with push button(s)**, connect a push button harness then touch the push button leads together to verify the LEDs turn on for the expected duration (typically 2 to 5 minutes per button press). The lights should turn off when the unit is exposed to daylight.
- **If the above initialization and test sequence fails**, disconnect the negative (black) terminal of the battery, wait 10 seconds, then repeat the initialization sequence. If this fails, go to the troubleshooting section of this manual (section 10).

9.2 Self-Test Feature

The PV Stop+ and PV Stop MAX have a self-test feature that is activated by swiping a magnet over the reed switch located on the left-hand underside of the unit as shown. The units may be marked with a label showing where to swipe the magnet.



Magnetic Switch Location – Swipe a magnet here to activate the self-test feature.

When activated, the self-test will provide information on system health by flashing the LEDs in a predetermined sequence. On activation, the LEDs will flash three times quickly, pause, then flash 0 to 6 times slowly depending on the batteries' lowest state of charge in the last 24 hours.

Note: When first shipped, battery charge should be better than "moderate" and give 4,5, or 6 flashes. If charge gives 3 long flashes or fewer right out of the box, please contact Urban Solar tech support.

No. of Flashes	Li-ion Battery Voltage	Lead Acid Battery Voltage	Battery Condition	Possible Causes
6	≥13.3V	≥12.6V	Excellent	-
5	≥13.2V	≥12.4V	Good	-
4	≥13.1V	≥12.2V	Ok	-
3	≥13.0V	≥12.0V	Moderate	Deep discharge - perhaps a period of cloudiness preceded test
2	≥12.8V	≥11.91V	Poor	Nearing LVD - poor solar exposure, poor weather, or batteries nearing EOL
1	≥12.0V	≥11.90V	Very Poor	In Low Voltage Disconnect (LVD) - poor solar exposure/poor weather/EOL
0	<12.0V	<11.90V	Critical	Deep into LVD and not recovering, so likely batteries are EOL and need to be replaced or solar charge is severely lacking due to majority shading, blown fuse, or similar.

10. Troubleshooting

Recommended equipment for effective device troubleshooting:

- Voltmeter
- Torx security bit
- Magnet
- Material to cover panel (large jacket often works)

In the event the PV Stop+ fails to turn on after dark (or simulated darkness):

1. Check that the panel is completely dark. If there is a streetlight directly overhead this can sometimes provide enough light to simulate daytime. If you are using a cover to simulate darkness, ensure that the panel is completely covered and totally dark.
2. Attempt to activate self-test feature (section 3.2).

a. On activation, the LEDs will flash three times quickly, pause, and then flash slowly giving 0 to 6 flashes depending on the state of charge of the batteries. If the lights do not flash continue to step 3. Otherwise, wait for the unit to charge naturally over several sunny days.

3. Remove the top cap and measure the battery* voltage across the battery terminals:

a. If the battery voltage is <11.0V (lead acid, or <12.0V for Lithium-ion) contact Urban Solar tech support for assistance.

b. If the voltage is between 11.0V and 11.9V then the battery needs to be charged before the lights will activate. Charging will occur naturally in the field and the unit can be checked again after a few sunny days. Alternatively, a battery charger may be used – please consult with Urban Solar.

c. If the battery voltage is >11.9V the lights should activate.

4. Ensure the panel is in complete darkness. Disconnect the positive lead from the battery, wait 10 seconds, then reconnect the battery to reboot the ECM. If lights activate then the problem is solved.

If the above steps do not restore normal operation, contact Urban Solar for assistance.

Warning - Batteries

Be cautious when handling the battery pack. It is capable of generating hazardous short-circuit currents. Remove all jewelry (bracelets, metal-strap watches, rings) before attempting to handle or disassemble the battery pack. Contact Urban Solar if further instruction is required.

11. Maintenance

Although the system is designed to be maintenance free, the performance and reliability of the system can be optimized by cleaning the solar panels at least once per year, preferably in the fall. Use water and a soft sponge or cloth for cleaning. For lifetime estimates of components, please refer to your warranty agreement.

12. Contact and Re-Order Information

If you have any questions or comments, we would like to hear from you. Please visit our website (www.urbansolarcorp.com) or contact us.

For technical or installation support, please email techsupport@urbansolar.com or feel free to contact directly by phone at 503-356-5516 (USA) 778-430-5516 (Canada)

Urban Solar Head Office	Production Facility
2610 Rock Bay Avenue Victoria, British Columbia V8T 4R7 Canada	1880 SW Merlo Drive Beaverton, Oregon 97003 USA

Attachment B
Revised Bid Form

MTS BID FORM
ON-CALL ELECTRICAL REPAIR SERVICES
MTS DOC. NO. PWG383.0-24

LABOR RATES AND MARKUP - ON-CALL ELECTRICAL REPAIR SERVICES

Instructions: The purpose of this worksheet is to establish your firms annual rates and parts markup for the duration of any subsequent agreement. For Table I, Items 1-4, please enter the Unit Price for each Item for each year. For Items 6 & 8, please enter the mark up percentage (between 0-5%, rounding to the nearest hundreth) in the % Mark Up field for each year. The Totals are the sum of the Item Totals for Table I. Your firm's Grand Total bid is found on the Bid Form tab. The workbook contains formulas that automically calculate your pricing on the Bid Form sheet. However, please check your firm's final bid amount on the Bid Form tab.

Table I			Year 1	6/1/2024 - 5/31/2025		Year 2	6/1/2025 - 5/31/2026		Year 3	6/1/2026 - 5/31/2027
Item	Description	Estimated Quantity	Unit Price	Item Total	Estimated Quantity	Unit Price	Item Total	Estimated Quantity	Unit Price	Item Total
1	Journeyman Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	786	$95.00	$74,717.35	370	$97.50	$36,075.00	370	$99.50	$36,815.00
2	Apprentice Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	786	$86.98	$68,409.62	330	$86.98	$28,703.40	330	$86.98	$28,703.40
3	Journeyman Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	190	$148.01	$28,144.41	61	$153.01	$9,333.61	61	$157.01	$9,577.61
4	Apprentice Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	190	$143.93	$27,368.44	61	$143.93	$8,779.73	61	$143.93	$8,779.73
5	Materials Allowance		5.00%	$25,500.00		5.00%	$26,775.00		5.00%	$28,113.75
6	Maximum markup permitted on materials 5% (Bidders to choose between 0%-5%)			$1,275.00			$1,338.75			$1,405.69
7	Scissor Lift and/or Boom Truck Allowance		0.00%	$3,000.00			$3,150.00			$3,307.50
8	Maximum markup permitted on Scissor Lift 5% (Bidders to choose between 0%-5%)			$0.00			$0.00			$0.00
	Total			$228,414.82			$114,155.49			$116,702.68
	GRAND TOTAL - BASE AND OPTIONS (BASIS OF AWARD)		$342,294.91							
AMD 1	Contract Add for IAD Tripping Study	$ 50,000.00								
AMD 2	Contract Add for KMD	$ -								
AMD 3	Contract add for Beyer Bridge Lighting	$ 54,967.70								
AMD 4	Contract Add Copley Park, Multiple Trolley Locations, and Adds subcontractors									
AMD 5	Contract add for SELT Stop Light Installation	$ 12,010.38								
	GRAND TOTAL - Amendments 1-5		$459,272.99							

*Bidders must use these bid forms and provide the pricing for all the line items for the three (3) years. This will be the basis for award. Failure to do so may deem the bid nonresponsive

*Bidders are advised that the estimated quantities are approximations for bidding purposes only. MTS estimates this to be its usage but does not guarantee this quantity. The actual quantities may be more or less than estimated and will be dictated by MTS' actual needs.

*MTS is not responsible for finding, correcting, or seeking clarification regarding ambiguities or errors in the bid. Bidders accept responsibility for accuracy and presentation of the bid. If a discrepancy between the unit price and the extended/total exists, the unit price shall prevail.

Metropolitan Transit System

Amendment 6

March 19, 2026 MTS Doc No. PWG383.6-24

ON-CALL ELECTRICAL SERVICES

Advanced Railway Innovations, Inc.
Nicholas Bird
President
4892 Japatul Spur
Alpine, CA 91901

This shall serve as Amendment No.6 to the original agreement PWG383.0-24 as further described below.

SCOPE

Pursuant to the Scope of Work of the San Diego Metropolitan Transit System (MTS) Contractor shall complete the Operations Control Center (OCC) Uninterruptible Power Supply (UPS) unit replacements installation, per Attachment A. Work shall be completed within the not-to-exceed estimate (Attachment B) in accordance with the revised Bid Form (Attachment C).

SCHEDULE

There shall be no changes to the contract schedule as a result of this amendment.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $82,535.60. The total value of this contract including this amendment shall be in the amount of $541,808.59. 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 other copy for your records.

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Nicholas Bird, President
Advanced Railway Innovations, Inc.

Date: _____

DRAFT

Attachments A. Scope of Work
B. Contractor Estimate
C. Revised Bid Form

ATTACHMENT A

(Scope of Work)

SCOPE OF WORK

Installation Operations Control Center (OCC) Uninterruptible Power Supply (UPS) Units

Introduction
MTS provides public transportation across the region. Its network includes four Trolley lines that serve 10 cities and several unincorporated areas, helping thousands of people travel throughout San Diego County every day.

On January 1, heavy rain and flooding caused power outages throughout San Diego. These outages damaged important IT equipment at the MTS Operations Control Center, which oversees transit operations. MTS responded by starting an emergency process to replace and restore the needed IT systems.

Right now, the MTS data center relies on standard street power and lacks the required UPS units. Without UPS systems, MTS operations face a higher risk because these systems maintain power stability during outages or changes.

Because MTS is critical to the region and may be disrupted, it is urgent to restore a strong, reliable power system at the Operations Control Center.

Objective
Remove the existing UPS units and install two new UPS units and their associated battery banks to ensure continuous power for critical equipment.

Scope of Work
The selected vendor shall provide all services necessary, including:

A. Removal

- Remove the existing EATON UPS units and EATON UPS batteries.
- MTS to dispose of EASTON UPS units.

B. Site Preparation

- Inspect and confirm installation site conditions.

C. Equipment Installation

- Install two (2) APC Galaxy VS 40kW UPS 208V systems.
- Install two (2) APC Galaxy VS 40kW 3-Breaker Maintenance Bypass Cabinets.
- Install two (2) APC Galaxy VS Type 3 Classic Battery Cabinets.
- Coordinate with MTS to schedule a power shutdown window for safe installation.

- Position, mount, and securely anchor all UPS units and battery cabinets.
- Install all necessary electrical infrastructure, including dedicated circuit breakers, disconnects, and proper grounding/earthing of all frames and enclosures.
- Perform all required power wiring connections (input, bypass, and output to load panels) in accordance with all applicable codes and manufacturer guidelines.
- Connect internal and external battery banks, verifying correct polarity and secure connections.

Testing

- Perform initial power-up, functional testing, and verification of proper operation.
- Coordinate with MTS IT staff for final acceptance.

Deliverables

- Installation of all listed UPS equipment and supporting infrastructure.
- Initial power-up, testing, and operational verification.
- Coordination with MTS IT staff for system acceptance.

Schedule

- The vendor shall coordinate the installation and power-on day with the designated MTS staff to ensure all stakeholders are present and prepared.

Warranty and Support

- The vendor shall provide technical support contact information for installation-related issues and ensure availability during the commissioning phase.

Acceptance Criteria

- All equipment must be installed, tested, and fully operational.
- MTS IT staff must confirm and accept system functionality.

Location

12 South 13th St, San Diego, CA 92101, mechanical room

ATTACHMENT B

(Contractor Estimate)

1950 Cordell Ct #102 El Cajon, CA 92020 Phone: (619) 272 2570
Advanced Electrical Innovations Inc. EIN#85-0985122 C10#1078166

Date: 2/23/26

MTS building A

Estimate

Item	Description	Amount
1	UPS-A same location Normal time labor-$22,400.00 Night time labor-$4,511.68 Materials-conduit, fittings, gutter, wire, breakers, j boxes, splices, anchors-$7,456.12	$34,367.80
2	UPS-B same location Normal time labor-$22,400.00 Night time labor-$$4,511.68 Materials-conduit, fittings, gutter, wire, breakers, j boxes, splices, anchors-$8,056.12	$34,967.80
3	UPS-B move to elec room Normal time labor-$33,600.00 Night time labor-$4,511.68 Materials-conduit, fittings, gutter, wire, breakers, j boxes, splices, anchors-$10,656.12	$48,167.80
Total		

Advanced Electrical Innovations If you have any questions, please call Roddy or Nick

ATTACHMENT C

(Revised Bid Form)

MTS BID FORM
ON-CALL ELECTRICAL REPAIR SERVICES
MTS DOC. NO. PWG383.0-24

LABOR RATES AND MARKUP - ON-CALL ELECTRICAL REPAIR SERVICES

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2	Apprentice Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	786	$86.98	$68,409.62	633	$86.98	$55,058.34	330	$86.98	$28,703.40
3	Journeyman Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	190	$148.01	$28,144.41	91	$153.01	$13,923.91	61	$157.01	$9,577.61
4	Apprentice Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	190	$143.93	$27,368.44	91	$143.93	$13,097.63	61	$143.93	$8,779.73
5	Materials Allowance			$25,500.00			$43,660.67			$28,113.75
6	Maximum markup permitted on materials 5% (Bidders to choose between 0%-5%)		5.00%	$1,275.00		5.00%	$2,183.03		5.00%	$1,405.69
7	Scissor Lift and/or Boom Truck Allowance			$3,000.00			$3,150.00			$3,307.50
8	Maximum markup permitted on Scissor Lift 5% (Bidders to choose between 0%-5%)		0.00%	$0.00			$0.00			$0.00
	Total			$228,414.82			$196,691.08			$116,702.68
	GRAND TOTAL - BASE AND OPTIONS (BASIS OF AWARD)		**$342,294.91**							
AMD 1	**Contract Add for IAD Tripping Study**	**$**	**50,000.00**							
AMD 2	**Contract Add for KMD**	**$**	**-**							
AMD 3	**Contract add for Beyer Bridge Lighting**	**$**	**54,967.70**							
AMD 4	**Contract Add Copley Park, Multiple Trolley Locations, and Adds subcontractors**	**$**	**-**							
AMD 5	**Contract add for SELT Stop Light Installation**	**$**	**12,010.38**							
AMD 6	**Contact Add OCC UPS Installation**	**$**	**82,535.60**							
	GRAND TOTAL - Amendments 1-6		**$541,808.59**							

*Bidders must use these bid forms and provide the pricing for all the line items for the three (3) years. This will be the basis for award. Failure to do so may deem the bid nonresponsive

*Bidders are advised that the estimated quantities are approximations for bidding purposes only. MTS estimates this to be its usage but does not guarantee this quantity. The actual quantities may be more or less than estimated and will be dictated by MTS' actual needs.

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Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 3/12/26

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

SafeFleet On-Board Video Surveillance System Preventative Maintenance, Repairs and All Related Support Services – 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. 3 to MTS Doc. No. L1603.0-22 (Attachment A), with Seon Design USA Corporation ("Seon") in the amount of $15,374.80;

2) Ratify Amendment No. 5 to MTS Doc. No. L1603.0-22 (Attachment B), with Seon in the amount of $132,000.00; and

3) Execute Amendment No. 6 to MTS Doc. No. L1603.0-22 (in substantially the same format as Attachment C), with Seon to extend the agreement to April 30, 2027 and add funding for the ongoing repair and maintenance demands in the amount of $410,000.00.

Budget Impact

The total cost of Amendment No. 6 (MTS Doc. No. L1603.6-22) is estimated to be $410,000.00, and the total contract value is estimated to be $1,230,655.29 (inclusive of this amendment). This project will be funded by the LRV Maintenance Operations Budget account 350016-571250.

DISCUSSION:

Today's proposed action relates to MTS's contract for repair, maintenance, and replacement of cameras and related equipment that is part of the on-board video surveillance system that is installed on MTS Light Rail Vehicles (LRVs). The system helps MTS monitor and investigate incidents occurring on the Trolley system and is a integral part of MTS's program to keep MTS passengers, employees, and property safe and secure. To ensure the system remains continuously operational and to help identify potential systemic problems, MTS contracts with a vendor to provide routine preventative maintenance, repairs, and related support services.

In 2011, MTS conducted a competitive procurement for an on-board video surveillance system to be installed on MTS' LRVs. On February 17, 2011 (Agenda Item (AI) 31), a contract was

awarded to UTC Fire & Security (UTC) for the installation of their proprietary MobileView system on MTS's then fleet of 128 LRVs and 2 vintage Presidential Conference Cars. On January 14, 2016 (AI 9), after a competitive procurement, UTC was awarded a three-year post-warranty maintenance and support contract related to the MobileView system. In November 2017, UTC sold the MobileView product line to Seon, assigning the MTS-UTC maintenance contract to Seon in that transaction. Since that time, the LRV fleet has expanded to 169 LRVs and 2 vintage streetcars.

Seon rebranded MobileView as part of its Safe Fleet Transit Bus and Rail division product line. It is a proprietary product owned by Seon. Seon is the only provider of preventative maintenance, emergency services, new installations, and upgrades for the Safe Fleet/ MobileView system. Therefore, on April 14, 2022 (AI 8), the MTS Board approved a sole source contract with Seon (MTS Doc. No. L1603.0-22) for $434,735.49 to provide preventative maintenance and related support services related to the Trolley's Safe Fleet on-board video surveillance system until April 30, 2026.

The contract initially assumed maintenance, repair, and replacement costs would average between $102,000 and $115,000 per year over the four year contract. However, over the last two years of the contract, the actual maintenance needs and failure rates of the cameras increased beyond what was originally forecast.

The monthly costs averaged $8,242 per month in Year 1 ($99K per year); $10,255 per month in Year 2 ($123K per year); $14,187 per month in Year 3 ($170K per year); and are averaging $21,756 per month in Year 4 ($261K per year). This increase in costs is due to the following factors:

System Age and Component Obsolescence – Much of the surveillance equipment hardware currently installed is beyond its expected lifecycle. Many of the cameras were installed between 2012 and 2014 as part of the initial 2011 contract award and on-board video surveillance system project. MTS staff has since determined that the expected life of a video system is 5 to 7 years. Because many of our cameras are 12 to 14 years old, service requirements, including component replacements and corrective maintenance, have increased substantially over the past two contract years. Some parts are no longer supported by manufacturers, requiring additional labor and procurement efforts to maintain system operability.

Fleet Expansion – The agency has added new light rail vehicles into revenue service during this contract period. Each new vehicle requires integration and support of surveillance systems, increasing the overall maintenance workload under the existing contract.

Increased Service Demands – In order to maintain high levels of reliability, safety, and compliance with security standards, additional preventative and corrective maintenance services have been necessary beyond what was originally projected at the start of the contract.

Trolley and Information Technology staff is working to evaluate the best method to replace the obsolete cameras and upgrade the Trolley onboard video surveillance system, including preparing a request for proposals for new systems and drafting a transition plan for any system change over. Funding is also being sought for such a project. Until that process is complete, MTS must maintain operational continuity and repair or replace any malfunctioning cameras as soon as practicable after the failure is identified.

In addition to ratifying prior amendments to the Seon contract, today's proposed action would extend the contract with Seon to April 30, 2027, and provide an additional $410,000 in funding

to fund pending and anticipated invoices for Year 4 and provide sufficient funding for Extension Year 5 at an anticipated rate of $25K per month. Since this is an as-needed repair contract, if the repair capacity is not needed, the funds will not be spent.

The following is a summary of the Seon contract amendments:

Amendment 1

On February 20, 2024, the MTS CEO, pursuant to the MTS Board authorization on April 14, 2022 (AI 8), approved Amendment No. 1 (L1603.1-22), in the amount of $226,604.24, to exercise both Option Years extending the contract termination date to April 30, 2026. The new contract total was $434,735.49.

Amendment 2

On March 14, 2024 (AI 9), the MTS Board approved Amendment No. 2 (L1603.2-22) in the amount of $238,545.00 for equipping twenty (20) newly purchased LRVs with the OBVSS systems. To ensure the new LRVs had OBVSS systems installed upon delivery, MTS completed state-required safety certification testing, commissioning, and maintain project schedules. The new contract total was $673,280.49.

Amendment 3

On February 10, 2025, the CEO approved Amendment No. 3 (L1603.3-22), in the amount of $15,374.80 to cover taxes and expedited shipping of the cameras that were inadvertently missed in Amendment No. 2. The new contract total was $688,655.29. Today's proposed action would ratify Amendment 3.

Amendment 4

On July 2, 2025, the CEO approved Amendment No. 4 (L1603.4-22), that added revised federal clauses for prompt progress payments and retention.

Amendment 5

On November 12, 2025, the CEO approved Amendment No. 5 (L1603.5-22), in the amount of $132,000, adding funding capacity to contract Year 4. The new contract total was $820,655.29. Today's proposed action would ratify Amendment 5.

Amendment 6

The final part of today's proposed action would approve Amendment No. 6 (L1603.6-22), in the amount of $410,000, extending the contract to April 30, 2027 and providing additional funding for the ongoing repair and maintenance demands. The new total contract value would be $1,230,655.29. Today's proposed action would approve Amendment 6.

Therefore, staff recommends that the MTS Board of Directors:

1) Ratify Amendment No. 3 to MTS Doc. No. L1603.0-22 (Attachment A), with Seon, to add funds for sales tax that were inadvertently not included in Amendment No. 2 and to add

funds to the agreement for the expedited shipping of twenty cameras required for the last five LRVs in the amount of $15,374.80;

2) Ratify Amendment No. 5 to MTS Doc. No. L1603.0-22 (Attachment B), with Seon, to add funds to the agreement for the elevated maintenance demands associated with component obsolescence and fleet expansion in the amount of $132,000.00; and

3) Execute Amendment No. 6 to MTS Doc. No. L1603.0-22 (in substantially the same format as Attachment C), with Seon to extend the agreement to April 30, 2027 and add funding for the ongoing repair and maintenance demands in the amount of $410,000.00

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Executed Amendment No. 3 (L1603.3-22)
B. Executed Amendment No. 5 (L1603.5-22)
C. Draft Amendment No. 6 (L1603.6-22)

Metropolitan Transit System

Amendment 3

February 4, 2025 MTS Doc No. L1603.3-22

TROLLEY ON-BOARD VIDEO SURVEILLANCE SYSTEM (OBVSS) PREVENTATIVE MAINTENANCE, REPAIRS AND ALL RELATED SUPPORT SERVICES

Seon Design USA Corporation
Mike Hagen
Sr. Vice President
1313 East Maple St., Ste 231
Bellingham WA, 98225

This shall serve as Amendment No.3 to the original agreement L1603.0-22 as further described below.

SCOPE

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

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not to exceed $15,374.80, as illustrated below.

Description	Amount	Taxes (7.75%)	Extended Total
AM 2: NH16 DVR & Cameras Total (Note: taxes were inadvertently missed)	$192,320.00	$14,904.80 *	$207,224.80
Expedited Shipping on the 20 last cameras	$470.00	N/A	$470.00 *
		Amendment 3 Total	**$15,374.80**

** items that are needed to fulfill this order.*

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 total value of this contract including this amendment shall be in the amount of $688,655.29 ($673,280.49 current contract plus $15,374.80 for Amendment 3). This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Mike Hagen, Sr. Vice President
Seon Design USA Corporation

Date: February 24, 2025

Metropolitan Transit System

Amendment 5

October 31, 2025 MTS Doc No. L1603.5-22

ADD FUNDS

Seon Design USA Corporation
Mike Hagen
Sr. Vice President
1313 East Maple St., Ste 231
Bellingham WA, 98225

This shall serve as Amendment No.5 to the original agreement L1603.0-22 as further described below.

SCOPE

There are no changes to the Scope of Work for this agreement.

SCHEDULE

There are no changes to the provision of this agreement schedule.

PAYMENT

This contract amendment shall add funding capacity for the last contract Year 4 and authorize additional costs not to exceed $132,000.00.

The total value of this contract, including this amendment, shall be in the amount of $820,655.29 ($*688,655.29 current contract plus $132,000.00* for Amendment 5). This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Mike Hagen, Sr. Vice President
Seon Design USA Corporation

Date: 11-12-2025

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

Metropolitan Transit System

Amendment 6

March 19, 2026 MTS Doc No. L1603.6-22

TROLLEY ON-BOARD VIDEO SURVEILLANCE SYSTEM (OBVSS) PREVENTATIVE MAINTENANCE, REPAIRS AND ALL RELATED SUPPORT SERVICES

Seon Design USA Corporation
Scott Greenwald
Sr. Vice President
1313 East Maple St., Ste 231
Bellingham WA, 98225

This shall serve as Amendment No.6 to the original agreement L1603.0-22 as further described below.

SCOPE

There are no changes to the Scope of Work for this agreement.

SCHEDULE

The agreement term is extended to April 30, 2027.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $410,000.00.

The total value of this contract, including this amendment, shall be in the amount of $1,230,655.29 ($*820,655.29 current contract plus $410,000.00* for Amendment 6). This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Scott Greenwald, Sr. Vice President
Seon Design USA Corporation

Date: _____

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