Board of Directors Agenda

March 19, 2026

Click link to access the meeting:

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

Zoom Meeting ID

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Webinar Features:

Raise Hand	▶	Use the **raise hand** feature every time you wish to make a public comment.
CC	▶	Participants can enable **closed captioning** by clicking the CC icon. You may also view the full transcript and change the font size by clicking 'subtitle settings'. These features are not available via phone.
	▶	This symbol shows you are **muted**, click this icon to unmute your microphone.
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1. If you are joining the meeting audio by phone and viewing the meeting on a device, dial the number provided in the 'join audio' phone call tab of the initial pop-up, and enter the Meeting ID (found in the link).
2. If you are joining by phone only, dial: **+1-669-900-9128** or **+1-253-215-8782** and type the meeting ID found in the link, press #. You will have access to the meeting audio, **but will NOT be able to view the PowerPoint presentations.**

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

Public Comments Made Via Zoom

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

Public Comments Made by Phone Only

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

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

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

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

Instructions for providing in-person public comments:

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

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

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

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

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

Agenda de la Junta de Directores

March 19, 2026

Haga clic en el enlace para acceder a la reunión:

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

ID de la reunión en Zoom

Formas de Participar

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

Funciones del Seminario En Línea:

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

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

Descarga en el App Store

Obténla en Google Play

Teléfono:

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

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

Comentarios Públicos a Través de Zoom

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

Comentarios Públicos Realizados Únicamente por Teléfono

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

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

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

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

Instrucciones para brindar comentarios públicos en persona:

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

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

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

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

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

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
CONSENT ITEMS		Informational
4.	**CEO Report**	Informational
5.	**Investment Report – Quarter Ending December 31, 2025**	Approve
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.	

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

Action would 1) Authorize the Chief Executive Officer (CEO) to purchase a liability insurance program, effective March 31, 2026, that results in a not to exceed premium amount of $4,495,020 (including the State of California surplus lines taxes and fees) based on the coverage structure of $75 million inclusive of a $7.5 million Self Insured Retention (SIR) on Bus and Rail Operations, and a $5 million SIR on Public Officials' Errors and Omissions, and Employment Practices Liability. 2) Approve a two-year rate commitment from Safety National for MTS Excess Workers' Compensation Insurance program, excess of a $1 million SIR effective March 31, 2026, for a first-year premium deposit of $223,803, and a two-year total of approximately $447,606.

12. **Property Insurance Renewal** — Approve

Action would 1) Renew the property insurance coverage for the MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the Public Risk Innovation, Solutions, and Management (PRISM) Property Insurance Program, effective March 31, 2026 through March 31, 2027, with various coverage deductibles of $50,000 (real property, personal property and business interruption), $100,000 (bus fleet), $250,000 (light rail fleet), and a $3,000,000 sublimit on each occurrence subject to a $500,000 deductible for unscheduled infrastructure, for a total not to exceed premium of $5,215,600; and 2) Purchase stand-alone Engineered Risk Property insurance coverage for the Mid-Coast bridges with Chubb, effective March 31, 2026, through March 31, 2027, with a $100,000,000 per occurrence property damage sub-limit and a coverage deductible of $1,000,000, for a total not to exceed premium of $301,762.

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.

14. **SafeFleet On-Board Video Surveillance System Preventative Maintenance, Repairs and All Related Support Services – Contract Amendment** Approve

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.

15. **Senate Bill (SB) 125 Allocation Package Revision (Mike Thompson)**

Action would approve revised SB 125 Allocation Package. Approve

DISCUSSION ITEMS

16. **Fiscal Year (FY) 2026 Operating Budget Midyear Amendment (Gordon Meyer)** Approve

Action would 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.

17. **Fiscal Year (FY) 2027 Capital Improvement Program (CIP) (Mike Thompson)** Approve

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

18. Comprehensive Operational Analysis (COA) Update (Brent Boyd) — Informational

19. Public Hearing: Route 110 Discontinuation (Brent Boyd) — Approve
Action would 1) Receive public testimony; and 2) Approve the discontinuation of Route 110.

20. Fare Change Study Update (Mark Olson and Israel Maldonado) — Informational

CLOSED SESSION

21. Public Comment for Closed Session

22. Closed Session – Conference with Legal Counsel — Anticipated Litigation Pursuant to California Government Code Section 54956.9(d)(2) — Possible Action
Claim: Nicholas Sudi (MTS Claim No. TS-01-1804-25)

23. Closed Session – Conference with Legal Counsel – Existing Litigation Pursuant to California Government Code Section 54956.9(d)(1) — Possible Action
Edmundson v. San Diego Metropolitan Transit System, et al.
SDSC Case No. 37-2023-00036827-CU-PA-CTL (Dept C-67, Hon. Michael T. Smyth)

OTHER ITEMS

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

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

From: Christie Wolters
To: Lucia Mansour
Subject: Public Comment on Waymo block
Date: Wednesday, February 18, 2026 9:21:27 PM

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

Hello,

I'm a citizen of San Diego living in Mira Mesa, and I just wanted to provide a public comment after reading that the MTS board voted to oppose driverless taxi services in San Diego.

I have driven for Uber before, and I am currently a frequent passenger. Uber & Lyft services should not be in San Diego, due to the terrible ethics of the company and lack of accountability for health and safety. Uber takes 1/3 of the profits they charge to their passengers and only 2/3 go to the driver. That is exorbitant for hired independent contractors. I also do not feel safe in the majority of the vehicles I've taken with several bad experiences never addressed by the company.

Transportation in the city should be done by the many full-time taxi services I've seen parked at the Old Town transit station. They are background checked & licensed.

I also DO approve of driverless taxi services in the city of San Diego for neighborhoods those professional taxi services do not reach. I live in Mira Mesa with family in La Jolla. The last bus home for me is 7:30pm. If I want to spend time with my friends, I need to call an Uber or Lyft and take that freaky ride. I would rather, any day of the week, to have a driverless taxi pick me up. Especially through residential areas near Qualcomm with less access to public transportation. (As opposed to congested high-pedestrian areas like downtown, North Park, Hillcrest.)

I hope you will not oppose Waymo coming to my part of town, because since ride-sharing programs like GetAround or Car2Go have pulled out, I have been left option-less for affordable ride sharing programs.

Thank you.

WRITTEN PUBLIC COMMENT

PUBLIC COMMENT
AI 02, 03/19/2026

United Taxi Workers of San Diego
7036 El Cajon Blvd, San Diego, CA 92115
Established Dec 18th, 2009
"Dedicated to driver's rights and equality in the taxi industry"

March 10, 2026

Sharon Cooney, CEO, MTS &
MTS Board of Directors
1255 Imperial Ave, 10th Floor
San Diego, CA 92101

Subject: Proposed new "drop-off" fees for taxis and San Diego Airport in July 2026

Dear Ms. Cooney and Board Members:

On Friday, February 27th the MTS Taxi Advisory Committee got a report from Airport staff about their plans to change their fees for all its various commercial transit providers, including a new "drop-off" fee for taxicabs. UTWSD staff have reviewed the Airport's proposal for the new "drop-off" fees and find it unacceptable for our taxi industry. We believe you should also.

1) The Airport's proposal refers to making fees more "equitable" among all the providers. It is true that TNCs (Uber, Lyft, etc.) are currently charged a "drop off" fee but this fee does not show up on the passengers' billing and can be absorbed at any level by these large tech companies. If taxis were charged "drop off" fees they would have to display those charges on their taxicabs for passengers to know just as they do for the current Airport pick-up fee. How is this fair or "equitable" for taxi drivers who are mostly disadvantaged small businesses working long hours just to get by? It is not.

2) The Airport's proposal refers to "prevailing market standards" to justify this new drop-off fee for taxicabs. However, its sample of 5 California airports shows only 1 where "drop-off" fees have been imposed for taxis (John Wayne). This is no "market standard"-it is an abstraction looking for a reason to increase these fees. Each Airport has its budget and transportation services to base its fees. Why does our Airport need these new fees?

3) MTS Ordinance 11 requires taxi drivers to "not refuse service based on trip destination", which includes the Airport. But less than 60% of taxis choose to have Airport Ground Transportation permits. Therefore, the Airport's proposal to have taxicabs pay "drop-off" fees starting on July 1, 2026, is not feasible for those taxi drivers without Airport permits. Nor is it feasible for MTS to solve this problem by July 1, 2026 – only 3 plus months from now.

United Taxi Workers of San Diego
7036 El Cajon Blvd, San Diego, CA 92115
Established Dec 18th, 2009
"Dedicated to driver's rights and equality in the taxi industry"

Therefore, we will ask the Airport Board to either rescind this proposed "drop-off" fee scheduled for taxicabs starting July 2026 or at least delay its implementation for one year. We encourage the MTS Board to consider recommending the same to the Airport Board.

Sincerely,

Mikaiil Hussein,
President & CEO

Cc: UTWSD Board
Sean Elo, TAC Chair
Leonardo Fewell, Vehicle For Hire Manager
Chris Wilson, UDW/AFSCME Local 3930

MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BOARD OF DIRECTORS

February 12, 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 Board meeting to order at 9:04 a.m. A roll call sheet listing Board member attendance is attached as Attachment A.

2. Public Comment

Loree St. Germain – provided a verbal statement to the Board during the meeting. Loree stated that she had submitted a letter regarding two MTS-related incidents and described difficulty delivering it in person and by fax before providing it to the clerk for the record. She stated the letter detailing two MTS incidents, including a bus passing her stop and a driver refusing to let her board at 12th and Imperial. She reported that during the second incident, a homeless individual attempted to take her belongings, and the bus driver left the scene. She also expressed concerns about poor communication and lack of response to her prior complaints.

Miguel Aguirre – provided a verbal statement to the Board during the meeting. Miguel stated that he was the managing partner for Grand Central West, owner of the McDonald's building at the Trolley Station. He explained that he was following up on prior communication regarding the Station. He invited MTS Board Members and the CEO to visit the site and stated that issuing an RFP would attract significant investment, noting stakeholder interest and upcoming major events as opportunities for improvement.

Dale McEnany – provided a verbal statement to the Board during the meeting. Dale stated that as a daily rider and transit advocate, he had received consistent feedback that the Trolley's smell negatively affected perceptions of cleanliness. He suggested that improving odor would be a cost effective way to enhance rider experience and address concerns tied to a proposed fare increase, noting that cleanliness had scored low in a recent MTS survey.

Blair Beekman – provided a verbal statement to the Board during the meeting. Blair stated that he had been a San Diego resident for over three years and a regular bus rider, expressing appreciation for Route 3 and its frequent service. He acknowledged ongoing discussions about potential fare increases and funding challenges and encouraged the Board to pursue more creative, forward thinking solutions rather than relying primarily on fare hikes and service reductions. He also raised concerns about Trolley conditions at night, stating that while he supported cleanliness and sanitation efforts, he believed the vehicles were being kept uncomfortably cold and requested that temperatures be moderated.

CONSENT ITEMS:

3. Approval of Minutes

Action would approve the January 15, 2026 Board of Directors meeting minutes.

4. CEO Report

DRAFT

5. Rio Vista Platform Design Phase II – Approval and Adoption of Mitigated Negative Declaration (MND) and a Mitigation Monitoring and Reporting Program, Approval of Project, and Authorization of Engineering and Design Support Work Order

Action would 1) Adopt Resolution No. 26-02, Approving and Adopting a MND and a Mitigation Monitoring and Reporting Program, under the California Environmental Quality Act (CEQA) for the Rio Vista Platform Design Phase II Project and Approving the Project; 2) Ratify Work Order Amendment No. WOA353-AE-09.01, under MTS Document No. PWL353.0-22 with Dokken Engineering (Dokken), in the amount of $141,335.96, for the development of environmental documents required for construction, and development of 90% construction plans, specifications, and estimates; and 3) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA353-AE-09.02, under MTS Document No. PWL353.0-22 with Dokken, in the amount of $148,689.69, for implementation and additional engineering and Design Support During Construction (DSDC) services and related right-of-way support for the Rio Vista Platform Design Phase II Project.

6. Interior Bus Cleaning Services – Sole Source Contract Award

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. B0788.0-26, with the ARC of San Diego (ARC), for deep cleaning the interiors of San Diego Transit Corporation (SDTC) buses for a five (5) year base period with two (2) 1-year options for a total of seven (7) years in the amount of $3,710,143.68; and 2) Exercise each option year at the CEO's discretion.

7. Purchase of Water - Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3131.0-26, with MJ Service Industries LLC, for the purchase of water for five (5) years in the amount of $417,446.92 (including 7.75 % CA Sales Tax).

8. Printing Timetables – Contract Amendment

Action would 1) Ratify MTS Doc. No. G2686.1-23, with Neyenesch Printers, Inc. (Neyenesch), in the amount of $85,805.64; 2) Ratify MTS Doc. No. G2686.2-23 (Amendment 2), with Neyenesch, in the amount of $55,303.66; and 3) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2686.3-23 (Amendment No. 3), with Neyenesch, to add $53,203.74 in additional funds due to an increased demand for printed timetables.

9. Proposed Revisions to MTS Policy No. 50 (Engineering and Construction Expense Cost Recovery for Plan Review, Real Estate Actions, and Right of Entry Permits) – Policy Revision

Action would approve revisions to MTS Policy No. 50 (Engineering and Construction Cost Recovery for Plan Review, Real Estate Actions, and Right of Entry Permits) to increase the current right of entry permit and real estate license fees.

10. HPE Synergy Blades and Nimble Storage – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G3105.0-26, with GigaKOM Corporation (GigaKom), a Small Business (SB), for the purchase of HPE Synergy Blades and Nimble Storage, in the amount of $415,073.54, inclusive of 7.75% CA sales tax.

11. Homeless Encampment Cleanup Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG453.0-26, with Urban Corps of San Diego County (Urban Corps), for on-call homeless encampment cleanup services in the amount of $763,045.56 for a five (5) year period.

12. Purchase of Oil, Lubricants, and Liquids Contract Award

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. G3182.0-26, with Blue Angel International LLC (Blue Angel), a Small Business (SB), for the purchase of Oil, Lubricants, and Liquids for five (5) years in the amount of $186,999.98 (including 7.75 % CA Sales Tax); and 2) Execute MTS Doc. No. G3183.0-26, with Jamison Transportation Products (Jamison), a SB, for the purchase of Oil, Lubricants, and Liquids for five (5) years in the amount of $1,023,094.06 (including 7.75 % CA Sales Tax).

13. SAP Support Services – Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. G2447.0-21, with Labyrinth Solutions, Inc. (LSI), for additional funds for as-needed SAP Support Services in the amount of $326,000.00.

14. Operations Budget Status Report for December 2025

Public Comment:

There were no Public Comments.

Board Comment:

There were no Board Comments

Action Taken

Board Member Downey moved to approve Consent Agenda Item Nos. 3 to 14. Vice Chair Goble seconded the motion, and the vote was 13 to 0 in favor with Board Member Elo-Rivera, and Board Member Vaus absent.

DISCUSSION ITEMS:

15. California State Transportation Agency (CalSTA) Transit Transformation Task Force Report (Michael Pimentel, California Transit Association)

Michael Pimentel, California Transit Association Executive Director, presented on California State Transportation Agency (CalSTA) Transit Transformation Task Force Report. He provided details on: California Transit Association, Transit Transformation Task Force, Association's Advisory Committee, association's priorities, association's specific priorities, Transit Transformation Task Force report, and association's response.

Public Comment

Manny Rodriguez – provided a verbal statement to the Board during the meeting. Manny stated that he was representing Ride SD and expressed disappointment with the report, noting that while the presentation was informative, it lacked clarity about why stronger action was not taken. He asked for greater transparency regarding which members of the task force limited progress,

referencing the mention of “political will.” He emphasized the need for accountability and asked who transit riders should contact to ensure accountability.

Blair Beekman – provided a verbal statement to the Board during the meeting. Blair thanked the Board for the opportunity to comment on the item and stated that it related to his earlier remarks regarding potential transit cuts. He indicated that coordination with San Diego Association of Governments (SANDAG) on budgeting and best practices would be important in addressing upcoming financial challenges and future planning efforts.

Board Comment

Board Member Montgomery Steppe thanked staff for the presentation and stated that although she appreciated the effort, she was disappointed with the outcome of the task force report. She expressed concern that task force members were reportedly unable to vote on the recommendations submitted to the legislature, describing this as a fundamental procedural issue she wished to explore further. She also noted that many recommendations reflected actions already underway and did not advance more innovative funding ideas, such as alternative tax measures. Ms. Cooney stated that the task force had the first meeting online and every other meeting was in person at different locations, and voted on specific agenda items set by staff, often focused on technical matters. She noted that some votes were split but those divisions were not reflected in the final report. She added that sustainable funding was consistently identified as the top priority but this issue was deferred until the final meeting. She stated that the task force did not vote on or approve the final report submitted to the legislature. Board Member Montgomery Steppe asked about the agenda-setting, stating that typically a Chair works with staff to help shape the agenda. She asked whether members of the task force had taken initiative in influencing agenda items and whether that level of engagement had occurred. Ms. Cooney explained that the Chair of the task force was a member of the CalSTA administration rather than from the transit industry. She stated that members were often frustrated by agenda items that appeared without prior input or clarity regarding their origin. She noted that even discussions held within working groups, including conversations about TDA reform with MTS’s CFO, were not reflected in the final report or recommendations. She added that legal requirements, including Bagley-Keene provisions, may have limited transparency and collaboration, but she emphasized that members were frequently presented with pre-set agenda topics that had not been vetted with them in advance.

Board Member Minto stated that while staff-generated agendas are common in government, they can sometimes focus too heavily on minor or remedial items rather than core policy issues. He suggested that stronger or more dynamic leadership might help guide more substantive discussions. He also asked about the practical consequences of the bill’s outcome, specifically inquiring about the potential operational impacts on MTS resulting from the lack of completed legislative action. Ms. Cooney stated that SB125 was intended as stopgap funding, not a long-term solution to transit’s fiscal challenges. She explained that the task force’s goal was to generate policy recommendations to help transform and strengthen transit systems statewide, and she noted that this broader policy direction was ultimately missing from the final outcome. Board Member Minto stated that the explanation clarified his concerns, stating that without substantive discussion or a defined list of policy actions, meaningful progress could not be achieved.

Chair Whitburn asked Mr. Pimentel to address what he described as a subtext in the discussion regarding what went wrong in the process. He requested clarification on whether there were

specific factors that contributed to the task force's failure to achieve the desired outcomes. He also asked about the anticipated next steps and the direction moving forward. Mr. Pimentel stated that limited progress resulted from structural issues within the task force, including insufficient time dedicated to major topics like sustainable funding and policy development largely driven by CalSTA and staff rather than task force members. He noted that members did not have final oversight of the report and that a supermajority vote to advance funding options was reduced to a footnote rather than included as a formal recommendation. He explained that moving forward, the California Transit Association (CTA) would continue developing legislative priorities, with a strong focus on long-term funding solutions and renewed efforts on TDA reform, emphasizing that CTA would remain actively engaged in shaping those efforts. Chair Whitburn thanked Mr. Pimentel for his insight and participation in the discussion. He also expressed appreciation to CEO Cooney for her efforts related to the matter.

Action Taken

No action taken. Informational item only.

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

Mike Thompson, MTS Deputy Chief Financial Officer, and Erik Williams, RVK Investment Manager, presented on San Diego Transit Corporation (SDTC) Pension Investment Status. They provided details on: Investment structure as of 6/30/2025, investment details as of 6/30/2025, FY 2025 performance, long term performance details, and investment structure summary.

Public Comment

There were no Public Comments.

Board Comment

Board Member Moreno thanked staff for the presentation and asked for clarification regarding which workers are included in the SDTC. Mr. Thompson responded the SDTC represents the bus operations side, including drivers, mechanics, and certain management employees on the bus side.

Action Taken

No action taken. Informational item only.

17. 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 Thomspon, MTS Deputy Chief Financial Officer, Anne Harper, Cheiron, and Alice Alsberghe, Cheiron, presented on San Diego Transit Corporation (SDTC) Employee Retirement Plan's Actuarial Valuation as of July 1, 2025. They discussed: background, plan contributions FY 2026-2027 (based on 2025 Actuarial Valuation), plan history, plan projections, amortization policy review, staff summary, and staff recommendation.

Public Comment

Blair Beekman – provided a verbal statement to the Board during the meeting. Blair thanked the Board for the item and described the presentation as informative and helpful. He stated that he had also intended to comment on the previous item, noting that it provided a clear and educational overview of current pension and financial practices. He expressed appreciation for the transparency and encouraged continued efforts to share similar explanations in the future.

Board Comment

Board Member Downey asked how negotiated wage increases for employees are factored into pension liability projections, specifically whether the liability is adjusted at the time raises are approved or recalculated retroactively. Ms. Harper explained that when employees receive pay raises, those increases are recognized in the year they occur. She stated that the updated salary information is incorporated into actuarial projections at the next valuation, which then adjusts the projected future benefits accordingly. Board Member Downey acknowledged that factors such as increased life expectancy and higher salaries can affect pension liabilities. She asked whether the agency is appropriately accounting for these factors and whether the current funding approach is correct or if any changes should be considered. Ms. Harper confirmed that the plan's assumptions account for projected salary increases and expected retirement timing. She explained that when actual experience differs from assumptions, the resulting gains or losses are recognized and amortized over a set period.

Board Member Bush thanked the consultant team for the report and noted that the visualizations helped clarify complex pension concepts. He stated that it appeared the agency was in a strong position financially and welcomed that assessment, particularly given challenges many public agencies face with pension obligations. He also commended Board Member Moreno for previously raising concerns about pension assumptions. He noted that her earlier caution proved valuable over time and acknowledged her leadership in encouraging the Board to adopt more conservative projections that ultimately benefited the agency. Ms. Harper explained that projections are important for illustrating how liabilities, assets, and the funding policy interact over time. She noted that these projections help both actuaries and Board members better understand how the plan's unfunded liability is expected to be paid down. Board Member Bush stated that he found it difficult to conceptualize the small variance in investment projections, referencing a difference of about $35,000 and noting that it suggested the projections were essentially very close to the expected outcome. Ms. Harper explained that the plan uses a five-year smoothing method for investment gains and losses, recognizing one-fifth of those changes each year. She noted that this approach stabilizes asset values used in funding calculations and indicated that recent deferred gains may result in additional recognized gains in upcoming years if markets remain stable.

Vice Chair Goble thanked staff for the presentation and moved the staff recommendation and Chair Whitburn seconded the motion.

Board Member Moreno thanked staff for the report. She asked for clarification on a statement made near the end of the presentation regarding the expected funded ratio outlined in the agency's policy, noting that she did not catch the specific details. Ms. Harper explained that under the new or alternative funding policy, the agency is expected to reach 100% funded status by 2045. She emphasized that, based on current assumptions, the funded ratio is projected to increase each year under the policy, with no anticipated annual decreases, provided all actuarial assumptions are met. Board Member Moreno asked staff to quantify the

additional cost associated with extending the amortization period from 12 years to 20 years, specifically requesting the estimated dollar amount of the increased contributions compared to maintaining the current timeline. Ms. Harper explained that extending the amortization period from 12 to 20 years would result in higher total contributions over time due to the longer payment schedule. She stated that the approximate additional cost could be determined by comparing cumulative contributions under the current schedule through 2038 with those projected under the extended schedule. However, she noted that she had not calculated the exact dollar difference. Ms. Cooney stated that the cost difference would depend on investment performance, noting that extending the amortization period could reduce potential investment returns because larger payments are not made upfront. She added that this reflects the broader balance public agencies must maintain between building reserves and funding current needs. Board Member Moreno acknowledged the projected $5 million near-term savings but noted that extending the amortization period could increase total costs over time. She asked how much additional cost the extension would create under the current assumptions and what impact it might have on future MTS boards. Mr. Thompson explained that the main difference occurs in the later years of the schedule. He stated that the unfunded liability would have been paid off by 2039, with payments typically around $1 million annually afterward, but under the extended timeline payments of about $12 million would continue until 2045. He noted that this effectively shifts those costs to future years. Board Member Moreno clarified that the extended schedule would require roughly $12 million annually in later years and calculated that the change could result in approximately $102 million in additional costs, based on current assumptions.

Ms. Alsberghe clarified that the additional cost would not total $102 million because earlier-year contributions would be lower under the extended schedule. She explained that the change reflects a shift from a 12-year to a 20-year payment period, meaning the benefits themselves remain the same while only the timing of payments changes. Board Member Moreno stated that she understood the explanation and noted that there are still active contributions from members who remain part of the pension plan. Ms. Cooney clarified that it is not only member contributions funding the plan. She stated that the agency also contributes to the pension plan each year. Board Member Moreno stated that while she understood the funding sources and budget considerations, she remained uneasy because a specific estimate of the long-term cost had not been provided, noting the difficulty in projecting the total cost through 2046. Ms. Harper estimated that, based on a rough calculation comparing the new amortization schedule with the previous policy, the additional cost would likely fall somewhere between $25 million and $40 million. Mr. Thompson stated that the total pension benefits, about $300 million over 60 years, do not change with the new schedule. He explained that the policy only changes the timing of how the unfunded portion is paid into the plan. Board Member Moreno stated that while the change would save money in the near term, it would likely result in paying $25–$40 million more over the extended period. Ms. Harper noted that one important aspect of amortization policies is that the Board has the discretion to change them at any point in the future. Board Member Moreno stated that, given her financially conservative approach and the impact on future Boards, she was not comfortable supporting the proposal and was leaning toward a no vote.

Chair Whitburn asked whether the Board already had the necessary data to calculate the difference in total contributions by simply adding the projected payments under the current amortization policy through 2046 and comparing them with those under the proposed policy. Ms. Harper explained that when reviewing the extended amortization projections, the figures after 2039 include approximately $1–$1.5 million annually in normal cost payments for remaining plan members. She noted that these amounts would need to be subtracted, roughly

$10 million in total, when comparing the policies to estimate the true difference. Mr. Thompson stated that the exact figure was not immediately available but noted an estimate of $25–$40 million, emphasizing that the payments would go into the agency's own pension plan. Ms. Cooney stated that any cost estimate would ultimately be a best estimate based on current actuarial assumptions and the plan's expected 6% investment return.

Board Member Moreno stated for the record that she and her staff had requested the cost estimate the day prior to the meeting.

Chair Whitburn asked whether extending the amortization schedule would simply spread payments over a longer period or whether it would result in additional costs, similar to the extra interest incurred when refinancing a home over a longer term. Ms. Harper explained that extending the amortization from 12 to 20 years is similar to refinancing a mortgage: payments are lower annually but spread over a longer period, resulting in more interest paid into the pension fund over time. Ms. Alsberghe explained that the plan's unfunded liability is about $150 million. She stated that paying it over 20 years instead of 12 lowers near-term payments but increases total interest, while both approaches still reach full funding, the difference is the timing of payments. Chair Whitburn stated that he supported extending the payments and understood it would create some additional long-term cost. However, he reiterated Board Member Moreno's question, suggesting the total difference could likely be determined quickly by adding the projected payments under each scenario, and asked whether that calculation could be done promptly. Ms. Cooney asked staff whether someone from the budget team could perform the calculation during the meeting to determine the cost difference between the two amortization schedules.

Board Member Minto stated that the cost difference is more complex than simply adding the payments because multiple financial factors affect the outcome. He explained that investment returns and compounding on funds saved in earlier years could offset some of the additional interest from extending the amortization period. He noted that because future returns and savings are uncertain, the actual cost difference could vary and may be lower, or potentially higher, than rough estimates such as $40 million. Ms. Harper stated that cost estimates depend on actuarial assumptions used to calculate liabilities. She noted that actual contributions will ultimately be determined by the plan's real-world experience, which affects the cost of providing benefits. Board Member Minto stated that plan costs can also change based on workforce size and retirement trends, making it difficult to determine an exact long-term cost estimate.

Board Member Downey stated that the difficulty in determining a precise cost estimate relates to the smoothing process used for investment returns. She noted that returns vary each year and are averaged over a set period, which makes it challenging to project an exact figure, and she referenced earlier clarification that the plan would still meet its funding targets under that approach. Ms. Harper explained that the asset smoothing mechanism is already incorporated into the projected contribution amounts. She added that the projections assume the plan will earn an average 6% return annually on a market value basis going forward.

Board Member Elo-Rivera asked whether the analysis accounts for the difference between the present and future value of money when comparing payments made in different years. Ms. Harper clarified that the projected contribution amounts are shown in today's dollars. She explained that while the liabilities are discounted to present value, the listed contribution amounts, such as the $13 million projected for 2038, are expressed in current-dollar terms. Board Member Elo-Rivera stated that when discussing costs being pushed into the future, those

amounts are expressed in present-day dollars. He noted that payments made later will likely have lower real value than payments made earlier due to changes in the value of money over time, though he acknowledged this cannot be calculated with exact precision. Ms. Harper explained that the pension plan is closed, meaning liabilities are expected to decline each year as the participant population decreases. She noted that the plan uses a conservative 6% assumed rate of return aligned with its asset allocation, along with conservative assumptions including mortality projections. She stated that these factors reduce overall risk compared with many other pension plans.

Larry Marinesi, MTS Chief Financial Officer (CFO), stated that a quick calculation of the projected contributions suggested a difference of about $51 million. He emphasized that the total benefits paid over the life of the plan would ultimately remain the same, and that the key issue is the timing of payments, whether to contribute more upfront to generate investment returns or reduce near-term contributions given current fiscal constraints. Chair Whitburn asked for confirmation that the total amount of money paid into the system would ultimately be the same regardless of whether the amortization period is shorter or extended. Ms. Harper clarified that contributions into the pension system are designed to pre-fund benefits so that assets accumulate with interest and can pay members when benefits are due. She explained that actuaries estimate liabilities based on assumptions about investment returns, demographics, and other factors, and the unfunded actuarial liability represents the gap between expected assets and projected obligations. She noted that changes in assumptions, such as lower investment returns or shifts in the retiree population, can significantly alter the liability and required contributions. She emphasized that the payment schedule is designed to address the current unfunded liability, but the actual cost of the plan ultimately depends on future experience, including investment performance and changes in the plan's membership. Chair Whitburn clarified that the question concerned the total projected contributions under the current amortization schedule compared with the proposed 20-year schedule, assuming all other factors remain constant. He noted that extending the amortization would increase total contributions by approximately $51 million. Ms. Harper clarified that the $51 million increase is an expected estimate, emphasizing that it is based on assumptions and projections rather than a guaranteed outcome.

Ms. Cooney stated that the proposal is part of a broader strategy to extend available operating and capital funds and help the agency reach 2030 without hitting a fiscal cliff. She noted that the discussion should also consider the benefits of avoiding service cuts and deferred maintenance, which could create higher costs in the future. She emphasized that the goal is to balance financial sustainability while continuing to provide reliable transit service to the community.

Action Taken

Vice Chair Goble moved to 1) Receive the SDTC Employee Retirement Plan's (Plan) Actuarial Valuation as of July 1, 2025 (Attachment A and B), 2) Adopt the staff recommended UA amortization from the current 12-year remaining term to recalibrated 20-year amortization; and 3) Adopt the resulting pension contribution amount of $16,470,975 for FY 2027 (Attachment B – Page B-9). Chair Whitburn seconded the motion, and the vote was 12 in favor (Board Member Downey, Board Member Fernandez, Board Member Foster , Board Member Mendoza, Board Member Minto, Board Member Bush, Board Member Leyba-Gonzalez, Board Member Montgomery Steppe, Board Member Dillard, Board Member Elo-Rivera, Chair Whitburn, and Vice Chair Goble) to 2 Board Members opposed (Board Member McCann and Board Member Moreno), with Board Member Vaus absent.

OTHER ITEMS:

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

Board Member Leyba-Gonzalez stated that several small business owners near Sea Coast had asked about the status of CCTV security cameras that were expected to be installed at the new bus stops in the area. He noted that while the new stops had been well received, the cameras had not yet been installed, and he requested an update and potential timeline so he could relay that information back to the business owners.

Board Member Mendoza introduced Board Member Smith as the newest member of the Lemon Grove City Council, noting that he was appointed to fill Mr. Faiai's seat. She also stated that he would serve as her alternate on the Board. Chair Whitburn congratulated Councilmember Smith, noting that the Board looked forward to his participation when appropriate.

Board Member Montgomery Steppe thanked CEO Cooney and staff for organizing the Rosa Parks Transit Equity Day celebration at Mesa College. She noted that the event included a proclamation presentation, recognition of artist Ibn Edwards, who designed the Black History Month PRONTO card and related bus wrap, and participation from college and district leadership. She added that the event honored Rosa Parks' role in transit equity and also recognized Claudette Colvin, whose earlier act of resistance helped inspire the civil rights movement.

Board Member Downey noted that a public commenter at SANDAG suggested adding electric scooter charging stations near transit stops to support riders who use scooters for first- and last-mile travel. She shared the idea with MTS staff for awareness while SANDAG explores the concept.

Vice Chair Goble thanked staff for installing additional bus benches in El Cajon, noting that the hotter temperatures in the area make seating important for riders waiting for buses. He expressed appreciation for the improvement to rider comfort.

19. Remainder of Public Comments Not on The Agenda

There were no additional public comments.

ADJOURNMENT

20. Next Meeting Date

The next regularly scheduled Board meeting is March 19, 2026 at 9:00 a.m.

21. Adjournment

The meeting was adjourned at 10:56 a.m.

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Chairperson
San Diego Metropolitan Transit System

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

General Counsel
San Diego Metropolitan Transit System

Attachment: A. Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): February 12, 2026 CALL TO ORDER (TIME): 9:00 a.m.
RECESS: RECONVENE:
CLOSED SESSION: RECONVENE:
ORDINANCES ADOPTED: ADJOURN: 10:56 p.m.

JURISDICTION	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of Chula Vista	Cesar Fernandez	☒	Jose Preciado	☐	9:00 a.m.	10:56 p.m.
City of Chula Vista	John McCann	☒	Jose Preciado	☐	9:00 a.m.	10:56 p.m.
City of Coronado	Carrie Downey	☒	Mark Fleming	☐	9:00 a.m.	10:56 p.m.
County of San Diego	Monica Montgomery Steppe	☒	Paloma Aguirre	☐	9:08 a.m.	10:56 p.m.
City of El Cajon	Steve Goble (Vice-Chair)	☒	Phil Ortiz	☐	9:00 a.m.	10:56 p.m.
City of Imperial Beach	Matthew Leyba-Gonzalez	☒	Mitch McKay	☐	9:00 a.m.	10:56 p.m.
City of La Mesa	Patricia Dillard	☒	Mark Arapostathis	☐	9:00 a.m.	10:56 p.m.
City of Lemon Grove	Jennifer Mendoza	☒	Jessyka Heredia	☐	9:00 a.m.	10:56 p.m.
City of National City	Marcus Bush	☒	Jose Rodriguez	☐	9:08 a.m.	10:56 p.m.
City of Poway	Steve Vaus	☐	Peter De Hoff	☐	ABSENT	ABSENT
City of San Diego	Vivian Moreno	☒	Jennifer Campbell	☐	9:00 a.m.	10:56 p.m.
City of San Diego	Sean Elo-Rivera	☒	Joe LaCava	☐	10:05 a.m.	10:56 p.m.
City of San Diego	Todd Gloria	☐	Henry Foster	☒	9:08 a.m.	10:52 a.m.
City of San Diego	Stephen Whitburn (Chair)	☒	Kent Lee	☐	9:00 a.m.	10:56 p.m.
City of Santee	Ronn Hall	☐	Laura Koval John Minto	☐ ☒	9:00 a.m.	10:56 p.m.

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

Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Chief Executive Officer's (CEO) Report

INFORMATIONAL

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including $150,000) for the period February 5, 2026 – March 11, 2026.

CEO TRAVEL REPORT (since last Board meeting)

February 27 – 26 CTA Executive Committee Retreat La Quinta, CA

BOARD MEMBER TRAVEL REPORT (since last Board meeting)

N/A

Attachments: A. Purchase Orders
B. Expense and Revenue Contracts

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400003705	2/9/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 922.66	$ -	$ -
4400003706	2/9/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 1,490.36	$ -	$ -
4400003707	2/9/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 60.92	$ -	$ -
4400003708	2/9/2026	W.W. Grainger Inc		G200-OFFICE SUPPLIES	$ 164.23	$ -	$ -
4400003709	2/9/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 104.19	$ -	$ -
4400003710	2/10/2026	Mcmaster-Carr Supply Co		R230-RAIL/LRV MECHANICAL	$ 210.27	$ -	$ -
4400003711	2/10/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 382.01	$ -	$ -
4400003712	2/10/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 632.89	$ -	$ -
4400003713	2/11/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 11.59	$ -	$ -
4400003714	2/11/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 216.54	$ -	$ -
4400003715	2/11/2026	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	$ 176.92	$ -	$ -
4400003716	2/12/2026	Mcmaster-Carr Supply Co		G150-FASTENERS	$ 244.94	$ -	$ -
4400003717	2/13/2026	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	$ 89.63	$ -	$ -
4400003718	2/17/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 452.51	$ -	$ -
4400003719	2/17/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 211.70	$ -	$ -
4400003720	2/17/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 104.39	$ -	$ -
4400003721	2/17/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 82.87	$ -	$ -
4400003722	2/17/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 824.24	$ -	$ -
4400003723	2/17/2026	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	$ 674.56	$ -	$ -
4400003724	2/17/2026	W.W. Grainger Inc		F130-VEH HOISTS, JACKS	$ 278.21	$ -	$ -
4400003725	2/17/2026	Mcmaster-Carr Supply Co		M200-YARD FACILITIES	$ 735.94	$ -	$ -
4400003726	2/18/2026	W.W. Grainger Inc		G200-OFFICE SUPPLIES	$ 769.62	$ -	$ -
4400003727	2/18/2026	W.W. Grainger Inc		T150-TRACK, BRIDGES	$ 284.42	$ -	$ -
4400003728	2/18/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 1,060.96	$ -	$ -
4400003729	2/19/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 471.85	$ -	$ -
4400003730	2/19/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 339.42	$ -	$ -
4400003731	2/19/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 681.80	$ -	$ -
4400003732	2/19/2026	ODP Business Solutions, LLC		G230-PRINTED MATERIALS	$ 85.22	$ -	$ -
4400003733	2/20/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 42.64	$ -	$ -
4400003734	2/20/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 85.17	$ -	$ -
4400003735	2/23/2026	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	$ 560.48	$ -	$ -
4400003736	2/23/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 353.41	$ -	$ -
4400003737	2/23/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 783.72	$ -	$ -
4400003738	2/24/2026	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	$ 55.19	$ -	$ -
4400003739	2/24/2026	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	$ 490.79	$ -	$ -
4400003740	2/25/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 30.15	$ -	$ -
4400003741	2/25/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 113.74	$ -	$ -
4400003742	2/26/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 33.93	$ -	$ -
4400003743	2/27/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 24.55	$ -	$ -
4400003744	2/27/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 475.72	$ -	$ -
4400003745	2/27/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 1,553.24	$ -	$ -
4400003746	2/27/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 1,105.37	$ -	$ -
4400003747	2/27/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 249.96	$ -	$ -
4400003748	3/2/2026	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	$ 52.85	$ -	$ -
4400003749	3/2/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 124.77	$ -	$ -
4400003750	3/2/2026	W.W. Grainger Inc		G150-FASTENERS	$ 229.24	$ -	$ -
4400003751	3/4/2026	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	$ 174.45	$ -	$ -
4400003752	3/4/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 874.39	$ -	$ -
4400003753	3/4/2026	Mcmaster-Carr Supply Co		R230-RAIL/LRV MECHANICAL	$ 87.34	$ -	$ -
4400003754	3/5/2026	Mcmaster-Carr Supply Co		R230-RAIL/LRV MECHANICAL	$ 348.08	$ -	$ -
4400003755	3/6/2026	Mcmaster-Carr Supply Co		G270-ELECTRICAL/LIGHTING	$ 192.24	$ -	$ -
4400003756	3/6/2026	Mcmaster-Carr Supply Co		G150-FASTENERS	$ 61.61	$ -	$ -
4400003757	3/6/2026	W.W. Grainger Inc		G200-OFFICE SUPPLIES	$ 120.98	$ -	$ -
4400003758	3/10/2026	W.W. Grainger Inc		M110-SUB STATION	$ 586.27	$ -	$ -
4400003759	3/10/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 414.17	$ -	$ -
4400003760	3/11/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 141.38	$ -	$ -
4400003761	3/11/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 1,165.11	$ -	$ -
4500073364	2/5/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,004.02	$ -	$ -
4500073365	2/5/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 323.76	$ -	$ -
4500073366	2/5/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 196.23	$ -	$ -
4500073367	2/5/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,855.51	$ -	$ -
4500073368	2/5/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,709.69	$ -	$ -
4500073369	2/5/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,815.49	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500073370	2/5/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 1,909.19	$ -	$ -
4500073371	2/5/2026	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	$ 734.86	$ -	$ -
4500073372	2/5/2026	Southern Counties Lubricants LLC		B120-BUS MECHANICAL PARTS	$ 7,186.93	$ -	$ -
4500073373	2/5/2026	SC Commercial, LLC		B200-BUS PWR TRAIN EQUIP	$ 4,337.15	$ -	$ -
4500073374	2/5/2026	San Diego Friction Products, Inc.		B140-BUS CHASSIS	$ 4,394.93	$ -	$ -
4500073375	2/5/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 123.57	$ -	$ -
4500073376	2/5/2026	Siemens Mobility, Inc.		R140-RAIL/LRV DOORS/RAMP	$ 44,770.13	$ -	$ -
4500073377	2/5/2026	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	$ 11,103.65	$ -	$ -
4500073378	2/5/2026	Transit Holdings Inc		B130-BUS BODY	$ 2,966.81	$ -	$ -
4500073379	2/5/2026	Motion Industries, Inc.		G140-SHOP SUPPLIES	$ 4,527.76	$ -	$ -
4500073380	2/6/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 847.66	$ -	$ -
4500073381	2/6/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,011.48	$ -	$ -
4500073382	2/6/2026	Transit Holdings Inc		G140-SHOP SUPPLIES	$ 3,666.79	$ -	$ -
4500073383	2/6/2026	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 370.00	$ -	$ -
4500073384	2/6/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 21.38	$ -	$ -
4500073385	2/6/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 293.84	$ -	$ -
4500073386	2/6/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,717.22	$ -	$ -
4500073387	2/6/2026	ABB Inc.		R160-RAIL/LRV ELECTRICAL	$ 31,735.40	$ -	$ -
4500073388	2/6/2026	All The King's Flags		M200-YARD FACILITIES	$ 1,208.31	$ -	$ -
4500073389	2/6/2026	Clear Channel Outdoor LLC		G230-PRINTED MATERIALS	$ 519.38	$ -	$ -
4500073390	2/6/2026	California Transit Association		P280-GENERAL SVC AGRMNTS	$ 54,000.00	$ -	$ -
4500073391	2/6/2026	EDCO Disposal Corporation		P280-GENERAL SVC AGRMNTS	$ 13,025.00	$ -	$ -
4500073392	2/6/2026	American Seating Company	Small Business	R200-RAIL/LRV SEATING	$ 118.53	$ -	$ -
4500073393	2/6/2026	Brady Industries of California, LLC		G140-SHOP SUPPLIES	$ 666.65	$ -	$ -
4500073394	2/6/2026	ODP Business Solutions, LLC		P280-GENERAL SVC AGRMNTS	$ 65.84	$ -	$ -
4500073395	2/6/2026	San Diego Hydraulics, Inc.		F110-SHOP/BLDG MACHINERY	$ 262.72	$ -	$ -
4500073396	2/6/2026	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	$ 372.00	$ -	$ -
4500073397	2/6/2026	Clarran Inc.	DBE	G140-SHOP SUPPLIES	$ 31.16	$ -	$ -
4500073398	2/6/2026	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 9,615.60	$ -	$ -
4500073399	2/6/2026	Cummins Inc		B120-BUS MECHANICAL PARTS	$ 24,709.79	$ -	$ -
4500073400	2/6/2026	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	$ 1,197.93	$ -	$ -
4500073401	2/6/2026	Facility Solutions Group, Inc.		M140-WAYSIDE SIGNALS	$ 3,124.32	$ -	$ -
4500073402	2/6/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 481.52	$ -	$ -
4500073403	2/6/2026	Freeby Signs		B130-BUS BODY	$ 407.82	$ -	$ -
4500073404	2/6/2026	Gillig LLC		B130-BUS BODY	$ 3,624.29	$ -	$ -
4500073405	2/6/2026	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	$ 73.43	$ -	$ -
4500073406	2/6/2026	Home Depot USA Inc		R220-RAIL/LRV TRUCKS	$ 193.74	$ -	$ -
4500073407	2/9/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 5,944.26	$ -	$ -
4500073408	2/9/2026	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 113.19	$ -	$ -
4500073409	2/9/2026	Siemens Mobility, Inc.		B250-BUS REPAIR PARTS	$ 322.18	$ -	$ -
4500073410	2/9/2026	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	$ 86,205.80	$ -	$ -
4500073411	2/9/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 4,904.65	$ -	$ -
4500073412	2/9/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 105.99	$ -	$ -
4500073413	2/9/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 822.35	$ -	$ -
4500073414	2/9/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 37.55	$ -	$ -
4500073415	2/9/2026	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$ 18,283.02	$ -	$ -
4500073416	2/9/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 4,177.09	$ -	$ -
4500073417	2/9/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 3,868.81	$ -	$ -
4500073418	2/9/2026	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$ 1,433.68	$ -	$ -
4500073419	2/9/2026	Siemens Mobility, Inc.		M130-CROSSING MECHANISM	$ 2,588.42	$ -	$ -
4500073420	2/9/2026	Hi-Tec Enterprises		R160-RAIL/LRV ELECTRICAL	$ 1,092.59	$ -	$ -
4500073421	2/9/2026	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	$ 3,562.22	$ -	$ -
4500073422	2/9/2026	San Diego Seal, Inc.	Small Business	R220-RAIL/LRV TRUCKS	$ 2,181.47	$ -	$ -
4500073423	2/9/2026	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	$ 2,370.50	$ -	$ -
4500073424	2/9/2026	Freeby Signs		B250-BUS REPAIR PARTS	$ 269.38	$ -	$ -
4500073425	2/9/2026	Trolley Support LLC		B130-BUS BODY	$ 1,573.15	$ -	$ -
4500073426	2/9/2026	TB Industries Inc		G130-SHOP TOOLS	$ 8,415.29	$ -	$ -
4500073427	2/9/2026	Patco Industries Inc		M140-WAYSIDE SIGNALS	$ 1,857.56	$ -	$ -
4500073428	2/9/2026	Ster Seating LLC		B250-BUS REPAIR PARTS	$ 704.90	$ -	$ -
4500073429	2/9/2026	Professional Contractors Supplies		G140-SHOP SUPPLIES	$ 305.73	$ -	$ -
4500073430	2/9/2026	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 293.25	$ -	$ -
4500073431	2/9/2026	Vern Rose Inc		G140-SHOP SUPPLIES	$ 213.47	$ -	$ -
4500073432	2/9/2026	Willy's Electronic Supply Co Inc		M110-SUB STATION	$ 141.97	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500073433	2/9/2026	Transit Holdings Inc		B130-BUS BODY	$ 2,423.96	$ -	$ -
4500073434	2/9/2026	DocuSign, Inc.		P450-PERSONNEL SVCS	$ 4,082.50	$ -	$ -
4500073435	2/9/2026	RJ International LLC	DBE	G140-SHOP SUPPLIES	$ 67.34	$ -	$ -
4500073436	2/9/2026	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	$ 21.97	$ -	$ -
4500073438	2/9/2026	Digi-Key Corporation		R160-RAIL/LRV ELECTRICAL	$ 3,528.72	$ -	$ -
4500073439	2/9/2026	Economic Consultants Oregon LTD		P410-CONSULTING	$ 86,808.00	$ -	$ -
4500073440	2/9/2026	TK Services Inc		B110-BUS HVAC SYSTEMS	$ 27.22	$ -	$ -
4500073441	2/9/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 3,228.58	$ -	$ -
4500073442	2/9/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 60.60	$ -	$ -
4500073443	2/9/2026	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$ 14,526.31	$ -	$ -
4500073444	2/9/2026	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	$ 2,681.78	$ -	$ -
4500073445	2/9/2026	Home Depot USA Inc		F190-LANDSCAPING MAT'LS	$ 304.53	$ -	$ -
4500073446	2/9/2026	Gillig LLC		B130-BUS BODY	$ 2,601.41	$ -	$ -
4500073447	2/9/2026	Muncie Reclamation and Supply Co		B160-BUS ELECTRICAL	$ 9,093.07	$ -	$ -
4500073448	2/9/2026	Network Industries, Inc.		F110-SHOP/BLDG MACHINERY	$ 1,029.96	$ -	$ -
4500073449	2/9/2026	Magaldi & Magaldi Inc		B200-BUS PWR TRAIN EQUIP	$ 1,154.66	$ -	$ -
4500073450	2/9/2026	Gemini Forest Products Inc	Small Business	T110-TRACK, RAIL	$ 3,516.98	$ -	$ -
4500073451	2/9/2026	Neopart Transit LLC		B120-BUS MECHANICAL PARTS	$ 68.40	$ -	$ -
4500073452	2/9/2026	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	$ 994.50	$ -	$ -
4500073453	2/9/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 281.46	$ -	$ -
4500073454	2/9/2026	David L Jennings IV		F110-SHOP/BLDG MACHINERY	$ 749.00	$ -	$ -
4500073455	2/9/2026	W.W. Grainger Inc		B250-BUS REPAIR PARTS	$ 9.41	$ -	$ -
4500073456	2/9/2026	San Diego Community		P540-MAINTENANCE TRAINING	$ 400.00	$ -	$ -
4500073457	2/9/2026	The Boyd Group Inc		A140-AUTO/TRUCK REPAIR	$ 358.00	$ -	$ -
4500073458	2/9/2026	Luminator Technology Group Global		R120-RAIL/LRV CAR BODY	$ 3,571.14	$ -	$ -
4500073459	2/9/2026	JDK Railroad Materials, Inc.		M200-YARD FACILITIES	$ 4,900.00	$ -	$ -
4500073460	2/9/2026	Shilpark Paint Corporation		F180-BUILDING MATERIALS	$ 175.38	$ -	$ -
4500073461	2/9/2026	Motion Industries, Inc.		F110-SHOP/BLDG MACHINERY	$ 269.78	$ -	$ -
4500073462	2/9/2026	Genfare, LLC		B190-BUS FARE EQUIP	$ 425.99	$ -	$ -
4500073464	2/9/2026	Romaine Electric Corporation		M130-CROSSING MECHANISM	$ 2,555.19	$ -	$ -
4500073465	2/9/2026	TK Services Inc		B250-BUS REPAIR PARTS	$ 12,912.89	$ -	$ -
4500073466	2/10/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 693.70	$ -	$ -
4500073467	2/10/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 164.47	$ -	$ -
4500073468	2/10/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 272.88	$ -	$ -
4500073469	2/10/2026	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 29.16	$ -	$ -
4500073470	2/10/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 78.34	$ -	$ -
4500073471	2/10/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 2,033.95	$ -	$ -
4500073472	2/10/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 3,393.63	$ -	$ -
4500073473	2/10/2026	Parts Authority, LLC		B160-BUS ELECTRICAL	$ 4,409.52	$ -	$ -
4500073474	2/10/2026	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	$ 892.17	$ -	$ -
4500073475	2/10/2026	Imperial College Projects Limited		P410-CONSULTING	$ 34,750.00	$ -	$ -
4500073476	2/10/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 976.15	$ -	$ -
4500073477	2/10/2026	Mohawk Mfg & Supply Co		B250-BUS REPAIR PARTS	$ 141.02	$ -	$ -
4500073478	2/10/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 1,281.46	$ -	$ -
4500073479	2/10/2026	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	$ 767.22	$ -	$ -
4500073480	2/10/2026	Steven R Timme		G230-PRINTED MATERIALS	$ 294.77	$ -	$ -
4500073481	2/10/2026	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$ 1,767.03	$ -	$ -
4500073482	2/11/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 5,034.07	$ -	$ -
4500073483	2/11/2026	The Carpenter Group		M120-OVRHEAD CATENARY SYS	$ 2,284.30	$ -	$ -
4500073484	2/11/2026	B and H Photo and Electronics		G220-OFFICE EQUIPMENT	$ 764.34	$ -	$ -
4500073485	2/11/2026	Sufian Munir Inc		G220-OFFICE EQUIPMENT	$ 4,638.65	$ -	$ -
4500073486	2/11/2026	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$ 48,325.88	$ -	$ -
4500073487	2/11/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 8.53	$ -	$ -
4500073488	2/11/2026	Parts Authority, LLC		B160-BUS ELECTRICAL	$ 12,493.64	$ -	$ -
4500073489	2/11/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 133.40	$ -	$ -
4500073490	2/11/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 151.71	$ -	$ -
4500073491	2/11/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 5,970.87	$ -	$ -
4500073492	2/11/2026	San Diego Power LLC		P130-EQUIP MAINT REPR SVC	$ 1,400.00	$ -	$ -
4500073493	2/11/2026	W.W. Grainger Inc		M110-SUB STATION	$ 2,418.87	$ -	$ -
4500073494	2/11/2026	Tolar Manufacturing Company Inc		P280-GENERAL SVC AGRMNTS	$ 2,245.75	$ -	$ -
4500073495	2/11/2026	Robcar Corporation	Woman Owned Business	G160-PAINTS & CHEMICALS	$ 243.57	$ -	$ -
4500073496	2/11/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 139.32	$ -	$ -
4500073497	2/11/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 423.09	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500073498	2/11/2026	Brault Inc	Small Business	I130-IT CAPITAL HARDWARE	$ 16,519.82	$ -	$ -
4500073499	2/11/2026	Tolar Manufacturing Company Inc		P280-GENERAL SVC AGRMNTS	$ 4,733.49	$ -	$ -
4500073500	2/11/2026	RJ International LLC	DBE	G140-SHOP SUPPLIES	$ 1,454.63	$ -	$ -
4500073501	2/11/2026	Hitachi Rail STS USA, Inc.		M150-PWR SWITCHES/LOCKS	$ 3,093.64	$ -	$ -
4500073502	2/11/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 353.76	$ -	$ -
4500073503	2/11/2026	Louis Sardo Upholstery Inc		B130-BUS BODY	$ 404.07	$ -	$ -
4500073504	2/11/2026	Muncie Reclamation and Supply Co		B130-BUS BODY	$ 2,853.41	$ -	$ -
4500073505	2/11/2026	Professional Contractors Supplies		G130-SHOP TOOLS	$ 74.19	$ -	$ -
4500073506	2/11/2026	Prudential Overall Supply		G140-SHOP SUPPLIES	$ 530.13	$ -	$ -
4500073507	2/11/2026	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	$ 2,436.11	$ -	$ -
4500073508	2/12/2026	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 5,493.10	$ -	$ -
4500073509	2/12/2026	VSI Technologies Inc	Woman Owned Business	G190-SAFETY/MED SUPPLIES	$ 840.45	$ -	$ -
4500073510	2/12/2026	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	$ 126.91	$ -	$ -
4500073511	2/12/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 6,799.93	$ -	$ -
4500073512	2/12/2026	Transit Holdings Inc		B130-BUS BODY	$ 4,005.10	$ -	$ -
4500073513	2/12/2026	Vern Rose Inc		G140-SHOP SUPPLIES	$ 37.91	$ -	$ -
4500073514	2/12/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 16.73	$ -	$ -
4500073515	2/12/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 15.62	$ -	$ -
4500073516	2/12/2026	Transit Holdings Inc		G140-SHOP SUPPLIES	$ 385.59	$ -	$ -
4500073517	2/12/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 31,921.50	$ -	$ -
4500073518	2/12/2026	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	$ 17,484.68	$ -	$ -
4500073519	2/12/2026	Robcar Corporation	Woman Owned Business	G140-SHOP SUPPLIES	$ 3,038.55	$ -	$ -
4500073520	2/12/2026	Network Industries, Inc.		G140-SHOP SUPPLIES	$ 610.61	$ -	$ -
4500073521	2/12/2026	Saitech Inc	Minority Owned Business	I110-INFORMATION TECH	$ 750.17	$ -	$ -
4500073522	2/12/2026	IDSC Holdings LLC		G130-SHOP TOOLS	$ 117.10	$ -	$ -
4500073523	2/12/2026	Allied Refrigeration Inc		F110-SHOP/BLDG MACHINERY	$ 387.91	$ -	$ -
4500073524	2/12/2026	Access Professional Inc.	Small Business	C120-SPECIALTY CONTRACTOR	$ 291.00	$ -	$ -
4500073525	2/12/2026	G and P Partners	Small Business	G250-NOVELTIES & AWARDS	$ 540.00	$ -	$ -
4500073526	2/12/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 119.54	$ -	$ -
4500073527	2/12/2026	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	$ 100.60	$ -	$ -
4500073528	2/12/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 56.42	$ -	$ -
4500073529	2/12/2026	Harbor Diesel & Equipment, Inc		B200-BUS PWR TRAIN EQUIP	$ 22,425.84	$ -	$ -
4500073530	2/12/2026	Westech Metal Fabrication Inc		P280-GENERAL SVC AGRMNTS	$ 1,885.63	$ -	$ -
4500073531	2/12/2026	Digi-Key Corporation		R160-RAIL/LRV ELECTRICAL	$ 65.18	$ -	$ -
4500073532	2/13/2026	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 8.24	$ -	$ -
4500073533	2/13/2026	Transit Holdings Inc		G140-SHOP SUPPLIES	$ 1,924.70	$ -	$ -
4500073534	2/13/2026	Parts Authority, LLC		B160-BUS ELECTRICAL	$ 4,409.52	$ -	$ -
4500073535	2/13/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 2,506.84	$ -	$ -
4500073536	2/13/2026	Muncie Reclamation and Supply Co		B250-BUS REPAIR PARTS	$ 2,624.39	$ -	$ -
4500073537	2/13/2026	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 1,033.33	$ -	$ -
4500073538	2/13/2026	Genfare, LLC		G290-FARE REVENUE EQUIP	$ 1,213.91	$ -	$ -
4500073539	2/13/2026	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	$ 772.35	$ -	$ -
4500073540	2/13/2026	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 2,170.06	$ -	$ -
4500073541	2/13/2026	Compressed Air Systems		F110-SHOP/BLDG MACHINERY	$ 1,030.09	$ -	$ -
4500073542	2/13/2026	Women's Transportation Seminar		G260-MEDIA	$ 575.00	$ -	$ -
4500073543	2/13/2026	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	$ 453.14	$ -	$ -
4500073544	2/13/2026	White Cap, LP		G160-PAINTS & CHEMICALS	$ 300.51	$ -	$ -
4500073545	2/13/2026	Trinity Sling Authority, Inc.		F180-BUILDING MATERIALS	$ 426.69	$ -	$ -
4500073546	2/13/2026	Home Depot USA Inc		F180-BUILDING MATERIALS	$ 100.86	$ -	$ -
4500073547	2/13/2026	Transit Holdings Inc		B130-BUS BODY	$ 3,682.73	$ -	$ -
4500073548	2/13/2026	Daniels Tire Service, Inc		A110-AUTO/TRUCK TIRES	$ 196.90	$ -	$ -
4500073549	2/13/2026	Altec Inc		P210-NON-REV VEH REPAIRS	$ 2,735.17	$ -	$ -
4500073550	2/13/2026	HPK Industries LLC		G130-SHOP TOOLS	$ 4,500.00	$ -	$ -
4500073551	2/13/2026	Custom Truck Body and	Small Business	P210-NON-REV VEH REPAIRS	$ 124.61	$ -	$ -
4500073552	2/13/2026	Legacy Fence Fabrication		M200-YARD FACILITIES	$ 4,600.00	$ -	$ -
4500073553	2/17/2026	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	$ 2,553.32	$ -	$ -
4500073554	2/17/2026	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	$ 543.06	$ -	$ -
4500073555	2/17/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 323.76	$ -	$ -
4500073556	2/17/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 272.28	$ -	$ -
4500073557	2/17/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 7.47	$ -	$ -
4500073558	2/17/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 685.29	$ -	$ -
4500073559	2/17/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 15.39	$ -	$ -
4500073560	2/17/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 2,683.16	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500073561	2/17/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 90.51	$ -	$ -
4500073562	2/17/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 4,426.37	$ -	$ -
4500073563	2/17/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 104.84	$ -	$ -
4500073564	2/17/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 4,230.46	$ -	$ -
4500073565	2/17/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 9,311.19	$ -	$ -
4500073566	2/17/2026	American Seating Company	Small Business	R200-RAIL/LRV SEATING	$ 171.33	$ -	$ -
4500073567	2/17/2026	ODP Business Solutions, LLC		G200-OFFICE SUPPLIES	$ 98.75	$ -	$ -
4500073568	2/17/2026	Robcar Corporation	Woman Owned Business	G110-BUS/TROLLEY SIGNAGE	$ 649.50	$ -	$ -
4500073569	2/17/2026	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	$ 51,957.65	$ -	$ -
4500073570	2/17/2026	Hitech Software Inc		R140-RAIL/LRV DOORS/RAMP	$ 339.42	$ -	$ -
4500073571	2/17/2026	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 108.16	$ -	$ -
4500073572	2/17/2026	Trinity Sling Authority, Inc.		F180-BUILDING MATERIALS	$ 85.79	$ -	$ -
4500073573	2/17/2026	Willy's Electronic Supply Co Inc		G290-FARE REVENUE EQUIP	$ 150.61	$ -	$ -
4500073574	2/17/2026	Winzer Franchise Company		G270-ELECTRICAL/LIGHTING	$ 924.05	$ -	$ -
4500073575	2/17/2026	Genfare, LLC		B190-BUS FARE EQUIP	$ 340.80	$ -	$ -
4500073576	2/17/2026	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$ 9,930.29	$ -	$ -
4500073577	2/17/2026	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	$ 2,700.27	$ -	$ -
4500073578	2/17/2026	Freeby Signs		B130-BUS BODY	$ 360.97	$ -	$ -
4500073579	2/17/2026	RJ International LLC	DBE	G190-SAFETY/MED SUPPLIES	$ 626.25	$ -	$ -
4500073580	2/17/2026	Amazon.com Sales, Inc.		G200-OFFICE SUPPLIES	$ 48.73	$ -	$ -
4500073581	2/17/2026	Gaslamp Media Inc		I120-INFO TECH, SVCS	$ 2,602.85	$ -	$ -
4500073582	2/17/2026	Costco Wholesale Corporation		G200-OFFICE SUPPLIES	$ 1,716.58	$ -	$ -
4500073583	2/17/2026	National Business Furniture LLC		G210-OFFICE FURNITURE	$ 666.71	$ -	$ -
4500073584	2/18/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 34.87	$ -	$ -
4500073585	2/18/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 180.70	$ -	$ -
4500073586	2/18/2026	NS Corporation		F110-SHOP/BLDG MACHINERY	$ 3,274.49	$ -	$ -
4500073587	2/18/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 11,488.90	$ -	$ -
4500073588	2/18/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 7,593.75	$ -	$ -
4500073589	2/18/2026	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	$ 127.41	$ -	$ -
4500073590	2/18/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 125.00	$ -	$ -
4500073591	2/18/2026	Uline Inc		F110-SHOP/BLDG MACHINERY	$ 107.84	$ -	$ -
4500073592	2/18/2026	Daniels Tire Service, Inc		A110-AUTO/TRUCK TIRES	$ 486.46	$ -	$ -
4500073593	2/18/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 788.75	$ -	$ -
4500073594	2/18/2026	San Diego Hydraulics, Inc.		P210-NON-REV VEH REPAIRS	$ 939.15	$ -	$ -
4500073595	2/18/2026	Shilpark Paint Corporation		T150-TRACK, BRIDGES	$ 573.39	$ -	$ -
4500073596	2/18/2026	IFE North America, LLC		R140-RAIL/LRV DOORS/RAMP	$ 2,240.00	$ -	$ -
4500073597	2/18/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,976.74	$ -	$ -
4500073598	2/18/2026	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 1,341.61	$ -	$ -
4500073599	2/18/2026	Vern Rose Inc		G140-SHOP SUPPLIES	$ 151.62	$ -	$ -
4500073600	2/18/2026	Southwest Lift & Equipment Inc.	Small Business	F130-VEH HOISTS, JACKS	$ 2,020.00	$ -	$ -
4500073602	2/19/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 709.43	$ -	$ -
4500073603	2/19/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 15.77	$ -	$ -
4500073604	2/19/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 71.63	$ -	$ -
4500073605	2/19/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 481.62	$ -	$ -
4500073606	2/19/2026	Transit Holdings Inc		B130-BUS BODY	$ 2,744.97	$ -	$ -
4500073607	2/19/2026	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	$ 1,869.03	$ -	$ -
4500073608	2/19/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 27.41	$ -	$ -
4500073609	2/19/2026	Cummins Inc		B120-BUS MECHANICAL PARTS	$ 6.09	$ -	$ -
4500073610	2/19/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 911.25	$ -	$ -
4500073611	2/19/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 2.71	$ -	$ -
4500073612	2/19/2026	Transit Holdings Inc		B130-BUS BODY	$ 97.96	$ -	$ -
4500073614	2/19/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 2,103.07	$ -	$ -
4500073615	2/19/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 343.80	$ -	$ -
4500073616	2/19/2026	Gillig LLC		B140-BUS CHASSIS	$ 2,798.05	$ -	$ -
4500073617	2/19/2026	Fastenal Company		G200-OFFICE SUPPLIES	$ 2,268.96	$ -	$ -
4500073618	2/19/2026	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$ 14,192.16	$ -	$ -
4500073619	2/19/2026	Eric A. Schwab		B150-BUS COMM EQUIP.	$ 546.44	$ -	$ -
4500073620	2/19/2026	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	$ 1,983.95	$ -	$ -
4500073621	2/19/2026	Mohawk Mfg & Supply Co		B130-BUS BODY	$ 1,629.72	$ -	$ -
4500073622	2/19/2026	Muncie Reclamation and Supply Co		B160-BUS ELECTRICAL	$ 2,652.94	$ -	$ -
4500073623	2/19/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 2,631.49	$ -	$ -
4500073624	2/19/2026	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	$ 4,217.16	$ -	$ -
4500073625	2/19/2026	Kurt Morgan		G200-OFFICE SUPPLIES	$ 550.96	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500073626	2/19/2026	Willy's Electronic Supply Co Inc		G140-SHOP SUPPLIES	$ 20.17	$ -	$ -
4500073627	2/19/2026	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 2,157.16	$ -	$ -
4500073628	2/19/2026	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	$ 266.36	$ -	$ -
4500073629	2/19/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 228.60	$ -	$ -
4500073630	2/19/2026	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	$ 29.37	$ -	$ -
4500073631	2/19/2026	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	$ 931.60	$ -	$ -
4500073632	2/19/2026	Winzer Franchise Company		G140-SHOP SUPPLIES	$ 364.20	$ -	$ -
4500073633	2/19/2026	Team One Repair Inc		G290-FARE REVENUE EQUIP	$ 366.56	$ -	$ -
4500073634	2/19/2026	RJ International LLC	DBE	G140-SHOP SUPPLIES	$ 3,291.22	$ -	$ -
4500073635	2/19/2026	Motion Industries, Inc.		G170-LUBRICANTS	$ 181.82	$ -	$ -
4500073636	2/19/2026	Home Depot USA Inc		R230-RAIL/LRV MECHANICAL	$ 646.24	$ -	$ -
4500073637	2/19/2026	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 386.09	$ -	$ -
4500073638	2/19/2026	Professional Contractors Supplies		G130-SHOP TOOLS	$ 128.10	$ -	$ -
4500073639	2/19/2026	Harbor Diesel & Equipment, Inc		G170-LUBRICANTS	$ 3,697.13	$ -	$ -
4500073640	2/20/2026	Transit Holdings Inc		B130-BUS BODY	$ 69.52	$ -	$ -
4500073641	2/20/2026	Transit Holdings Inc		B130-BUS BODY	$ 48.49	$ -	$ -
4500073642	2/20/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 462.05	$ -	$ -
4500073643	2/20/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 2,000.54	$ -	$ -
4500073644	2/20/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 49.78	$ -	$ -
4500073645	2/20/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 7,804.06	$ -	$ -
4500073646	2/20/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 43.58	$ -	$ -
4500073647	2/20/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,940.58	$ -	$ -
4500073648	2/20/2026	Transit Holdings Inc		B130-BUS BODY	$ 1,911.53	$ -	$ -
4500073649	2/20/2026	Digi-Key Corporation		G130-SHOP TOOLS	$ 2,377.62	$ -	$ -
4500073650	2/20/2026	CDW LLC		I110-INFORMATION TECH	$ 4,984.48	$ -	$ -
4500073651	2/20/2026	Deca Forklift, Inc.		P280-GENERAL SVC AGRMNTS	$ 712.50	$ -	$ -
4500073652	2/20/2026	Global Equipment Company	Small Business	F110-SHOP/BLDG MACHINERY	$ 555.17	$ -	$ -
4500073653	2/20/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 1,086.25	$ -	$ -
4500073654	2/20/2026	RS Americas, Inc.		G140-SHOP SUPPLIES	$ 321.30	$ -	$ -
4500073655	2/20/2026	Digi-Key Corporation		R160-RAIL/LRV ELECTRICAL	$ 64.75	$ -	$ -
4500073656	2/20/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 651.67	$ -	$ -
4500073657	2/20/2026	W.W. Grainger Inc		B250-BUS REPAIR PARTS	$ 34.43	$ -	$ -
4500073658	2/20/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 3,621.68	$ -	$ -
4500073659	2/20/2026	Laird Plastics, Inc		P280-GENERAL SVC AGRMNTS	$ 4,915.23	$ -	$ -
4500073660	2/20/2026	Romaine Electric Corporation		B160-BUS ELECTRICAL	$ 3,608.55	$ -	$ -
4500073661	2/20/2026	Kojae LLC		P440-CATERING SERVICES	$ 1,560.00	$ -	$ -
4500073662	2/20/2026	Steven R Timme		G230-PRINTED MATERIALS	$ 452.80	$ -	$ -
4500073663	2/20/2026	W.W. Grainger Inc		B200-BUS PWR TRAIN EQUIP	$ 454.95	$ -	$ -
4500073664	2/20/2026	TK Services Inc		B110-BUS HVAC SYSTEMS	$ 421.75	$ -	$ -
4500073665	2/20/2026	Cummins Inc		B130-BUS BODY	$ 182.05	$ -	$ -
4500073666	2/20/2026	Muncie Reclamation and Supply Co		B160-BUS ELECTRICAL	$ 3,154.86	$ -	$ -
4500073667	2/20/2026	Home Depot USA Inc		G130-SHOP TOOLS	$ 495.65	$ -	$ -
4500073668	2/20/2026	Clarran Inc.	DBE	G140-SHOP SUPPLIES	$ 124.67	$ -	$ -
4500073669	2/20/2026	Shilpark Paint Corporation		F180-BUILDING MATERIALS	$ 69.87	$ -	$ -
4500073670	2/20/2026	Amazon.com Sales, Inc.		G200-OFFICE SUPPLIES	$ 136.40	$ -	$ -
4500073671	2/20/2026	Uline Inc		G200-OFFICE SUPPLIES	$ 139.82	$ -	$ -
4500073673	2/21/2026	W.W. Grainger Inc		G170-LUBRICANTS	$ 3,035.70	$ -	$ -
4500073674	2/21/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 314.20	$ -	$ -
4500073675	2/21/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 1,365.41	$ -	$ -
4500073676	2/23/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,398.38	$ -	$ -
4500073677	2/23/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 205.41	$ -	$ -
4500073678	2/23/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 5,906.33	$ -	$ -
4500073679	2/23/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 5,160.14	$ -	$ -
4500073680	2/23/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 4,272.46	$ -	$ -
4500073681	2/23/2026	Transit Holdings Inc		B130-BUS BODY	$ 4,898.96	$ -	$ -
4500073682	2/23/2026	Network Industries, Inc.		G130-SHOP TOOLS	$ 1,864.91	$ -	$ -
4500073683	2/23/2026	Home Depot USA Inc		G130-SHOP TOOLS	$ 220.18	$ -	$ -
4500073684	2/23/2026	Home Depot USA Inc		F180-BUILDING MATERIALS	$ 438.52	$ -	$ -
4500073685	2/23/2026	Network Industries, Inc.		F110-SHOP/BLDG MACHINERY	$ 542.57	$ -	$ -
4500073686	2/23/2026	Louis Sardo Upholstery Inc		B130-BUS BODY	$ 2,108.42	$ -	$ -
4500073687	2/23/2026	Luminator Technology Group Global		R120-RAIL/LRV CAR BODY	$ 9,848.20	$ -	$ -
4500073688	2/23/2026	Airgas Inc		R160-RAIL/LRV ELECTRICAL	$ 2,586.03	$ -	$ -
4500073689	2/23/2026	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	$ 1,310.24	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500073690	2/23/2026	Fastenal Company		G120-SECURITY	$ 14,167.19	$ -	$ -
4500073691	2/23/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,285.06	$ -	$ -
4500073692	2/23/2026	Gillig LLC		G140-SHOP SUPPLIES	$ 3,088.95	$ -	$ -
4500073693	2/23/2026	Gillig LLC		B160-BUS ELECTRICAL	$ 9,319.90	$ -	$ -
4500073694	2/23/2026	Genuine Parts Company Inc		R180-RAIL/LRV LIGHTING	$ 4,396.04	$ -	$ -
4500073695	2/23/2026	Hi-Tec Enterprises		R120-RAIL/LRV CAR BODY	$ 301.64	$ -	$ -
4500073697	2/23/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 259.69	$ -	$ -
4500073698	2/23/2026	Shilpark Paint Corporation		G160-PAINTS & CHEMICALS	$ 703.81	$ -	$ -
4500073699	2/23/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 691.78	$ -	$ -
4500073700	2/23/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 476.28	$ -	$ -
4500073701	2/23/2026	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	$ 6,936.95	$ -	$ -
4500073702	2/23/2026	Fastenal Company		R230-RAIL/LRV MECHANICAL	$ 2,865.61	$ -	$ -
4500073703	2/23/2026	Knorr Brake Company, LLC		R160-RAIL/LRV ELECTRICAL	$ 2,660.35	$ -	$ -
4500073704	2/23/2026	Maxwell Industries R&D, Inc.		R130-RAIL/LRV COUPLER	$ 33,307.68	$ -	$ -
4500073705	2/23/2026	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	$ 145.74	$ -	$ -
4500073706	2/23/2026	National Carwash Solutions Inc		G160-PAINTS & CHEMICALS	$ 807.19	$ -	$ -
4500073707	2/23/2026	Professional Contractors Supplies		R160-RAIL/LRV ELECTRICAL	$ 1,720.77	$ -	$ -
4500073708	2/23/2026	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	$ 2,768.09	$ -	$ -
4500073709	2/23/2026	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$ 12,817.04	$ -	$ -
4500073710	2/23/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 1,209.81	$ -	$ -
4500073711	2/23/2026	Hi-Tec Enterprises		R120-RAIL/LRV CAR BODY	$ 1,070.57	$ -	$ -
4500073712	2/23/2026	Dimensional Silk Screen Inc		R120-RAIL/LRV CAR BODY	$ 1,228.36	$ -	$ -
4500073713	2/23/2026	Home Depot USA Inc		F180-BUILDING MATERIALS	$ 120.56	$ -	$ -
4500073714	2/23/2026	ODP Business Solutions, LLC		G210-OFFICE FURNITURE	$ 256.65	$ -	$ -
4500073715	2/23/2026	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	$ 1,017.20	$ -	$ -
4500073716	2/23/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 118.79	$ -	$ -
4500073717	2/23/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 42.63	$ -	$ -
4500073718	2/23/2026	Romaine Electric Corporation		B160-BUS ELECTRICAL	$ 7,645.20	$ -	$ -
4500073719	2/23/2026	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	$ 295.61	$ -	$ -
4500073720	2/23/2026	RS Americas, Inc.		B160-BUS ELECTRICAL	$ 3.24	$ -	$ -
4500073721	2/23/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 2,625.49	$ -	$ -
4500073722	2/23/2026	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 9,432.04	$ -	$ -
4500073723	2/23/2026	Siemens Mobility, Inc.		R190-RAIL/LRV PANTOGRAPH	$ 484.88	$ -	$ -
4500073724	2/23/2026	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 45.98	$ -	$ -
4500073725	2/23/2026	The Sherwin-Williams Company		B130-BUS BODY	$ 281.66	$ -	$ -
4500073726	2/23/2026	Transit Holdings Inc		B130-BUS BODY	$ 2,808.51	$ -	$ -
4500073727	2/23/2026	Willy's Electronic Supply Co Inc		M110-SUB STATION	$ 143.78	$ -	$ -
4500073728	2/23/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 272.26	$ -	$ -
4500073729	2/23/2026	Trolley Support LLC		B250-BUS REPAIR PARTS	$ 16,970.63	$ -	$ -
4500073730	2/23/2026	Luminator Technology Group Global		R120-RAIL/LRV CAR BODY	$ 7,671.48	$ -	$ -
4500073731	2/23/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 1,208.98	$ -	$ -
4500073732	2/23/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 476.28	$ -	$ -
4500073733	2/23/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 2,185.20	$ -	$ -
4500073734	2/23/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,285.22	$ -	$ -
4500073735	2/23/2026	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 2,770.09	$ -	$ -
4500073736	2/23/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 476.28	$ -	$ -
4500073737	2/23/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 788.75	$ -	$ -
4500073738	2/24/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 196.23	$ -	$ -
4500073739	2/24/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 11.86	$ -	$ -
4500073740	2/24/2026	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 4,240.34	$ -	$ -
4500073741	2/24/2026	Vern Rose Inc		G140-SHOP SUPPLIES	$ 249.89	$ -	$ -
4500073742	2/24/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 230.42	$ -	$ -
4500073743	2/24/2026	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 19.44	$ -	$ -
4500073744	2/24/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 2,091.98	$ -	$ -
4500073745	2/24/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,940.58	$ -	$ -
4500073746	2/24/2026	Transit Holdings Inc		B130-BUS BODY	$ 2,071.81	$ -	$ -
4500073748	2/24/2026	Fastenal Company		R230-RAIL/LRV MECHANICAL	$ 2,353.26	$ -	$ -
4500073749	2/24/2026	W.W. Grainger Inc		I110-INFORMATION TECH	$ 3,096.12	$ -	$ -
4500073750	2/24/2026	CDW LLC		I110-INFORMATION TECH	$ 2,533.31	$ -	$ -
4500073751	2/24/2026	First American Data Co., LLC		P550-REAL ESTATE	$ 1,350.00	$ -	$ -
4500073753	2/24/2026	National Business Furniture LLC		G210-OFFICE FURNITURE	$ 2,860.90	$ -	$ -
4500073754	2/24/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 735.18	$ -	$ -
4500073755	2/24/2026	Magaldi & Magaldi Inc		B250-BUS REPAIR PARTS	$ 1,851.14	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500073756	2/24/2026	Clarran Inc.	DBE	G130-SHOP TOOLS	$ 298.46	$ -	$ -
4500073757	2/24/2026	Digi-Key Corporation		R140-RAIL/LRV DOORS/RAMP	$ 1,460.23	$ -	$ -
4500073758	2/25/2026	Cummins Inc		B160-BUS ELECTRICAL	$ 5,767.77	$ -	$ -
4500073759	2/25/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 323.76	$ -	$ -
4500073760	2/25/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 1,069.01	$ -	$ -
4500073761	2/25/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 352.08	$ -	$ -
4500073762	2/25/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 403.78	$ -	$ -
4500073763	2/25/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 656.85	$ -	$ -
4500073764	2/25/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,397.61	$ -	$ -
4500073765	2/25/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 10.93	$ -	$ -
4500073766	2/25/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 4,253.10	$ -	$ -
4500073767	2/25/2026	Transit Holdings Inc		B130-BUS BODY	$ 294.84	$ -	$ -
4500073768	2/25/2026	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	$ 76.44	$ -	$ -
4500073769	2/25/2026	W.W. Grainger Inc		B250-BUS REPAIR PARTS	$ 291.76	$ -	$ -
4500073770	2/25/2026	Uline Inc		G210-OFFICE FURNITURE	$ 232.57	$ -	$ -
4500073771	2/25/2026	Vern Rose Inc		G140-SHOP SUPPLIES	$ 747.19	$ -	$ -
4500073772	2/25/2026	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	$ 3,377.38	$ -	$ -
4500073773	2/25/2026	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 323.04	$ -	$ -
4500073774	2/25/2026	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	$ 21,749.12	$ -	$ -
4500073775	2/25/2026	Fastenal Company		R160-RAIL/LRV ELECTRICAL	$ 578.62	$ -	$ -
4500073776	2/25/2026	Flyers Energy LLC		G170-LUBRICANTS	$ 9,165.22	$ -	$ -
4500073777	2/25/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 4,315.15	$ -	$ -
4500073778	2/25/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 801.25	$ -	$ -
4500073779	2/25/2026	Professional Contractors Supplies		G140-SHOP SUPPLIES	$ 292.07	$ -	$ -
4500073780	2/25/2026	Muncie Reclamation and Supply Co		B250-BUS REPAIR PARTS	$ 2,803.25	$ -	$ -
4500073781	2/25/2026	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	$ 643.28	$ -	$ -
4500073782	2/25/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,285.22	$ -	$ -
4500073783	2/25/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 3,538.51	$ -	$ -
4500073784	2/25/2026	Winzer Franchise Company		G140-SHOP SUPPLIES	$ 302.42	$ -	$ -
4500073785	2/25/2026	Genfare, LLC		B190-BUS FARE EQUIP	$ 264.70	$ -	$ -
4500073786	2/25/2026	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	$ 1,863.20	$ -	$ -
4500073787	2/25/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 2,131.33	$ -	$ -
4500073788	2/25/2026	Tennant Sales & Serv Co		F110-SHOP/BLDG MACHINERY	$ 1,016.97	$ -	$ -
4500073789	2/25/2026	Tennant Sales & Serv Co		F110-SHOP/BLDG MACHINERY	$ 406.10	$ -	$ -
4500073790	2/25/2026	Tennant Sales & Serv Co		F110-SHOP/BLDG MACHINERY	$ 805.04	$ -	$ -
4500073791	2/25/2026	Tennant Sales & Serv Co		F110-SHOP/BLDG MACHINERY	$ 3,554.95	$ -	$ -
4500073792	2/26/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 244.96	$ -	$ -
4500073793	2/26/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 388.92	$ -	$ -
4500073794	2/26/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 383.58	$ -	$ -
4500073795	2/26/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 228.25	$ -	$ -
4500073796	2/26/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 3,292.08	$ -	$ -
4500073797	2/26/2026	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	$ 753.98	$ -	$ -
4500073798	2/26/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 4,285.06	$ -	$ -
4500073799	2/26/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 4,315.15	$ -	$ -
4500073800	2/26/2026	Init Innovations in Transportation		P130-EQUIP MAINT REPR SVC	$ 2,580.62	$ -	$ -
4500073801	2/26/2026	Gillig LLC		B140-BUS CHASSIS	$ 3,232.50	$ -	$ -
4500073802	2/26/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 1,994.80	$ -	$ -
4500073803	2/26/2026	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	$ 1,329.10	$ -	$ -
4500073804	2/26/2026	Radwell International LLC		M110-SUB STATION	$ 1,263.61	$ -	$ -
4500073805	2/26/2026	Transit Holdings Inc		B130-BUS BODY	$ 3,229.99	$ -	$ -
4500073806	2/26/2026	Reid and Clark Screen Arts Co		P210-NON-REV VEH REPAIRS	$ 60.77	$ -	$ -
4500073807	2/26/2026	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 1,370.01	$ -	$ -
4500073808	2/26/2026	Chingon Custom Metal		G130-SHOP TOOLS	$ 1,713.23	$ -	$ -
4500073809	2/26/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 200.44	$ -	$ -
4500073810	2/26/2026	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 107.71	$ -	$ -
4500073811	2/26/2026	American Battery Corporation	Small Business	P280-GENERAL SVC AGRMNTS	$ 1,821.57	$ -	$ -
4500073812	2/26/2026	Home Depot USA Inc		G210-OFFICE FURNITURE	$ 297.39	$ -	$ -
4500073813	2/26/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 1,613.52	$ -	$ -
4500073814	2/26/2026	Tennant Sales & Serv Co		F110-SHOP/BLDG MACHINERY	$ 291.98	$ -	$ -
4500073815	2/26/2026	EDCO Disposal Corporation		S130-DISPOSAL, OTHER	$ 623.75	$ -	$ -
4500073816	2/26/2026	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 236.79	$ -	$ -
4500073817	2/26/2026	TK Services Inc		R170-RAIL/LRV HVAC	$ 548.13	$ -	$ -
4500073818	2/26/2026	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS	$ 3,053.44	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500073819	2/26/2026	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	$ 401.87	$ -	$ -
4500073820	2/26/2026	Professional Contractors Supplies		G140-SHOP SUPPLIES	$ 1,085.33	$ -	$ -
4500073821	2/26/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 315.02	$ -	$ -
4500073822	2/26/2026	All The King's Flags		M200-YARD FACILITIES	$ 1,208.31	$ -	$ -
4500073823	2/27/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 143.26	$ -	$ -
4500073824	2/27/2026	Transit Holdings Inc		G140-SHOP SUPPLIES	$ 106.54	$ -	$ -
4500073825	2/27/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 593.16	$ -	$ -
4500073826	2/27/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 293.41	$ -	$ -
4500073827	2/27/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 137.38	$ -	$ -
4500073828	2/27/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 815.13	$ -	$ -
4500073829	2/27/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 341.67	$ -	$ -
4500073830	2/27/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,127.11	$ -	$ -
4500073831	2/27/2026	Digi-Key Corporation		G140-SHOP SUPPLIES	$ 113.01	$ -	$ -
4500073832	2/27/2026	Hi-Tec Enterprises		R160-RAIL/LRV ELECTRICAL	$ 398.68	$ -	$ -
4500073833	2/27/2026	Digi-Key Corporation		R220-RAIL/LRV TRUCKS	$ 163.13	$ -	$ -
4500073834	2/27/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 3,654.92	$ -	$ -
4500073835	2/27/2026	Muncie Reclamation and Supply Co		B250-BUS REPAIR PARTS	$ 3,432.65	$ -	$ -
4500073836	2/27/2026	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	$ 510.78	$ -	$ -
4500073837	2/27/2026	Kurt Morgan		G200-OFFICE SUPPLIES	$ 712.76	$ -	$ -
4500073838	2/27/2026	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$ 2,290.16	$ -	$ -
4500073839	2/27/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 859.92	$ -	$ -
4500073840	2/27/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 74.72	$ -	$ -
4500073841	2/27/2026	Fastenal Company		G140-SHOP SUPPLIES	$ 3,646.26	$ -	$ -
4500073842	2/27/2026	Freeby Signs		B130-BUS BODY	$ 56.57	$ -	$ -
4500073843	2/27/2026	W.W. Grainger Inc		B250-BUS REPAIR PARTS	$ 210.76	$ -	$ -
4500073844	2/27/2026	Vehicle Maintenance Program, Inc.	Woman Owned Business	B140-BUS CHASSIS	$ 1,501.26	$ -	$ -
4500073845	2/27/2026	Staples Contract & Commercial LLC		G200-OFFICE SUPPLIES	$ 365.57	$ -	$ -
4500073846	2/27/2026	The Sherwin-Williams Company		F120-BUS/LRV PAINT BOOTHS	$ 1,147.91	$ -	$ -
4500073847	2/27/2026	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 57.05	$ -	$ -
4500073848	2/27/2026	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	$ 1,018.24	$ -	$ -
4500073849	2/27/2026	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	$ 105.34	$ -	$ -
4500073850	2/27/2026	ODP Business Solutions, LLC		G280-FARE MATERIALS	$ 193.52	$ -	$ -
4500073851	2/27/2026	Vehicle Technical Consultants Inc		B250-BUS REPAIR PARTS	$ 2,169.51	$ -	$ -
4500073852	2/27/2026	Harbor Diesel & Equipment, Inc		B120-BUS MECHANICAL PARTS	$ 407.49	$ -	$ -
4500073853	2/27/2026	Winzer Franchise Company		G140-SHOP SUPPLIES	$ 78.01	$ -	$ -
4500073854	2/27/2026	Mcmaster-Carr Supply Co		R140-RAIL/LRV DOORS/RAMP	$ 13.22	$ -	$ -
4500073855	2/27/2026	Newark Corporation		M130-CROSSING MECHANISM	$ 973.15	$ -	$ -
4500073856	2/27/2026	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	$ 2,916.57	$ -	$ -
4500073857	2/27/2026	Southern Counties Lubricants LLC		G170-LUBRICANTS	$ 2,311.24	$ -	$ -
4500073858	2/27/2026	Rush Truck Centers of California		B200-BUS PWR TRAIN EQUIP	$ 25.59	$ -	$ -
4500073859	2/27/2026	Magaldi & Magaldi Inc		B250-BUS REPAIR PARTS	$ 178.97	$ -	$ -
4500073861	2/27/2026	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	$ 2,143.08	$ -	$ -
4500073862	2/27/2026	Ace Uniforms LLC	Small Business	G240-UNIFORM PROCUREMENT	$ 256.60	$ -	$ -
4500073863	2/27/2026	RJ International LLC	DBE	G140-SHOP SUPPLIES	$ 963.29	$ -	$ -
4500073864	2/27/2026	Arts Lawnmower and Repairs LLC		P130-EQUIP MAINT REPR SVC	$ 55.76	$ -	$ -
4500073865	2/27/2026	CDW LLC		G200-OFFICE SUPPLIES	$ 1,148.10	$ -	$ -
4500073866	2/27/2026	Lazer West Engineering	Small Business	P540-MAINTENANCE TRAINING	$ 4,850.00	$ -	$ -
4500073867	2/27/2026	I COLOR PRINTING & MAILING, INC.		G230-PRINTED MATERIALS	$ 144,953.00	$ -	$ -
4500073868	2/27/2026	National Business Furniture LLC		G210-OFFICE FURNITURE	$ 1,955.87	$ -	$ -
4500073869	3/2/2026	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	$ 555.35	$ -	$ -
4500073870	3/2/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 39.11	$ -	$ -
4500073871	3/2/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 685.18	$ -	$ -
4500073872	3/2/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 109.80	$ -	$ -
4500073873	3/2/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,321.19	$ -	$ -
4500073874	3/2/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 4,183.40	$ -	$ -
4500073875	3/2/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 406.52	$ -	$ -
4500073876	3/2/2026	Carlos Guzman Inc	DBE	R120-RAIL/LRV CAR BODY	$ 9,913.00	$ -	$ -
4500073877	3/2/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 42.76	$ -	$ -
4500073878	3/2/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 122.96	$ -	$ -
4500073879	3/2/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 2,833.74	$ -	$ -
4500073880	3/2/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 23.47	$ -	$ -
4500073881	3/2/2026	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 201.12	$ -	$ -
4500073882	3/2/2026	Southwest Lift & Equipment Inc.	Small Business	F130-VEH HOISTS, JACKS	$ 1,074.00	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500073883	3/2/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 125.00	$ -	$ -
4500073884	3/2/2026	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	$ 224.84	$ -	$ -
4500073885	3/2/2026	W.W. Grainger Inc		B250-BUS REPAIR PARTS	$ 597.46	$ -	$ -
4500073886	3/2/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 1,342.58	$ -	$ -
4500073887	3/2/2026	Inter. Assoc. for Public Trans.		P410-CONSULTING	$ 37,790.70	$ -	$ -
4500073888	3/2/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 148.39	$ -	$ -
4500073889	3/2/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 2,078.81	$ -	$ -
4500073890	3/2/2026	Parts Authority, LLC		B160-BUS ELECTRICAL	$ 5,144.44	$ -	$ -
4500073891	3/2/2026	Alliant Insurance Services, Inc.		P370-RISK MANAGEMENT	$ 1,018.74	$ -	$ -
4500073892	3/2/2026	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	$ 833.56	$ -	$ -
4500073893	3/2/2026	Insight Public Sector, Inc.		I120-INFO TECH, SVCS	$ 136,943.72	$ -	$ -
4500073894	3/2/2026	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$ 12,687.57	$ -	$ -
4500073895	3/2/2026	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	$ 2,755.76	$ -	$ -
4500073896	3/2/2026	W. Baker Management Inc		R160-RAIL/LRV ELECTRICAL	$ 7,516.64	$ -	$ -
4500073897	3/2/2026	Romaine Electric Corporation		B160-BUS ELECTRICAL	$ 7,645.20	$ -	$ -
4500073898	3/2/2026	Cummins Inc		B120-BUS MECHANICAL PARTS	$ 8,252.64	$ -	$ -
4500073899	3/2/2026	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	$ 18,218.37	$ -	$ -
4500073900	3/2/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 2,580.74	$ -	$ -
4500073901	3/2/2026	David Corbin		P440-CATERING SERVICES	$ 4,992.27	$ -	$ -
4500073902	3/2/2026	Siemens Mobility, Inc.		R200-RAIL/LRV SEATING	$ 13,037.75	$ -	$ -
4500073903	3/2/2026	Sway Collective	Disabled Veteran Business	G260-MEDIA	$ 8,697.20	$ -	$ -
4500073904	3/2/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 60.24	$ -	$ -
4500073905	3/3/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,295.07	$ -	$ -
4500073906	3/3/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 36.53	$ -	$ -
4500073907	3/3/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 2,018.21	$ -	$ -
4500073908	3/3/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 972.44	$ -	$ -
4500073909	3/3/2026	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	$ 174.15	$ -	$ -
4500073910	3/3/2026	Jamison Professional Services, LLC	DBE	G170-LUBRICANTS	$ 320.15	$ -	$ -
4500073911	3/3/2026	MJ Service Industries LLC	Disabled Veteran Business	G200-OFFICE SUPPLIES	$ 2,904.40	$ -	$ -
4500073912	3/3/2026	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 65.28	$ -	$ -
4500073913	3/3/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 860.18	$ -	$ -
4500073914	3/3/2026	Dunn-Edwards Corporation		F110-SHOP/BLDG MACHINERY	$ 320.18	$ -	$ -
4500073915	3/3/2026	Prudential Overall Supply		G140-SHOP SUPPLIES	$ 581.85	$ -	$ -
4500073916	3/3/2026	San Diego Power LLC		P130-EQUIP MAINT REPR SVC	$ 3,761.57	$ -	$ -
4500073917	3/3/2026	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	$ 26,180.02	$ -	$ 135,102.69
4500073919	3/3/2026	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	$ 4,279.00	$ -	$ 331,607.40
4500073921	3/3/2026	The Gordian Group, Inc.		C140-CONSTRUCTION MGT SRV	$ 11,180.63	$ -	$ -
4500073922	3/3/2026	Dodd and Chaaban Strategies LLC		P280-GENERAL SVC AGRMNTS	$ 105,000.00	$ -	$ -
4500073923	3/3/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 546.55	$ -	$ -
4500073924	3/3/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 9,108.69	$ -	$ -
4500073925	3/3/2026	Saitech Inc	Minority Owned Business	I130-IT CAPITAL HARDWARE	$ 52,384.83	$ -	$ -
4500073926	3/4/2026	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	$ 859.67	$ -	$ -
4500073927	3/4/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 122.19	$ -	$ -
4500073928	3/4/2026	Cummins Inc		B120-BUS MECHANICAL PARTS	$ 607.58	$ -	$ -
4500073929	3/4/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 1,204.97	$ -	$ -
4500073930	3/4/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 3,405.13	$ -	$ -
4500073931	3/4/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 19.14	$ -	$ -
4500073932	3/4/2026	Digital Magic Signs Inc.		G230-PRINTED MATERIALS	$ 549.53	$ -	$ -
4500073933	3/4/2026	RJ International LLC	DBE	G190-SAFETY/MED SUPPLIES	$ 751.56	$ -	$ -
4500073934	3/4/2026	Winzer Franchise Company		G140-SHOP SUPPLIES	$ 881.82	$ -	$ -
4500073935	3/4/2026	Alliant Insurance Services, Inc.		P370-RISK MANAGEMENT	$ 1,491.70	$ -	$ -
4500073936	3/4/2026	San Diego Friction Products, Inc.		B140-BUS CHASSIS	$ 799.07	$ -	$ -
4500073937	3/4/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 13.19	$ -	$ -
4500073938	3/4/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 302.84	$ -	$ -
4500073939	3/4/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 1,616.25	$ -	$ -
4500073940	3/4/2026	TK Services Inc		B250-BUS REPAIR PARTS	$ 4,543.77	$ -	$ -
4500073941	3/4/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 6,528.21	$ -	$ -
4500073942	3/4/2026	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	$ 79.30	$ -	$ 39,595.03
4500073944	3/4/2026	Vehicle Maintenance Program, Inc.	Woman Owned Business	B120-BUS MECHANICAL PARTS	$ 5,530.56	$ -	$ -
4500073945	3/4/2026	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	$ 303.96	$ -	$ -
4500073946	3/4/2026	Gillig LLC		B120-BUS MECHANICAL PARTS	$ 3,270.52	$ -	$ -
4500073947	3/4/2026	Bashir Family Investment Inc		C120-SPECIALTY CONTRACTOR	$ 16,233.59	$ -	$ -
4500073948	3/4/2026	Bashir Family Investment Inc		P550-REAL ESTATE	$ 32,144.28	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500073949	3/4/2026	Bashir Family Investment Inc		P140-MAINTENANCE, HVAC	$ 11,763.59	$ -	$ -
4500073950	3/4/2026	Bashir Family Investment Inc		P280-GENERAL SVC AGRMNTS	$ 16,723.24	$ -	$ -
4500073951	3/5/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 188.45	$ -	$ -
4500073952	3/5/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 642.19	$ -	$ -
4500073953	3/5/2026	Muncie Reclamation and Supply Co		B140-BUS CHASSIS	$ 1,117.20	$ -	$ -
4500073954	3/5/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 3,979.07	$ -	$ -
4500073955	3/5/2026	Cummins Inc		B120-BUS MECHANICAL PARTS	$ 175.85	$ -	$ -
4500073956	3/5/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 417.19	$ -	$ -
4500073957	3/5/2026	Transit Holdings Inc		B130-BUS BODY	$ 2,022.86	$ -	$ -
4500073958	3/5/2026	Transit Holdings Inc		B130-BUS BODY	$ 396.69	$ -	$ -
4500073959	3/5/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 66.46	$ -	$ -
4500073960	3/5/2026	Home Depot USA Inc		F190-LANDSCAPING MAT'LS	$ 299.55	$ -	$ -
4500073961	3/5/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 2,350.29	$ -	$ -
4500073962	3/5/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 2,856.14	$ -	$ -
4500073963	3/5/2026	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	$ 734.86	$ -	$ -
4500073964	3/5/2026	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	$ 92,837.01	$ -	$ -
4500073965	3/5/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 958.89	$ -	$ -
4500073966	3/5/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 628.94	$ -	$ -
4500073967	3/5/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 7,243.34	$ -	$ -
4500073968	3/5/2026	Clarran Inc.	DBE	G200-OFFICE SUPPLIES	$ 650.35	$ -	$ -
4500073969	3/5/2026	Jamaica Bearings Co Inc		R220-RAIL/LRV TRUCKS	$ 4,668.73	$ -	$ -
4500073970	3/5/2026	Home Depot USA Inc		G220-OFFICE EQUIPMENT	$ 694.61	$ -	$ -
4500073971	3/5/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 2,656.76	$ -	$ -
4500073972	3/5/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 389.56	$ -	$ -
4500073973	3/5/2026	Digi-Key Corporation		R160-RAIL/LRV ELECTRICAL	$ 757.15	$ -	$ -
4500073974	3/5/2026	Knorr Brake Company, LLC		R140-RAIL/LRV DOORS/RAMP	$ 4,827.20	$ -	$ -
4500073975	3/5/2026	W.W. Grainger Inc		G130-SHOP TOOLS	$ 588.82	$ -	$ -
4500073976	3/5/2026	Harbor Diesel & Equipment, Inc		G170-LUBRICANTS	$ 6,576.95	$ -	$ -
4500073977	3/5/2026	Naumann Hobbs Material Handling		F170-MATL HANDLING EQUIP	$ 1,011.42	$ -	$ -
4500073978	3/5/2026	Continental Locks		C120-SPECIALTY CONTRACTOR	$ 460.46	$ -	$ -
4500073979	3/5/2026	Continental Locks		C120-SPECIALTY CONTRACTOR	$ 192.37	$ -	$ -
4500073980	3/5/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 4,363.88	$ -	$ -
4500073981	3/5/2026	Init Innovations in Transportation		P130-EQUIP MAINT REPR SVC	$ 1,082.89	$ -	$ -
4500073982	3/5/2026	Siemens Mobility, Inc.		R140-RAIL/LRV DOORS/RAMP	$ 4,040.63	$ -	$ -
4500073983	3/5/2026	Waxie's Enterprises, LLC		G140-SHOP SUPPLIES	$ 1,021.47	$ -	$ -
4500073984	3/5/2026	ezCater, Inc		P440-CATERING SERVICES	$ 614.88	$ -	$ -
4500073985	3/5/2026	Ace Uniforms LLC	Small Business	G120-SECURITY	$ 424.27	$ -	$ -
4500073986	3/5/2026	Reid and Clark Screen Arts Co		G230-PRINTED MATERIALS	$ 177.25	$ -	$ -
4500073987	3/5/2026	711 Print Enterprises Inc		G290-FARE REVENUE EQUIP	$ 442.93	$ -	$ -
4500073988	3/5/2026	The Infurmary Veterinary		G120-SECURITY	$ 60.40	$ -	$ -
4500073989	3/5/2026	Dellner Inc		R130-RAIL/LRV COUPLER	$ 59,648.48	$ -	$ -
4500073990	3/5/2026	Gillig LLC		B160-BUS ELECTRICAL	$ 1,490.53	$ -	$ -
4500073991	3/5/2026	Charter Industrial Supply Inc	Small Business	B250-BUS REPAIR PARTS	$ 297.40	$ -	$ -
4500073992	3/5/2026	Mohawk Mfg & Supply Co		B250-BUS REPAIR PARTS	$ 324.96	$ -	$ -
4500073993	3/5/2026	Vinyard Doors, Inc.	Woman Owned Business	P120-BLDG/FACILITY REPRS	$ 2,012.00	$ -	$ -
4500073994	3/5/2026	W.W. Grainger Inc		P540-MAINTENANCE TRAINING	$ 148.09	$ -	$ -
4500073995	3/6/2026	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 48.60	$ -	$ -
4500073996	3/6/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1.62	$ -	$ -
4500073997	3/6/2026	Home Depot USA Inc		F180-BUILDING MATERIALS	$ 719.86	$ -	$ -
4500073998	3/6/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,855.51	$ -	$ -
4500073999	3/6/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 323.76	$ -	$ -
4500074000	3/6/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 3,047.40	$ -	$ -
4500074001	3/6/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,696.45	$ -	$ -
4500074002	3/6/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,491.52	$ -	$ -
4500074003	3/6/2026	IFE North America, LLC		R140-RAIL/LRV DOORS/RAMP	$ 121,981.62	$ -	$ -
4500074004	3/6/2026	Charter Industrial Supply Inc	Small Business	B250-BUS REPAIR PARTS	$ 177.68	$ -	$ -
4500074005	3/6/2026	VCA Animal Hospitals, Inc.		G120-SECURITY	$ 105.81	$ -	$ -
4500074006	3/6/2026	The Infurmary Veterinary		G120-SECURITY	$ 78.87	$ -	$ -
4500074007	3/6/2026	VCA Animal Hospitals, Inc.		G120-SECURITY	$ 105.81	$ -	$ -
4500074008	3/6/2026	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	$ 2,733.08	$ -	$ -
4500074009	3/6/2026	National City Chamber of Commerce		G260-MEDIA	$ 500.00	$ -	$ -
4500074010	3/6/2026	Sunbelt Rentals, Inc		F190-LANDSCAPING MAT'LS	$ 626.31	$ -	$ -
4500074011	3/6/2026	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	$ 2,586.87	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500074012	3/6/2026	Steven R Timme		G230-PRINTED MATERIALS	$ 660.04	$ -	$ -
4500074013	3/6/2026	3rd Generation Embroidery, Inc.		P540-MAINTENANCE TRAINING	$ 109.69	$ -	$ -
4500074014	3/6/2026	Brand Makers LLC		G200-OFFICE SUPPLIES	$ 269.38	$ -	$ -
4500074015	3/6/2026	Southern Counties Lubricants LLC		G170-LUBRICANTS	$ 1,481.57	$ -	$ -
4500074016	3/6/2026	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	$ 2,139.04	$ -	$ -
4500074017	3/6/2026	Fastenal Company		G140-SHOP SUPPLIES	$ 607.71	$ -	$ -
4500074018	3/6/2026	Norman Industrial Materials Inc.		G140-SHOP SUPPLIES	$ 90.79	$ -	$ -
4500074019	3/6/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 382.23	$ -	$ -
4500074020	3/6/2026	Crane Payment Innovations Inc		G290-FARE REVENUE EQUIP	$ 430.40	$ -	$ -
4500074021	3/6/2026	W.W. Grainger Inc		G150-FASTENERS	$ 316.50	$ -	$ -
4500074022	3/6/2026	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 3,102.70	$ -	$ -
4500074023	3/6/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 780.15	$ -	$ -
4500074024	3/6/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 2,116.26	$ -	$ -
4500074025	3/9/2026	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 24.24	$ -	$ -
4500074026	3/9/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 1,500.72	$ -	$ -
4500074027	3/9/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 1,940.58	$ -	$ -
4500074028	3/9/2026	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	$ 13.19	$ -	$ -
4500074029	3/9/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 6,155.53	$ -	$ -
4500074030	3/9/2026	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	$ 814.59	$ -	$ -
4500074031	3/9/2026	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	$ 1,115.22	$ -	$ -
4500074032	3/9/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 411.18	$ -	$ -
4500074033	3/9/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 1,015.65	$ -	$ -
4500074034	3/9/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 4,187.57	$ -	$ -
4500074035	3/9/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 15.77	$ -	$ -
4500074036	3/9/2026	Muncie Reclamation and Supply Co		B200-BUS PWR TRAIN EQUIP	$ 79.99	$ -	$ -
4500074037	3/9/2026	Transit Holdings Inc		B130-BUS BODY	$ 2,264.17	$ -	$ -
4500074038	3/9/2026	Transit Holdings Inc		B250-BUS REPAIR PARTS	$ 2,581.69	$ -	$ -
4500074039	3/9/2026	Rambuilt Glass LLC		C120-SPECIALTY CONTRACTOR	$ 6,255.45	$ -	$ -
4500074040	3/9/2026	Powerland Equipment Inc	Small Business	G130-SHOP TOOLS	$ 22,514.34	$ -	$ -
4500074041	3/9/2026	Deca Forklift, Inc.		P280-GENERAL SVC AGRMNTS	$ 713.80	$ -	$ -
4500074042	3/9/2026	Ray Allen Manufacturing LLC		G120-SECURITY	$ 242.66	$ -	$ -
4500074043	3/9/2026	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	$ 49.79	$ -	$ -
4500074044	3/9/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 409.51	$ -	$ -
4500074045	3/9/2026	Digi-Key Corporation		R160-RAIL/LRV ELECTRICAL	$ 170.29	$ -	$ -
4500074046	3/9/2026	Dunn-Edwards Corporation		F110-SHOP/BLDG MACHINERY	$ 212.98	$ -	$ -
4500074047	3/9/2026	Global Equipment Company	Small Business	F110-SHOP/BLDG MACHINERY	$ 975.90	$ -	$ -
4500074048	3/9/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 30,027.08	$ -	$ -
4500074049	3/9/2026	Gillig LLC		B250-BUS REPAIR PARTS	$ 4,588.31	$ -	$ -
4500074050	3/9/2026	Uline Inc		G130-SHOP TOOLS	$ 341.27	$ -	$ -
4500074051	3/9/2026	W.W. Grainger Inc		G140-SHOP SUPPLIES	$ 57.86	$ -	$ -
4500074052	3/9/2026	W.W. Grainger Inc		B250-BUS REPAIR PARTS	$ -	$ -	$ -
4500074053	3/9/2026	Uline Inc		G130-SHOP TOOLS	$ 258.60	$ -	$ -
4500074054	3/9/2026	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	$ 18,045.27	$ -	$ -
4500074055	3/9/2026	Harbor Diesel & Equipment, Inc		B250-BUS REPAIR PARTS	$ 17,969.48	$ -	$ -
4500074056	3/9/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 476.28	$ -	$ -
4500074057	3/9/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 1,144.33	$ -	$ -
4500074058	3/9/2026	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	$ 3,162.65	$ -	$ -
4500074059	3/9/2026	Supreme Oil Co.		A120-AUTO/TRUCK GASOLINE	$ 14,856.13	$ -	$ -
4500074060	3/9/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 702.55	$ -	$ -
4500074061	3/9/2026	Init Innovations in Transportation		B190-BUS FARE EQUIP	$ 788.75	$ -	$ -
4500074062	3/9/2026	Metropolitan Council		R150-RAIL/LRV COMM EQUIP	$ 7,786.02	$ -	$ -
4500074063	3/9/2026	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	$ 4,603.33	$ -	$ -
4500074064	3/9/2026	Southern Counties Lubricants LLC		B120-BUS MECHANICAL PARTS	$ 8,436.83	$ -	$ -
4500074065	3/9/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 902.98	$ -	$ -
4500074066	3/9/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 1,620.61	$ -	$ -
4500074067	3/9/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 442.15	$ -	$ -
4500074068	3/9/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 3,988.17	$ -	$ -
4500074069	3/10/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 1,325.71	$ -	$ -
4500074070	3/10/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 218.30	$ -	$ -
4500074071	3/10/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 19.14	$ -	$ -
4500074072	3/10/2026	Transit Holdings Inc		B130-BUS BODY	$ 298.51	$ -	$ -
4500074073	3/10/2026	Transit Holdings Inc		B160-BUS ELECTRICAL	$ 3,210.48	$ -	$ -
4500074074	3/10/2026	American Battery Corporation	Small Business	M190-SDSU ELECTRICAL	$ 147.05	$ -	$ -

Purchase Orders							
Purchase Orders	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500074075	3/10/2026	General Signals Inc		M130-CROSSING MECHANISM	$ 4,348.80	$ -	$ -
4500074076	3/10/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 3,409.25	$ -	$ -
4500074077	3/10/2026	Magaldi & Magaldi Inc		B250-BUS REPAIR PARTS	$ 178.97	$ -	$ -
4500074078	3/10/2026	Motion Industries, Inc.		G140-SHOP SUPPLIES	$ 109.31	$ -	$ -
4500074079	3/10/2026	Professional Contractors Supplies		G140-SHOP SUPPLIES	$ 30.74	$ -	$ -
4500074080	3/10/2026	City of Culver City		G250-NOVELTIES & AWARDS	$ 1,200.00	$ -	$ -
4500074081	3/10/2026	B and H Photo and Electronics		G220-OFFICE EQUIPMENT	$ 107.20	$ -	$ -
4500074082	3/10/2026	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	$ 3,248.96	$ -	$ -
4500074083	3/10/2026	Home Depot USA Inc		G210-OFFICE FURNITURE	$ 1,071.46	$ -	$ -
4500074084	3/10/2026	SurveyMonkey Inc.		G260-MEDIA	$ 4,632.00	$ -	$ -
4500074085	3/10/2026	3 Degrees Group, Inc.		G270-ELECTRICAL/LIGHTING	$ 63,519.81	$ -	$ -
4500074086	3/11/2026	Clarran Inc.	DBE	G150-FASTENERS	$ 18.23	$ -	$ -
4500074087	3/11/2026	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	$ 1,457.97	$ -	$ -
4500074088	3/11/2026	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	$ 5,906.33	$ -	$ -
4500074089	3/11/2026	Blue Angel International LLC	Small Business	G190-SAFETY/MED SUPPLIES	$ 438.98	$ -	$ -
4500074090	3/11/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 2,062.86	$ -	$ -
4500074091	3/11/2026	Cummins Inc		B200-BUS PWR TRAIN EQUIP	$ 3,997.59	$ -	$ -
4500074092	3/11/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 221.97	$ -	$ -
4500074093	3/11/2026	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	$ 141.33	$ -	$ -
4500074094	3/11/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 82.43	$ -	$ -
4500074095	3/11/2026	Waxie's Enterprises, LLC		G180-JANITORIAL SUPPLIES	$ 328.72	$ -	$ -
4500074096	3/11/2026	Transit Holdings Inc		B130-BUS BODY	$ 4,297.65	$ -	$ -
4500074097	3/11/2026	Transit Holdings Inc		B130-BUS BODY	$ 1,974.32	$ -	$ -
4500074098	3/11/2026	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	$ 2,184.85	$ -	$ -
4500074099	3/11/2026	Signal Hill Auto Enterprises, Inc.		G180-JANITORIAL SUPPLIES	$ 5,122.06	$ -	$ -
4500074100	3/11/2026	Compressed Air Systems		F110-SHOP/BLDG MACHINERY	$ 1,633.49	$ -	$ -
4500074101	3/11/2026	Cummins Inc		B250-BUS REPAIR PARTS	$ 9,237.81	$ -	$ -
4500074102	3/11/2026	Fastenal Company		G120-SECURITY	$ 2,480.17	$ -	$ -
4500074103	3/11/2026	Freeby Signs		B130-BUS BODY	$ 110.23	$ -	$ -
4500074104	3/11/2026	Genfare, LLC		G290-FARE REVENUE EQUIP	$ 174.06	$ -	$ -
4500074105	3/11/2026	Genuine Parts Company Inc		R180-RAIL/LRV LIGHTING	$ 4,622.31	$ -	$ -
4500074106	3/11/2026	Gillig LLC		B200-BUS PWR TRAIN EQUIP	$ 2,694.90	$ -	$ -
4500074107	3/11/2026	Harbor Diesel & Equipment, Inc		B120-BUS MECHANICAL PARTS	$ 203.75	$ -	$ -
4500074108	3/11/2026	Governmentjobs.com, Inc		P450-PERSONNEL SVCS	$ 16,935.52	$ -	$ -
4500074109	3/11/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 2,504.15	$ -	$ -
4500074110	3/11/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 1,590.45	$ -	$ -
4500074111	3/11/2026	ODP Business Solutions, LLC		P280-GENERAL SVC AGRMNTS	$ 119.81	$ -	$ -
4500074112	3/11/2026	Matheson Tri-Gas Inc		F110-SHOP/BLDG MACHINERY	$ 201.83	$ -	$ -
4500074113	3/11/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 2,288.65	$ -	$ -
4500074114	3/11/2026	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	$ 5,180.70	$ -	$ -
4500074115	3/11/2026	Inland Lighting Supplies Inc	Small Business	M180-STATION ELECTRICAL	$ 1,818.28	$ -	$ -
4500074116	3/11/2026	Kurt Morgan		G200-OFFICE SUPPLIES	$ 1,078.65	$ -	$ -
4500074117	3/11/2026	HPK Industries LLC		R120-RAIL/LRV CAR BODY	$ 2,682.98	$ -	$ -
4500074118	3/11/2026	Uline Inc		F110-SHOP/BLDG MACHINERY	$ 101.71	$ -	$ -
4500074119	3/11/2026	Newark Corporation		G140-SHOP SUPPLIES	$ 80.30	$ -	$ -
4500074120	3/11/2026	RS Americas, Inc.		R160-RAIL/LRV ELECTRICAL	$ 178.64	$ -	$ -
4500074121	3/11/2026	Mcmaster-Carr Supply Co		R230-RAIL/LRV MECHANICAL	$ 148.16	$ -	$ -
4500074122	3/11/2026	Transit Holdings Inc		B140-BUS CHASSIS	$ 1,886.39	$ -	$ -
4500074123	3/11/2026	Motion Industries, Inc.		G140-SHOP SUPPLIES	$ 83.47	$ -	$ -
4500074124	3/11/2026	Transit Holdings Inc		B130-BUS BODY	$ 444.07	$ -	$ -
4500074125	3/11/2026	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	$ 1,360.95	$ -	$ -
4500074126	3/11/2026	W.W. Grainger Inc		R170-RAIL/LRV HVAC	$ 2,015.67	$ -	$ -
4500074127	3/11/2026	Winzer Franchise Company		G130-SHOP TOOLS	$ 477.99	$ -	$ -
4500074128	3/11/2026	Vehicle Maintenance Program, Inc.	Woman Owned Business	B120-BUS MECHANICAL PARTS	$ 3,824.63	$ -	$ -
4500074129	3/11/2026	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	$ 252.01	$ -	$ -
4500074130	3/11/2026	Vern Rose Inc		G160-PAINTS & CHEMICALS	$ 479.95	$ -	$ -
4500074131	3/11/2026	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	$ 285.80	$ -	$ -
4500074132	3/11/2026	Trane U.S. Inc.		F110-SHOP/BLDG MACHINERY	$ 1,400.75	$ -	$ -

The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the Disadvantaged Business Enterprise (DBE) program effective October 3, 2025. These changes affect how DBE firms become certified, how existing DBE firms maintain certification, and how recipients like MTS may count DBE participation. For any firms that are listed to have a DBE certification, the DBE certification is based on the old certification standards prior to October 3, 2025. MTS is currently reviewing the IFR and working with our funding agencies to identify what program and procedural changes may be necessary

EXPENSE CONTRACTS				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
PWL439.1-25	HAZARD CONSTRUCTION	BEYER BLVD SLOPE IMPROVS	$1,848.00	3/5/2026
G2454.3-21	BASHIR FAMILY INVESTMENT	PEST CONTROL SVCS	$3,180.00	3/4/2026
PWL403.1-24	DE LA FUENTE CONSTRUCTION	CCOs 1,2,3 & 4	$20,175.79	2/12/2026
PWL427.1-25	VMS INSTALLATIONS	CCO 1-4,6-8, 10,12 & 13	$25,792.29	2/26/2026
B0784.1-26	LOTUS USA	SCOPE CHANGES AND ADD FUNDS	$29,069.00	2/26/2026
G3104.0-26	AMI RISK CONSULTANTS, INC.	ACTUARIAL SERVICES SELF-INSURED GL & WC	$35,000.00	3/6/2026
PWG348.0-22JOC348-22	VETERANS	11TH AND C EB RAIL REPLACEMENT	$48,330.40	2/25/2026
G2686.3-23	NEYENESCH	ADD FUNDS	$53,203.74	2/26/2026
PWB411.3-25	G A ABELL	IAD ZEB PH1 CCO 2	$60,392.09	2/20/2026
G2524.0-22.WO3	3DEGREES	PURCHASE 16,329 RECS	$63,519.81	3/10/2026
PWG348.0-22JOC21.01	VETERANS	CCO 01	$72,557.67	2/5/2026
G3120.0-26	ECONOMIC CONSULTANTS OREGON LTD DBA ECONORTHWEST	ECONOMIC IMPACT REPORTING SERVICES	$86,808.00	2/5/2026
PWL352.0-22WOAAE73	HDR	KMD MONITORING	$109,462.14	2/17/2026
G2498.0-21WOACM-19.03	KCS	ADD TIME AND FUNDS	$114,324.83	3/10/2026
G3096.0-25	I COLOR	TIMETABLE PRINTING SERVICES	$144,953.00	2/25/2026
PWG441.0-25JOC441.01	ABCGC	KMD PARKING STRUCTURE STRUCTURAL REPAIRS	$144,992.91	2/19/2026
PWL353.0-22WOAE-09.02	DOKKEN	ADD DSDC	$148,689.69	3/9/2026

REVENUE CONTRACTS AND MOUs				
Doc #	**Organization**	**Subject**	**Amount**	**Day**
G2653.0-23.16	BRICEHOUSE STATION LLC	CONVENTION CENTER DIGITAL KIOSK AGREEMENT	$4,000.00	2/25/2026
G2653.0-23.17	BRICEHOUSE STATION LLC	12TH & IMPERIAL DIGITAL KIOSK AGREEMENT	$4,000.00	2/25/2026
G2653.0-23.18	BRICEHOUSE STATION LLC	AMERICA PLAZA DIGITAL KIOSK AGREEMENT	$4,000.00	2/25/2026
S200-26-925	SDGE	ROW PERMIT POLE REPLACEMENT FLETCHER PKWY	$1,428.02	2/20/2026
G3184.0-26	PARSONS CORPORATION	SITE SURVEY CORONADO BRANCH	$1,000.00	2/23/2026
S200-26-930	CAPUZZI CONSULTING GROUP	ROW PERMIT GEOTECH BAYSHORE BIKEWAY	$750.00	2/19/2026

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

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

DRAFT

ATTACHMENT A
SCOPE OF SERVICES

DRAFT

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**

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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	Task Manager	QA/QC Manager (Engineer - Senior)	Engineer - Senior	Engineer - 3	Engineer - 2	Engineer - 1	CADD - Senior	CADD - 3	Technical Expert	Technician - 2	Total Hours	Totals
				$ 335.35	$ 237.76	$ 227.06	$ 227.06	$ 190.43	$ 168.35	$ 124.57	$ 214.63	$ 145.88	$ 181.09	$ 83.84		
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 Quantity	Task 8 Total	Task 9 Quantity	Task 9 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	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals Quantity	Totals 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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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.

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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:

_____
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.

<u>Assumptions:</u>

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	Project Manager	Task Manager	Engineer - Principal	Engineer - Senior	Engineer - 3	Engineer - 2	Engineer - 1	CADD - Senior	CADD - 3	Total Hours	Totals
				$ 335.35	$ 324.45	$ 237.76	$ 439.95	$ 227.06	$ 190.43	$ 168.35	$ 124.57	$ 214.63	$ 145.88		
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%									

DRAFT

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																	
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

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 Quantity	Task 1 Total	Task 2 Quantity	Task 2 Total	Task 3 Quantity	Task 3 Total	Task 4 Quantity	Task 4 Total	Task 5 Quantity	Task 5 Total	Task 6 Quantity	Task 6 Total	Task 7 Quantity	Task 7 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 Quantity	Task 8 Total	Task 9 Quantity	Task 9 Total	Task 10 Quantity	Task 10 Total	Task 11 Quantity	Task 11 Total	Task 12 Quantity	Task 12 Total	Task 13 Quantity	Task 13 Total	Totals Quantity	Totals 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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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 SC 29609

City State 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 Chief Accounting Officer

Name 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: _____

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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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240 East Hacienda Avenue, Campbell, CA 95008 USA

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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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

Consultant/Subconsultant: **Psomas/Psomas**

Total Hours = **364**

Total Costs = **$70,193.99**

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											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	

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Work Order Estimate
Summary

Total Hours = **24,617**

Total Costs = **$3,769,547.24**

Consultant/Subconsultant: **PSOMAS/GLOBAL SIGNALS**

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											Totals	
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		**Totals =**	

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Metropolitan Transit System

Agenda Item No. 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

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

RECOMMENDATION:

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

1) Authorize the Chief Executive Officer (CEO) to purchase a liability insurance program, effective March 31, 2026, that results in a not to exceed premium amount of $4,495,020 (including the State of California surplus lines taxes and fees) based on the coverage structure of $75 million inclusive of a $7.5 million Self Insured Retention (SIR) on Bus and Rail Operations, and a $5 million SIR on Public Officials' Errors and Omissions, and Employment Practices Liability.

2) Approve a two-year rate commitment from Safety National for MTS Excess Workers' Compensation Insurance program, excess of a $1 million SIR effective March 31, 2026, for a first-year premium deposit of $223,803, and a two-year total of approximately $447,606.

Budget Impact

The contract cost of these insurance programs is estimated to be $4,942,626 (through March 31, 2027, on Liability and March 31, 2028, for Workers' Compensation), including applicable taxes and fees. This represents an 8.6% increase compared to the approved Liability program cost for March 31, 2025, to March 31, 2026, and a -10% rate change in the Workers' Compensation program cost for the same period. As is standard, the Workers' Compensation deposit premium is based on payroll estimates, and adjustable based on actual payroll at the end of the period. Any premium adjustment at the end of the period, up or down, will be minimal and within the CEO's Board Policy 41 authority to approve.

The coverage will be funded by the operating budgets of MTS, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), and San Diego & Arizona Eastern Railroad (SD&AE). The approximate breakdown of insurance costs between MTS cost centers is noted within the table below:

COMBINED EXCESS LIABILITY INSURANCE PREMIUM COST ALLOCATION					
AGENCY	MTS 633010-562210	SDTC 633014-562210	SDTI 633016-562210	SD&AE 771017-562210	TOTAL
Excess Liability and Excess Workers' Compensation	$593,115	$2,199,469	$2,100,616	$49,426	$4,942,626

DISCUSSION:

Each year, MTS purchases insurance to protect against various risks. Today's proposed action addresses MTS insurance policies for Excess Liability and Excess Workers' Compensation. MTS's current Workers' Compensation insurance program was approved on March 14, 2024 (Agenda Item (AI) 18), and was for a policy period of March 31, 2024, to March 31, 2026, with Liability approved on March 13, 2025 (AI 21).

The nature of the insurance market and negotiations for new policies is such that insurance companies and their underwriters generally will not provide renewal quotations within a month or two of the actual renewal date, which is March 31. Excess carriers require that the layers below them be finalized before quoting. Due to the comprehensive nature and complexity of the program, it is not unusual for final negotiations not to be wrapped up until the final weeks (or days) before a new program commences. Staff has been in extensive discussions with MTS's insurance broker, Alliant, over the past several months as they have engaged with our underwriters over the cost and structure of a new program.

Excess General Liability – Current Program

MTS's Liability insurance policy covers various areas of potential risk to MTS and its wholly owned entities (SDTC, SDTI, and SD&AE). Primarily, this includes bodily injury, property damage and other damage claims that are inherent in Bus and Rail Operations. It also includes coverage for alleged or actual wrongful acts of MTS, its employees, and Board. Historically, MTS's insurance coverage has been structured so that MTS is directly responsible for a self-insured layer (the "SIR"), the amount of which has varied over the years based on insurance market conditions and our own independent actuarial projections of the ultimate expected cost in the retained layer. Only if a lawsuit or claim exceeds, or is reasonably expected to exceed the SIR, does MTS's excess liability coverage step in. MTS currently keeps a self-insurance reserve amount in its annual operating budget specifically to partially cover claims that fall within the insurance retention amounts but exceed the annual budget of the Risk Department. Where anticipated, the Risk Department budget includes sufficient funds to pay known and possible claims. The MTS Risk Department internally manages and resolves liability claims, either directly or by overseeing litigation handled by outside counsel. Board Policy No. 51 requires Board approval of any liability claim settlement over $50,000.

Coverage limits and retentions have varied over the years based on insurance market conditions, third party requirements, and perceptions of a reasonable maximum foreseeable loss.

Currently, MTS purchases $75 million in insurance limits, inclusive of its $7.5 million retention, for its Bus and Light Rail operations and general liability, and a $5 million retention for public officials' errors and omissions and employment practices liability. No single insurer will provide

such limits given the nature of the risk involved, so coverage is purchased in a “layered and quota share” arrangement with numerous insurers located both in the US and abroad participating in the program. The total limit is intended to adhere to the requirements set by MTS’s Shared Use Agreement with North County Transit District (NCTD) and Burlington Northern Santa Fe (BNSF) Railway, which governs the shared light and heavy Rail Operations on the railroad right-of-way between Santa Fe Depot and Oceanside. Under that agreement, MTS is required to maintain at least a $75 million (retention plus limits purchased) limit. NCTD and BNSF are required to maintain much higher limits ($295 million and $200 million respectively as of 2026) based on the difference in perceived risk between MTS light rail operations and NCTD, Amtrak and BNSF heavy rail operations.

While MTS is under no obligation to carry a specific limit of coverage for its Bus Operations (or other) operational activities; historically, it has carried the same limits of coverage as Rail, for the sake of consistency, but also because it has been financially efficient to do so.

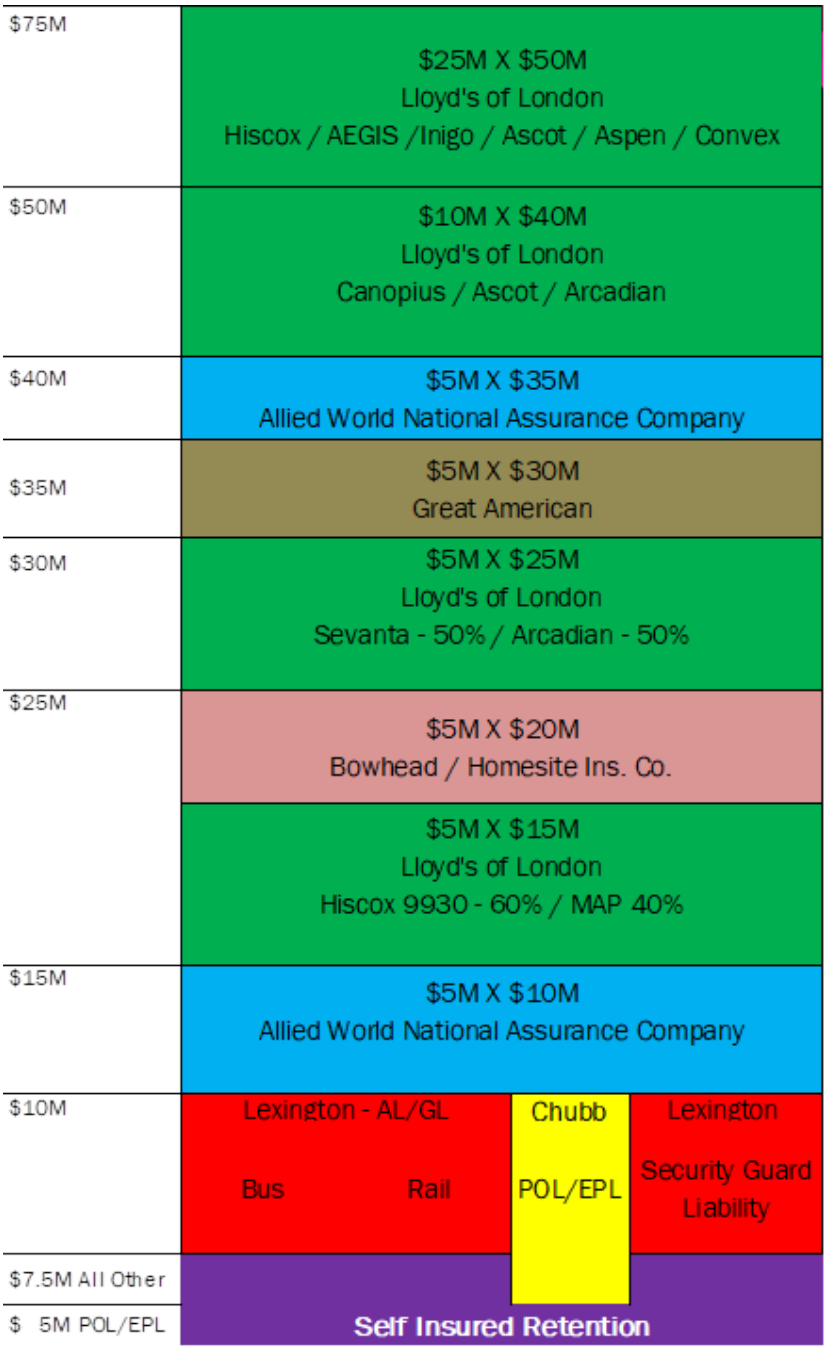
The Excess Insurance Market for Transit Risks

Rates for the excess liability coverage are generally based on a combination of passenger counts, revenue miles, operating revenue, construction costs, loss history, SIR, and current market conditions.

Beginning in 2020, unfavorable insurance market conditions (catastrophic weather-related losses and extreme jury verdicts) began causing widespread disruptions in the availability of commercial insurance. For MTS and other public transit agencies, the difficult market conditions have been felt most notably in the Liability market. Recently, demand for limits of coverage have outstripped supply relative to past market cycles, and prices increased accordingly. Specific loss activity of MTS also put pressure on rates. This cycle has continued for many years, as the legal landscape and challenging tort environment in the US seemingly favor plaintiffs despite cases with strong defenses, leading to increasingly excessive settlements and verdicts.

For MTS’s 2026 renewal, our insurance broker, Alliant, sought various options for limits and retentions to combat expected price increases and potential narrowing of the terms and conditions of coverage. For 2024, an unusual amount of difficulty was faced as our long-term lead insurer, MunichRE, citing the litigious environment in California and likelihood of adverse verdicts in the public entity space, decided to not offer renewal terms. Coverage for the lead layer was moved to Lexington at that time and remains for this renewal package tower. After considering available options, MTS staff is recommending a Liability program that retains the essential coverage elements of the expiring program through a combination of insurers attaching at a $7.5 million SIR for Bus, Rail, and premises liability and $5 million SIR for public officials’ errors and omissions and employment practices liability.

The program limits of $75 million inclusive of MTS SIRs are achieved through a combination of both US and international insurers. The chart reflects a draft of the placement structure, reflecting likely participation by insurer for our renewal program. Alliant continues to organize the final placement to maximize pricing efficiencies and coverage benefits to MTS, and thus the final placement may vary somewhat to reflect this.



Workers' Compensation

There is presently more stability in the Workers' Compensation insurance market, and in some instances, insurers are being more aggressive. Such is the case for the MTS program this year. For the renewal, Safety National is proposing a new two-year rate commitment that staff and our broker, Alliant, supports and views as favorable. Following is a snapshot of the renewal relative to the expiring program:

Excess Workers' Compensation	2024-26	2026-28	$ Change	% Change
Est. Payroll	$128,160,557	$139,876,790	$11,716,233	9.14%
Limit	Statutory	Statutory	-	0.00%
Rate Per $100	0.1783	0.1600	(.02)	-10.26(%)
Self-Insured Retention	$1,000,000	$1,000,000	-	0%
Est. Premium	$228,499	$223,803	(4,696)	-2.06(%)
**Final premium subject to payroll audit conducted at the end of policy term.*				

The two-year rate commitment comes with standard limitations surrounding unexpected MTS losses, or significant changes in MTS operations or financial conditions, or market conditions that are out of Safety National's control.

Therefore, staff recommends that the MTS Board of Directors

1) Authorize the CEO to purchase a Liability insurance program, effective March 31, 2026, that results in a not to exceed amount of $4,495,020 (including the State of California surplus lines taxes and fees) based on the coverage structure of $75 million inclusive of a $7.5 million SIR on Bus and Rail Operations and a $5 million SIR for Public Officials' Errors and Omissions and Employment Practices Liability.

2) Approve a two-year rate commitment from Safety National for MTS Excess Workers' Compensation Insurance program, excess of a $1 million SIR effective March 31, 2026, for a first-year premium deposit of $223,803, and a two-year total of approximately $447,606.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Property Insurance Renewal

RECOMMENDATION:

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

1) Renew the property insurance coverage for the MTS, San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the Public Risk Innovation, Solutions, and Management (PRISM) Property Insurance Program, effective March 31, 2026 through March 31, 2027, with various coverage deductibles of $50,000 (real property, personal property and business interruption), $100,000 (bus fleet), $250,000 (light rail fleet), and a $3,000,000 sublimit on each occurrence subject to a $500,000 deductible for unscheduled infrastructure, for a total not to exceed premium of $5,215,600; and

2) Purchase stand-alone Engineered Risk Property insurance coverage for the Mid-Coast bridges with Chubb, effective March 31, 2026, through March 31, 2027, with a $100,000,000 per occurrence property damage sub-limit and a coverage deductible of $1,000,000, for a total not to exceed premium of $301,762.

Budget Impact

Property Insurance (PRISM):

The preliminary renewal premium would not exceed $5,215,600, which represents an up to $469,250 combined possible increase over last year's actual premium of $4,746,350. The premium is anticipated to be charged against the budgets of MTS ($235,600), SDTC ($1,180,000), and SDTI ($3,800,000). The premium would be split between Fiscal Years (FY) 2026 and 2027 as follows:

PROPERTY PREMIUM ESTIMATED FISCAL YEAR SPLIT			
Policy Period: 03/31/26 - 03/31/27			
Agency	FY 26	FY 27	Total Premium
MTS	$58,900	$176,700	$235,600
SDTC	$295,000	$885,000	$1,180,000
SDTI	$950,000	$2,850,000	$3,800,000
TOTAL	$1,303,900	$3,911,700	$5,215,600

Mid-Coast Bridges – Standalone Policy (Chubb):

The preliminary renewal premium would not exceed $301,762 and charged against the SDTI budget. The premium would be split between FY 2026 and 2027 as follows:

PROPERTY PREMIUM ESTIMATED FISCAL YEAR (FY) SPLIT			
Policy Period: 03/31/26 – 03/31/27			
Agency	FY 26	FY 27	Total Premium
SDTI	$75,440	$226,322	$301,762

DISCUSSION:

Property Insurance (PRISM):

MTS's current property insurance policy will expire on March 31, 2026. This line of coverage insures against physical damage, vandalism and theft caused to the real and personal property of MTS, SDTC, and SDTI, which together includes over $2.5 billion in total insured values. Business Interruption coverage is also included in this policy. The coverage is obtained through PRISM, which is a joint-powers insurance authority of 354 public entity members. Of this number, approximately 120 members participate in the property insurance program. SDTC has been insured through this group since 1993. The other MTS agencies became insured with PRISM in 1997.

PRISM provides a complex layering of multiple insurance carriers, including both domestic and international insurers. Due to the size of its membership, PRISM has tremendous premium purchasing power. Special form perils coverage provides risk protection on most perils (including terrorism) and causes of loss unless specifically excluded by the policy. Some of the perils excluded from MTS' program include earthquake, wear and tear, pollution, war risk, employee fraud, nuclear radiation, and loss to unscheduled landscaping, money, or watercraft. These exclusions do not include every peril or property specifically excluded; however, they are examples of the types of losses that would not be covered.

The proposed renewal policy carries an all-risk limit of $700 million, which applies to perils for any one occurrence. Under the proposed renewal, the following occurrence-based deductibles would apply: (1) $50,000 for real property, personal property & business interruption; (2) $100,000 for buses; (3) $250,000 for light rail vehicles; and (4) $3,000,000 sublimit on each occurrence subject to a $500,000 deductible for unscheduled infrastructure. Loss valuation is generally calculated on a replacement cost basis. Total Insured Values (TIV) are up approximately 8.5% due to trending and acceptance of Mid-Coast Station Appraisals valued at $231,138,400.

Since the latter part of Calendar Year (CY) 2019, the property market has experienced significant hardening resulting in considerable premium increases to all property insurance buyers in both the public and private sectors. The hardening market also saw increased retentions along with coverage limitations or sub-limits for certain perils. We seem to be emerging from the hard market cycle and have seen significant improvement in the Property market starting in 2025. Rates have started to once again come down, while sub-limits and retentions implemented during the hard market seem to be holding firm. PRISM program negotiations are finalized up until the end of March 2026. MTS saves premium dollars and is afforded lower deductibles overall by insuring its property through PRISM than it would on a stand-alone basis.

Mid-Coast Bridges – Standalone Policy (Chubb):

Upon completion of the Mid-Coast Light Rail Extension Project and handover of the assets to MTS, MTS staff attempted to add the twelve bridges that were constructed as part of that project to MTS's property program with PRISM. PRISM declined to provide coverage for the new bridges/guideways, stating bridges are now outside of their underwriting guidelines. They have been willing to continue covering the bridges that have historically been covered under the Program but are not able to add new bridge exposure. In order to honor the insurance language in the federal Transportational Infrastructure Finance and Innovation Act (TIFIA) loan agreement for the Mid-Coast project, staff worked with our broker, Alliant Insurance Services, to secure options to cover these bridges on a standalone basis outside of the PRISM Program. Coverage was placed with Chubb (Illinois Union Insurance Company).

The policy provides "all-risk" property coverage, with certain perils specifically excluded by the policy. Some of the perils excluded under this policy include earthquake, corrosion, decay, normal settling, shrinking, faulty workmanship and error, omission or deficiency in design, pollution, war risk, and nuclear radiation. These perils listed do not include every peril or property specifically excluded; however, they are examples of the types of losses that would not be covered. Terrorism Risk Insurance Act (TRIA) is available for purchase and included in the quoted premium.

The policy carries an all-risk limit of $100 million, which applies to perils for any one occurrence. Under the policy, the following occurrence-based deductible would apply: $1 million for real property.

MTS and its entities have traditionally elected not to purchase optional earthquake coverage as the terms and conditions primarily support real estate damage caused by an earthquake event with high deductibles. The coverage would not support the majority of MTS's infrastructure and guideways.

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

1) Renew the property insurance coverage for the MTS, SDTC, and SDTI with the PRISM Property Insurance Program, effective March 31, 2026, through March 31, 2027, with various coverage deductibles of $50,000 (real property, personal property and business interruption), $100,000 (bus fleet), $250,000 (light rail fleet), and a $3,000,000 sublimit on each occurrence subject to a $500,00,000 deductible for unscheduled infrastructure, for a total not to exceed premium of $5,215,600.

2) Purchase stand-alone Engineered Risk Property insurance coverage for the Mid-Coast bridges with Chubb, effective March 31, 2026, through March 31, 2027, with a $100,000,000 per occurrence property damage sub-limit and a coverage deductible of $1,000,000, for a total not to exceed premium of $301,762.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Metropolitan Transit System

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.

	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
em	Description	Estimated Quantity	Unit Price	Item Total	Unit Price	Item Total	Unit Price	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, 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

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.

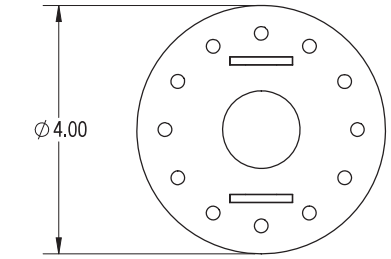
SECTION 1-9 SUBMITTALS

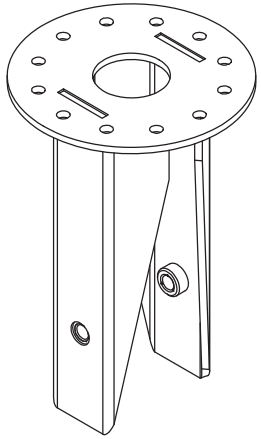
The contractor shall submit the following for review and approval prior to commencement of the work:

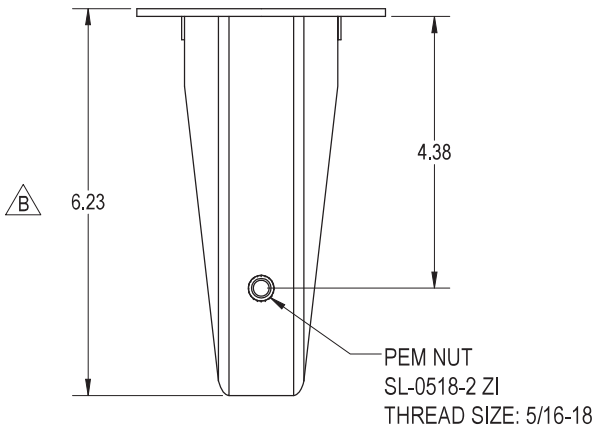
- Construction Schedule

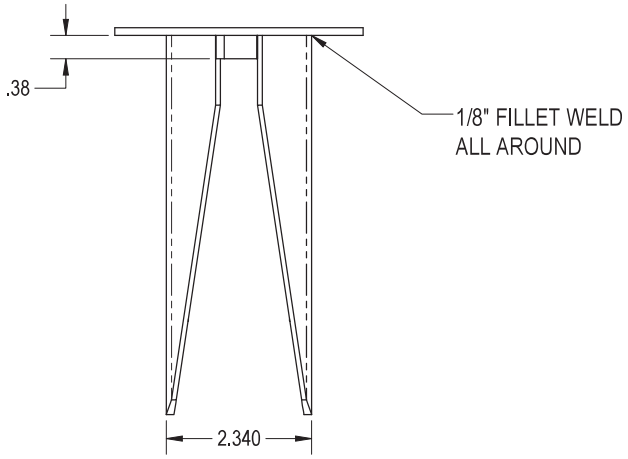
Attachments:

- 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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DIMS IN INCHES	DATE	TITLE:	PART NUMBER	REV	SHEET
	07/07/2025	OVERVIEW MOUNT, PVSTOP+, SDMTS	-	B	1/1

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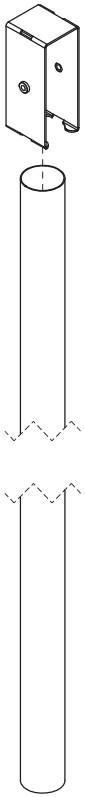
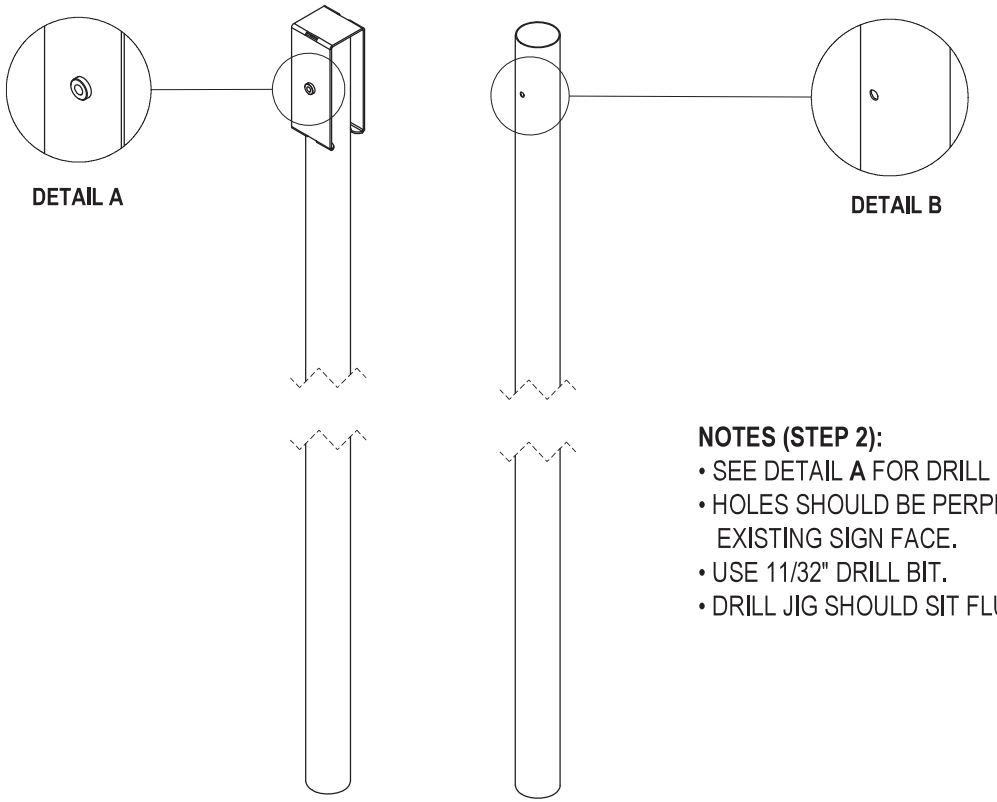
REVISIONS			
REV.	DESCRIPTION	DATE	REVISED BY
A	INITIAL RELEASE	25/02/2025	-
B	OVERALL MOUNT LENGTH REDUCED	07/07/2025	SB

STEP 1: MOUNT DRILL JIG TO POST



STEP 2: DRILL TWO HOLES USING THE DRILL GUIDE BUSHING



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.

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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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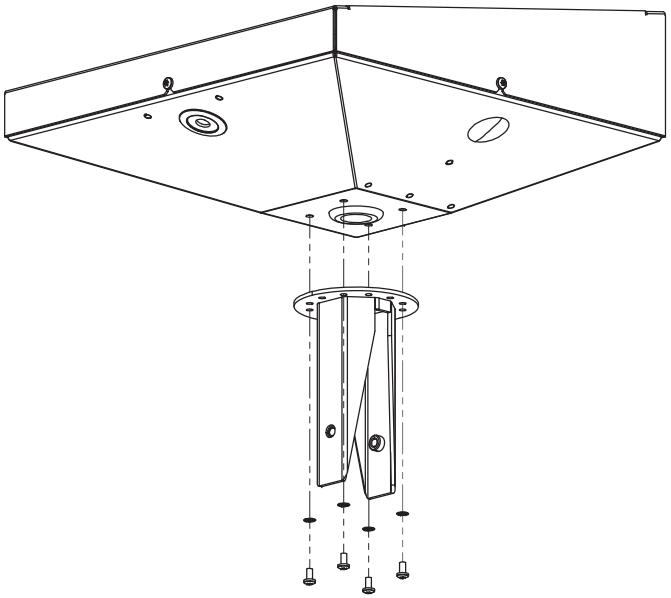
STEP 3: SECURE PV STOP+ UNIT TO MOUNT USING PROVIDED SECURITY SCREWS



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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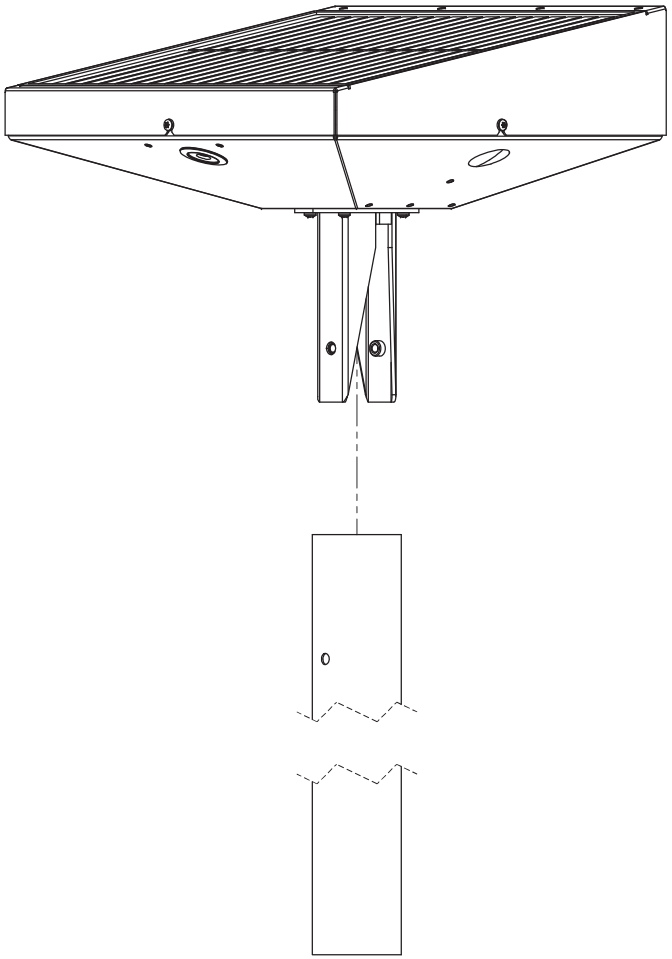
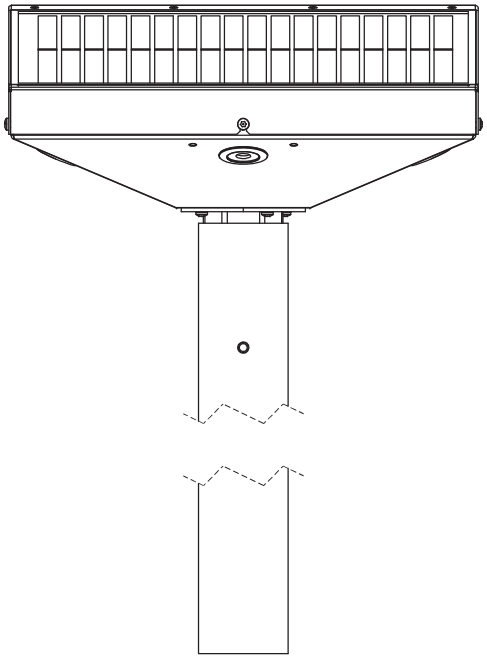
STEP 4: SLIDE THE PV STOP+ WITH MOUNT ONTO TOP OF POST





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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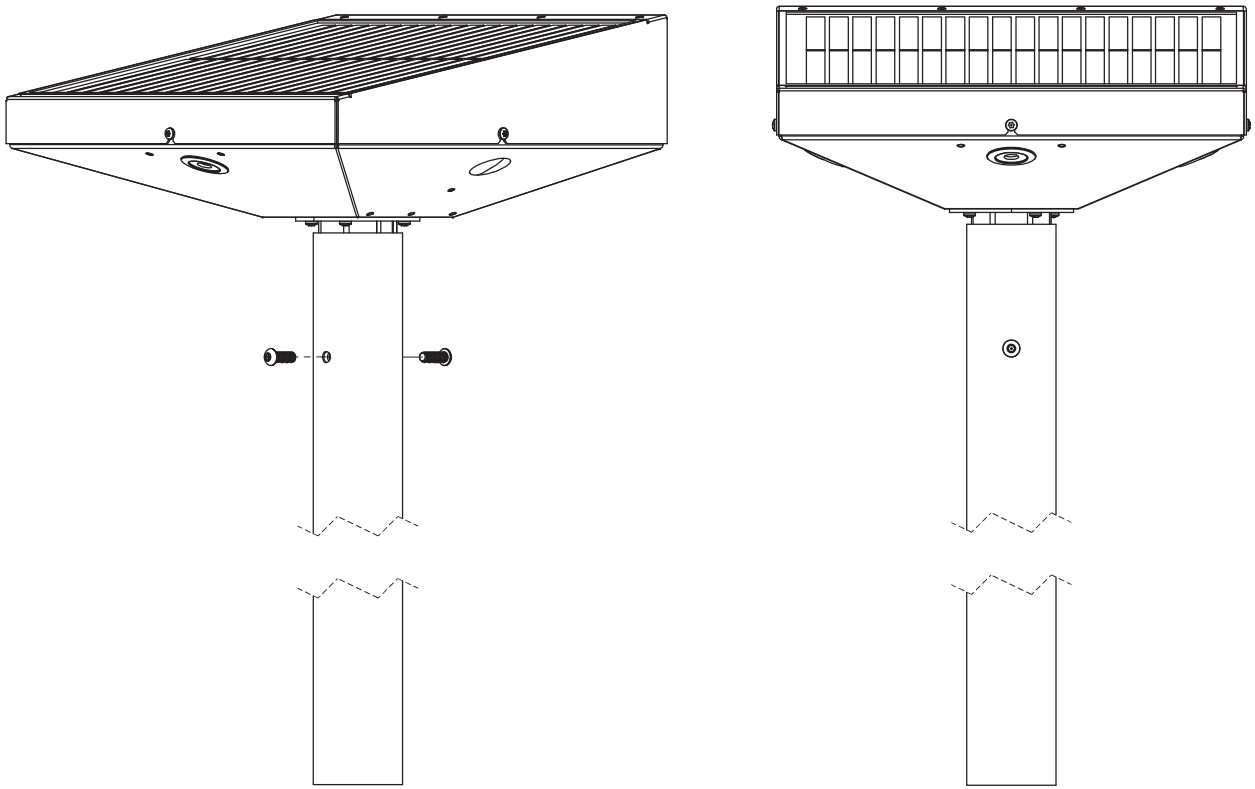
STEP 5: SECURE PV STOP+ MOUNT TO POST USING PROVIDED SECURITY SCREWS



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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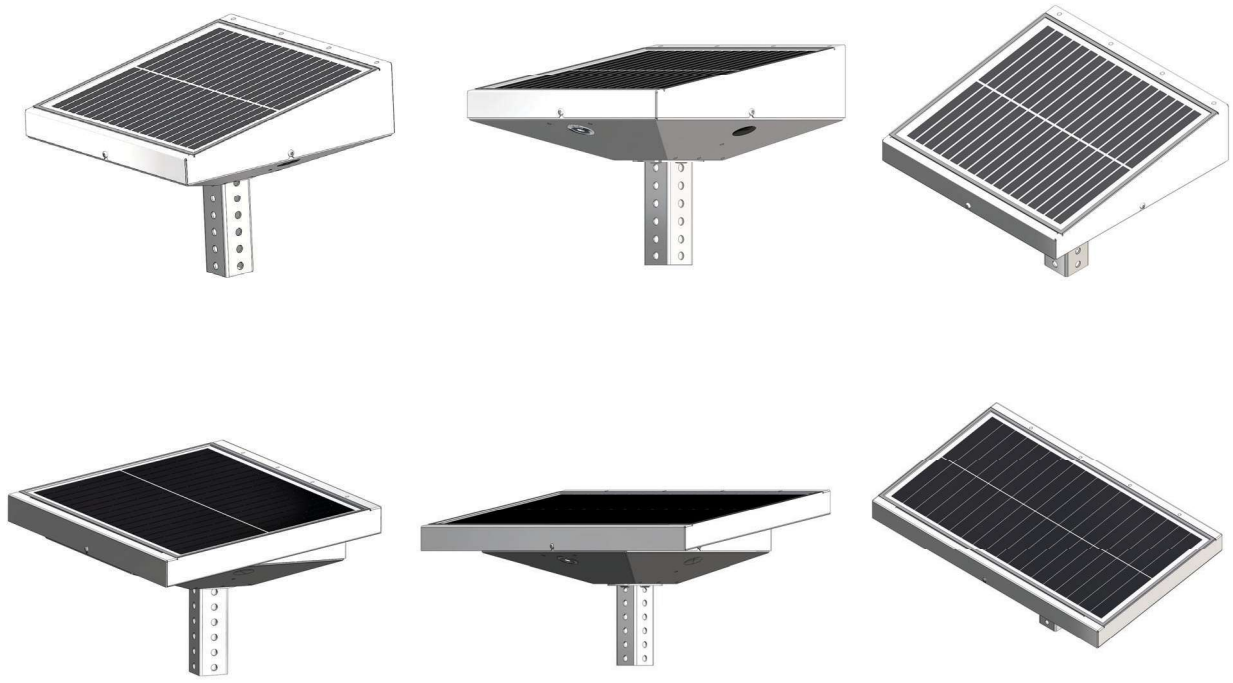
PV Stop Series Installation Manual

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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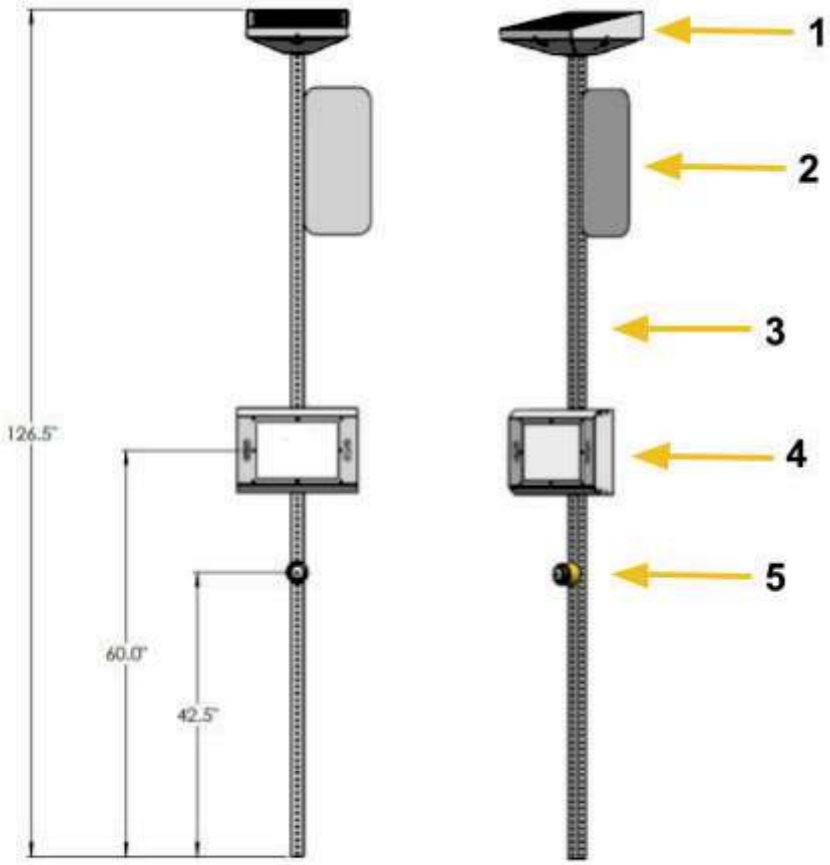
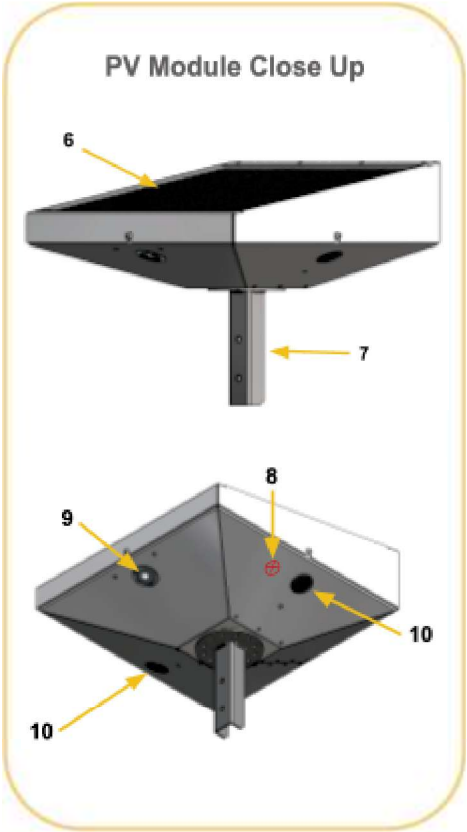
1. Introduction

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



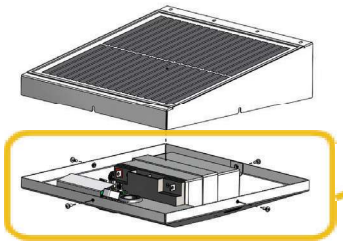


Key Components

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

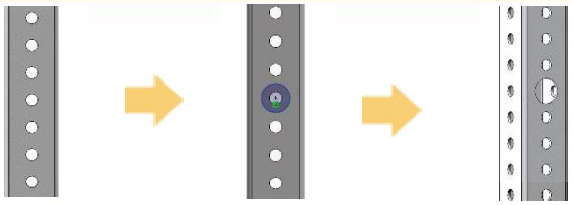
4.2 E-Paper Display (Optional)

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

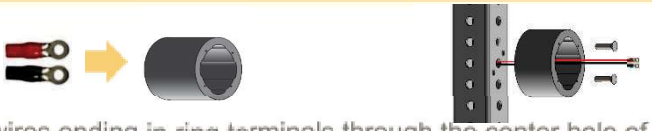
Use fish tape to guide the harness end with a 2-pin Molex connector (where the other end is ring connectors) from the widened hole, up the inside of the pole, and out the top.

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).

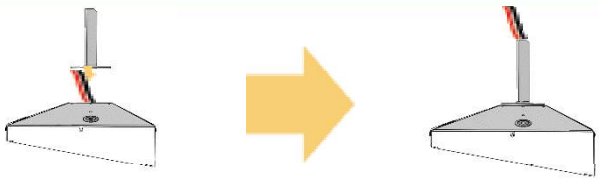
Step 6

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.

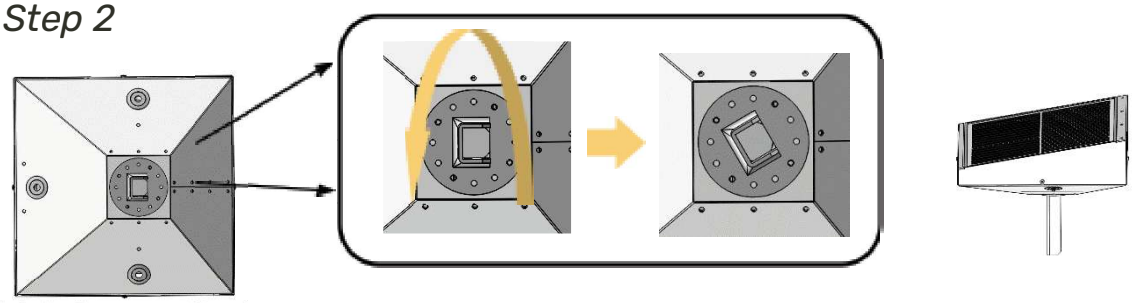
4.4 PV Module and Mounting Bracket

Step 1



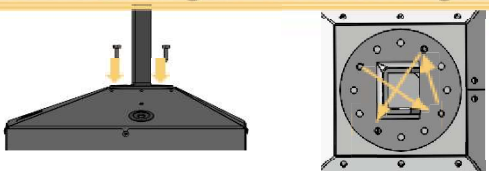
Carefully pull any wire harnesses through the mounting bracket hole as shown.

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.

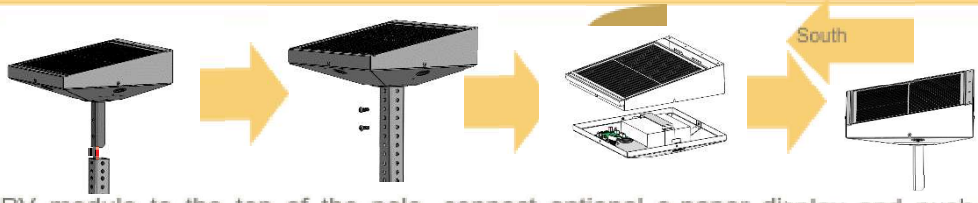
Step 3



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

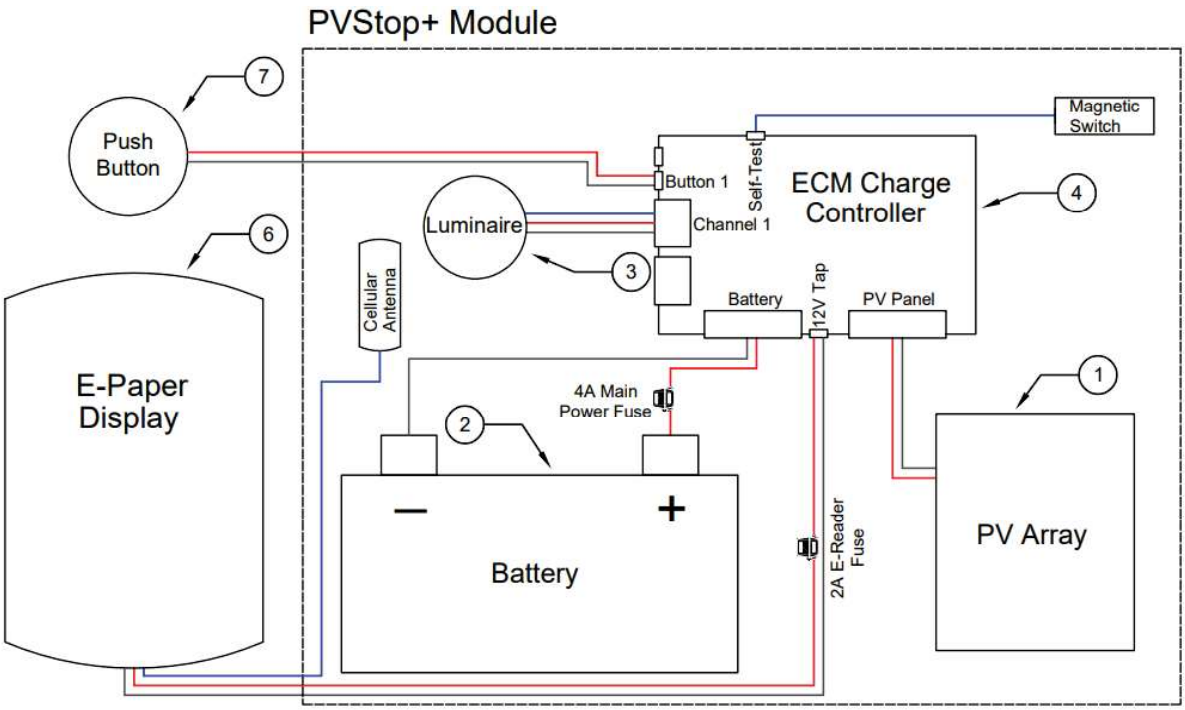


Bringing the PV module to the top of the pole, connect optional e-paper display and push button, making the labeled connections between the wiring harnesses and the pole-routed connectors from section 4.2 and/or 4.3 (pay attention to wire color and connection source).

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

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.

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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		5.00%	$25,500.00		5.00%	$43,660.67		5.00%	$28,113.75
6	Maximum markup permitted on materials 5% (Bidders to choose between 0%-5%)			$1,275.00			$2,183.03			$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			$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.

*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

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.*

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

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: _____

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

Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Senate Bill (SB) 125 Allocation Package Revision

RECOMMENDATION:

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

Executive Committee Recommendation

At its March 12, 2026 (Agenda Item (AI) 7), the Executive Committee voted 4 to 0 (Board Members Whitburn, Elo-Rivera, Montgomery Steppe, and Moreno in favor, with Board Members Dillard, Fernandez, and Goble absent) to recommend that the Board of Directors approve staff's recommendation.

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]

- 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

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

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.

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 Board of Directors 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

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

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.

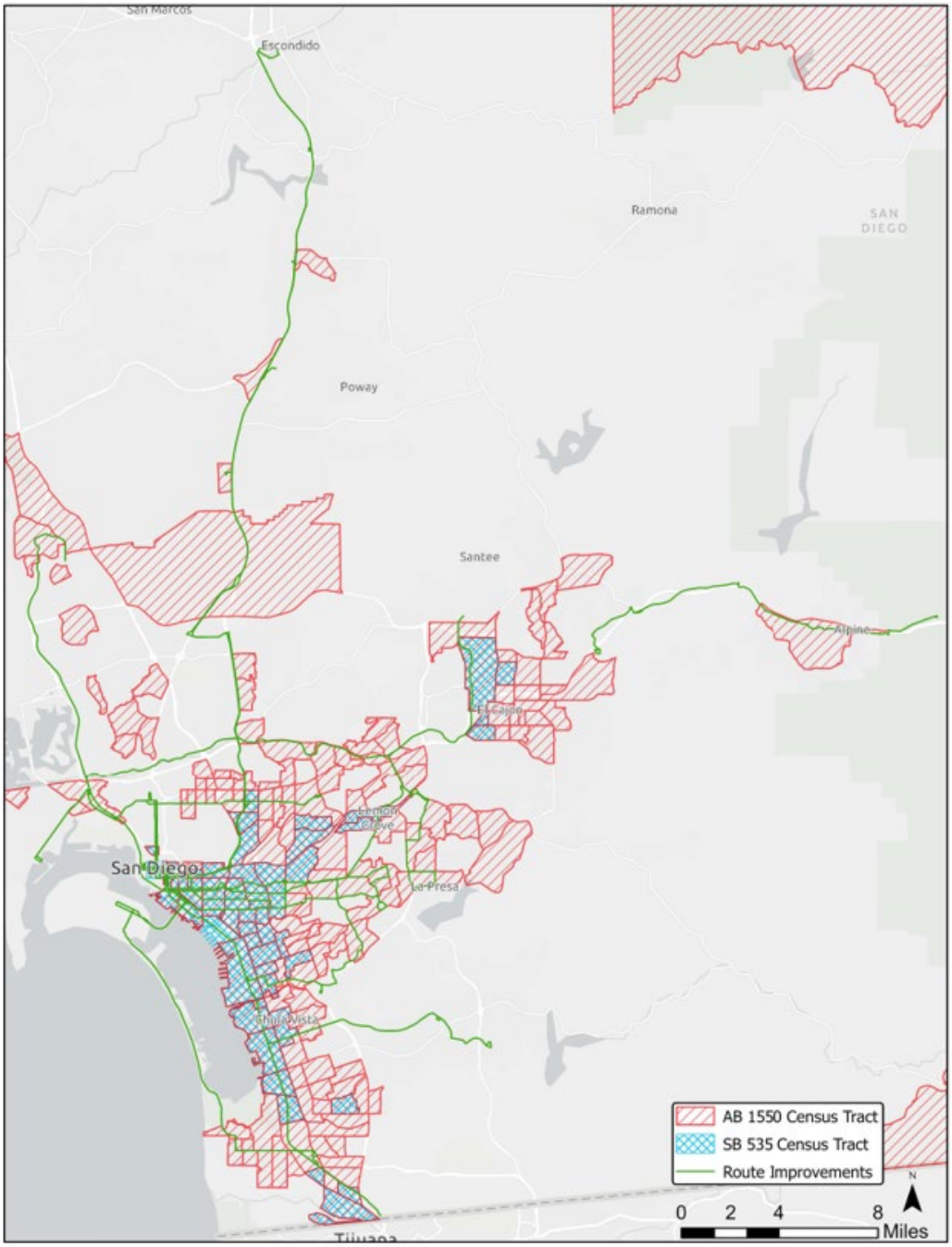
3. Prioritize the availability of transit for riders who are transit dependent.

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.

<u>CARB Benefit Criteria Tables</u>
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.

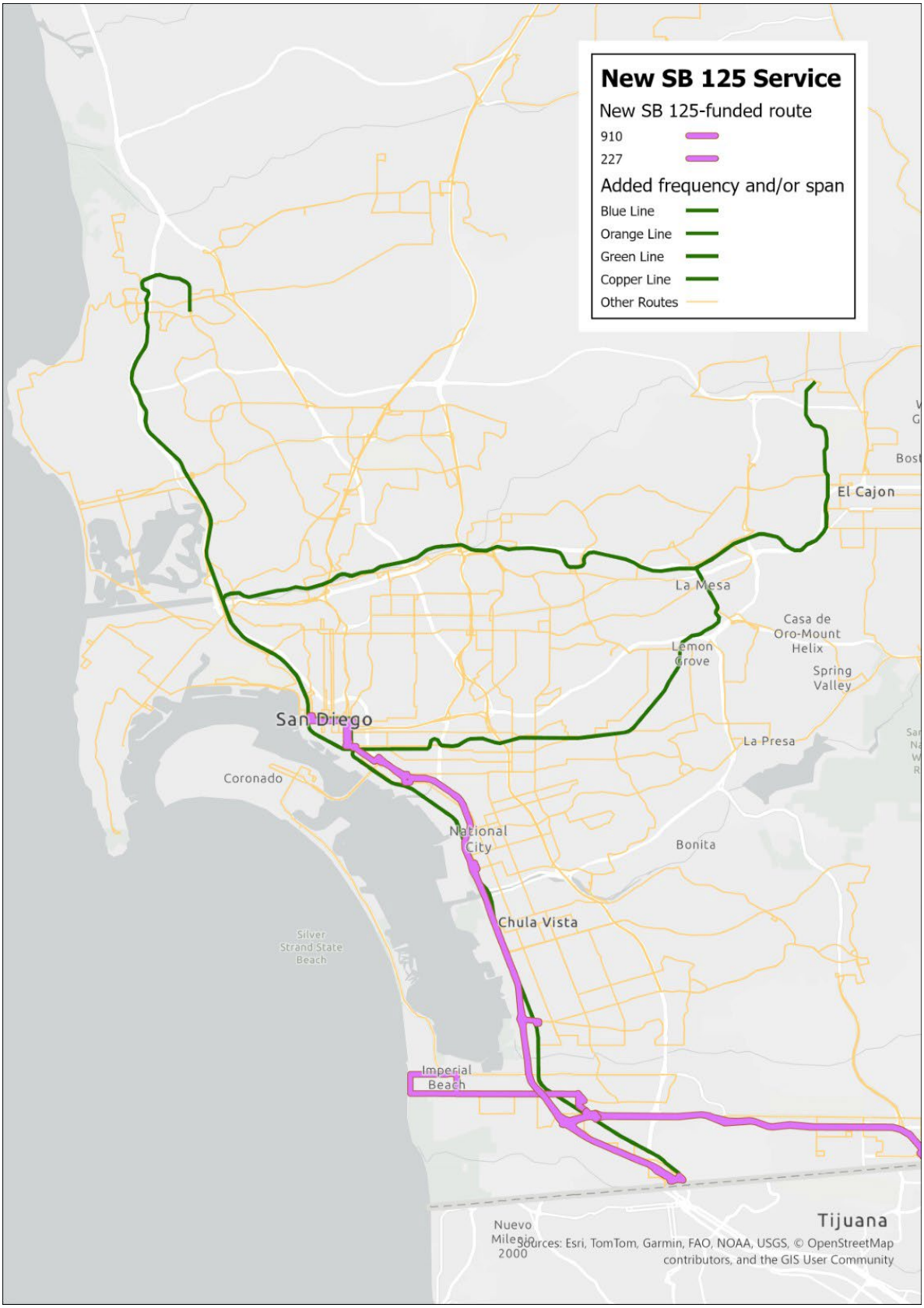
The table below describes the changes for each route, and the anticipated fiscal year of implementation. The implementation dates shown represent MTS's intended phasing plan, however exact timing of the improvements could fluctuate earlier or later, depending on availability of driver staffing and when 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

Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

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

RECOMMENDATION:

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

Executive Committee Recommendation

At its March 12, 2026 (Agenda Item (AI) 4), the Executive Committee voted 5 to 0 (Board Members Whitburn, Goble, Elo-Rivera, Montgomery Steppe, and Moreno in favor, with Board Members Dillard and Fernandez absent) to recommend that the Board of Directors approve staff's recommendation.

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 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.

<u>Reserves</u>: 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 Board of Directors 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:

_____
Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

_____
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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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 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	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 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**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
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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)
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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
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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)
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

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)
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

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)
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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	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)
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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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**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
POSITION INFORMATION (DETAILED POSITION FORMAT)
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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)
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

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

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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
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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

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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**

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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

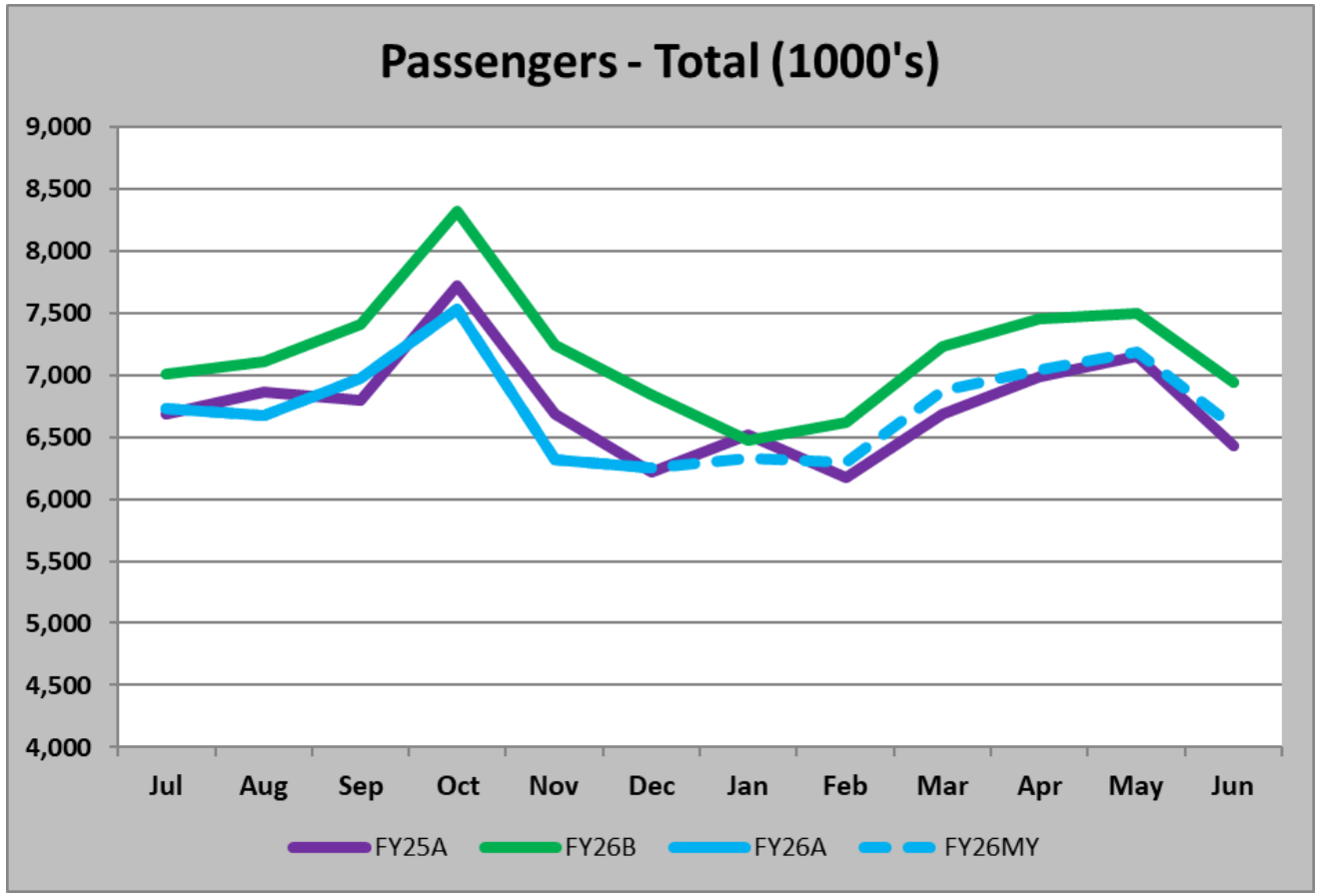
Item No. 16, 03/19/2026

FY 2026 Operating Budget Amendment

Board of Directors

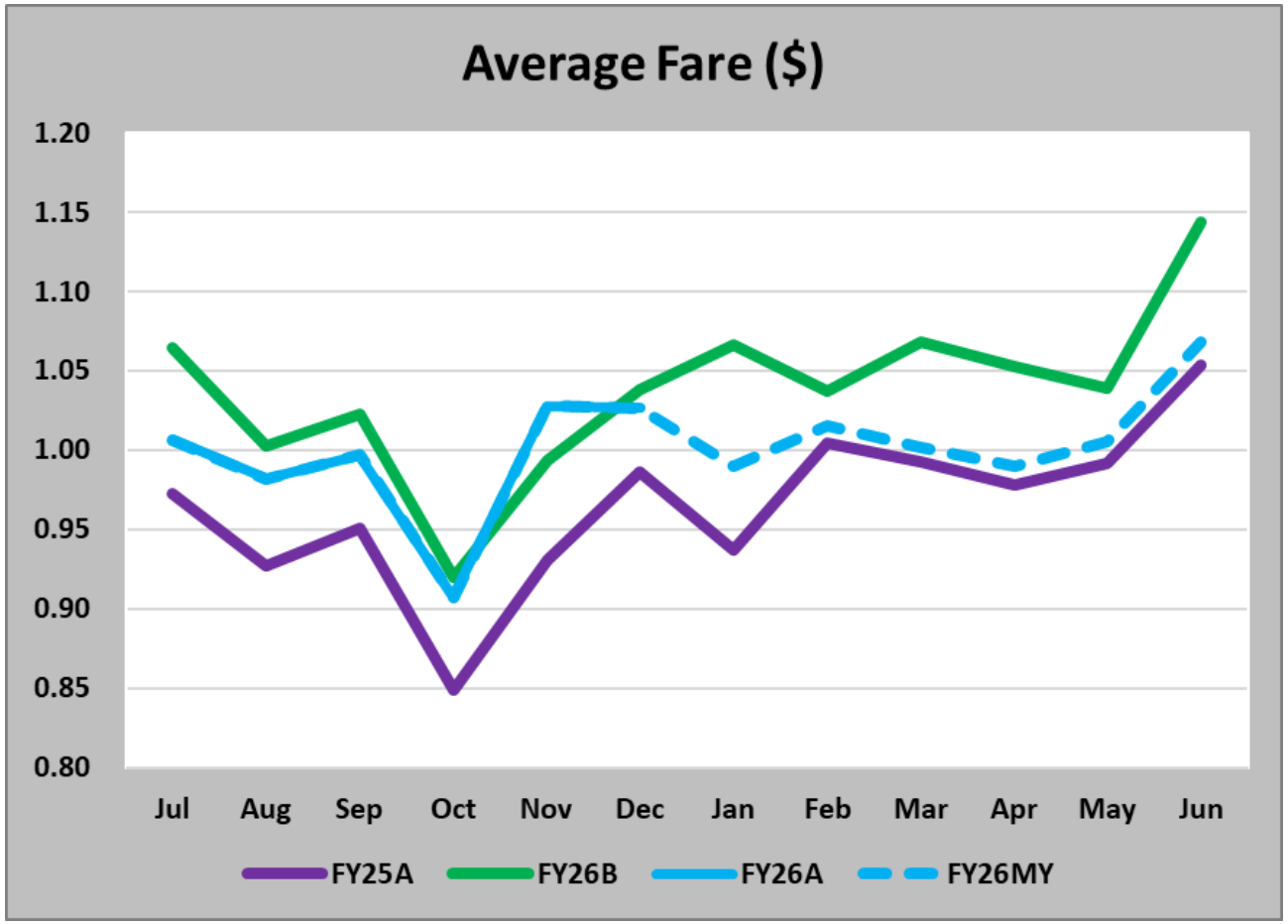
Fiscal Year 2026 Operating Budget
Revenue Assumptions - Passenger Levels

- <u>Ridership update</u>
  - 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



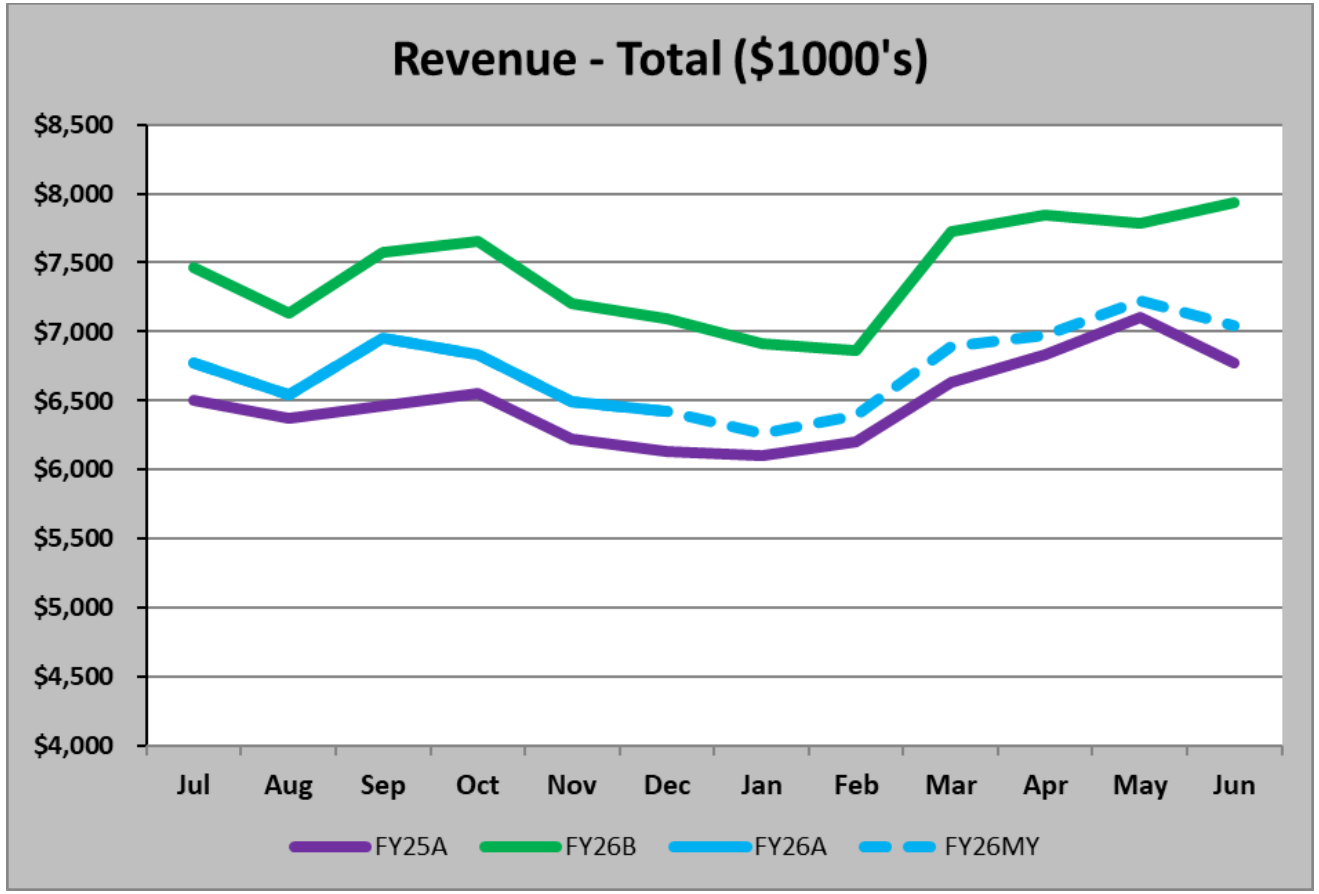
Fiscal Year 2026 Operating Budget
Revenue Assumptions – Average Fare

- 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

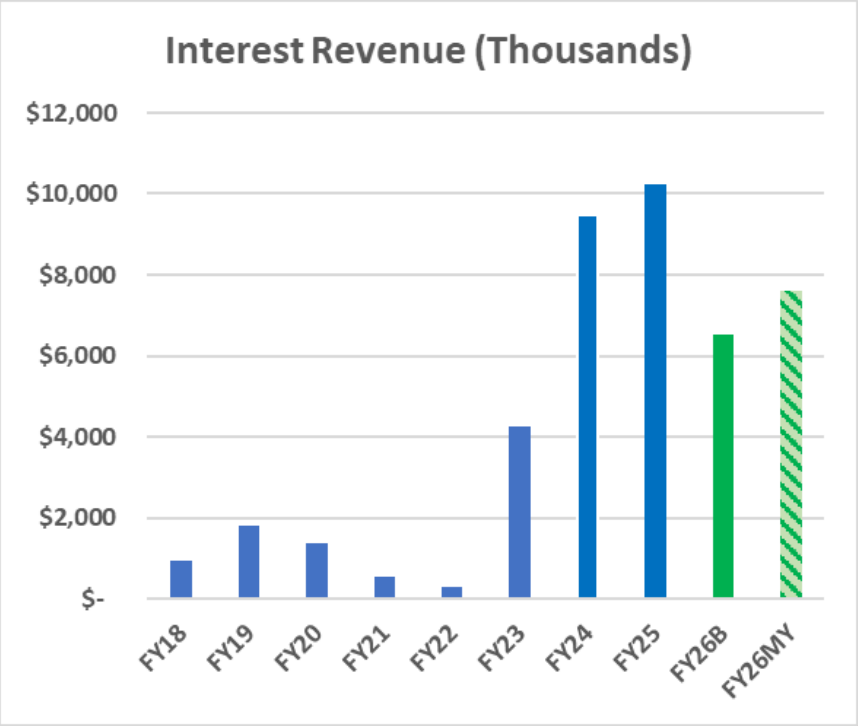
- Passenger Revenue
  - Original budget of $89.2M
    - 14.5% over prior year actual
  - $4.1M (-9.3%) unfavorable to budget through December
    - 4.7% YoY growth, but short of target
  - Amended budget: $80.8M
    - Decrease of $8.4M (-9.4%) versus original budget
    - Represents 3.8% YoY growth



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%)

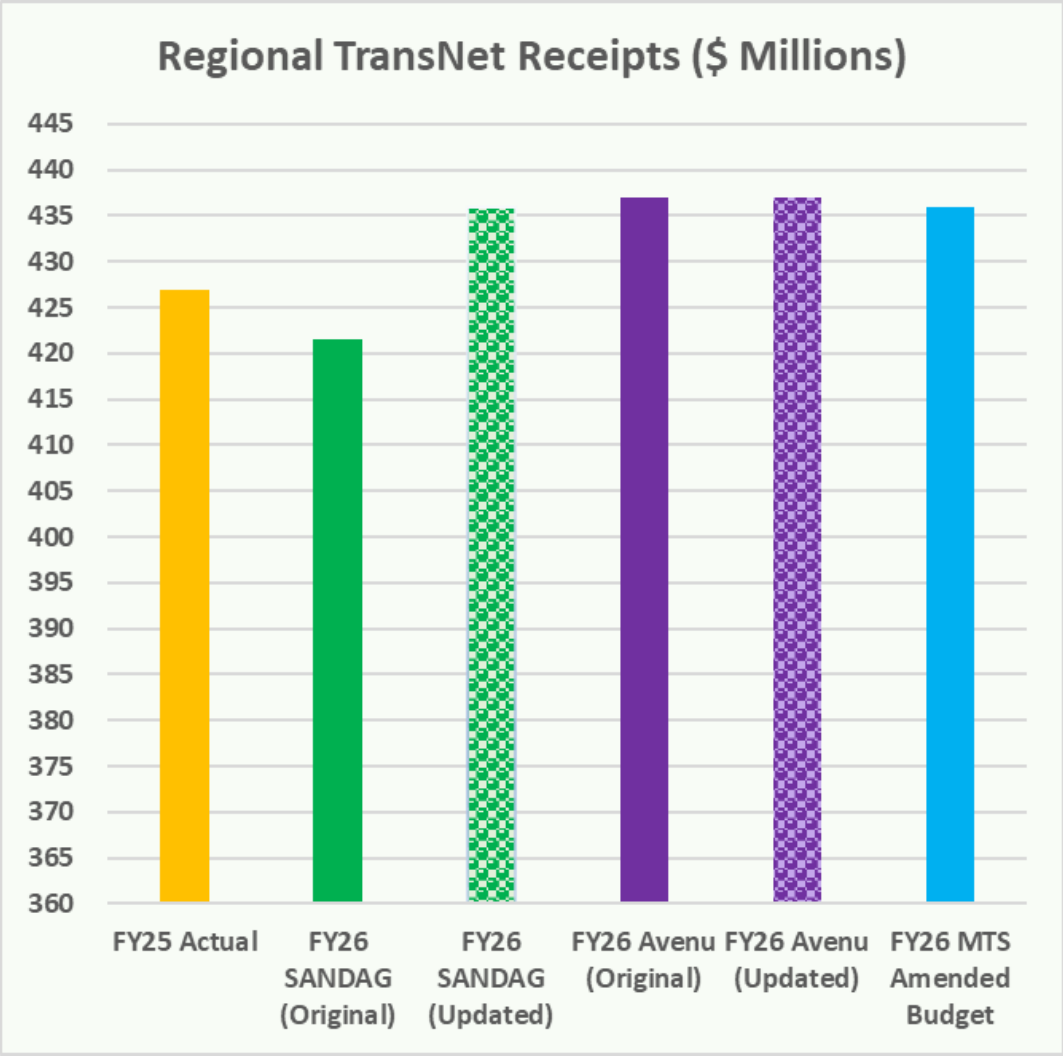
Other Operating Revenue				
Category ($000s)	FY 2026 Adopted	FY 2026 Amended	Var.	Var. %
Energy Credits	$ 10,530	$ 10,698	$ 168	1.6%
Advertising	6,159	6,265	106	1.7%
Real Estate Related Revenues	4,182	4,779	597	14.3%
Interest	6,523	7,588	1,066	16.3%
Other	4,492	4,148	(344)	-7.7%
Total	**$ 31,886**	**$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



Fiscal Year 2026 Operating Budget
Revenue Assumptions - Sales Tax Revenues

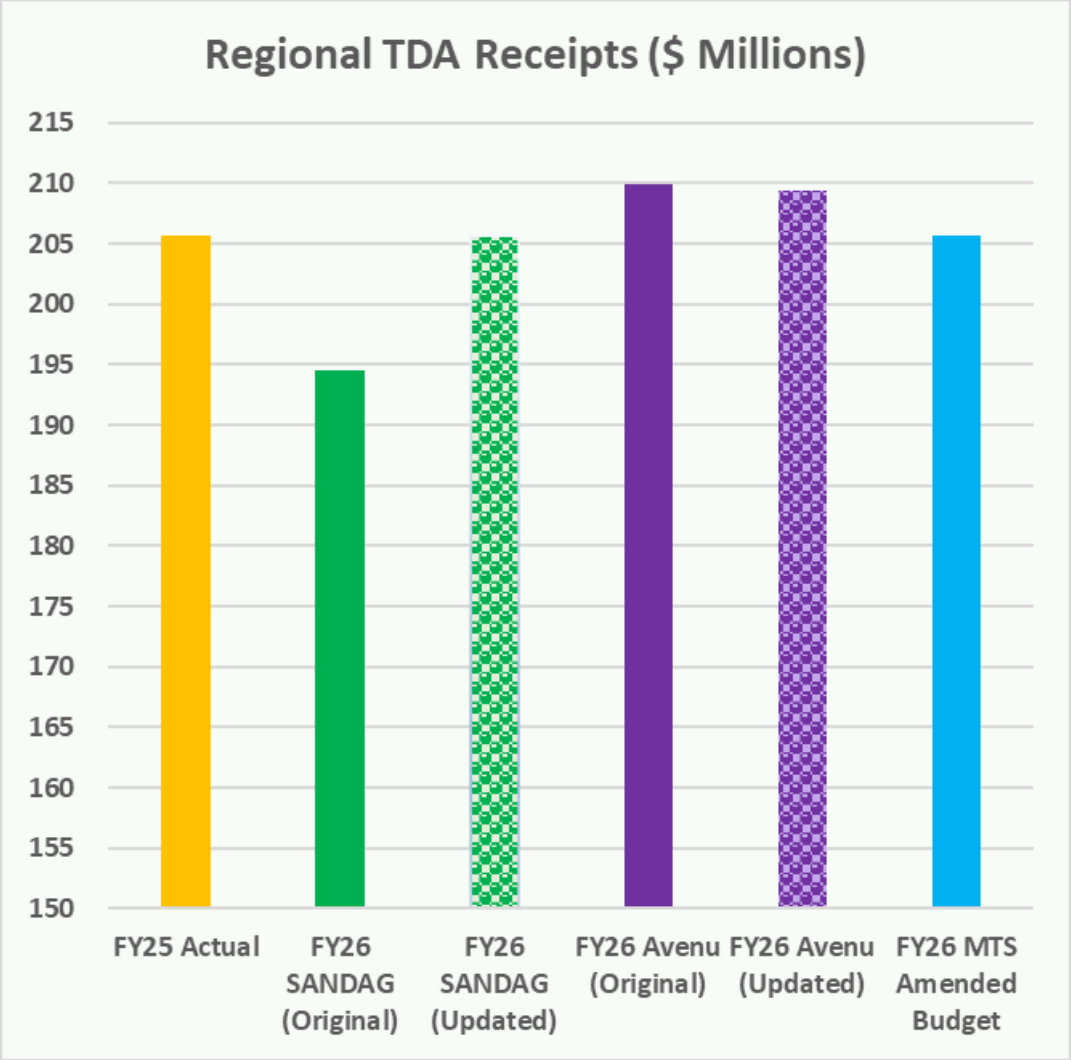
- TransNet formula funding
  - Used SANDAG forecast of $421.5M for original budget
    - MTS share of $40.3M
  - Cash receipts have exceeded original forecasts
  - Updated forecasts (January):
    - SANDAG: $436.0M (3.4% above original budget)
    - Avenu: $437.0M (3.7% above original budget)
  - Amended 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 one-time 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%
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

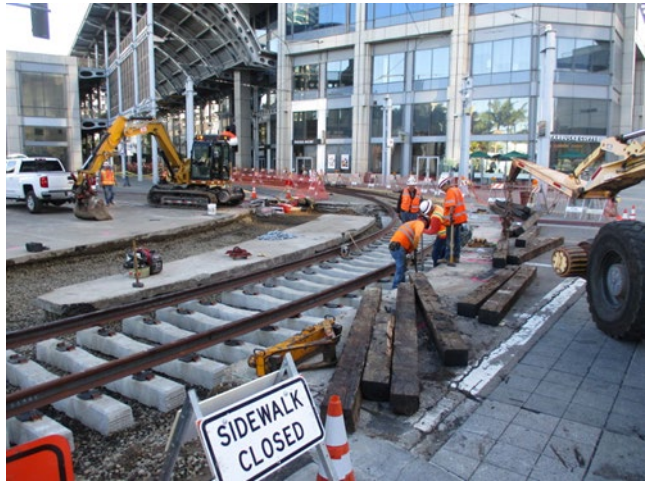
- Fringe
  - Healthcare
    - Employee share increasing $1.1M
      - Reflects current CBAs and premiums
    - Total healthcare costs decreasing $1.2M (-5.4%)
  - Other
    - Cost recovery increasing $842K
      - Flagging cost recovery increasing due to Orange Line Improvement Project
  - Total fringe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

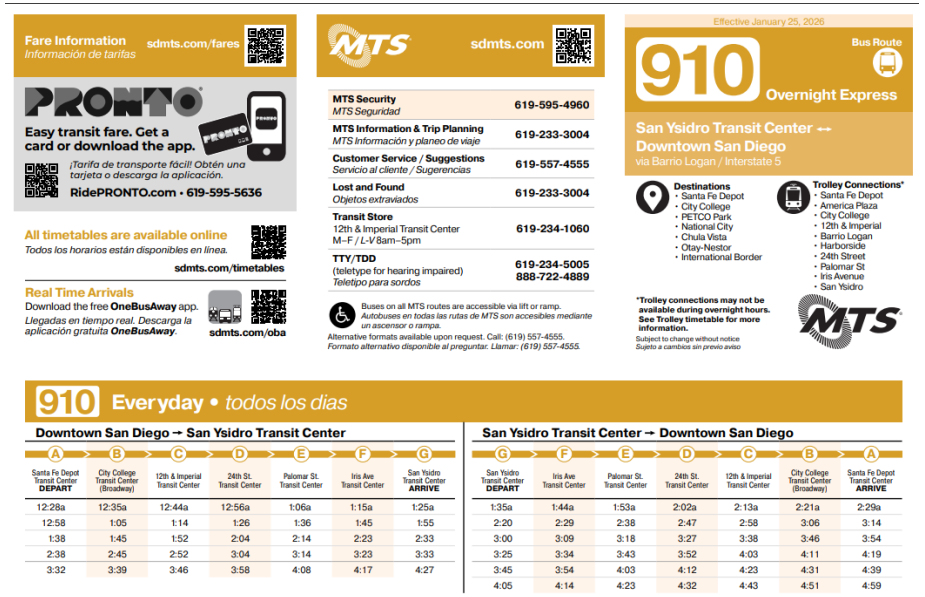
Outside Services				
Category ($000s)	FY 2026 Adopted	FY 2026 Amended	Var.	Var. %
Security	$ 15,268	$ 15,275	$ 7	0.0%
Repair & Maint.	13,580	15,259	$ 1,680	12.4%
Engines/Trans.	1,080	1,154	$ 75	6.9%
Other Services	27,064	29,403	$ 2,339	8.6%
Total	**$ 56,991**	**$ 61,091**	**$ 4,100**	**7.2%**



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

Staff Recommendation

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

Metropolitan Transit System

Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

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

RECOMMENDATION:

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

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.

Executive Committee Recommendation

At its March 12, 2026 (Agenda Item (AI) 6), the Executive Committee voted 5 to 0 (Board Members Whitburn, Goble, Elo-Rivera, Montgomery Steppe, and Moreno in favor, with Board Members Dillard and Fernandez absent) to recommend that the Board of Directors approve staff's recommendation.

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 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.

Listening Tour Identified Priorities

In the summer of 2022, MTS conducted a listening tour to identify the needs and priorities of hard-to-reach residents within our service area. As it relates to capital improvement projects, the outreach identified the following priorities: cleanliness, security, shade structures, wifi, outlets, restrooms, lighting, and beautification of transit stops. On May 11, 2023 (AI 17), the Board approved $3 million CIP funding for projects/priorities identified in the listening tour. The funds were allocated to the following projects: Bus Stop Shelter Upgrades ($1.7 million), Orange Line Lighting Project ($450,000), Bus Stop Solar Lighting Project ($120,000), upgraded trash receptacles at downtown Trolley Stations ($250,000), and Beyer Bridge Underpass Lighting and Mural project ($200,000) plus associated project contingency funds. These projects were chosen based on the level of priority identified during the outreach, funding requirements (one-time capital and ongoing operational costs), impact to riders (# of riders & geographical impact), staffing capacity to implement and maintain project, identified maintenance needs, and the timeline for implementation. Some projects were deferred pending potential grant applications to secure new funding (e.g., Barrio Logan Bus Shelter Stop Upgrades, Beyer Boulevard Pathway Beautification, Bus Stop Lighting Project Expansion).

In addition to the initial $3 million in listening tour funding the Board approved on May 11, 2023 (AI 17), subsequent CIP priorities for customer-facing projects have been guided by the listening tour results. Representative projects include features such as better lighting, cleanliness, beautification and more. (See projects listed in Att. F (Open CIP List by Category) under Passenger Facilities, Operations, Administration, and Other Initiatives.)

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 Board of Directors:

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 by Categor

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.

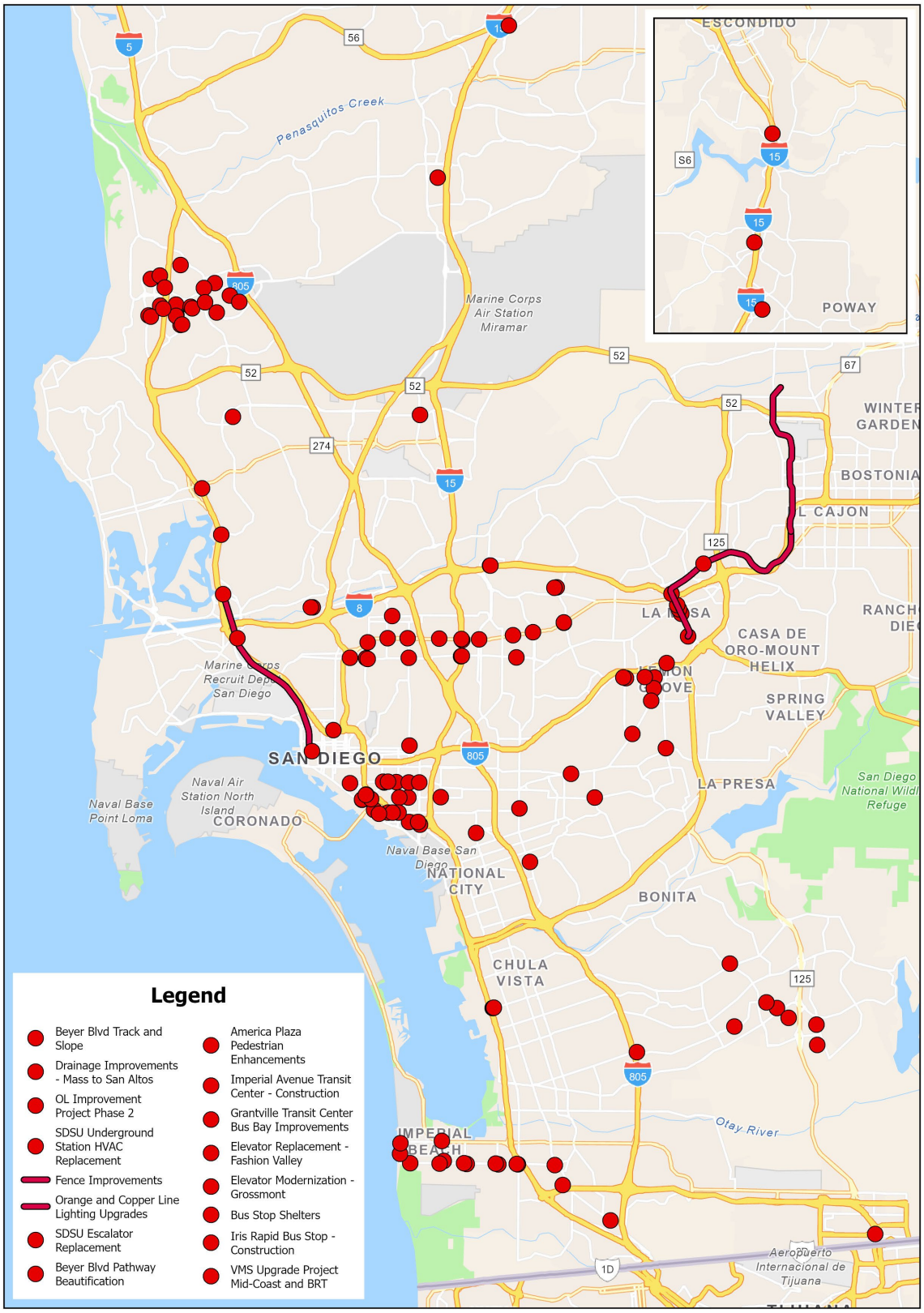
- Minority Population: 66.4% (compared to system-wide average of 59.2%)
- Minority Block Groups: 56.5% (compared to system-wide average of 44.8%)
- Low-Income Population: 28.1% (compared to system-wide average of 24.3%)
- Low-Income Block Groups: 50.8% (compared to system-wide average of 40.2%)

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

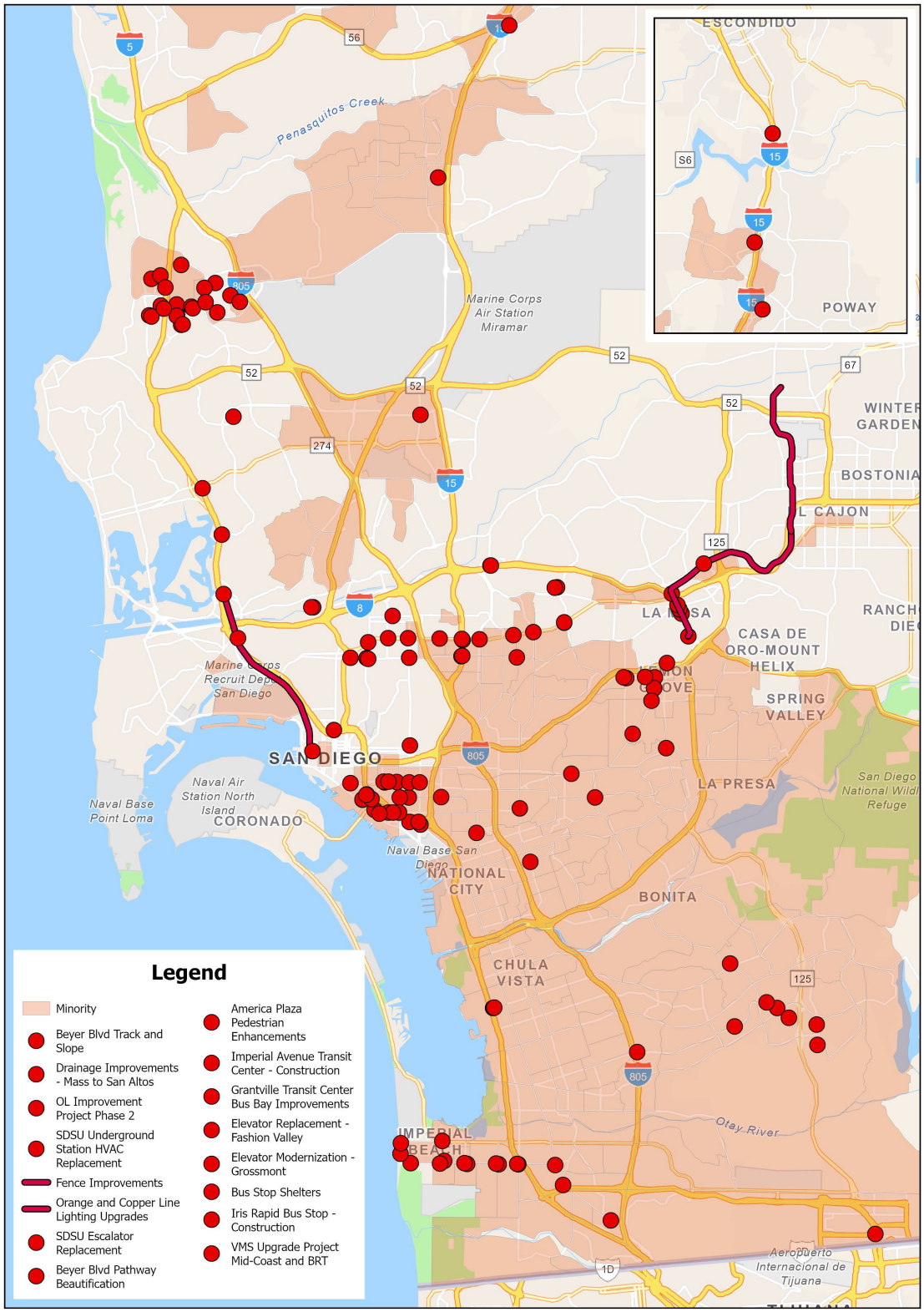
- Attachment A: Map of Projects

- 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

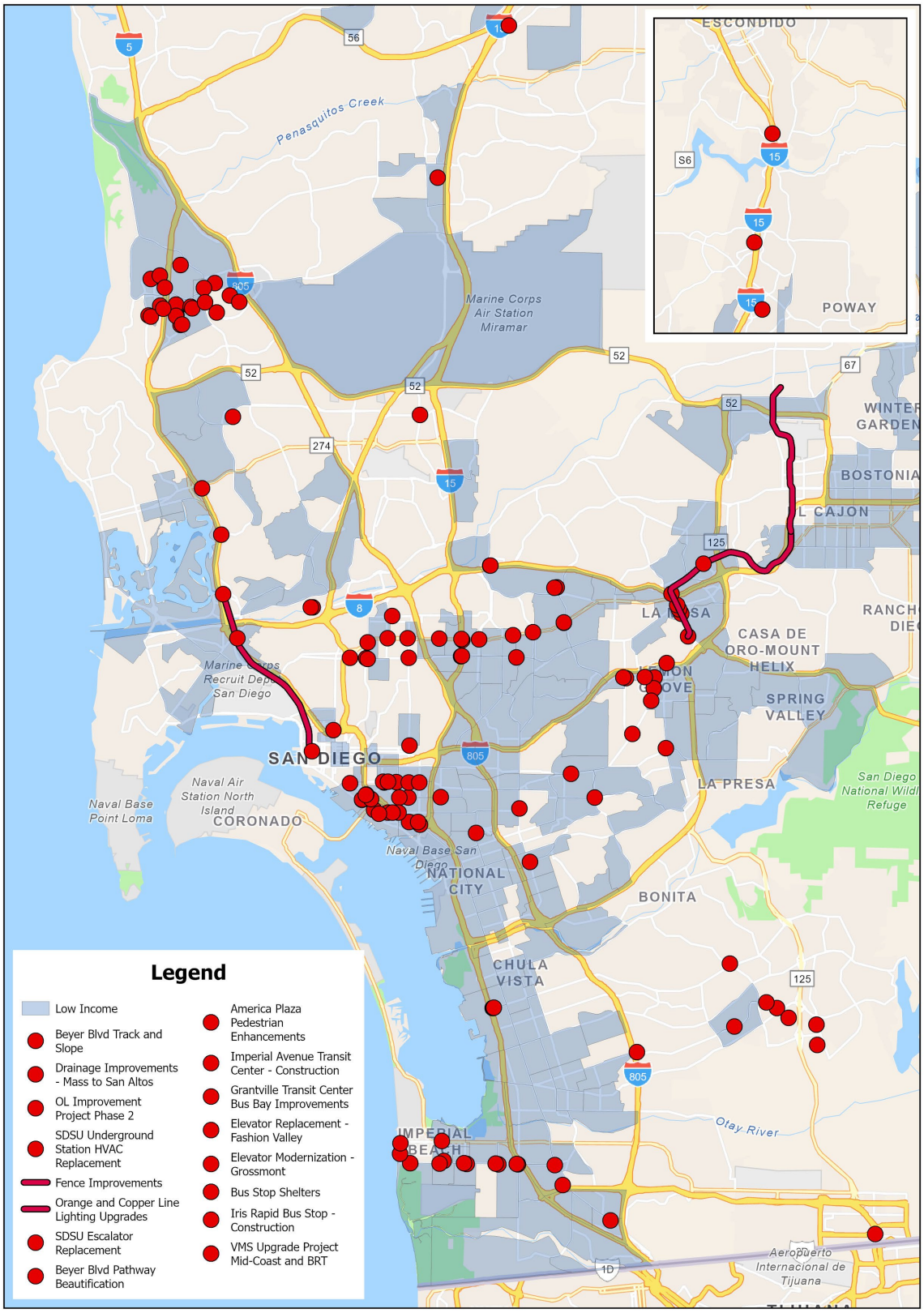
Attachment A: Proposed CIP Projects with Net Benefit



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

Item No. 17, 03/19/2026

Metropolitan Transit System FY 2027 Capital Improvement Program (CIP)

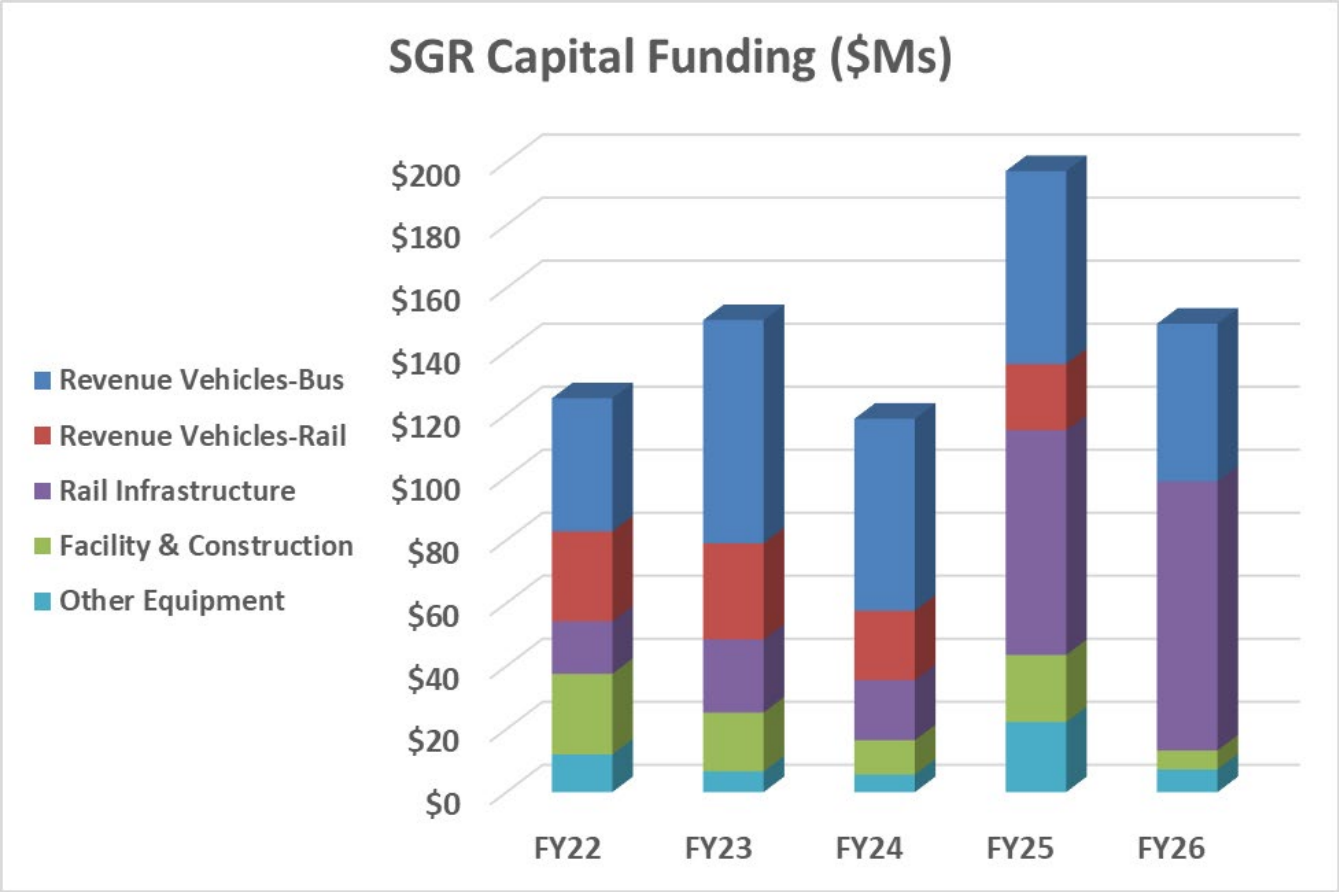
Board of Directors

Financial Sustainability

- Board direction from November 2025 meeting
  - Move target for revenue measure from November 2026 ballot to 2028
  - During the development of FY 2027-2030 Capital Improvement Programs, include shift of $50M per year to the Operating budget
  - Goal of $10M in annual operational savings beginning with the FY 2027 Operating budget (excludes service changes)
  - Continue pursuing additional funding from regional, state, and/or federal sources, including MTS to pursue legislation to expand transit revenue options through tourism, luxury vehicles or other options other than a sales tax
- Goal is to balance operating/capital budgets through FY 2030 with existing one-time funding
  - Allows the public the chance to decide at the ballot
  - Allows MTS time to react if a ballot measure is not passed

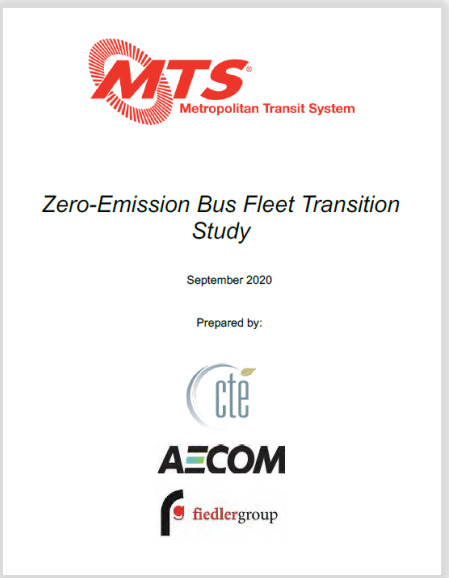
Financial Sustainability

- Shift of $50M from Capital to Operating Budget
  - Prior investments in State of Good Repair (SGR) make this possible
    - Focus of agency to prioritize Capital
    - $739M allocated to SGR over the last 5 years
    - No current backlog of deferred maintenance
  - Over $107M for projects still available for Capital in FY 2027
    - Revenue Vehicles-Bus: have reduced acquisitions to match current service levels
  - Tactical approach to SGR for next four years
    - Going past useful life when asset condition allows
    - More closely align funding with anticipated expenditure



Innovative Clean Transit Policy History

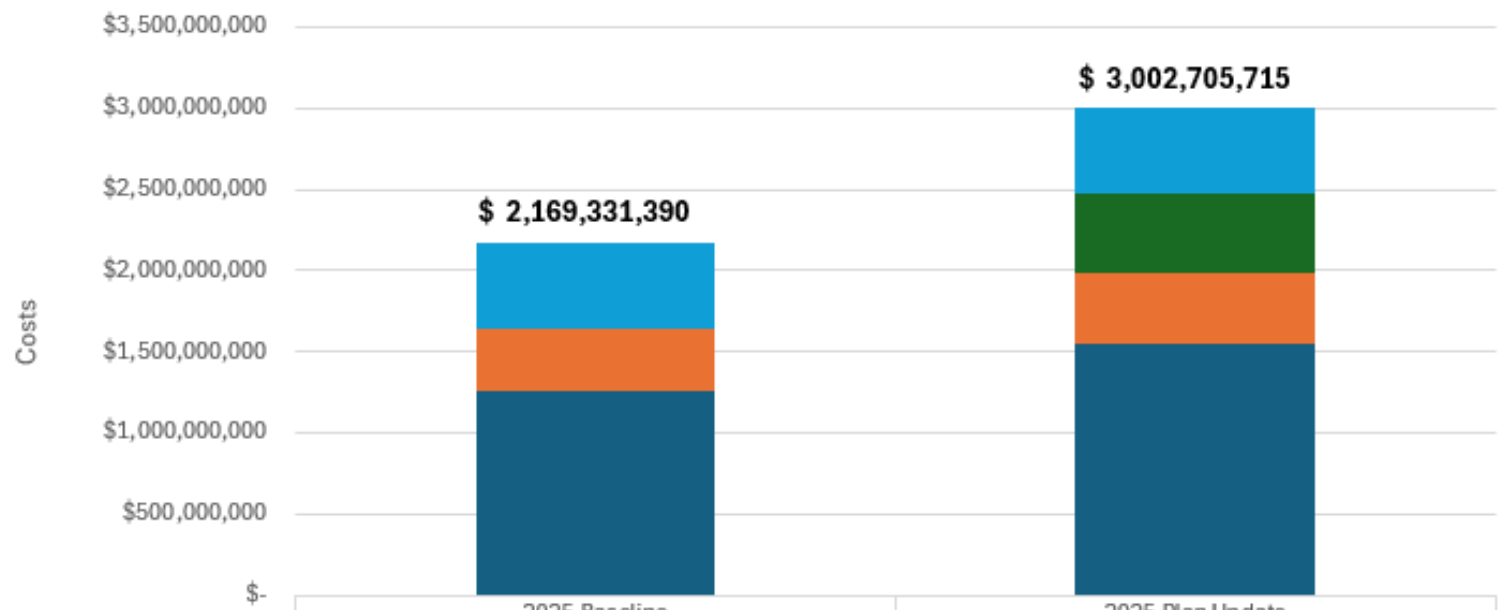
- Urban Fleet Transit Rule
  - Rule passed February 2000 by California Air Resources Board (CARB)
  - Alternative fuel path made way for CNG fleet
- Innovative Clean Transit (ICT) Rule
  - Rule passed December 2018 by CARB
  - ZEB Transition Study & CARB's Rollout Plan approved - Sept 2020
    - CARB approved MTS Rollout Plan December 2020
  - Convert fleet to Zero Emission Vehicles by 2040 (Governor's goal)
  - Comprehensive Review Phase II (2025)
    - State of technology & viability of transition
    - Determine if exemption for bus types is needed beyond 2026



Starting January 1st	Percent of New Bus Purchases as ZEBs
2023	25%
2026	50%
2029	100%

ZEB Program Cost Summary for Transition

- **Cost**
  - Higher bus costs under ICT
    - CNG Bus
      - 40ft – approx. $844K
      - 60ft – approx. $1.2M
    - BEB
      - 40ft – approx. $1.4M
      - 60ft – approx. $2.0M
    - Cost of Hydrogen Bus
      - 40ft – approx. $1.6M
  - Infrastructure costs
    - Full buildout estimate of $487M
  - Clean Transit Advancement Campus Cost estimate
    - $350M
  - Baseline vs Transition is cost increase of $833M



	2025 Baseline	2025 Plan Update
Maintenance	$525,268,109.81	$530,393,271.58
Facilities/ Infrastructure	$-	$487,263,937.50
Fuel	$380,886,639.99	$441,231,673.26
Fleet	$1,263,176,640.87	$1,543,816,832.87

Financial Sustainability

- ICT offramps
  - The ICT allows annual exemptions request from the regulation for several reasons to include: Fiscal Emergency, inability to cover the additional cost of the transition, unavailability of vehicles or infrastructure to support the transition.
- Transition will be slowed
  - Current projects:
    - South Bay Division Phase 2 design – work paused
    - Imperial Avenue Division (IAD) overhead charging infrastructure under construction
    - Kearny Mesa Division (KMD) overhead charging infrastructure designed and out for bid
    - East County Division master plan complete, not proceeding with design at this time
    - BEBs for IAD and KMD part of bus fleet plan
  - No other added infrastructure to be funded until sustainable funding is in place

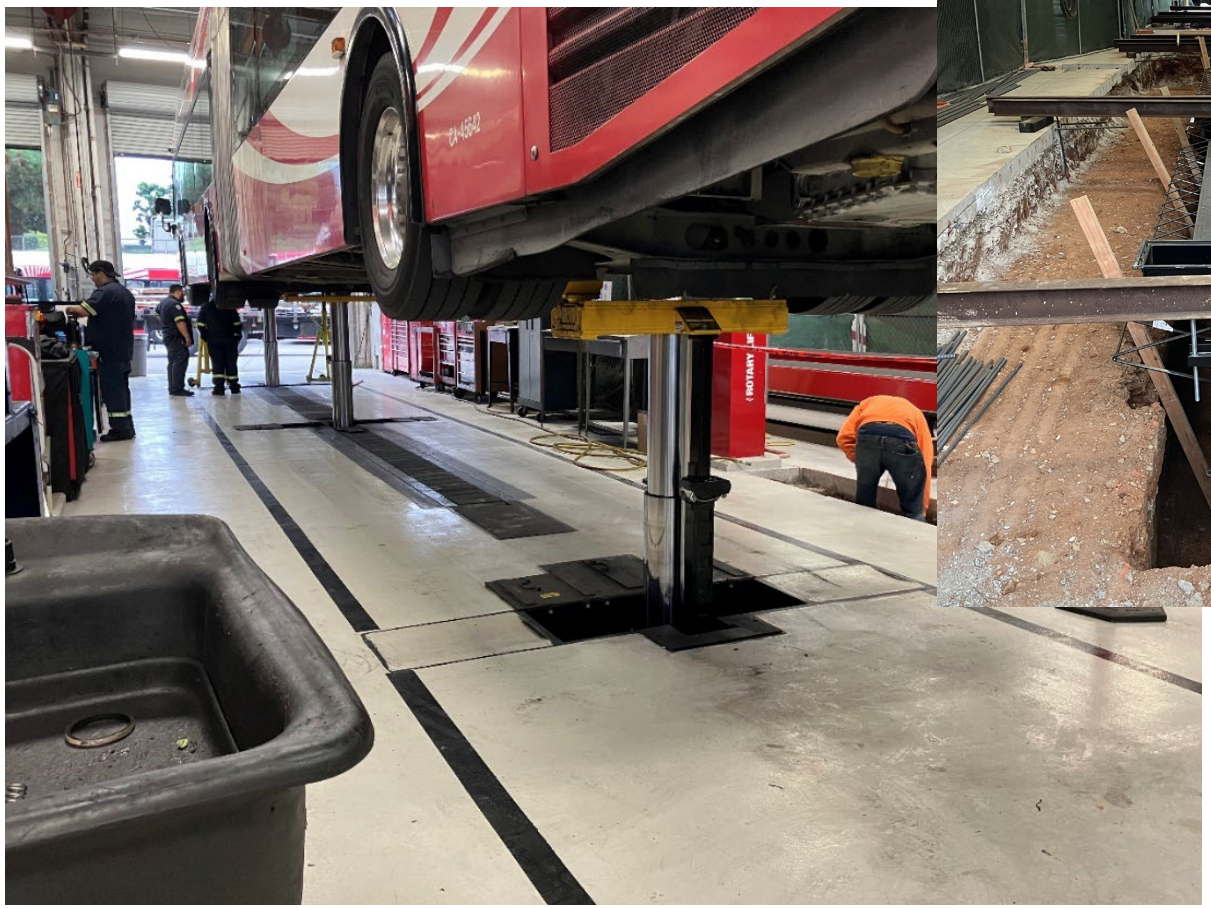
CIP Open Projects

- List of current open projects included as Attachment F:
  - Shows each approved CIP project
  - Budget by project
  - Current expenses including encumbrances (as of 3/1/2026)
  - Remaining budget in the project
- Summary by Project Category ($000s):

Category	Projects	Budget	Expenses	Remaining
Revenue Vehicles-Bus	3	$ 185,295	$ 134,129	$ 51,166
Revenue Vehicles-Rail	1	214,837	208,186	6,652
Facility&Construction	15	45,505	22,430	23,075
Rail Infrastructure	24	187,749	124,220	63,529
Other Equipment	53	94,314	67,128	27,185
Innovative Clean Transit	16	148,279	93,417	54,862
Other Initiatives	3	16,161	14,356	1,805
Total	115	$ 892,140	$ 663,866	$ 228,273

CIP Open Projects – Facility & Construction

- KMD Bus Hoist Replacement
  - Completed October 2025, construction contract value: $4.5M
  - Multi-year, multi-phased project to replace 13 in-ground hydraulic lifts in maintenance bays and tire shop
  - Replace with new single post, two post, three post, and vertical platform lifts. 25-gallon hydraulic fluid reservoir, all self contained, no piping throughout shop, adjustable posts, fleet flexibility for 40’s and 60’s.



CIP Open Projects – Facility & Construction

- VMS Sign Replacements
  - In 2025, Orange Line, Blue Line and Green Line VMS signs upgraded to new color sign to match Mid Coast sign functionality

- Public Address (PA) Upgrade
  - Currently in Design Phase to upgrade PA system at all Orange, Green and Blue Line South Trolley stations to ensure consistent PA quality with Mid Coast stations

CIP Open Projects – Rail Infrastructure

- Trolley Track Improvements Contract: $5.97M
- Replace 10,000 ties on Blue Line
- Reconstruct 4 Grade Crossings
- Remove sidings from Commercial Street

CIP Open Projects – Rail Infrastructure

Beyer Blvd Slope Improvements

- Slope stabilization and drainage improvements along the Blue Line South near East Beyer Blvd in San Ysidro.
- Extensive earthmoving and deep pile foundation construction to support 675 feet of new earth retaining walls.
- Construction scheduled to begin March 2026 and continue for 9 months
- Total Project Budget: $6.2M

CIP Open Projects – Rail Infrastructure

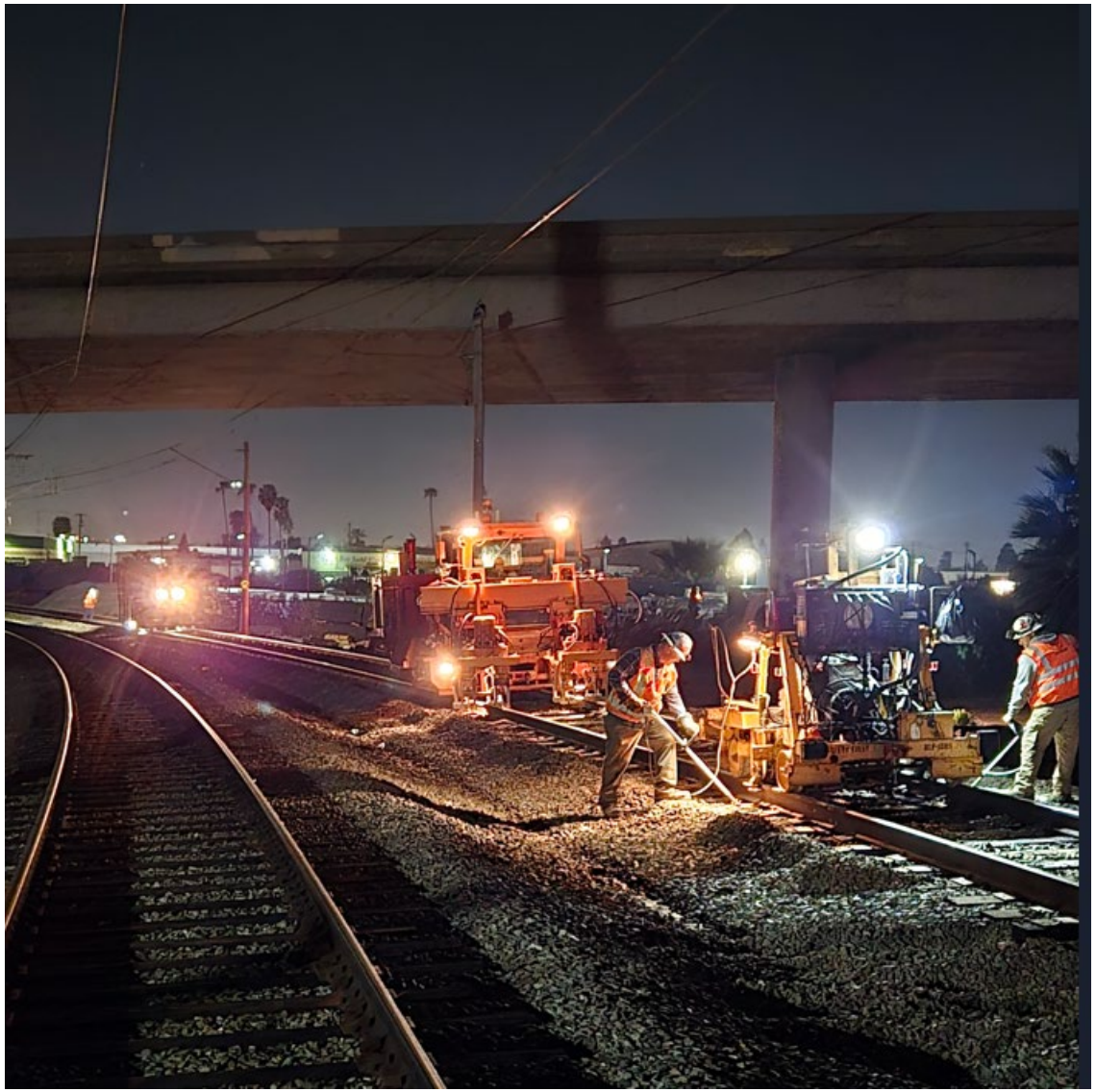
Orange Line Signal Improvements – Phase 1

- Construction Contract: $26.89M
- Project includes
  - 21 new signal houses, 3 cases, and 8.3 miles of signal cable
  - 16 new switch machines, 2 new crossovers
  - 3 pedestrian crossing replacements
- Construction Duration: July 2025 - Late 2026
- Currently 40% Complete

CIP Open Projects – Rail Infrastructure

Orange Line Signal Improvements – Phase 2

- Engineers Estimate: $55M
- Project includes:
  - 27 new signal houses and 4 cases
  - 22 new switch machines, 4 new crossovers
  - New diamond at Baltimore Junction
  - 9 grade crossing replacements
  - 3 station track replacements
  - 7,680' of rail replacement
- Construction Est: Fall 2026 - Early 2028
- Currently bidding construction contract

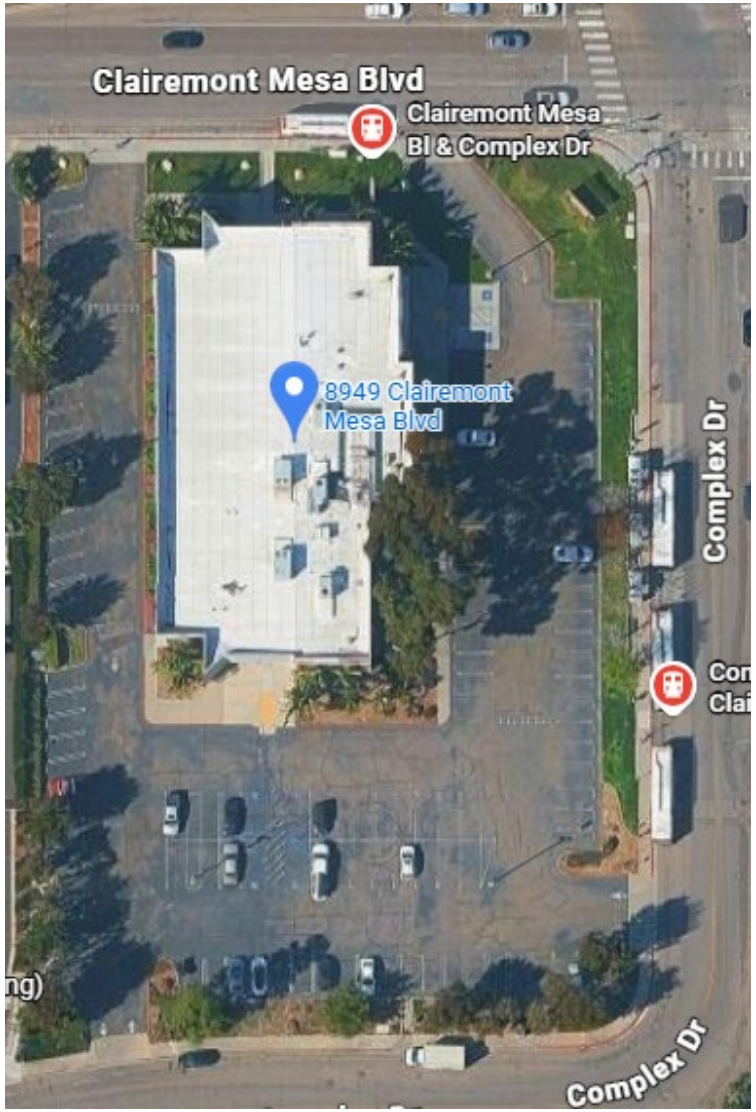


Capital Funding Levels - Proposed FY 2027

- Recurring revenues
  - Revenues shared between capital and operations
  - Federal formula revenues
  - Transportation Development Act (TDA)
    - Funding shifts to Operations: $50M for FY 2027-2030
  - State Transit Assistance (STA)
  - Low Carbon Transit Operations Program (LCTOP)
- Nonrecurring revenues
  - Revenues that are one-time in nature, including competitive grant programs
  - Transit and Intercity Rail Capital Program (TIRCP)
  - Senate Bill 125 (SB 125)
    - TIRCP formula funding over two years potentially
  - Other one-time funding, prior year carryovers, and transfers from closed projects

Capital Funding Levels - Proposed FY 2027

- Major competitive grant award!
  - FTA's Grants for Buses and Bus Facilities Program
    - $388M in total competitive funding available nationwide
    - 300 projects submitted:
      - 223 were highly rated
      - Only 98 projects were awarded
  - MTS awarded $14,260,000 for the Kearny Mesa Transit Center
    - MTS purchased the land last year
    - Once the grant is obligated in the Fall, the design process can begin
    - MTS will match 20% local funds, $3,565,000, in future fiscal years



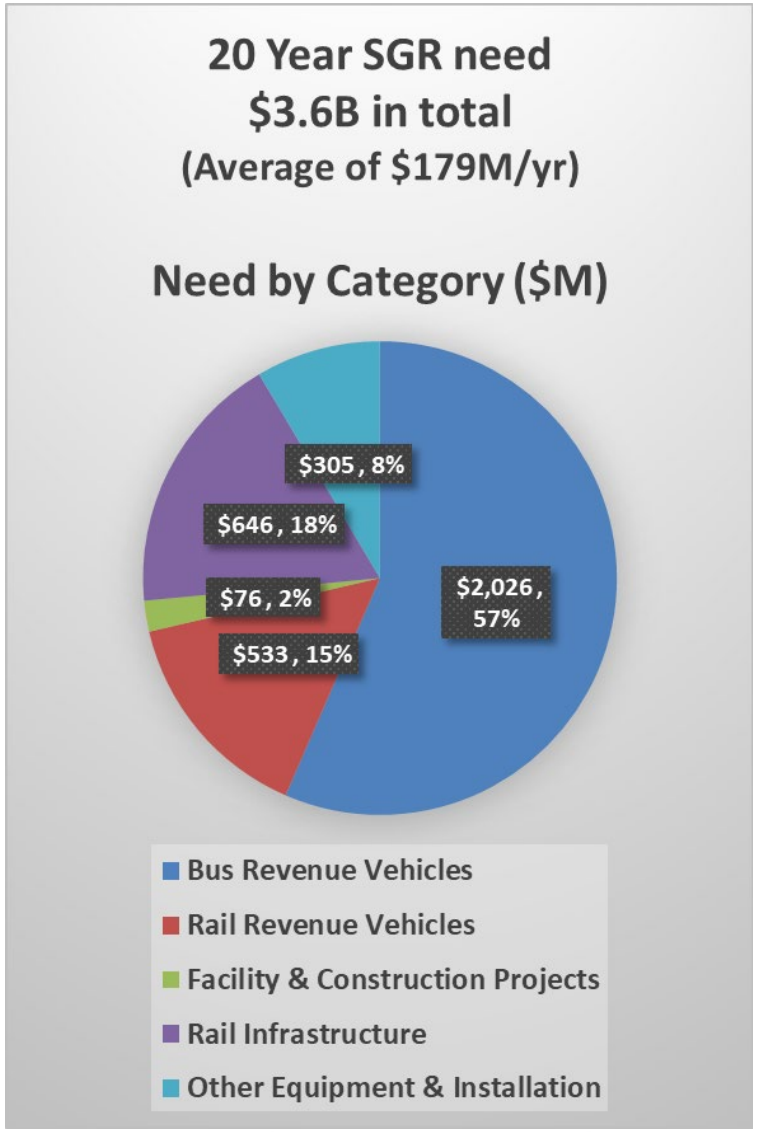
Capital Funding Levels - Proposed FY 2027 ($000s)

	Funding Description	Amount	
	Gross Federal Funding (Sections 5307, 5337, 5339)	$ 115,370	
	Preventive Maintenance in Operating Budget	(78,400)	
	Net Federal Funding in CIP		$ 36,970
	Transportation Development Act (TDA)	$ 54,142	
	Funding Shift to Operations	(50,000)	
	Net TDA Funding in CIP		4,142
	California State Transit Assistance (STA)		18,800
	California STA State of Good Repair		5,777
	California Cap and Trade Formula (LCTOP)		8,527
*	California Cap and Trade Discretionary (TIRCP)		6,315
*	SB 125 ZETCP		5,645
*	Federal Bus and Bus Facilities Discretionary		14,260
*	Other		7,117
	Available Funding for Capital Program		**$ 107,553**
	* Non-recurring funding totals:		$ 33,337

Other funding includes IRS alternative fuel credits, transfers from closed projects, carryovers, and other discretionary grant programs

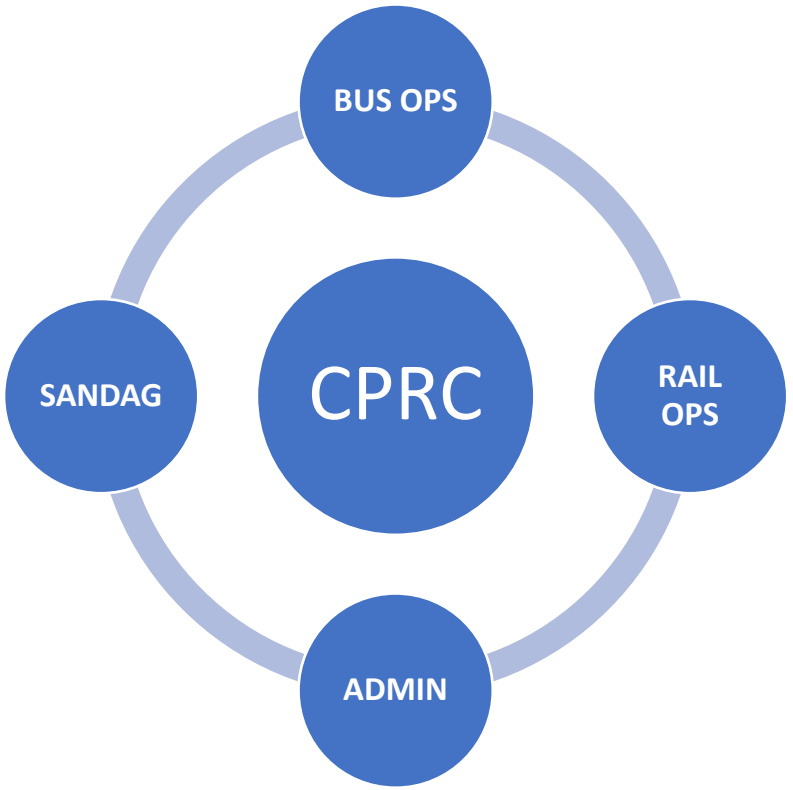
Development of the FY 2027 CIP: Guiding Principles

- Board Policy 65 - Transit Asset Management
  - MTS is committed to effectively manage its transit assets and maintain its system in a State of Good Repair (SGR) to support safe, efficient, and reliable transit services across the organization
  - MTS required to comply with applicable maintenance regulations of the Federal Transit Administration, Federal Railroad Administration, and the California Public Utilities Commission
  - Base capital project prioritization and other asset management decisions on asset criticality, condition, performance, available funding, safety considerations, and on the evaluation of alternatives that consider full lifecycle benefits, costs, and risks



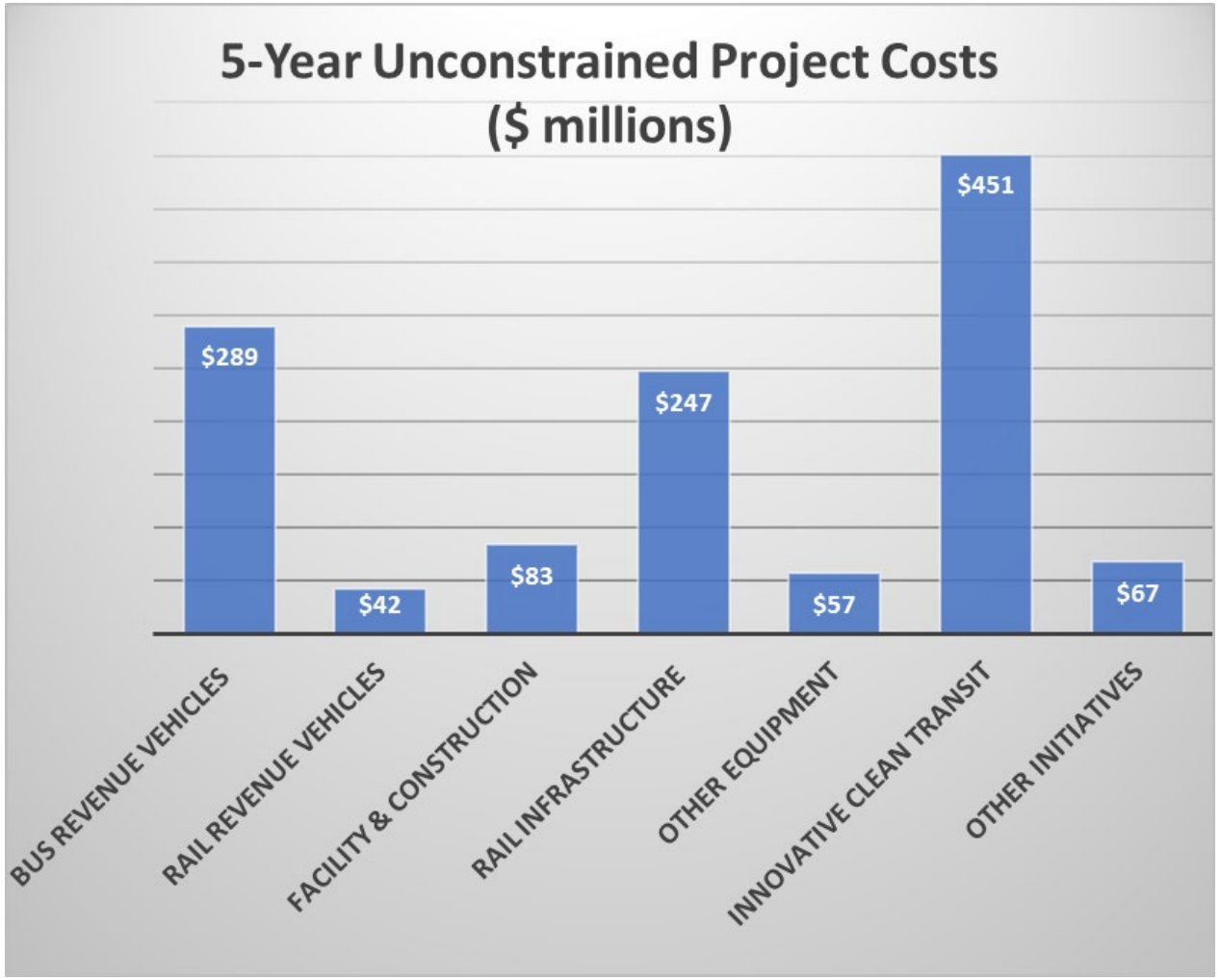
Development of the FY 2027 CIP

- Process began in September 2025 with call for projects
  - Each department submits:
    - Update to their departmental **20-year CIP forecast**
    - Submits project requests for the next 5 fiscal years
    - Departmental prioritization
  - Consolidated project list is prepared
- Capital Projects Review Committee (CPRC)
  - Members in graphic to the right
  - Each member responsible for prioritizing capital requests
  - Projects with safety and/or operational needs are priority 1
  - The Committee reviewed and the CEO approved the prioritization of the capital requests
    - All priority 1 projects were funded
  - A Title VI analysis was also conducted on project list and no disparate impact on minority populations or disproportionate burden on low-income populations found



FY 2027-31 CIP – Unconstrained Project List ($000s)

- 5-year unconstrained project list
  - Totals need of $1.2B
    - Summary by category in the table ->
  - Ongoing state of good repair requirements
    - Makes up $718M (58%) of overall need
    - $331M for Revenue Vehicles
  - Other initiatives of $518M include:
    - Kearny Mesa Transit Center
    - ZEB charging infrastructure
    - Clean Transit Advancement Campus - new bus maintenance facility
    - Future Transit Center projects



Capital Project Summary
Proposed Fiscal Year 2027 ($000s)

- $191.0M in total requests
  - 42 total projects
- $107.6M in available funding
  - Able to fund 56% of requests
- Projects funded
  - 80% of funding towards State of Good Repair
  - 32 projects funded
    - Listed in Attachment B
    - Short project descriptions also included in Attachment C

Capital Project Categories	Funded ($000s)
Bus Revenue Vehicles	$ 39,215
Rail Revenue Vehicles	-
Facility & Construction Projects	14,519
Rail Infrastructure	27,120
Other Equipment & Installation	4,684
Innovative Clean Transit	5,645
Other Initiatives	16,370
Grand Total	**$ 107,553**

FY 2027 CIP Project Highlights – Bus Revenue Vehicles

- Bus Fleet Replacement
  - Fleet Plan for scheduled replacement
    - Importance of fleet replacement to keep operations efficient and cost effective
    - Annual goal = Buses in Fleet by type divided by the useful life
  - Vehicles in fleet:

	Buses in Fleet	Useful Life (Years)	Cost per Bus ($000s)
40 ft.	403	12	$ 844
40 ft. BEB	26	12	$ 1,216
60 ft. Artics	113	12	$ 1,399
60 ft. Artics BEB	12	12	$ 1,978
Commuter Express	24	12	$ 1,150
Minibuses	34	7	$ 359
ADA Minibuses	113	7	$ 232
ADA Van BEB	2	4	$ 53
Total	**727**		

FY 2027 CIP Project Highlights – Bus Revenue Vehicles

- Fleet Replacement Funding
  - $39.2M funded for FY 2027
    - Plan to purchase:
      - 25 40’ compressed natural gas (CNG) buses
      - 25 40’ battery electric buses (BEB) for delivery once KMD infrastructure is complete
      - 13 60’ CNG buses
      - 25 ADA Paratransit buses

  - Funding by year ($000s):

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
Subtotal	**$ 39,215**	**$ -**	**$ 55,000**	**$ 55,000**	**$ 65,000**	**$ 75,000**	**$ 289,215**

FY 2027 CIP Project Highlights – Rail Revenue Vehicles

- Light Rail Vehicle (LRV) Fleet Replacement
  - 168 vehicles in fleet
  - 25-year useful life
  - SD10 project (replacing the SD100 LRVs) fully funded and being completed
  - SD7 replacement pending service need

Light Rail Vehicles by Series				
Series	#s	Count	In Service	Replacement
SD7	3000s	11	2004	2029-2034
SD8	4000s	65	2011-2013	2036-2038
SD9	5001-5045	45	2019-2020	2044-2045
SD10	5046-5092	47	2021-2025	2046-2050

FY 2027 CIP Project Highlights – Rail Revenue Vehicles

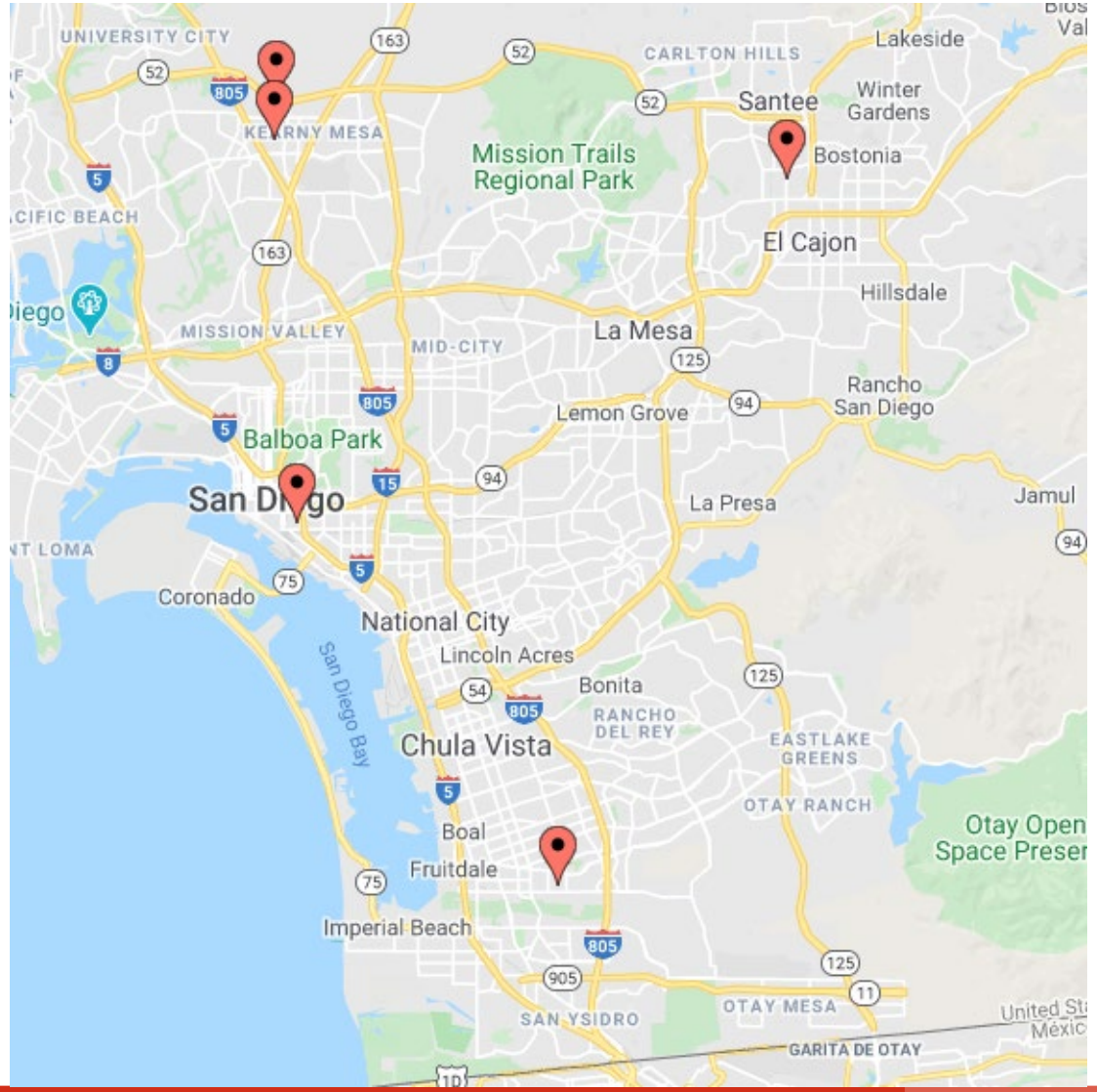
- Fleet Replacement Funding
  - Need to begin saving for SD7 replacements
    - Project cost estimated at $53M for 11 vehicles
    - Supposed to start in FY 2027 but will delay it until after the ballot measure
    - Will not need to replace these vehicles at current service levels

  - LRV funding by year ($000s):

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
Rail Ops - SD8 LRV Replacement	-	-	-	-	-	-	-
Subtotal	**$ -**	**$ -**	**$ 10,566**	**$ 10,566**	**$ 10,566**	**$ 10,566**	**$ 42,264**

FY 2027 CIP - Facility & Construction Projects

- Operating Facilities
  - Each facility includes maintenance building, admin building(s), fueling facilities, yard, etc.
    - Trolley yard & Buildings A, B & C
    - Imperial Avenue Division
    - Kearny Mesa Division
    - South Bay Bus Maintenance Facility
    - East County Bus Maintenance Facility
    - Copley Park Division
  - Passenger Facilities
    - 68 major passenger facilities
    - Each Transit Center/Station may include amenities such as shelters, benches, parking lots and elevators



FY 2027 CIP - Facility & Construction Projects

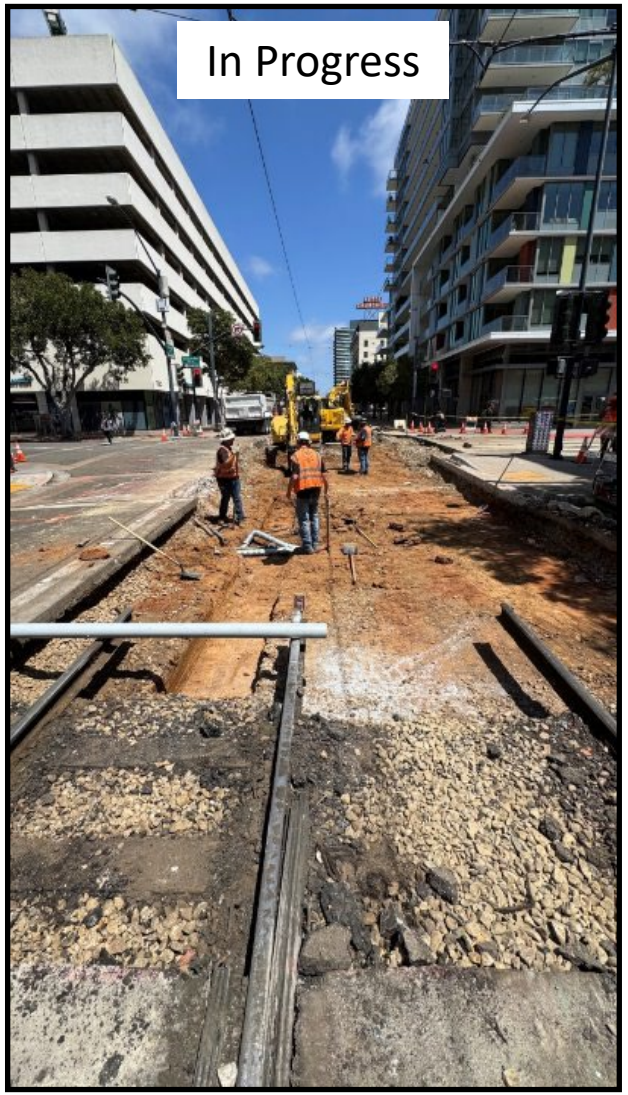
- 15 projects submitted for FY 2027
  - 10 projects funded, 5 not funded
  - $14.5M funding allocated in total
    - Example pictured to the right: ADA Bus Stop upgrades at Woodman St and Skyline Dr
  - Full project lists in Attachment B

- Funding by year ($000s):

State of Good Repair Categories	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
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
Subtotal	**$ 14,519**	**$ 8,503**	**$ 28,259**	**$ 13,875**	**$ 17,750**	**$ 375**	**$ 83,281**

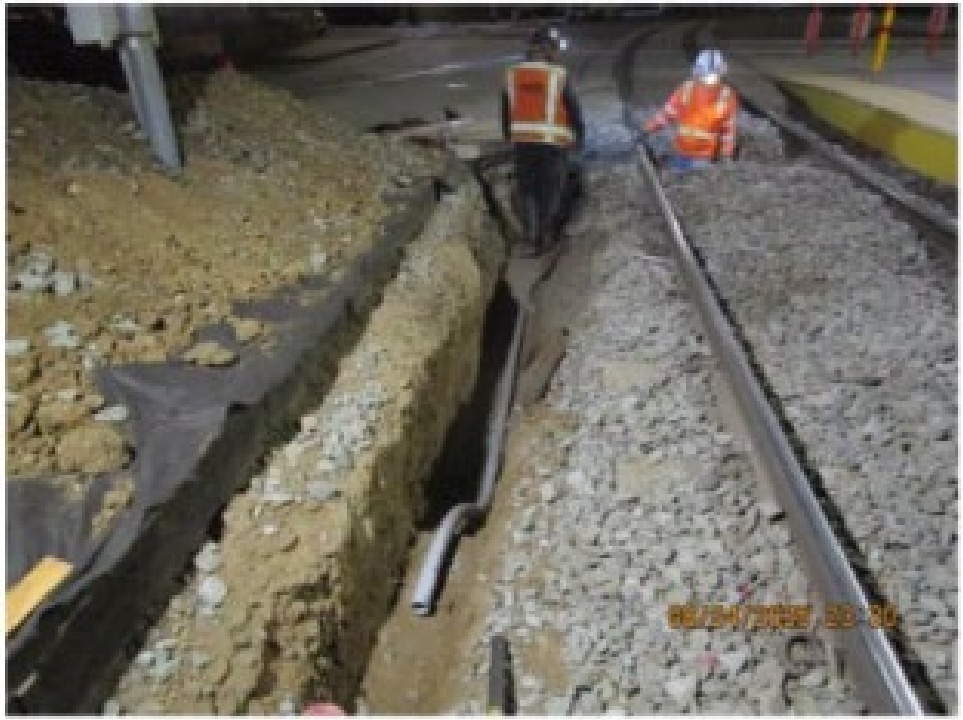
FY 2027 CIP - Rail Infrastructure Projects

- Large capital investment in Rail Infrastructure
  - Nearly $5B in total system assets
- Rail Infrastructure projects
  - Track - related to the physical rail
    - Rail and ties
    - Special track work (crossovers, diamonds, frogs, etc.)
    - Grade Crossings (7th and C St pictures to the right)
  - Maintenance of Wayside (MOW)
    - Bridges / Elevated track
    - Drainage / Track right of way
    - Electrification - Catenary and Substations
    - Signaling



FY 2027 CIP - Rail Infrastructure Projects

- 10 projects submitted for FY 2027
  - 8 projects funded, 2 not funded
  - $27.1M total
    - Includes $17.8M towards the Orange Line Improvement Projects (OLIP)
    - Example pictured: Conduit installation at 32nd and Commercial
  - Full project lists in Attachment B



- Funding by year ($000s):

State of Good Repair Categories	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
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
Subtotal	**$ 27,120**	**$ 7,710**	**$ 56,837**	**$ 29,598**	**$ 61,227**	**$ 64,341**	**$ 246,833**

FY 2027 CIP - Other Equipment & Installation Projects

- 9 projects submitted for FY 2027
  - Maintenance/cleaning equipment for Bus and Rail
  - IT infrastructure/systems/network
    - Example pictured: VMS sign replacement project
  - 8 funded, 1 not funded
  - Full project lists in Attachment B

- Funding by year ($000s):

State of Good Repair Categories	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
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	**$ 4,684**	**$ 500**	**$ 17,920**	**$ 8,868**	**$ 13,495**	**$ 11,055**	**$ 56,522**

FY 2027 CIP – Five Year Forecast - SGR ($000s)

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**

- FY 2027 Funding of $85.5M for State of Good Repair projects
  - SGR requirements alone average over $144M/year over this five-year period
  - $418M in recurring revenue streams forecasted for the next five years
    - Represent 56% of the total SGR needs
    - After shifts from Capital to Operations for FY 2027-2030

FY 2027 CIP – Innovative Clean Transit

- Innovative Clean Transit Infrastructure
  - Adding funding towards the IAD and KMD overhead charging infrastructure projects
    - IAD Construction pictured to the right
  - Delaying any additional infrastructure projects

- Funding by year ($000s):

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 - Kearny 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**

FY 2027 CIP – Other Initiatives

- 3 projects funded for FY 2027
  - Kearny Mesa Transit Center
  - Additional funding for Beyer Blvd Pathway Beautification (artist rendering pictured on the right)
  - Transit Amenity Improvements project funded in advance of new policy being developed
- Funding by year ($000s):

Project Name	FY 2027 Funded	FY27 Unfunded	FY 2028	FY 2029	FY 2030	FY 2031	5 Year Total
Admin - Kearny Mesa Transit Center	$ 14,260	$ -	$ -	$ -	$ -	$ -	$ 14,260
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
Subtotal	**$ 16,370**	**$ -**	**$ 19,500**	**$ 21,500**	**$ 8,000**	**$ 2,000**	**$ 67,370**

FY 2027 CIP – Five Year Summary ($000s)

	Proposed FY27	Projected FY28	Projected FY29	Projected FY30	Projected FY31	Total FY27 to FY31
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**
Available CIP Revenues	**$ 107,553**	**$ 81,904**	**$ 94,613**	**$ 74,704**	**$ 74,165**	**$ 432,940**
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)**	

Staff Recommendation

That the San Diego Metropolitan Transit System Board of Directors:

1. Approve the fiscal year 2027 Capital Improvement Program (CIP) with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
2. Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337 and 5339 applications for the MTS fiscal year 2027 CIP (shown in Attachment A);
3. Recommend that the SANDAG Board of Directors approve amendment number 16 of the 2027 Regional Transportation Improvement Program (RTIP) in accordance with the fiscal year 2027 CIP recommendations.

Metropolitan Transit System

Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Comprehensive Operational Analysis (COA) Update (Brent Boyd; Melissa Sather and Russ Chisholm, TMD)

INFORMATIONAL ONLY

Budget Impact

No budget impact from this agenda item. However, the COA process is part of the agency's due diligence efforts to identify how the transit network could be sustained and improved with additional, long-term funding, or to determine what transit service will need to be cut if no additional funding is secured and MTS stop-gap funding to extend the "fiscal cliff" is exhausted. The current annual structural budget deficit is estimated at $100 million to $150 million. Other efforts to reduce or resolve the structural budget deficit are being concurrently worked on, including: operational budget expense tightening; increasing "other" revenue with increased advertising, real estate revenue, and cost recovery fees; fare study for potential fare increases; advocacy for additional state or federal funding; and review of options for potential voter-approved taxes or fees.

DISCUSSION:

On May 15, 2025 (Agenda Item (AI) 22), the MTS Board of Directors approved the award of a contract to Transportation Management and Design, Inc. (TMD) to prepare a COA.

Summary of COA Process and Deliverables

The COA includes an examination and evaluation of MTS services to determine what improvements can be made to make the network more effective and efficient. This type of project is common among transit agencies seeking a fresh look at their transit networks would be beneficial.

The COA is analyzing current and potential ridership, travel patterns, demographics, land use, operating costs, and system/segment performance (as guided by Board Policy 42), and will ultimately lead to the development of two service plans for two distinct scenarios:

- **Scenario 1 (Service Expansion):** Funding for existing needs secured; plus, additional funding for transit service improvements.
- **Scenario 2 (Service Reductions):** No increase in regional transit funding secured.

This comprehensive analysis is divided into several tasks and subtasks that are expected to be completed by the end of 2026:

- **Task 1:** Data Collection/Review of Existing Conditions
- **Task 2:** System and Service Evaluation
- **Task 3:** Evaluation of Recommendations from Elevate SD 2020
- **Task 4:** Develop Service Implementation Plan for Increased Service (i.e., Scenario 1)
- **Task 5:** Develop Service Reduction Plan (i.e., Scenario 2)

The Board received a status update on September 11, 2025 (AI 25). That update summarized:

- **Market Assessment (Task 1):** Current ridership patterns, regional travel patterns, propensity of different geographic areas and demographic groups to generate additional transit ridership, and changes in market conditions.
- **System and Service Evaluation (Task 2):** Analysis of how riders are using the MTS system, where service performance is the strongest and where there are opportunities for improvement, as well as an assessment of ridership and performance patterns by time of day and geographic region.

Then, on October 16, 2025 (AI 19), the Board of Directors participated in a workshop (Task 2A). The workshop highlighted the difficult mobility trade-off decisions that will need to be made before the service plan scenarios (Expansion and Reductions) are developed. Goals of the workshop included:

- Help the Board of Directors understand priorities for transit network design.
- Share design practices the Board will see in action in the draft network scenarios.
- Review of the transit network design choices that will need to be made.

First, a series of tradeoffs was presented and discussed, and through an interactive format using an online polling system, Board Members weighed in on several key considerations, such as:

- Frequency versus coverage
- Peak travel time-period versus all-day service
- Regional versus community-oriented trip-making
- Direct (no transfer) rides with less frequency versus transfer-based networks with better frequencies
- Higher fares with more service versus lower fares with less service

Each Board Member also participated in a “budget allocation” exercise, allocating $100 among various transit attributes—once at the start of the workshop and again at the end.

Ultimately, the guiding principles from the Board workshop included:

- Focus investment on frequency in the core network and among the highest-ridership services to benefit the most riders and maximize the return on investment.
- Move toward an all-day, all-week network by improving evening and weekend service while maintaining weekday peak service.
- Focus on efficient and consistent network design that reflects best practices and stakeholder priorities.
- Prioritize the highest-ridership services and coverage in areas with the greatest demand (transit propensity) when confronting service reductions. The COA plan will include a service-reduction scenario to guide future service changes should MTS not secure a new source of operating revenue.
- Prioritize service stabilization (or enhancements) over maintaining current fare levels.

Since then, work on Task 3 (Evaluation of Recommendations from Elevate SD 2020) has also been completed.

In 2020, MTS developed a draft initiative for a referendum on the November 2020 ballot. As part of that process, 14 recommendations were proposed to be included, including transit service expansion, transit investments, rider experience improvements, and supporting programs. Ultimately, the ballot measure was not pursued due to the COVID pandemic.

Task 3 reviewed these recommendations to determine if they were still worth pursuing given the changing dynamics and travel patterns since the COVID pandemic.

The summary of the Board workshop (Task 2A) and results from the Elevate SD 2020 analysis (Task 3) will be presented, as well as an update on next steps.

Additionally, MTS Planning & Scheduling staff has completed outreach at the six operating facilities, and a summary of those efforts will be presented.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Existing Conditions and Market Summary Report (Task 1)
B. System & Service Evaluation Report (Task 2)
C. October 2025 Board Workshop Summary (Task 2A)
D. Evaluation of Elevate SD 2020 Recommendations (Task 3)

MTS Comprehensive Operational Analysis
Existing Conditions Report & Market Analysis
December 2025

Prepared by:

TMD
VISION. PLAN. IMPLEMENT.

Developed for:

MTS

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List of Acronyms

ACS	[United States Census Bureau] American Community Survey
ADA	Americans with Disabilities Act
APC	Automatic Passenger Counter
BRT	Bus Rapid Transit
COA	Comprehensive Operational Analysis [Study]
CBX	Cross Border Xpress
CPG	[City of San Diego] Community Planning Group
EPA	[United States] Environmental Protection Agency
FTA	[United States] Federal Transit Administration
FY	Fiscal Year

List of Acronyms (Continued)

LEHD	[US Census Bureau's] Longitudinal Employer-Household Dynamics [Program]
MTDB	[San Diego] Metropolitan Transit Development Board
MTS	[San Diego] Metropolitan Transit System
NCTD	North County Transit – San Diego Railroad
O-D	Origin-Destination [Pair]
RCTC	Riverside County Transportation Commission
SANDAG	San Diego Association of Governments
SD&AE	San Diego & Arizona Eastern [Railway Company]
SDSU	San Diego State University
SDTC	San Diego Transit Corporation
SDTI	San Diego Trolley, Inc.
SRA	[SANDAG] Subregional Area
TDA	[California] Transportation Development Act
TIP	[SANDAG] Transportation Improvement Program
TOD	Transit-Oriented Development
TOP	[MTS's 2017] Transit Optimization Plan
UCSD	University of California, San Diego
USD	University of San Diego
UTC	[Westfield] University Town Center
ZVH	Zero-Vehicle Household

1. Project Overview

1.1 What is a Comprehensive Operational Analysis?

A Comprehensive Operational Analysis (COA) is an opportunity to develop a plan to better align the transit network with community mobility needs and optimize use of existing resources. This COA will include a complete review of San Diego Metropolitan Transit System's (MTS) service and markets, including an analysis of how well the current network and schedules match demand, detailed analysis of current services to determine both what is working well and identification of opportunities for improvement, and an in-depth discussion of community needs and goals and how MTS's limited resources can best be distributed throughout the network.

Ultimately, revised network plans will be developed, with recommendations built from public and stakeholder input, data analysis, and industry best practices.

1.2 Why Now?

MTS's last COA was the Transit Optimization Plan (TOP), which was completed in Fall 2017 and implemented between January 2018 and January 2019[1]. Many factors impacting transit operations and ridership have changed since then.

The **Coronavirus Disease 2019 (COVID-19) pandemic** had a profound impact on transit services and ridership across the country. While MTS has recovered much better compared to its national peers (among the Top 25 transit agencies in the United States, MTS trails only behind New York City's MTA Bus in share of ridership recovered as of September 2025), the lasting effects of the pandemic on local and regional travel patterns can still be felt. With increased work from home and more flexible work schedules, there has been growth in travel during off-peaks and on weekends, time periods traditionally underserved by transit. It is important for the region's transit system to respond to shifts in when and how often people are traveling.

During the pandemic, the **Blue Line Trolley's Mid Coast Extension** opened (in November 2021), extending the trolley system to University City with nine new stations. MTS made changes to its bus network when the Mid-Coast Extension opened, eliminating bus routes that the extension duplicated and modifying several other routes to serve the new stations. This network change led to a significant growth in ridership with the Blue Line now accounting for almost one-third of all system boardings. The COA will evaluate how the current bus network interfaces with the extended Trolley system.

[1] The Copper Line implementation in September 2024 is the last of the original 2005 COA recommendations to be implemented.

While the Blue Line was the most significant transit expansion since TOP, MTS has also implemented the Copper Line (Trolley) in east county, Rapids 225 and 227 in South Bay, and an overnight express service along the Blue Line.

In the last few years, MTS has also implemented a new fare system (PRONTO), has incorporated zero-emission vehicles into its fleet, dealt with operator shortages, and have expanded some services with COVID recovery funds.

However, like most transit agencies throughout the country, MTS funding is currently facing a **fiscal structural deficit** where long-term revenues for operations have fallen behind operating costs. While ridership is quickly recovering from the pandemic, operating costs throughout the transit industry are now much more expensive than pre-pandemic, meaning even at 100% of pre-pandemic ridership MTS requires a significantly higher operating subsidy than it did in 2019. (See Table 1-1 below.[2]) Temporary revenue sources that have enabled MTS to sustain service to date are ending, with projected cost growth exceeding projected revenues. With no intervention, MTS estimates a Fiscal Year (FY) 2029 structural deficit of $136 million as of October 2025.

Table 1-1: MTS NTD-Reported Operating Cost and Service Levels, 2019 vs. 2024

Service	2019			2024		
	Total Operating Cost	Revenue Hours	Cost per Hour	Total Operating Cost	Revenue Hours	Cost per Hour
Bus	$175,914,695	1,922,732	$91.49	$221,853,749	1,899,198	$116.81
Trolley	$86,423,252	490,222	$176.29	$141,969,351	679,016	$209.08
Paratransit/Taxi	$19,575,747	224,910	$87.04	$18,629,133	201,138	$92.62

MTS is currently identifying strategies to address the deficit, covering a broad range of possible options including a possible new revenue source. MTS must pursue immediate term strategies that bridge the gap until additional revenue can be successfully pursued (likely not available before FY 2030). This COA will identify strategies for MTS to reduce operating costs while maintaining the integrity of MTS's core network and continuing to provide critical services for its riders. This makes it imperative that the COA identify opportunities to deliver public mobility more effectively and efficiently in order to maximize the value of each operating resource.

1.3 Project Structure

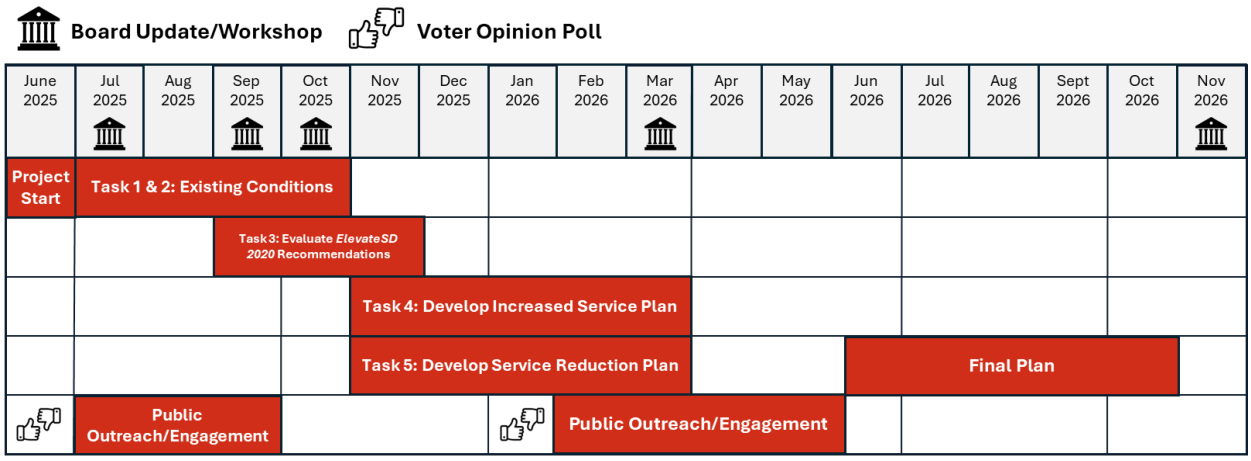
The COA is organized into five tasks. The first three tasks include this Existing Conditions and Market Analysis report (Task 1), the System and Service Evaluation report (Task 2), and an evaluation of the recommendations from the ElevateSD 2020 project (Task 3). The final two tasks of the project encompass this study's recommendations, which are divided into two scenarios. The first (Task 4) is

[2] Source: NTD-reported annual operating expenses and vehicle revenue miles by mode. Cost per hour is based on total NTD-reported operating costs by mode and blends directly-operated and purchased transportation services. Costs are shown for comparison purposes and are not allocated for hour-based or mile-based expenses.

an increased service plan that would be implemented if MTS is able to secure a new sustainable, long-term revenue source (such as a voter-approved sales tax ballot measure). The second scenario (Task 5) is a service reduction plan to guide MTS as it navigates the current structural deficit and must identify cost-saving measures to balance its operating budget. MTS and its Board of Directors have not yet adopted a preferred pathway, or secured a new revenue source, but both scenario plans will ensure that MTS is equipped to optimize its transit network and most efficiently and effectively serve its customers within available operating resources.

The project began in June 2025 and is planned to conclude in late 2026. Public outreach and engagement efforts for the project are being handled directly by MTS and its Marketing Department staff, in parallel with the consultant project team. The project schedule is shown in *Figure 1-1*.

Figure 1-1: MTS COA Project Schedule



1.4 MTS Overview

San Diego MTS is the public transit agency for the City of San Diego, California and surrounding communities in San Diego County to the south and east. These include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee, as well as unincorporated rural areas of East

MTS corporate headquarters at the James R. Mills Building in Downtown San Diego's East Village. It is also the location of the 12th & Imperial Transit Center. (Source: Delawie Architecture)

County.[3] A California public benefit corporation, the organization began as the Metropolitan Transit Development Board (MTDB) in 1975 and was renamed Metropolitan Transit System (MTS) in 2005. The MTS organization includes several wholly-owned subsidiary public benefit corporations:

- San Diego Transit Corporation (SDTC), which operates the in-house bus services and manages all contracted bus and ADA paratransit service.
- San Diego Trolley, Inc. (SDTI), which operates the Trolley light rail system.
- San Diego & Arizona Eastern (SD&AE) Railway Company, which encompasses four lines and 108 miles of rail right-of-way used by SDTI and private freight and passenger excursion operators.

MTS is governed by a 15-member Board of Directors and receives funding from various federal, state, and local sources. The primary sources are the California Transportation Development Act (TDA), Federal Transit Administration (Sections 5307, 5337, and 5339), TransNet funds (local sales tax measure), and passenger fares.

MTS directly operates the Trolley system and maintains the rail vehicles and infrastructure. MTS also directly operates and maintains the vehicles used for a little less than half of its fixed-route bus system. A contractor (currently Transdev) operates and maintains vehicles used on the remainder of the fixed-route system, including all routes operated using minibuses, as well as the MTS Access ADA Paratransit service.

[3] The remainder of San Diego County (i.e., the North County region) is served by North County Transit – San Diego Railroad (NCTD). There is a small amount of overlap between the two systems which includes MTS operated Rapid (215) and Rapid Express (280) services on Interstate 15 terminating at the Escondido Transit Center, NCTD's Coaster commuter rail line serving three stations in the City of San Diego, NCTD's Route 101 bus terminating at the UTC Transit Center, and NCTD's Sorrento Valley Coaster Connection Flex routes (which were formerly operated by MTS).

2. Introduction

This Market Assessment report is a key component of the COA's existing conditions work and provides an in-depth look at the MTS service area and the built environment, population, employment, and travel demand characteristics that shape our region. Focused analysis of these factors and review of recent planning documents help provide a better understanding of community mobility needs and the potential market for transit in the communities that MTS serves. Along with the Service Evaluation (Task 2) of the current system and public and stakeholder input, the Market Assessment will inform the MTS COA recommendations. Topics covered in this report include:

- **Current planning documents** – Planned land use changes, transportation improvements, and new developments that influence the type and scale of transit ridership generators.
- **Land use and the built environment** - The built environment, influenced by density, land use, and street design, directly affects transit's ability to be useful, efficient, and effective.
- **Population, employment, and rider markets** – Who makes up the community and where they live, work, and partake in daily activities informs which public mobility options are best tailored to the unique characteristics of that population and how/where those transit resources are best deployed.
- **Travel patterns** – Where and when people travel through the MTS service area (and the broader San Diego County region) across all modes gives an indication of where there may be unmet need for more or reconfigured transit service.
- **Transit propensity** – Synthesizing density data (for population, demographics, employment, and travel demand) and walkability characteristics in each area provides a snapshot of which parts of the service area have a makeup that correlates with strong transit usage and where MTS is most likely to be successful.

2.1 Data Sources

This market assessment report utilized multiple data sources to provide an in-depth review of the MTS service area's population, jobs, destinations, land use, travel patterns, and other key attributes that inform transit usage and service design. Specific data sources used for this report include:

- US Census Bureau American Community Survey (ACS), 2023 5-Year Estimates
- San Diego Association of Governments (SANDAG) forecast data
- Replica travel demand data, Fall 2024
- MTS Automatic Passenger Counter (APC) ridership data, Spring 2025
- Google Earth Pro Aerial Imagery

- Prior planning reports and studies *(See the Appendix section 10.1 for a list of all documents reviewed.)*

2.2 Key Findings

- Within the next decade the San Diego region is expected to have slower population growth, with some areas even experiencing stagnation or a decline in population. The senior population is expected to grow in all areas, while the youth population will see a decline. Seniors will become increasingly reliant on mobility choices like transit and their access to their previous mode of choice changes due to aging. The COA should work to attract youth and young adults since they have the potential to become lifelong transit users as the move towards more sustainable communities gains impetus.
- Through a mixture of state and local policy, land use may improve from car-oriented sprawl to more walkable, dense neighborhoods that can increase the number of new transit riders provided that linear corridors that sustain a transit network are emphasized by linear development and corridor density pyramiding (maximum density directly adjacent to the corridor).
- Since 2019, overall travel has shifted later in the day on both weekdays and weekends. Weekday peaks have also become more modest, especially in the morning. However, the distribution of MTS service levels through the day aligns more closely with pre-Covid travel trends than those of today, leading to potentially unmet transit demand in the afternoons and evenings. While total general public travel is virtually the same today on weekdays and weekends (albeit with a different time of day distribution), MTS operates significantly less transit on Saturdays (40% less) and Sundays (53% less) than on weekdays.
- Transit trips in the MTS service area are longer than car trips, substantially so in duration but also in distance. Factors underlying this include work commutes – which are longer and farther than other trip types – comprising a relatively high share of transit trips. Long, complex transit connections between several outlying nodes with high transit propensity also may contribute to this. Transit is missing a significant opportunity by focusing on longer trip-making – most trips are significantly shorter and stay within their community. To compete effectively the frequency of transit will need to increase well beyond current levels.
- The core of the MTS service area and several communities on the service area's periphery have demographic and land use traits known to correlate with high transit ridership. MTS regional services connecting the region's core to these outlying communities travel through neighborhoods less conducive to transit use, meaning a high proportion of people using regional routes are traveling long distances. However, there is also demand for local transit service within communities of high transit propensity.

2.3 Next Steps

This document, alongside the System & Service Evaluation report (Task 2), transit industry best practices, and public, stakeholder, and MTS Board input, will inform the project's guiding principles and the development of draft recommendations. Key findings from this report will be used to understand where transit is most likely to succeed in generating ridership. This includes who is most likely to use transit, where they live and work, and how they currently travel if they are not MTS riders.

While this report is not intended to pinpoint exact rider locations or identify marketing strategies to attract riders, the Market Analysis provides insight into how to serve current and potential customers more effectively and equitably and where to prioritize service investments.

3. Current Planning Documents

This document begins with a review of recent planning studies that are relevant to the MTS COA effort.

3.1 Key Takeaways

Despite slower expected overall growth through 2040, the San Diego region is densifying as the population ages in place. Though such changes typically increase demand for transit, the availability of funding will determine how the MTS system develops over the next several years and the extent to which it will be able to meet evolving needs. MTS is considering putting a ballot measure before service-area voters in 2028 that, if successful, would provide new funding to expand transit service. However, if MTS is not successful in obtaining a new funding source they will consider significant cuts to existing service as soon as 2029.

In contrast to other U.S. transit agencies that face fiscal cliffs primarily due to slow recovery of ridership and fare revenue following the pandemic, MTS ridership is close to pre-pandemic levels and the deficit it faces is primarily due to increased operating costs and curtailing non-recurring revenue streams. Thus, a strategy that effectively controls costs and makes use of constrained funding to optimize transit connectivity can help build stronger taxpayer support for approving transit funding; it can also prepare MTS to minimize impacts on riders and the public should no new funding materialize in time.

As MTS works to develop such a strategy, it should consider the plans summarized in Appendix section 10.1. Ranging in scope from hands-on neighborhood blueprints to big-ticket regional visions, the plans in conjunction offer multiple levels of perspective that help frame key decisions MTS must make regarding its priorities, including:

Megaprojects vs. Smaller-Scale Enhancements

Recent regional transportation plans focus heavily on large infrastructure projects with SANDAG championing expansion of highways and managed lanes, while MTS's tabled 2020 ballot measure would have helped fund new rail infrastructure such as the Purple Line and a new link to the airport as well as enhanced transit frequencies and new bus priority. Services made possible by similar past megaprojects such as the Trolley system and *Rapid* routes that use managed lanes on highways form the backbone of today's MTS network. The Mid-Coast extension of the Blue Line to UCSD and University City has been a major reason the region's post-pandemic ridership recovery has been so strong.

Large infrastructure projects are expensive to construct, and SANDAG is downsizing its program of projects for its 2025 Regional Plan due to expected funding limitations. However, there are opportunities for MTS to capitalize on smaller-scale proposals outlined in city and community plans such as transit priority features on arterials and local streets, improvements to transit stops, improvements to active transportation infrastructure that make it easier for people to walk and bike

to transit, and infill development near existing transit hubs.[4] Also, the implementation of planned technology that enhances real-time transit information, optimizes network operations, and improves management of transportation demand can improve both the transit customer experience and the performance of the service network.

Addressing Existing Gaps While Planning for Future Development

Transit agencies must balance the need to operate frequent service on high-ridership corridors while also providing a network that covers those parts of the service area with the propensity to use transit for mobility. The plans described in Appendix Section 10.1 highlight a further nuance of this "frequency-versus-coverage" challenge for the MTS service area, setting goals to address network gaps in vulnerable, underserved communities while also envisioning new transit services that provide connections to planned community development and emerging employment centers.

The local and regional plans encourage mixed, higher-intensity land use near existing transit hubs and high-frequency corridors. The plans also highlight obstacles that can both create transit gaps or preclude expansions, including topographic barriers, highways that separate neighborhoods, and entrenched local resistance to change. Thus, transit priority features and other strategic enhancements that help services efficiently and effectively cross these obstacles will enable MTS to better meet the region's existing transportation needs and accommodate forthcoming growth.

Inter-Agency Coordination

MTS is the sole transit agency in most of its large service area, clearly delineated from that of San Diego County's other large agency, NCTD. Further, MTS and NCTD share a combined fare structure. The county's two-agency, one-fare structure is simpler than that of other metropolitan areas where the transit network consists of a multitude of overlapping services provided by cities, counties, and special districts.

MTS is also a member of the LOSSAN (Los Angeles-San Diego-San Luis Obispo) Rail Corridor joint powers authority, which coordinates intercity rail service in Southern California.

The region's plans emphasize the importance of maintaining and enhancing MTS coordination with not just NCTD, but also local communities and emerging mobility services. The SANDAG Coordinated Plan, various community plans, and MTS's own optimization plan all emphasize that fragmented service can undermine the entire transit system's effectiveness.

[4] Recent State Legislature action, **Senate Bill 79,** provides for increased development densities within the walkshed of major transit hubs. As of early October 2025, the bill is awaiting Governor Newsom's approval or veto.

4. Service Area Overview

The MTS service area encompasses the City of San Diego and surrounding communities within San Diego County, primarily extending to the south and east. Most of the MTS service operates within the metropolitan area, serving the incorporated cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee. MTS also provides four limited-service bus routes to unincorporated rural areas throughout the East County region. MTS is not the transit provider for northern San Diego County, which is served instead by the NCTD. There is some limited operational overlap between the two systems as MTS service extends north up the inland I-15 corridor to Escondido, while along the coastal I-5 corridor NCTD bus services reach southward to the UCSD/University City area, and the COASTER commuter rail serves Sorrento Valley, Old Town, and Downtown. A map of the MTS service area and current transit network is shown below in Figure 4-1. A broader map showing both the MTS and NCTD service areas is shown in Figure 4-2.

Figure 4-1: MTS Network

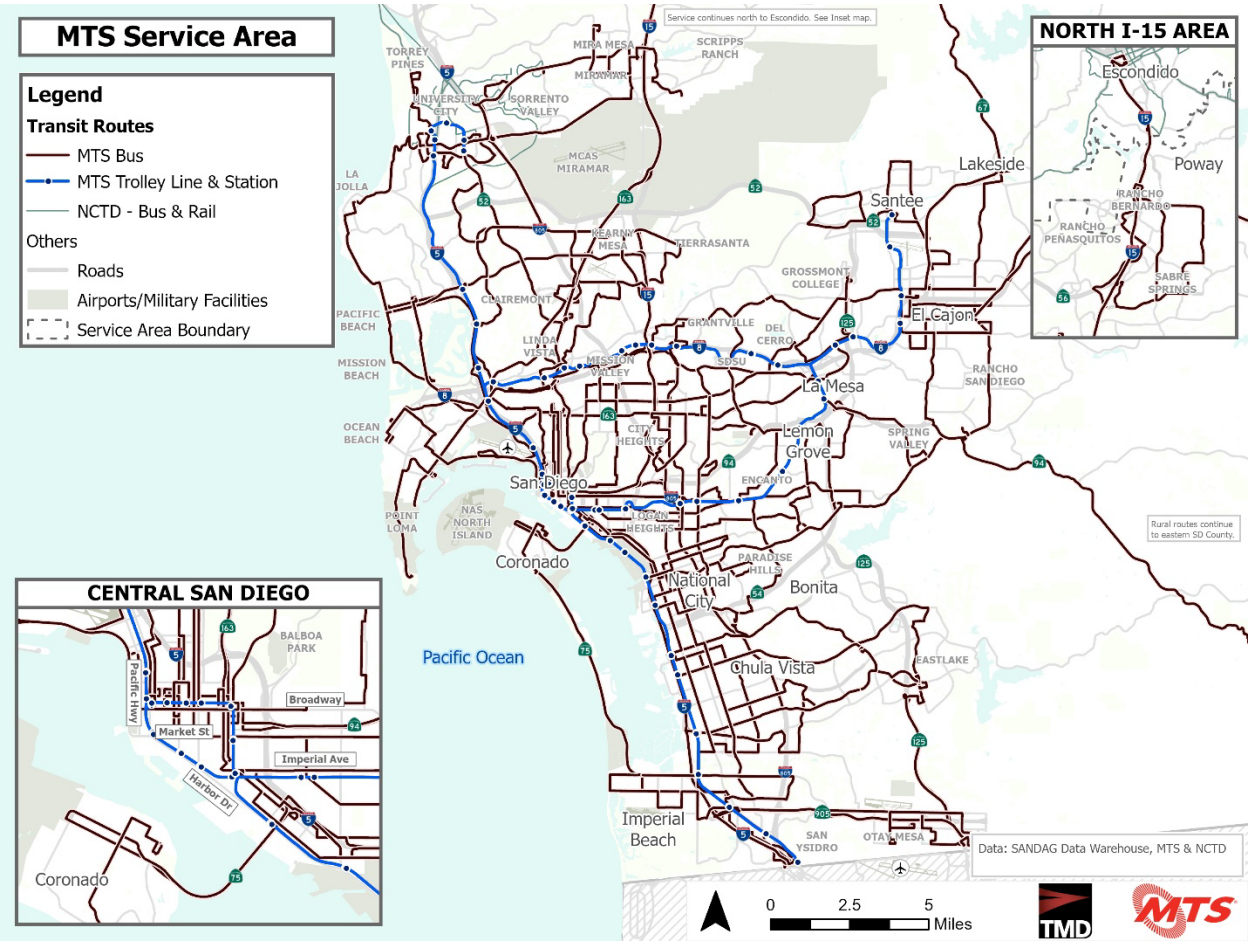
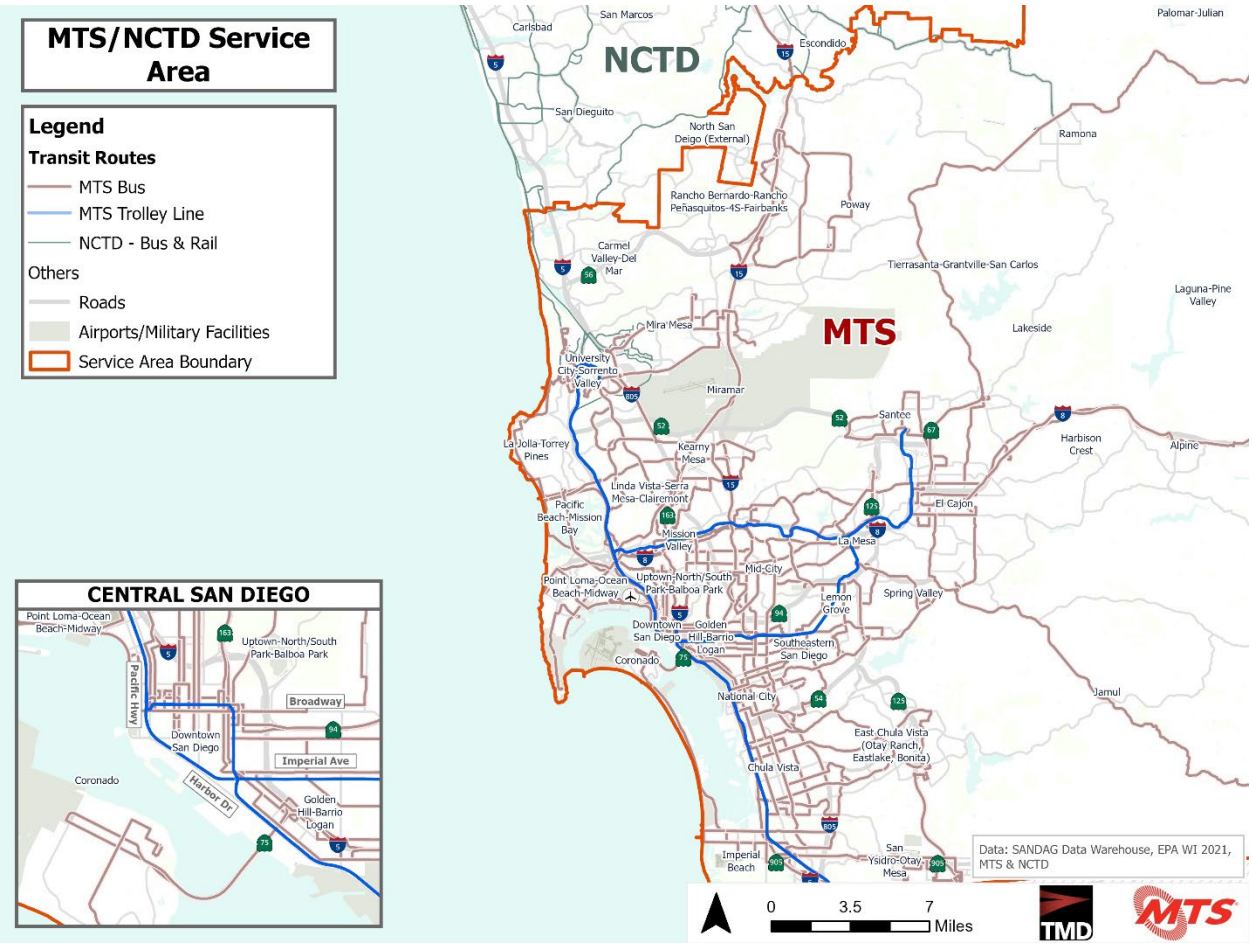
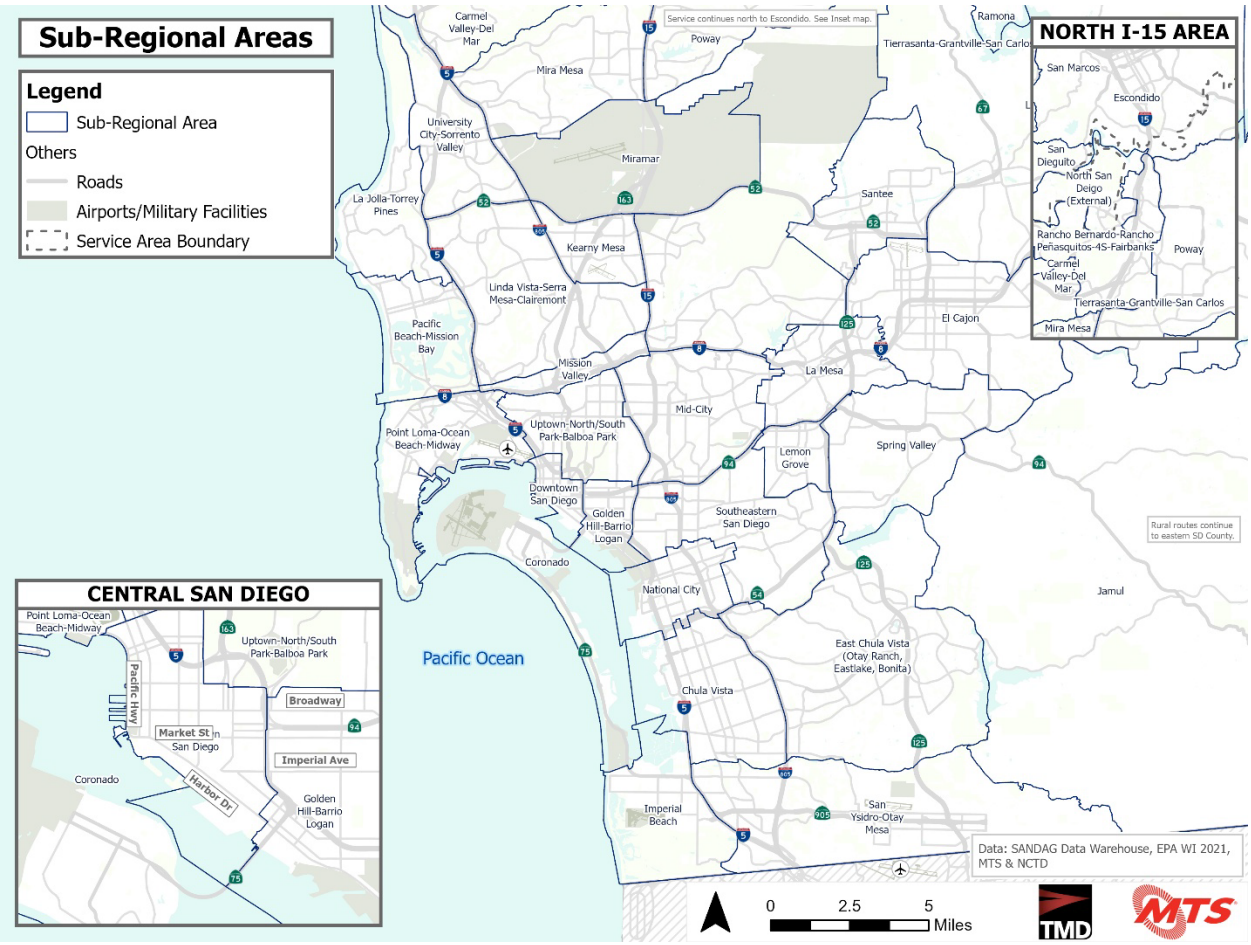


Figure 4-2: MTS and NCTD Service Areas



The MTS service area was divided into 36 sub-regional areas (SRAs) for geospatial analysis of demographic traits and travel demand. The SRAs, shown in Figure 4-3 below, are based on those developed by SANDAG for purposes of reporting aggregated analysis. The project team modified the SANDAG SRAs in coordination with MTS to separate communities with differing traits into unique SRAs, make the SRAs more consistent in size, and rename several of them to be more familiar to the reader.

Figure 4-3: Modified Sub-Regional Areas in MTS Service Area



5. Land Use and Market Typologies

Understanding the relationship between land use patterns and the built environment is important to design effective transit systems that serve diverse communities efficiently. The configuration of residential, retail, commercial, and industrial areas, along with their densities and accessibility, will directly influence ridership patterns, route planning, and the overall success of public transportation investments to connect people to essential destinations.

It is important to note that transit's success is not just shaped by the types of land uses or the densities it serves, but also the adjacency and heterogeneity of uses in a given area. Mixed-use commercial and residential corridors are typically more walkable and promote spontaneous, short-distance trip-making that is easier for transit to capture. Areas with a strict separation of uses typically have greater parking availability and require longer travel distances, leading to road networks that prioritize private automobile throughput and dispersed travel patterns that are harder to capture with transit in a cost-effective manner.

5.1 Current Land Use

The land use patterns within the MTS service area, shown in Figure 5-1, reflect decades of varied development approaches which have created both opportunities and challenges for transit. Land use shapes transportation demand and determines the feasibility of efficient and effective transit service. In the MTS service area, municipal zoning and land-use policies call for densification, including the construction of additional housing – particularly affordable housing – and the mixing of land uses that are currently separated. The trend towards greater density is a response to the housing shortage in the region and other parts of California, and in some cases reflects requirements of recent state legislation. At the same time, density is increasing, and the availability of free parking is decreasing, particularly in the City of San Diego, where paid parking zones and hours were expanded to help address municipal fiscal challenges.

Through numerous efforts by the State of California and the City of San Diego, many neighborhoods are zoned for higher density (previously the state's SB743 Transit Priority Areas, further expanded by the City of San Diego's Sustainable Development Areas), as shown in Figure 5-2. These areas are within the walkshed of transit hubs and/or high-frequency services, thereby increasing demand for MTS service. Other places within the MTS service area, like Santee, El Cajon, and South Bay, that currently have little to no development near their Trolley stops could be zoned for higher density through SB 79, which overrides local zoning to allow construction of more housing near major transit stops such as subway, light rail, and bus rapid transit (BRT) stations. The density and more constrained parking availability will make transit more attractive for both short neighborhood-level trips and longer travel along mixed-use corridors. The COA will evaluate options for enhancing service to effectively accommodate these trips.

Appendix Section 10.2 describes zoning and land use policies in each city of the MTS service area.

Figure 5-1: Current Land Use Map

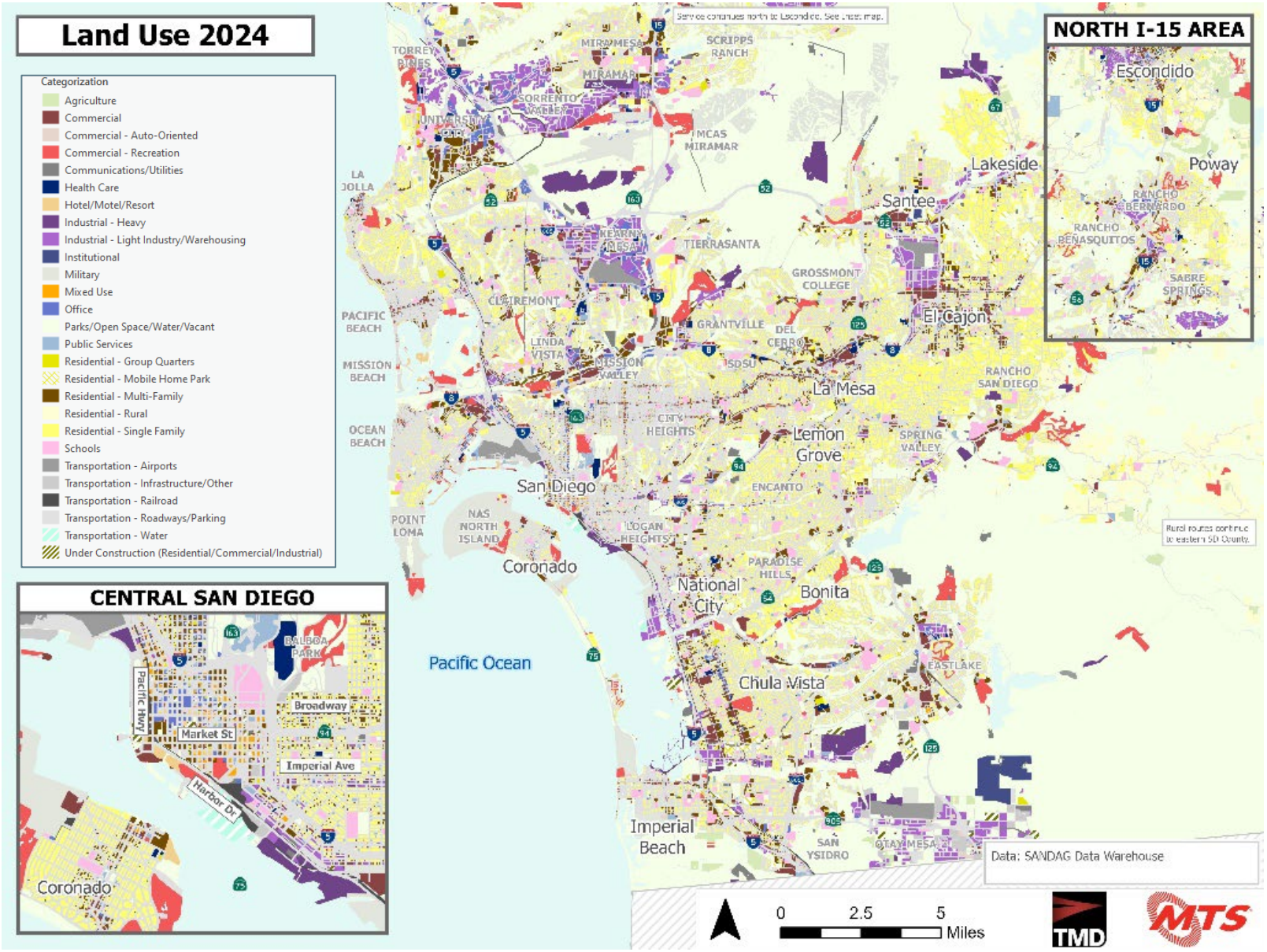
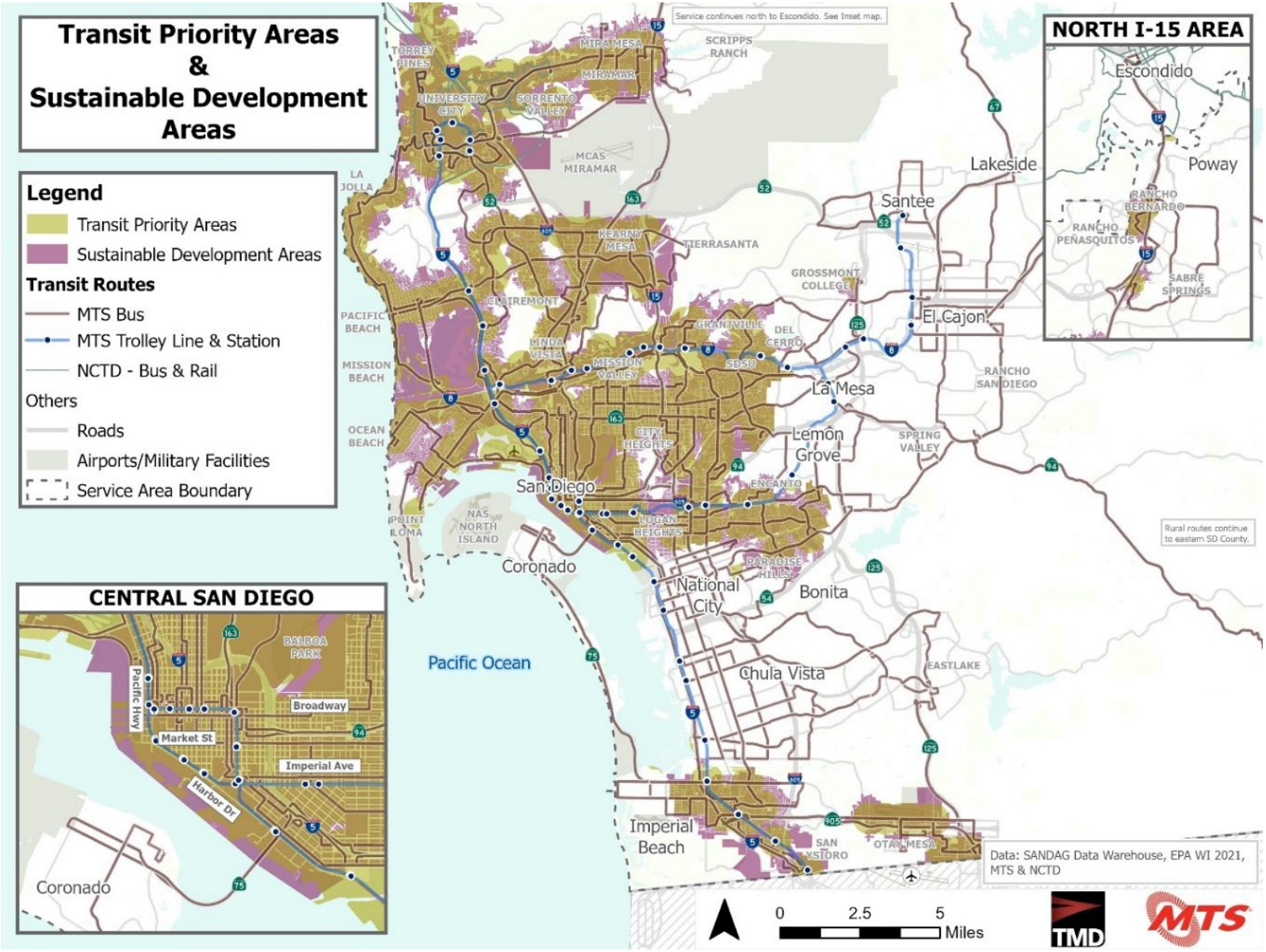


Figure 5-2: San Diego Transit Priority Areas & Sustainable Development Areas



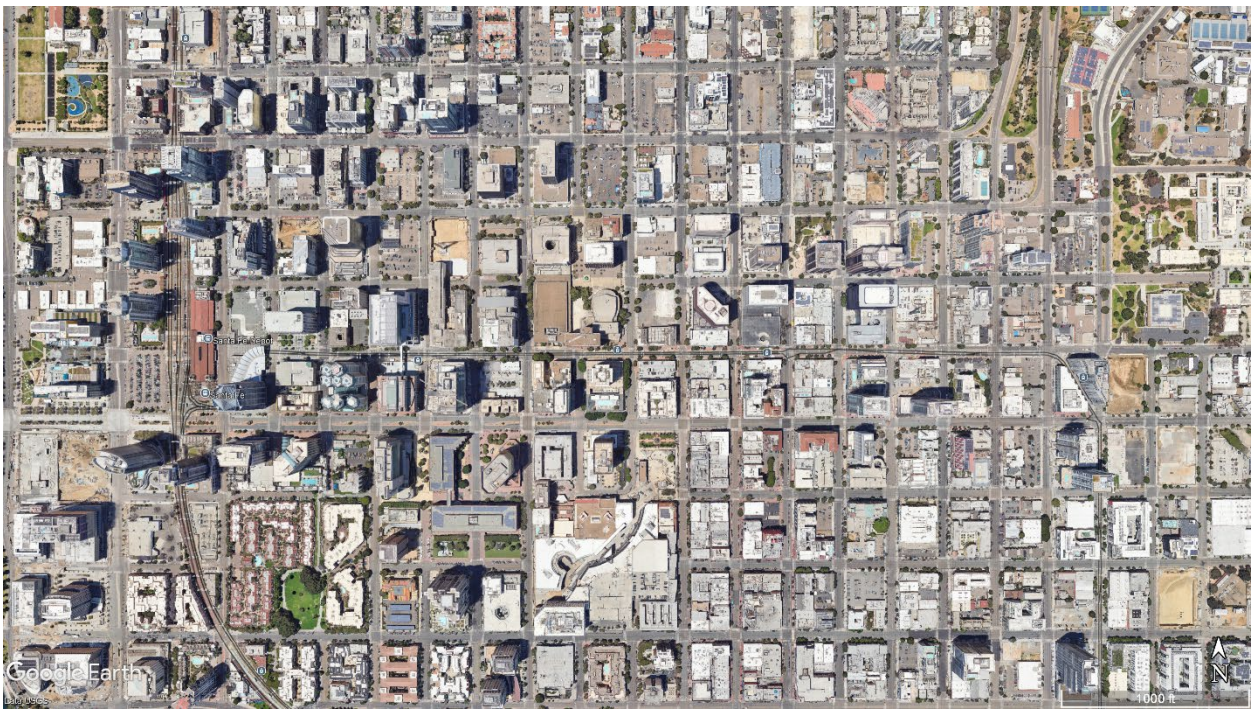
5.2 Market Typologies

The design of the service area's built environment is critical for transit service planning as it determines both the accessibility of transit as well as the effectiveness and efficiency of the network.

Street Design and Service Area Character

Core urban areas, exemplified by downtown San Diego in Figure 5-3 below, feature grid street networks with narrow rights-of-way, mixed-use buildings ranging from mid to high-rise construction, and minimal off-street surface parking. These neighborhoods, typically built before the automobile dominated mobility, have undergone significant redevelopment in recent decades and are the region's most transit-friendly with high concentrations of residents, retail/commercial businesses, and schools. Robust transit is essential to the livability and functionality of core urban areas, while highways also funnel automobile traffic into them (downtown San Diego specifically is bounded by the Interstate 5 freeway and is the terminus for State Highways 163 and 94). As a result of this high transportation demand, the primary challenges for transit include traffic congestion delays, heavy ridership that slows down buses, and peak-hour commute patterns that lead to high ridership in one direction but little in the other. Core urban areas typically see the highest ridership, greatest productivity, and lowest subsidy per passenger among transit services.

Figure 5-3: Core Urban Area Example (Downtown San Diego)

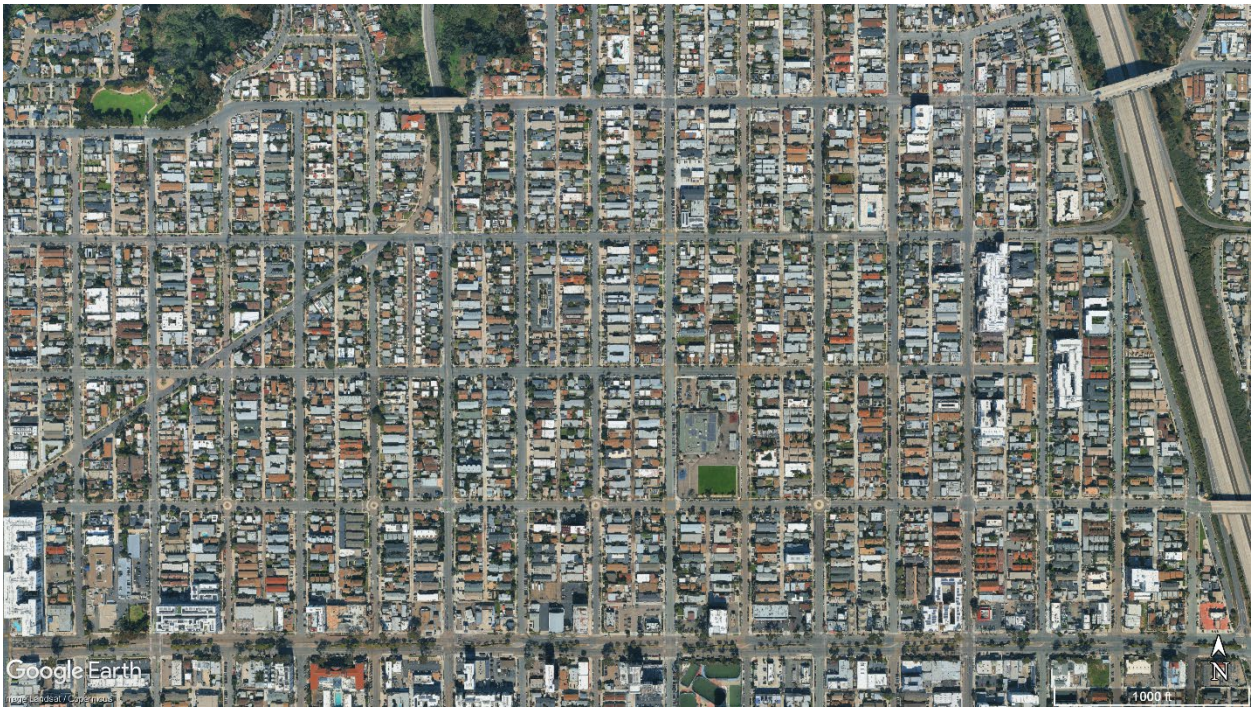


The COVID-19 pandemic's legacy of reduced weekday peak-period commutes and increased "work-from-home" has had a notable impact on central business district transit travel patterns. However, San Diego's 50,000-person residential community, together with continued infill residential and

mixed-use development, has helped MTS's ridership recover from COVID-19 more quickly than nearly any other city its size. The combination of a stable rider base with flatter demand distribution means MTS can deliver service more efficiently. (See travel pattern discussion in Section 7).

Urban areas, including neighborhoods like San Diego's North Park, shown in Figure 5-4 below, typically feature modified grid patterns with a mix of single-family homes, condominiums, townhouses, and multifamily units predominantly built between the 1910s and 1960s. These areas include neighborhood commercial retail, small business restaurants, and art galleries along major arterials (Adams Avenue and El Cajon Boulevard in the example below). The resulting blend of moderate population density and linear retail/commercial corridors with an array of walkable destinations generates significant bidirectional travel demand. This, coupled with limited parking[5] that is often in high demand, increases transit's attractiveness and allows for serving more trip purposes efficiently, especially if transit service operates frequently and roads are designed to prioritize transit over private vehicles. Frequency is especially critical in walkable, destination-rich environments where trips are typically short and infrequent transit may lead people to use a personal vehicle, which impacts community quality of life.

Figure 5-4: Urban Area Example (North Park)

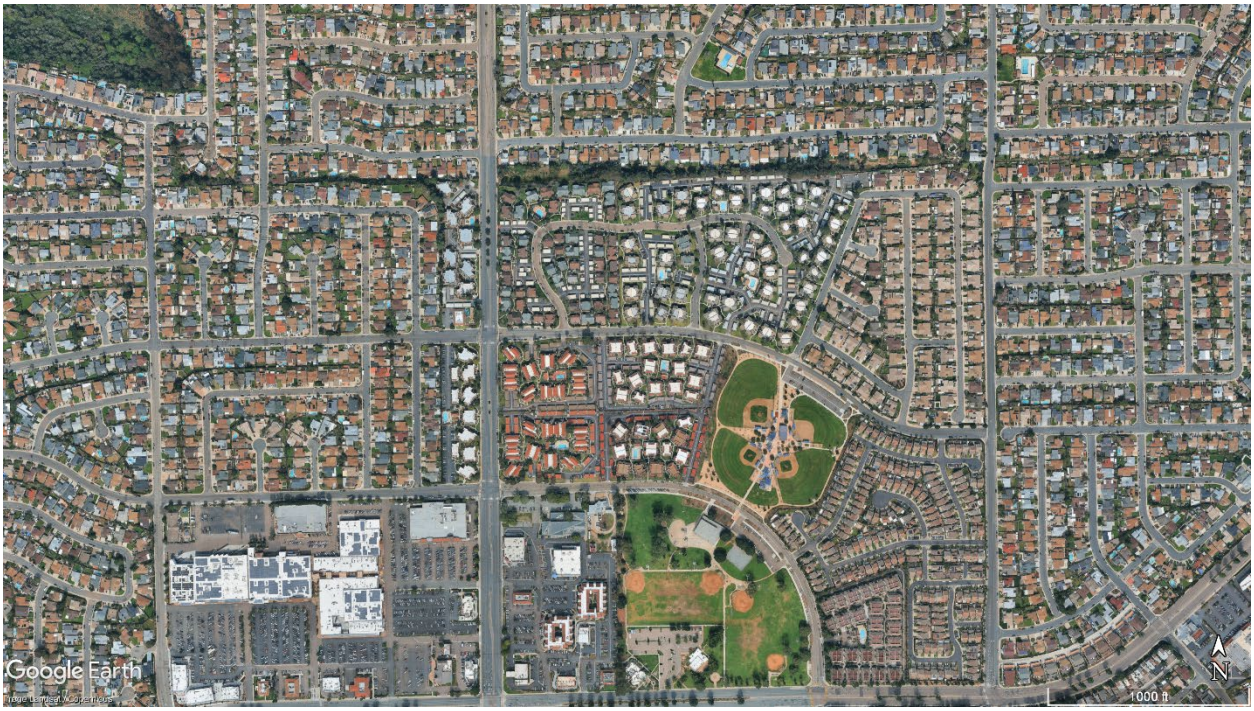


[5] The City of San Diego is extending paid parking meter hours in several neighborhoods, as approved in June 2025. The city also in September 2025 approved a plan to charge for parking in Balboa Park.

Suburban areas like Mira Mesa, shown in Figure 5-5, often feature looped streets and cul-de-sacs connected to wide arterials designed around vehicle access and throughput, single-family residential development on larger lots, and special commercial areas organized around shopping centers and strip malls with wide setbacks and extensive surface parking. These development patterns are challenging for transit to serve effectively and efficiently due to gaps in pedestrian infrastructure such as cul-de-sacs and missing sidewalks that limit the walkshed as well as street-facing parking lots and impassible landscaping that create an inhospitable gap between bus stops and nearby destinations. These barriers, and the transit service inefficiencies they necessitate, often give rise a two-tiered suburban network consisting of regional peak-hour routes catering to office workers that provide a competitive alternative to driving in rush-hour traffic, alongside circuitous, under-resourced local routes whose riders skew lower in income.

MTS has made successful investments to avoid this pitfall. For example, in Mira Mesa the off-street Miramar Transit Center provides a convenient connection between the trunk Rapid 235, which operates regularly all day, and several local neighborhood services. Coordinating to fill gaps in pedestrian infrastructure and leveraging active mobility (pedestrians and bicyclists) can help MTS enhance its suburban hubs as the neighborhoods around them densify with state-supported transit-oriented development (TOD) and take on more sustainable characteristics of urban areas.

Figure 5-5: Suburban Area Example (Mira Mesa)



Rural areas such as Jamul, shown in Figure 5-6, feature homes on large, separated lots, farmland, and open space. Main roads, which often are state highways, are the primary transportation arteries on which transit operates in these areas. Main roads typically lack pedestrian infrastructure and may be windy or traverse hilly terrain, while secondary roads – the only means of access to many homes – can be in poor condition or unpaved. Towns situated on the main roads offer some stores and services, but accessing some essential services requires longer-distance travel to suburban communities. Rural areas are also a destination for people who live in urban and suburban areas and travel to rural areas for outdoor activities. Tribal casino-resorts generate further trips to rural parts of San Diego County, including visits by guests and commutes of their workers. In the MTS service area, fixed routes like Routes 888 and 894 connect rural East County communities to the urbanized metropolitan area, but these services operate no more than a handful of times per day (Route 894). Some only run on select days of the week (Route 888). Thus, people who rely on transit in rural areas must plan their travel around the limited schedules.

Figure 5-6: Rural Area Example (Jamul)

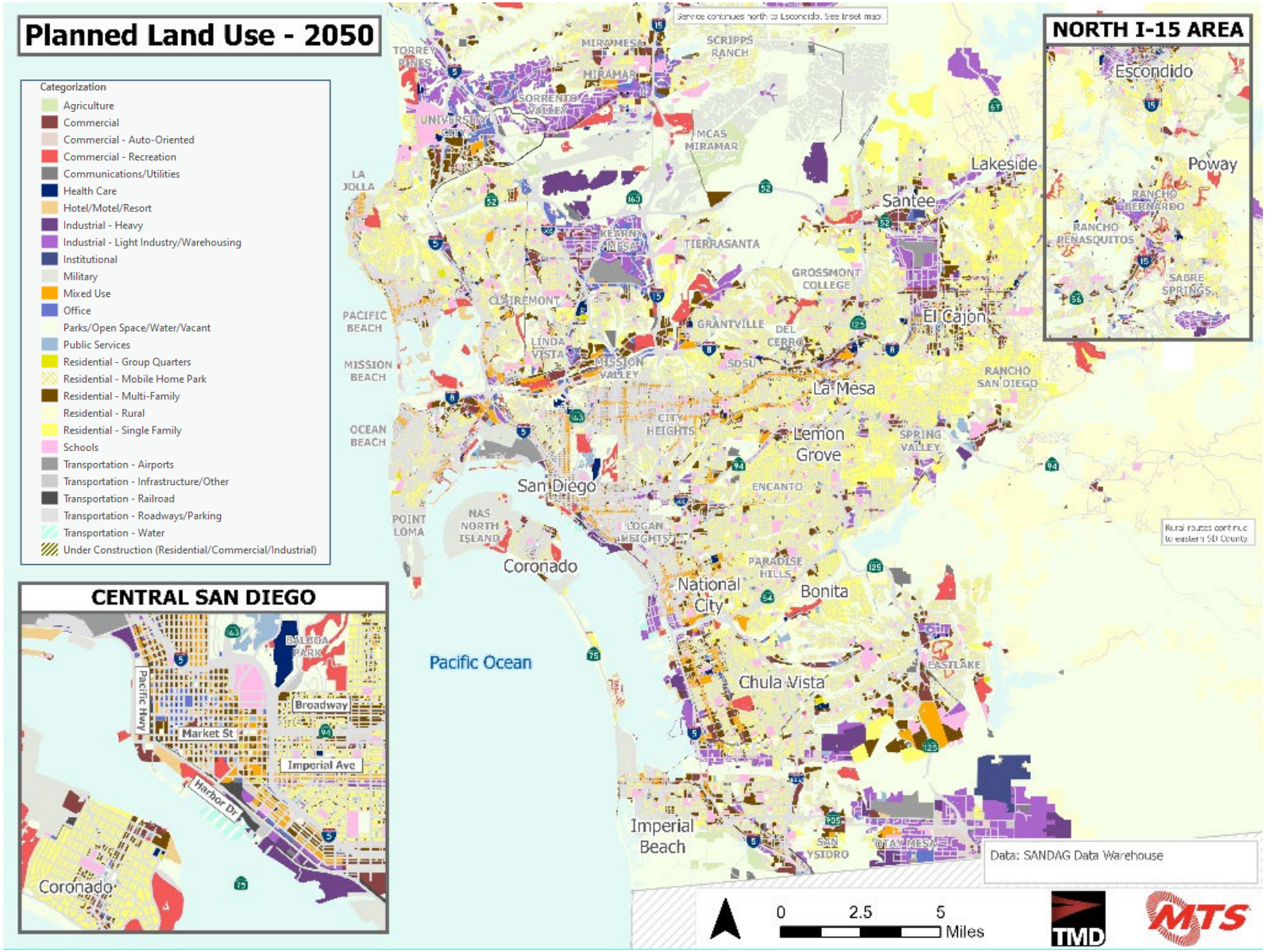
Planned and Anticipated Changes to Typologies

As of 2024, SANDAG projected an 11.1% growth in housing units in the San Diego region by 2035 (over 2022 numbers), which could be further increased through state and local efforts.[6]

As California continues to face a statewide housing shortage, multiple general and community plans have been updated to accommodate more housing growth. For example, the San Diego City Council approved new zoning policies in 2023, allowing for developers to more quickly and cost-effectively build large "mixed-use" projects featuring dense housing blended with commercial and industrial uses. These changes are especially focused on the city's suburban areas, encouraging the redevelopment of large surface parking lots into more transit-supportive environments. Major greenfield development is also anticipated in the eastern portions of the service area, while significant infill and upzoning efforts are planned for established communities, particularly along existing and planned transit corridors where state legislation and local planning initiatives encourage higher-density residential development. If this growth materializes, it will increase demand for transit service to employment centers and regional destinations, reshaping ridership patterns and creating a need for transit improvements throughout the MTS service area.

[6] SANDAG's forecasted 11.1% increase in housing units in the 13 years from 2022 to 2035 is greater than the 5.2% increase recorded between the 2010 and 2020 censuses despite the durational difference. Yet the forecast is lower than the 10-11% seen in the 10-year periods between the 1990 and 2000 and 2000 and 2010 censuses.

Figure 5-7: Future/Planned Land Use Map



5.3 Walkability

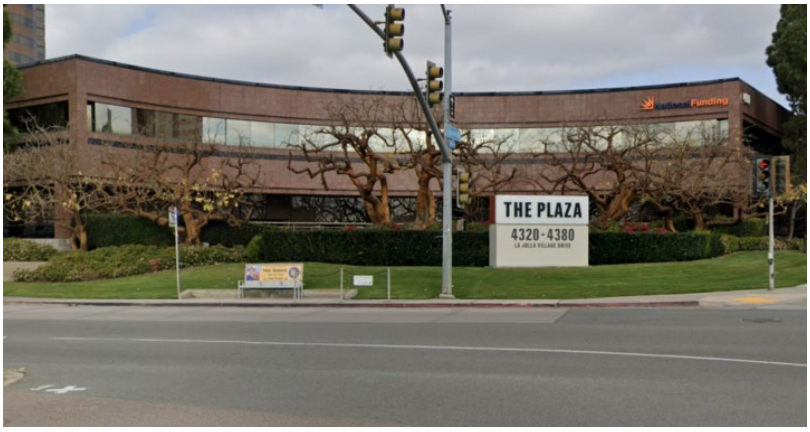
As people begin and end most transit trips by walking to or from a stop, walkability represents an important part of transit accessibility and attractiveness. The quality of pedestrian connections to transit stops directly influences the network's reach, the safety of riders, and the competitiveness of public transportation with private vehicle travel. Accordingly, areas with better pedestrian infrastructure and shorter, more direct walking paths to transit stops experience higher ridership and more efficient transit operations.

Beyond the development patterns previously discussed, several specific factors create walkability challenges throughout the MTS service area:

- Wide arterial roads with speed limits of 45 to 55 mph create hostile pedestrian environments even where sidewalks exist.
- Six-lane arterials like Mira Mesa Boulevard, Clairmont Mesa Boulevard, and portions of El Cajon Boulevard in East County prioritize private vehicle throughput over pedestrian safety.
- Arterial intersections often do not have a full set of crosswalks, potentially forcing a transit rider on a tight schedule to choose between crossing without protection or missing the bus.
- Freeway overpasses and underpasses frequently lack sidewalks or provide only narrow, unprotected walkways adjacent to high-speed traffic.
- Missing sidewalk segments force pedestrians to walk in vehicle travel lanes or take lengthy detours.

The combination of high vehicle speeds, long crossing distances, inadequate pedestrian infrastructure, and infrequent signalized intersections often makes walking to transit unpleasant and creates the perception that it is unsafe.

Figure 5-8: MTS Bus Stop Lacking Adjacent Crosswalk in University City



San Diego's distinctive topography of mesas and canyons also fragments the pedestrian network beyond what street patterns would suggest when looking at a map. Major canyon systems like Rose Canyon, Tecolote Canyon, and the San Diego River Valley, along with other smaller canyons that cut through neighborhoods, force pedestrians onto limited bridge crossings along higher-speed arterials without adequate pedestrian infrastructure. These natural barriers can require people to walk significantly farther to get to transit, compared to straight-line distances. Even in higher-density San Diego neighborhoods like Golden

Hill, Bankers Hill, Hillcrest, Mission Hills, and University City that have more connected street systems, steep grades make walking difficult for seniors and people with mobility limitations.

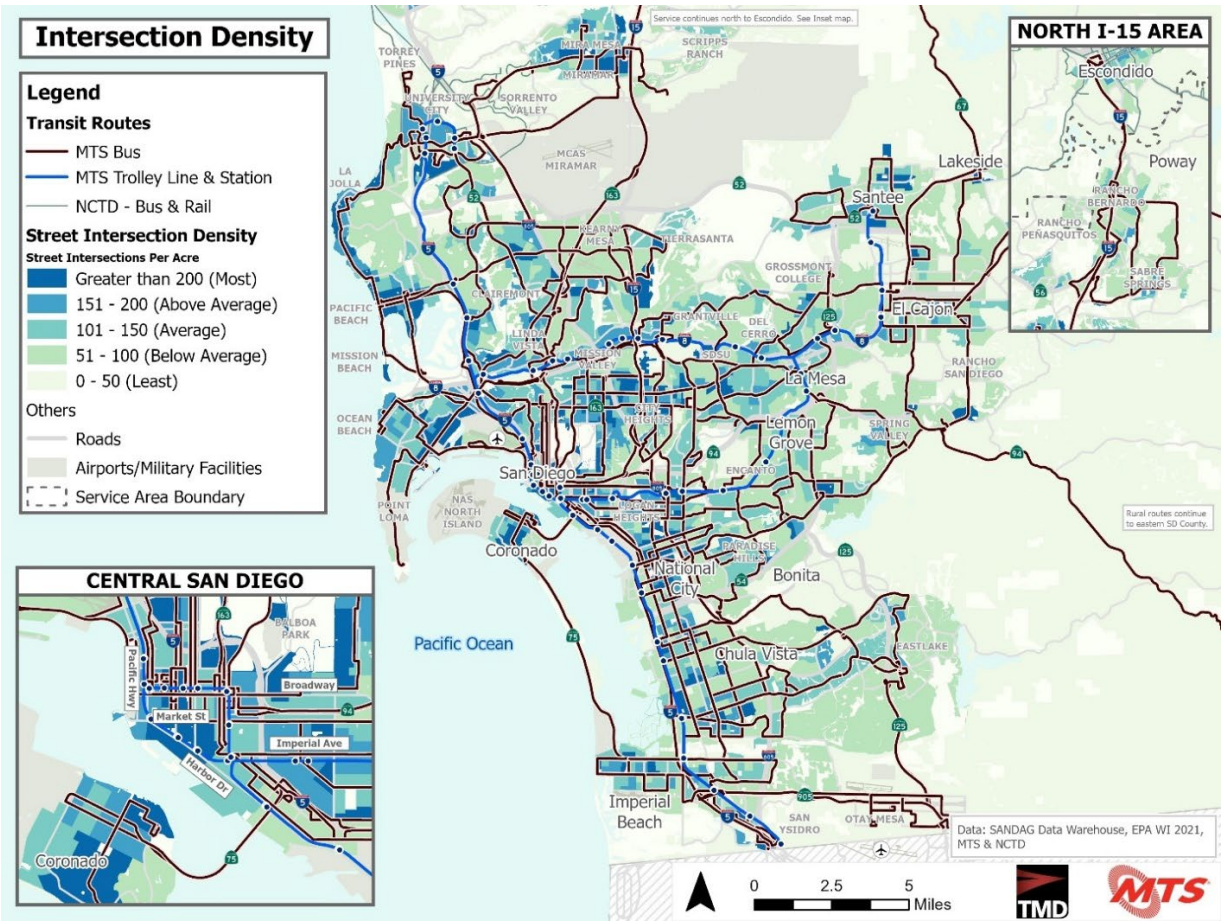
Geographic barriers (both of topography and waterways), as well as manmade barriers like freeways, can constrain the design of the MTS network. For example, there are limited connections between Coronado and San Diego, and between San Diego communities that border Mission Bay or major canyon systems (e.g., Tecolote, Los Peñasquitos, and Rose canyons, or the Otay River Valley and Mission Valley escarpments). Freeways also create barriers, both in terms of bisecting neighborhoods and for transit services operating on or near them. For example, it is not possible to transfer between the Rapid 235 bus and Green Line Trolley in Mission Valley as the rail line is at-grade in the valley that the bus route crosses on an elevated freeway (I-15).[7] Constraints like these make it challenging for MTS to effectively and efficiently serve neighborhoods and corridors with high travel demand in coastal and hilly areas.

Street intersection density is a key urban planning metric that measures the number of street intersections within a given area, typically calculated as intersections per square mile relative to total land area. This measure reflects how easily people can travel in different directions through a neighborhood. Areas with higher intersection density have well-connected, grid-like street patterns with shorter blocks, while areas with lower density feature fewer intersections and longer blocks, often found in suburban developments. High intersection density typically supports walkability by providing multiple route options, shorter walking distances, and more navigable environments, so understanding the region's street intersection density is a useful metric in the broader assessment of where transit is most likely to be successful. However, it is important to note that intersection density alone does not account for sidewalk quality or availability—factors that significantly affect whether people can safely and conveniently walk there.

As shown in Figure 5-9, intersection densities are highest in Downtown, Coronado, City Heights, Pacific Beach, La Jolla, Mira Mesa, Miramar, National City, and portions of Point Loma, Linda Vista, Clairemont, Ocean Beach, and Chula Vista where the street intersections per acre are above average. Meanwhile Kearny Mesa, Grantville, Sorrento Valley, East Chula Vista, Spring Valley, and parts of Clairemont all score average to below-average for street intersection density.

[7] SANDAG is pursuing grant opportunities to address this and establish a connection between the Green Line Trolley and freeway-operating MTS routes on I-15.

Figure 5-9: Street Intersection Density Map



5.4 Major Activity Centers

The MTS service area contains numerous clusters of major activity centers that generate significant transportation demand, requiring tactical service planning to effectively connect residents with employment, education, healthcare, shopping, and recreation.

Key employment concentrations include:

- **University City**, which houses major biotechnology and research facilities along with UC San Diego – the largest employer in San Diego County – and major retail and residential concentrations surrounding University Town Center (Westfield UTC).
- **Rancho Bernardo,** which hosts major defense firms like General Atomics and Northrup Grumman, as well as Sony Electronics and the new Apple campus.
- **Kearny Mesa**, which houses San Diego's pan-Asian district (Convoy Street), numerous automobile dealerships, and other light industrial and commercial uses.
- **Sorrento Valley** and **Sorrento Mesa** corridor, which serves as a major hub for aerospace, defense, bioengineering, life sciences, and technology companies.

- **Downtown San Diego**, which functions as the region's government, finance, and tourism center and hosts frequent large events at Petco Park and the San Diego Convention Center.
- **San Diego Harbor**, which stretches from Chula Vista to Point Loma and includes both Navy and private maritime shipping, maintenance and repair, and shipbuilding for the region.

Key Education Centers include not only UC San Diego, San Diego State University (SDSU), and University of San Diego (USD), but also numerous community colleges and specialized institutions that generate significant travel demand throughout the day and week.

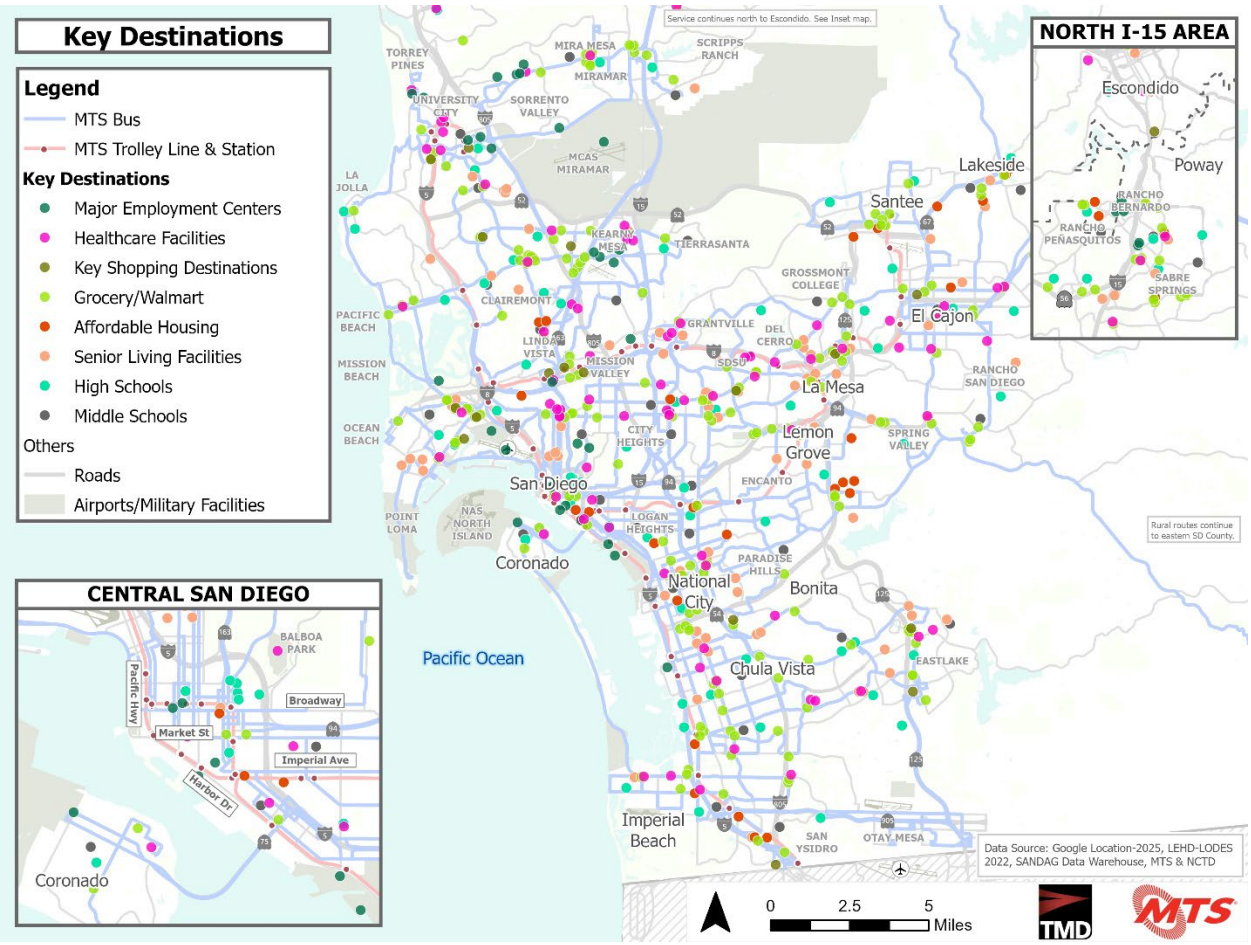
Major Healthcare Centers include UC San Diego Health, Sharp Healthcare, Scripps Healthcare, and Kaiser Permanente locations that create steady demand for transit access from throughout the region.

Major Shopping Centers include Westfield UTC, Fashion Valley, Mission Valley, Westfield Plaza Bonita, and Las Americas Premium Outlets. Though originally designed as car-oriented shopping malls, some of these locations are transitioning to sustainable mixed-use destinations (e.g., Westfield UTC) and present opportunities for modal shift to transit, especially given that many of them are adjacent to major transit hubs and/or Trolley stations.

The Mission Valley corridor in particular has emerged as a significant mixed-use destination combining retail, entertainment, office, and residential uses, while coastal areas like La Jolla, Pacific Beach, Ocean Beach, Coronado, and Mission Bay generate substantial recreational and tourism-related travel.

The 2023 SANDAG Onboard Survey dashboard showed that MTS's two busiest bus stops – Gilman Dr & Myers Dr (on the UCSD campus) and UTC Transit Center – are in the University City area. Downtown San Diego, the San Ysidro and Otay Mesa Ports of Entry, stops on the El Cajon Boulevard and University Boulevard corridors, Green Line stations in the SDSU area, and transit centers in the South Bay region were also common transit trip focal points.

Figure 5-10: Key Destinations in MTS Service Area



6. Population and Employment

Travel patterns in the MTS service area, including demand for transit specifically, are determined largely by where people live and work. The following section outlines where the region's population and jobs are concentrated and highlights how people of demographic groups who are particularly likely to use and rely on transit are distributed throughout the area.

6.1 People

Population Density

More than 2.3 million people live in the MTS service area, according to 2024 Census Bureau American Community Survey (ACS) data. Included in the area is the City of San Diego, which is home to over 1.4 million people, followed by Chula Vista with a population of nearly 278,000, and El Cajon with roughly 103,000 people.

As shown in Figure 6-1, Downtown San Diego and nearby urban communities including Hillcrest, City Heights, Logan Heights, and North Park have the highest population densities in the service area. As discussed in Section 5, these communities feature more multifamily housing and mixed-use development compared to other parts of the region. Other heavily populated areas include:

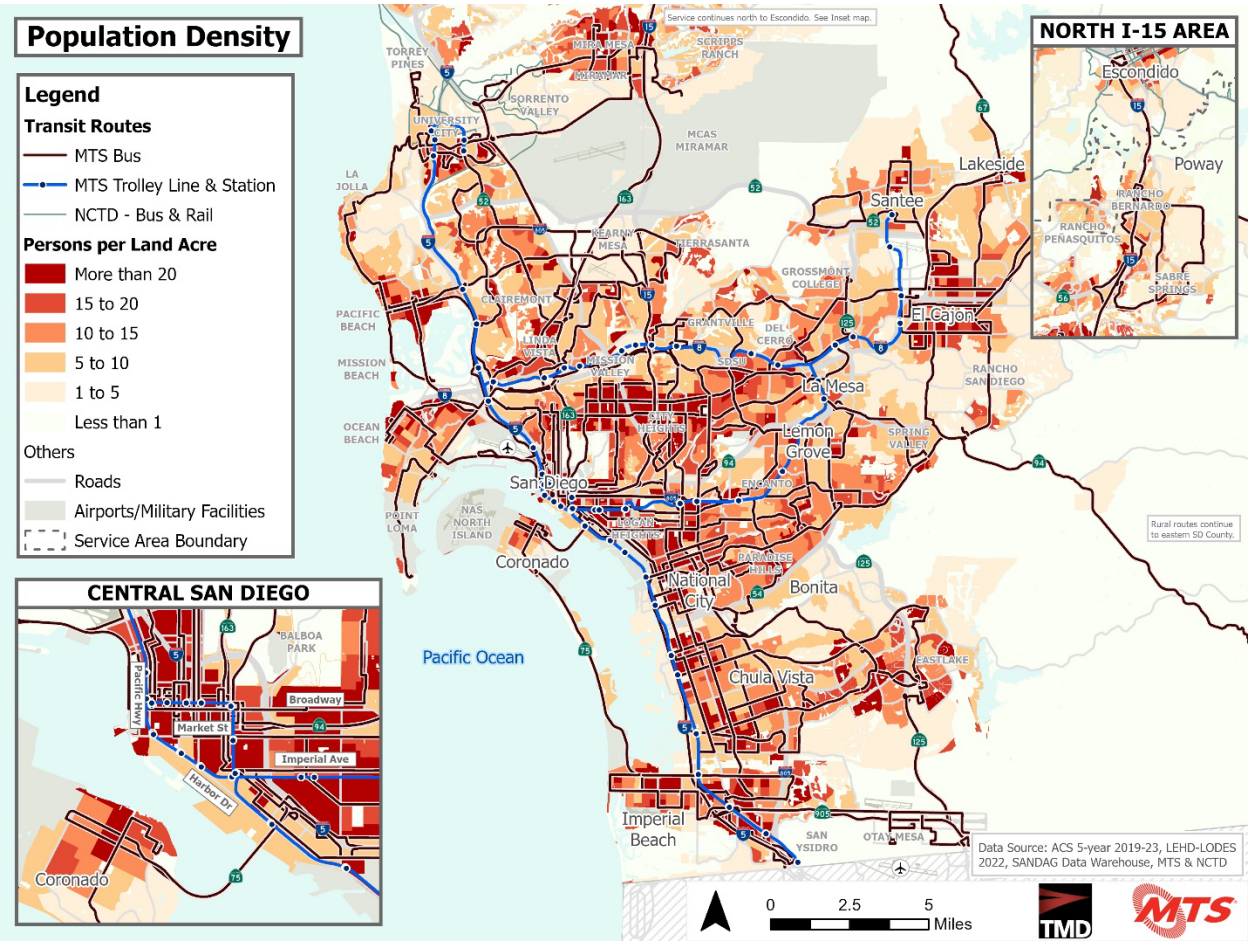
- Newer northern San Diego neighborhoods including Mira Mesa and Miramar.
- Coastal communities such as Ocean Beach, Mission Beach, and Pacific Beach.
- Neighborhoods around the region's major universities, including University City (UCSD), Mid-City (SDSU), and to a lesser extent Linda Vista (USD).
- South Bay communities including National City, Imperial Beach, and Chula Vista, with higher density development concentrated in western parts of their jurisdictions along I-5 and the Blue Line Trolley.

Outside of these areas, much of the region is characterized by low-density suburban development, with residential neighborhoods and employment centers largely separated through zoning. Examples of neighborhoods with high job density but little housing include Kearny Mesa and Sorrento Valley.

The MTS Trolley and a dense grid of bus routes connect many of the central, university-oriented, and South Bay population clusters, providing a viable transit option for many local trips as well as longer regional commutes to more outlying employment centers. The Uptown area (including Hillcrest, City Heights and the North/South Park neighborhoods) is the most densely populated part of central San Diego that lacks Trolley service; however, it has the Rapid 215 along El Cajon Boulevard and two stops on the SR-15 Bus Rapid Transit (BRT) facility and would benefit from more enhanced bus service. In coastal communities and inland northern San Diego neighborhoods, however, the transit

network is more restricted, with fewer connections and substantial gaps in service, especially outside of weekday peak hours.

Figure 6-1: MTS Service Area Population Density Map



Future Population Forecast

SANDAG produces population forecasts to project future regional growth to help long term planning. The current forecast, Series 15, was produced in 2024 and reflects most post-COVID 19 realities. According to the San Diego County forecast, a 117,000-person increase in population (+3.6%) and a 137,000-unit increase in housing (+11.1%) is expected by 2035. For the MTS service area, an 85,000-person increase in population (+3.6%) is expected by 2035.

Table 6-1 below shows the forecasted population change for the modified subregions within the MTS Service area.[8]

[8] As discussed previously, some of the official SANDAG subregional areas (SRA) within the MTS service area were slightly modified, by breaking them apart or consolidating them along Census tract boundaries, to better serve this analysis. Some were also renamed for clarity or specificity.

Table 6-1: Population Forecasts for SRAs within MTS Service Area

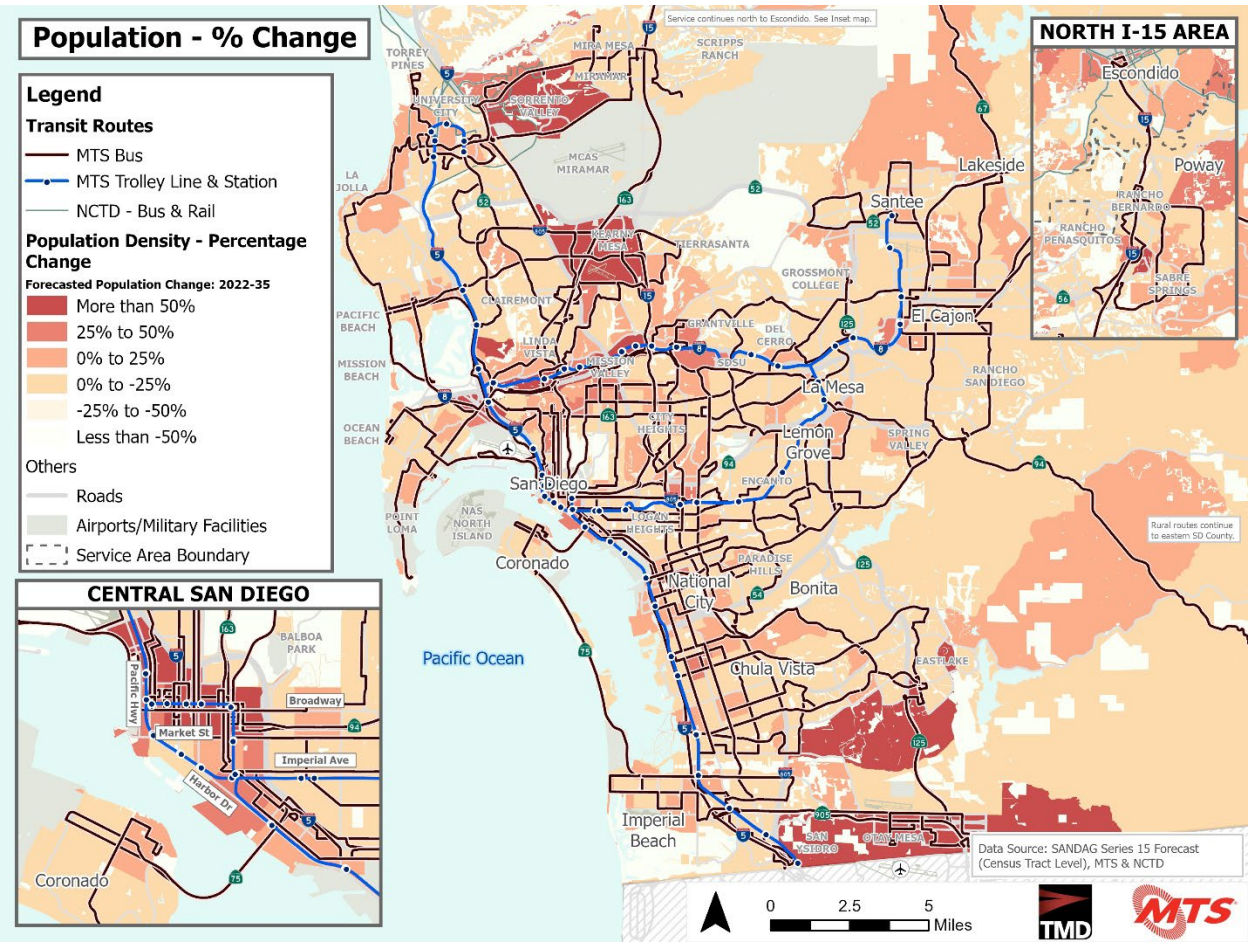
Population Forecasts for SRAs within MTS Service Area					
City	SANDAG Subregional Area[9]	2022	2035	2022-2035 Change	Percent Change
Chula Vista	Chula Vista (West of I-805)	117,115	114,582	-2,533	-2.2%
	East Chula Vista (Otay Ranch, Eastlake, Bonita)	164,408	197,741	33,333	20.3%
Coronado	Coronado	22,277	21,593	-684	-3.1%
El Cajon	El Cajon	132,331	129,849	-2,482	-1.9%
Imperial Beach	Imperial Beach	52,949	51,414	-1,535	-2.9%
La Mesa	La Mesa	62,773	61,807	-966	-1.5%
Lemon Grove	Lemon Grove	31,764	30,781	-983	-3.1%
National City	National City	61,405	62,558	1,153	1.9%
Poway	Poway	92,032	92,232	200	0.2%
San Diego	Carmel Valley-Del Mar	91,844	90,335	-1,509	-1.6%
	Downtown San Diego	51,606	76,467	24,861	48.2%
	Golden Hill-Barrio Logan	40,988	40,531	-457	-1.1%
	Kearny Mesa	6,946	12,950	6,004	86.4%
	La Jolla-Torrey Pines	31,377	30,671	-706	-2.3%
	Linda Vista-Serra Mesa-Clairemont	150,493	152,867	2,374	1.6%
	Mid-City	161,282	161,491	209	0.1%
	Mira Mesa	78,846	82,526	3,680	4.7%
	Miramar	5,071	4,976	-95	-1.9%
	Mission Valley	12,869	28,604	15,735	122.3%
	Pacific Beach-Mission Bay	43,628	42,340	-1,288	-3.0%
	Point Loma-Ocean Beach-Midway	65,459	68,412	2,953	4.5%
	Rancho Bernardo-Rancho Peñasquitos-4S-Fairbanks	102,010	102,560	550	0.5%
	San Ysidro-Otay Mesa	84,776	96,507	11,731	13.8%
	Southeastern San Diego	149,666	143,542	-6,124	-4.1%
	Tierrasanta-Grantville-San Carlos	95,245	93,002	-2,243	-2.4%
	University City-Sorrento Valley	75,495	75,691	196	0.3%
	Uptown-North/South Park-Balboa Park	86,927	93,987	7,060	8.1%
Santee	Santee	56,022	58,490	2,468	4.4%
All SRAs with population declines forecast from 2022 to 2035.					
Top 5 SRAs with population increases forecast from 2022 to 2035.					

[9] See Figure 4-2 for a map of the modified SANDAG subregional areas.

Population Forecasts for SRAs within MTS Service Area					
City	SANDAG Subregional Area[9]	2022	2035	2022-2035 Change	Percent Change
Uninc. East County	Alpine	15,753	17,139	1,386	8.8%
	Anza-Borrego Springs	2,510	3,323	813	32.4%
	Campo	7,793	7,705	-88	-1.1%
	Harbison Crest	16,253	15,577	-676	-4.2%
	Jamul	19,348	18,820	-528	-2.7%
	Laguna-Pine Valley	5,369	5,229	-140	-2.6%
	Lakeside	61,539	59,839	-1,700	-2.8%
	Palomar-Julian	5,293	5,194	-99	-1.9%
	Ramona	35,523	33,577	-1,946	-5.5%
	Spring Valley	85,548	83,060	-2,488	-2.9%
	MTS Service Area	**2,382,533**	**2,467,969**	**85,436**	**3.6%**
	San Diego County	**3,287,306**	**3,404,362**	**117,056**	**3.6%**
All SRAs with population declines forecast from 2022 to 2035.					
Top 5 SRAs with population increases forecast from 2022 to 2035.					

The City of San Diego is expected to see significant population growth, with areas like Mission Valley projected to add over 15,700 residents (122.3% growth), Downtown San Diego adding nearly 25,000 residents (48.2% growth), and Kearny Mesa nearly doubling its population with over 6,000 new residents (86.4% growth). Chula Vista shows mixed results, with the main city area declining by about 2,500 people (-2.2%), while East Chula Vista (including Otay Ranch and Eastlake) is expected to grow by over 33,000 residents (20.3%). San Ysidro-Otay Mesa is projected to add approximately 11,700 people (13.8%). Outside of these growth centers, population trends in the rest of the region are expected to stagnate or decrease, with areas like Southeastern San Diego (-4.1%), Spring Valley (-2.9%), and El Cajon (-1.9%) showing notable declines. As seen in Table 6-1, the bulk of growth is concentrated in urban core areas, particularly Mission Valley, Downtown, Kearny Mesa, East Chula Vista, and the Uptown corridor.

Figure 6-10: SANDAG Forecasted Population Change (2022 to 2035)



There are significant differences between Series 15 and the previous Series 13 forecast that was used in the MTS Transit Optimization Plan (TOP). Series 13 anticipated an increase of 700,000 people from around 3.1 million people to over 3.8 million people by 2035. In the decade since, the region has only added 140,000 residents, so the 2035 total population forecast was lowered from 3.8 to 3.4 million. In addition to the significant amount of time between the two forecasts (2013-2024), this reduction reflects updated demographic modeling showing declining fertility rates, net migration expected to turn negative by 2050, and pandemic related losses, with natural change (births minus deaths) no longer able to sustain previous growth rates.[10] The MTS COA will examine how this reduction in expected growth may affect the agency's services and planned projects.

[10] Source: 2025 SANDAG Regional Plan, Appendix F: Regional Growth Forecast with Sustainable Communities Land Use Pattern

Demographic Groups

It is important to consider who is more likely to "have to use" and "want to use" transit and what demographic factors are more closely tied to transit demand. Based on past research and transit industry experience, certain demographic groups are seen as more likely to use transit, based on age, economic status, private vehicle access, and other factors. The following demographic analysis focuses on groups that may be more likely to use MTS transit services. These include:

- Zero-vehicle households (ZVH)
- Low-income population (income less than double the federal poverty line)
- Minority population
- People with disabilities
- Young Adults (ages 18-24)
- Youth (ages 10-17)
- Seniors (ages 65+)

Table 6-2 below shows the percentage of the population within each demographic group for the SANDAG subregional areas (SRA) that fall within the MTS service area. For the purposes of this COA, several of the SRAs were combined or split apart, in conformity with Census tract boundaries, to better reflect the neighborhood characteristics and not combine disparate areas. (See Section 7.4 of this document for a map of the modified SRAs).

The figures in the table show that populations of each demographic group who are more likely to use transit are distributed throughout the MTS service area. In the majority of the service area (22 of 36 subregions), at least one such demographic comprises a share of the population that ranks among the top five regionwide. For example:

- Downtown San Diego has the highest zero-vehicle household share
- Suburban South County communities have the highest minority shares
- The 18- to 24-year-old share is highest in college campus areas like University City and Mid-City
- The aged 65 and older share is highest in the rural East County communities of Palomar-Julian and Anza-Borrego Springs

These differences signal that there is potential demand for transit throughout the service area, but specific travel needs that shape whether and how people use transit may differ substantially across locations.

Table 6-2: Key Demographics by SANDAG Subregional Area

Key Demographics by SANDAG Subregional Area								
City	SANDAG Subregional Area[11]	Age 10-17	Age 18-24	Age 65+	Minority	Low-Income	ZVH	People w/ Disabilities
Chula Vista	Chula Vista (West of I-805)	11%	9%	15%	85%	33%	7%	12%
	East Chula Vista (Otay Ranch, Eastlake, Bonita)	13%	8%	12%	82%	13%	2%	8%
Coronado	Coronado	9%	14%	21%	32%	10%	3%	9%
El Cajon	El Cajon	11%	9%	14%	45%	37%	8%	14%
Imperial Beach	Imperial Beach	10%	11%	12%	77%	35%	7%	12%
La Mesa	La Mesa	9%	7%	16%	47%	24%	7%	12%
Lemon Grove	Lemon Grove	11%	7%	15%	76%	25%	5%	13%
National City	National City	12%	9%	15%	91%	38%	10%	12%
Poway	Poway	11%	6%	19%	44%	12%	2%	9%
San Diego	Carmel Valley-Del Mar	14%	5%	14%	50%	9%	2%	6%
	Downtown San Diego	2%	7%	14%	48%	30%	20%	15%
	Golden Hill-Barrio Logan	8%	18%	8%	76%	34%	12%	9%
	Kearny Mesa	4%	7%	6%	62%	12%	2%	12%
	La Jolla-Torrey Pines	7%	6%	30%	28%	10%	4%	9%
	Linda Vista-Serra Mesa-Clairemont	7%	11%	15%	50%	21%	5%	11%
	Mid-City	8%	16%	11%	69%	37%	10%	10%
	Mira Mesa	7%	8%	14%	75%	18%	4%	10%
	Miramar	8%	54%	0%	57%	10%	0%	3%
	Mission Valley	2%	15%	9%	50%	18%	6%	10%
	Pacific Beach-Mission Bay	4%	9%	10%	26%	18%	4%	7%
	Point Loma-Ocean Beach-Midway	6%	13%	14%	33%	17%	7%	8%
	Rancho Bernardo-Rancho Peñasquitos-4S-Fairbanks	11%	6%	17%	48%	17%	3%	9%
	San Ysidro-Otay Mesa	11%	10%	14%	92%	27%	7%	11%
	Southeastern San Diego	11%	10%	15%	90%	32%	6%	12%
	Tierrasanta-Grantville-San Carlos	9%	7%	17%	41%	18%	3%	10%
	University City-Sorrento Valley	5%	30%	12%	50%	25%	9%	7%
	Uptown-North/South Park-Balboa Park	5%	5%	15%	40%	19%	7%	9%
Santee	Santee	9%	6%	17%	35%	19%	4%	13%
Unincorp. East County	Alpine	10%	8%	18%	29%	21%	3%	12%
	Anza-Borrego Springs	5%	6%	40%	33%	26%	3%	14%
	Campo	11%	7%	20%	48%	34%	2%	19%
	Harbison Crest	9%	8%	25%	28%	17%	3%	18%
	Jamul	12%	8%	20%	46%	11%	2%	11%
	Laguna-Pine Valley	11%	9%	24%	26%	20%	6%	10%
	Lakeside	12%	9%	16%	36%	25%	4%	15%
	Palomar-Julian	7%	3%	37%	26%	25%	2%	12%
	Ramona	13%	9%	16%	40%	22%	1%	11%
	Spring Valley	11%	9%	15%	58%	23%	5%	12%
MTS Service Area		**9%**	**10%**	**15%**	**59%**	**24%**	**6%**	**11%**
Top five in each category.								

[11] See Figure 4-2 for a map of the modified SANDAG subregional areas.

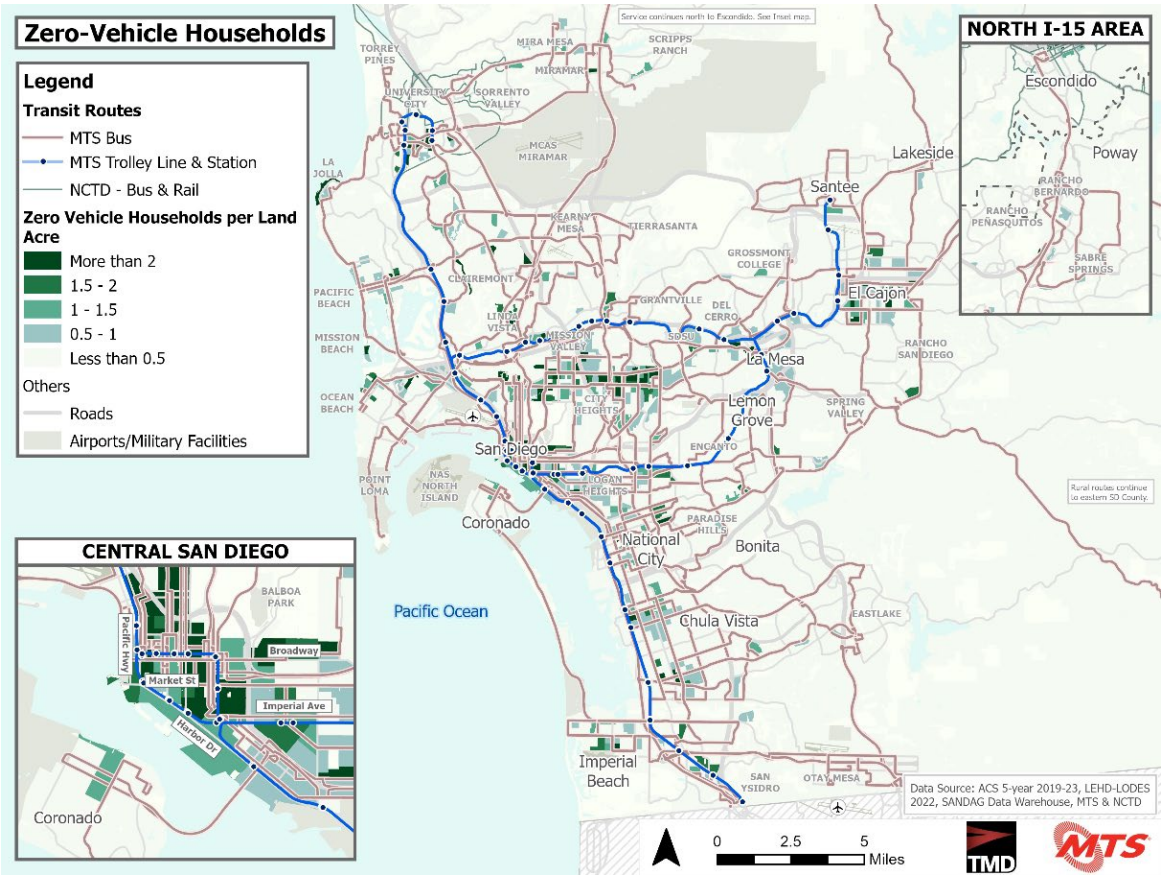
ZERO-VEHICLE HOUSEHOLDS

Within the MTS service area, around 6% of households do not have access to a personal vehicle but comprise a 37.2% share of MTS Bus and 36.2% of MTS Trolley riders. Demographic traits linked to high rates of transit use correlate with the likelihood of living in a zero-vehicle household. For example:

- Concentrations of zero-vehicle households in City Heights and El Cajon reflect the high density of low-income people in those communities who may rely on more affordable mobility options.
- Areas within downtown San Diego and North Park with substantial zero-vehicle households are denser, mixed-use communities that make it easy and convenient to travel without a car.
- Higher densities of zero-vehicle households in University City likely reflect the student population surrounding UCSD, who may not be able to afford a car and where parking is often restricted or costly.
- A high concentration of zero-vehicle households in Mid-City, near SDSU, correlates with college-aged and low-income people comprising above-average proportions of the area's population.

Further, the marginal cost of a transit fare is more competitive financially, especially for group travel, in the eyes of people who are not saddled with the high costs of car ownership.

Figure 6-2: Zero-Vehicle Households Density Map

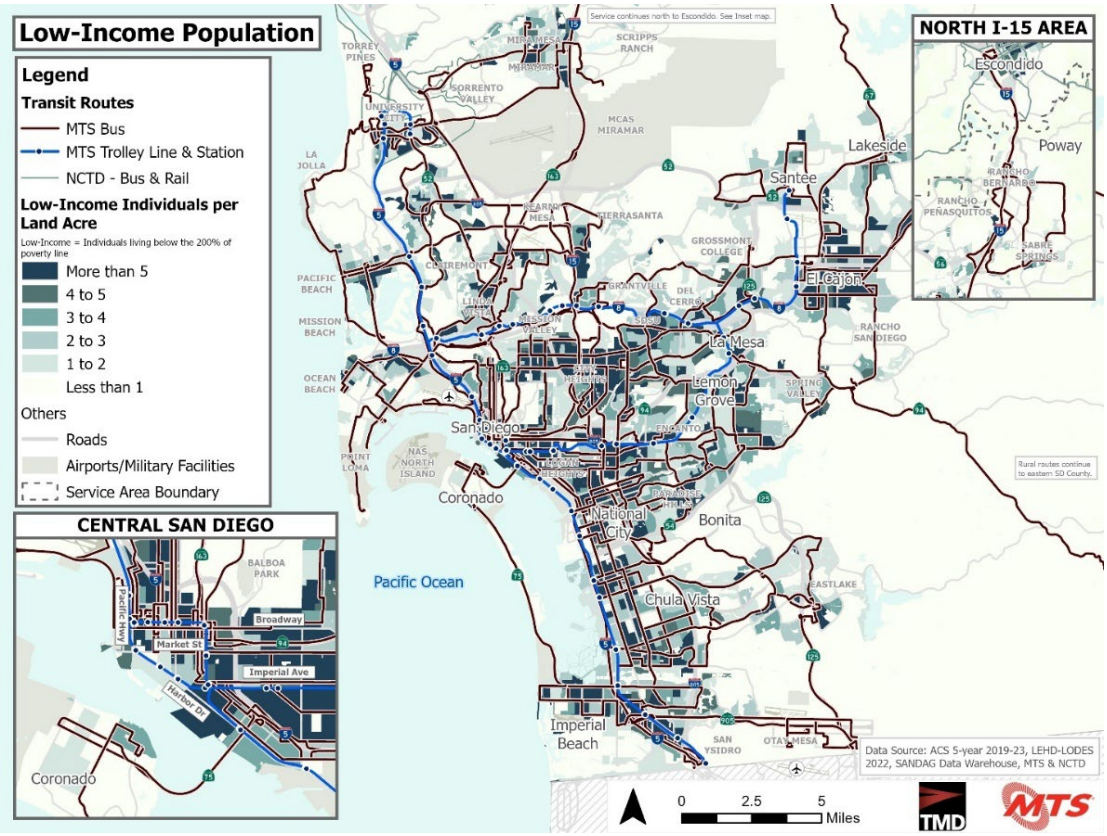


LOW-INCOME POPULATION

Low-income people living in households with total incomes no more than twice the federal poverty limit comprise 24% of the MTS service area's population. Because car ownership is expensive, low-income households generally have fewer cars than adult household members, or none at all, and therefore rely more often on transit to meet their mobility needs. Reliable access to high-quality transit service contributes to upward economic mobility by providing access to school and job opportunities and to basic needs such as grocery shopping, healthcare, and social services, according to several studies. Low-income people live throughout the region, with high concentrations in Mid-City San Diego and the South Bay and East County areas. There are additional concentrations in certain areas of University City, Pacific Beach, Miramar, Clairemont, Linda Vista, and Point Loma. Several of these areas overlap with the college-adjacent neighborhoods described above, reflecting the lower incomes of young adults who have not yet entered the full-time workforce.

In order to ensure no person is excluded from or denied the benefits of MTS services, Title VI of the Civil Rights Act of 1964 and other regulations require that MTS identify and mitigate potential disproportionate burden to low-income households as part of any major service changes, including any that might be implemented as part of the COA. Therefore, the distribution of low-income households and access to the MTS transit network has critical Title VI implications.

Figure 6-3: Low-Income Population Density Map



MINORITY POPULATION

For the purposes of this analysis, minority populations consist of all people of color who identify as American Indian/Alaska Native, Asian, Black or African American, Hispanic or Latino, and or Native Hawaiian/Pacific Islander. Non-minority populations are defined as those who identify as non-Hispanic white. In the MTS service area, there are over 1.3 million people of color. According to ACS estimates, minorities comprise 59% of the area's population. In the 2023 SANDAG Onboard Survey, people of color make up the majority of MTS riders, at 76.6% of bus riders and 73.4% of Trolley riders.

In order to ensure no person is excluded from or denied the benefits of MTS services, Title VI of the Civil Rights Act of 1964 and other regulations require that MTS identify and mitigate potential disparate impacts to minority populations as part of any major services changes, including any that might be implemented as part of the COA. Understanding the distribution of both minority and non-minority populations is especially important when considering Title VI implications. As seen in Figure 6-4 and Figure 6-5 below, minority populations are found throughout San Diego, with the highest concentrations in Mid-City, National City, Chula Vista, San Ysidro, El Cajon, Lemon Grove, and Mira Mesa.

Figure 6-4: Minority Population Density Map

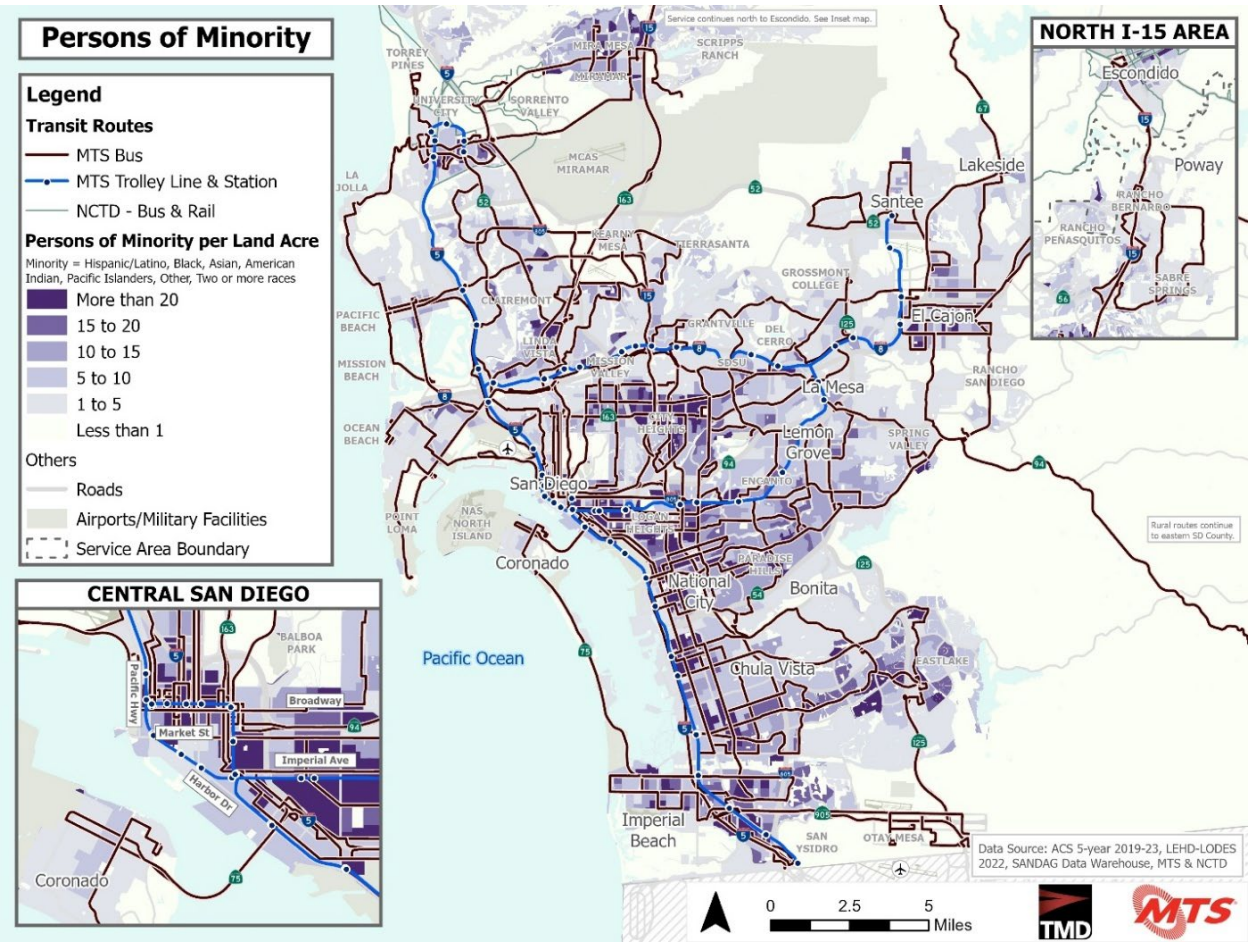
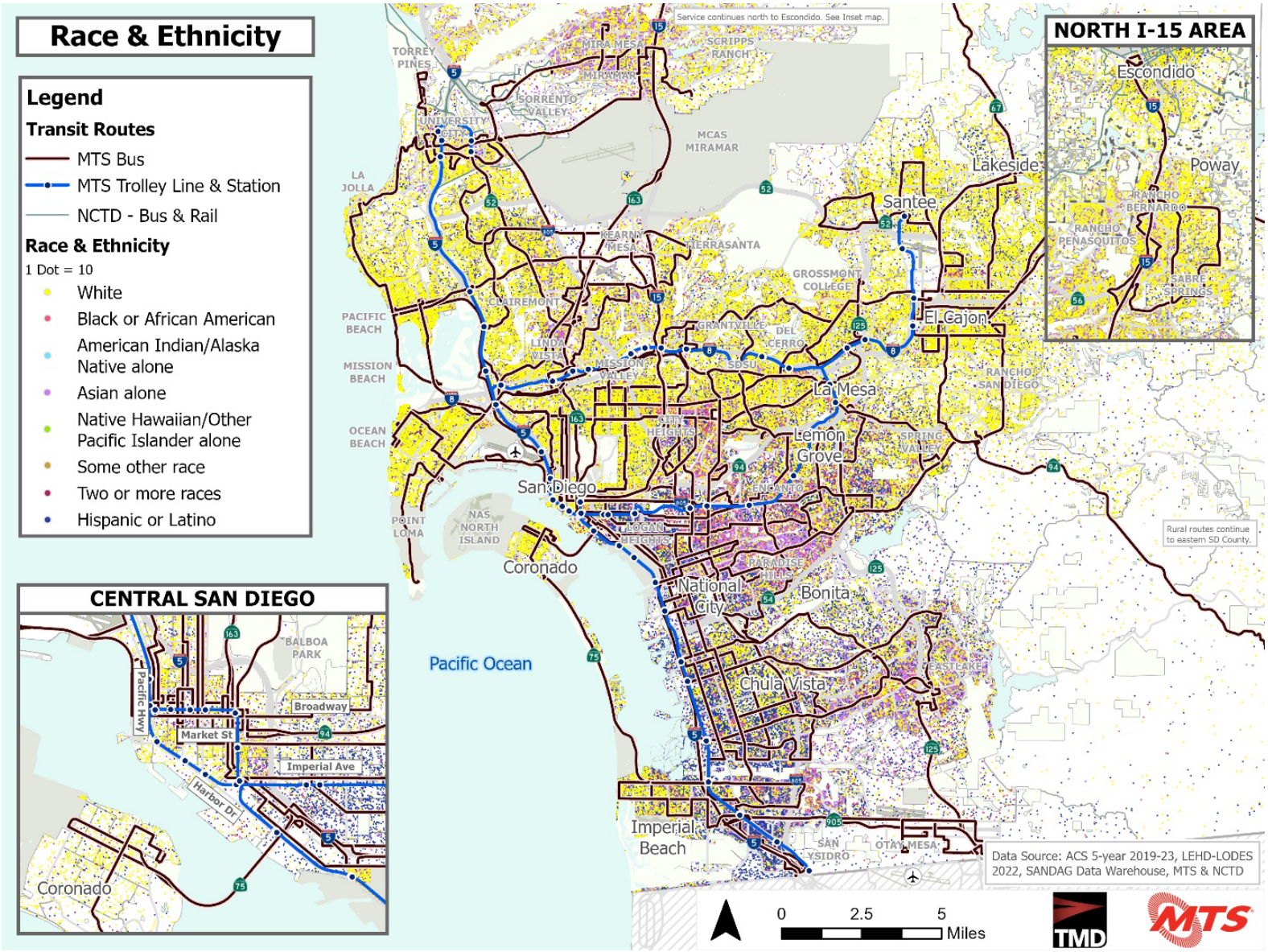


Figure 6-5: Race and Ethnicity Dot Map



Minority Population Forecast

The San Diego region is projected to experience modest growth in its minority demographic population by 2035. According to the SANDAG Series 15 forecast, the County's minority population is expected to reach approximately 2,056,000 by 2035, an 8.8% increase from 2022 levels. Within the MTS Service Area, the minority population is expected to rise by 8.7%, with growth highly concentrated in just a few neighborhoods, with most of the region experiencing more moderate changes. Projected minority population changes for each modified SRA are shown in Table 6-4. Nearly all the growth is contracted in Mission Valley (+134.2%), Kearny Mesa (+99.8%), and Downtown San Diego (+58.1%). The recently developed areas of East Chula Vista are also projected to add more than 30,000 minority residents (representing a 22.8% increase). Only a couple of SRAs show declines in minority populations, including Chula Vista (-1.0%), Southeastern San Diego (-3.3%), and Golden Hill-Barrio Logan (-1.8%).

Table 6-3: Minority Population Forecast for SRAs within MTS Service Area

Minority Population Forecast for SRAs within MTS Service Area					
City	SANDAG Subregional Area[12]	2022	2035	2022-2035 Change	Percent Change
Chula Vista	Chula Vista (West of I-805)	99,399	98,401	-998	-1.0%
	East Chula Vista (Otay Ranch, Eastlake, Bonita)	136,086	167,057	30,971	22.8%
Coronado	Coronado	7,389	7,810	421	5.7%
El Cajon	El Cajon	57,598	60,322	2,724	4.7%
Imperial Beach	Imperial Beach	42,399	42,485	86	0.2%
La Mesa	La Mesa	30,759	32,075	1,316	4.3%
Lemon Grove	Lemon Grove	24,498	24,318	-180	-0.7%
National City	National City	51,451	53,175	1,724	3.4%
Poway	Poway	42,110	46,216	4,106	9.8%
SRAs with population declines forecast from 2022 to 2035.					

[12] See Figure 4-2 for a map of the modified SANDAG subregional areas.

Minority Population Forecast for SRAs within MTS Service Area					
City	SANDAG Subregional Area[12]	2022	2035	2022-2035 Change	Percent Change
San Diego	Carmel Valley-Del Mar	45,892	51,446	5,554	12.1%
	Downtown San Diego	24,895	39,358	14,463	58.1%
	Golden Hill-Barrio Logan	31,164	30,599	-565	-1.8%
	Kearny Mesa	4,178	8,349	4,171	99.8%
	La Jolla-Torrey Pines	9,227	10,064	837	9.1%
	Linda Vista-Serra Mesa-Clairemont	78,019	84,681	6,662	8.5%
	Mid-City	117,035	120,625	3,590	3.1%
	Mira Mesa	60,456	65,644	5,188	8.6%
	Miramar	2,572	2,606	34	1.3%
	Mission Valley	6,066	14,207	8,141	134.2%
	Pacific Beach-Mission Bay	13,424	14,393	969	7.2%
	Point Loma-Ocean Beach-Midway	23,294	26,243	2,949	12.7%
	Rancho Bernardo-Rancho Peñasquitos-4S-Fairbanks	51,022	57,137	6,115	12.0%
	San Ysidro-Otay Mesa	76,856	87,607	10,751	14.0%
	Southeastern San Diego	133,351	128,992	-4,359	-3.3%
	Tierrasanta-Grantville-San Carlos	39,380	41,627	2,247	5.7%
	University City-Sorrento Valley	40,154	41,872	1,718	4.3%
	Uptown-North/South Park-Balboa Park	34,447	41,682	7,235	21.0%
Santee	Santee	19,165	21,970	2,805	14.6%
Uninc. East County	Alpine	3,973	4,864	891	22.4%
	Anza-Borrego Springs	654	1,051	397	60.7%
	Campo	3,739	4,089	350	9.4%
	Harbison Crest	4,312	4,582	270	6.3%
	Jamul	10,311	10,615	304	2.9%
	Laguna-Pine Valley	1,847	2,059	212	11.5%
	Lakeside	23,398	24,532	1,134	4.8%
	Palomar-Julian	1,689	1,960	271	16.0%
	Ramona	13,984	14,137	153	1.1%
	Spring Valley	51,022	51,692	670	1.3%
	MTS Service Area	**1,417,215**	**1,540,542**	**114,374**	**8.7%**
	San Diego County	**1,889,928**	**2,056,691**	**155,563**	**8.8%**
SRAs with population declines forecast from 2022 to 2035.					

PEOPLE WITH DISABILITIES

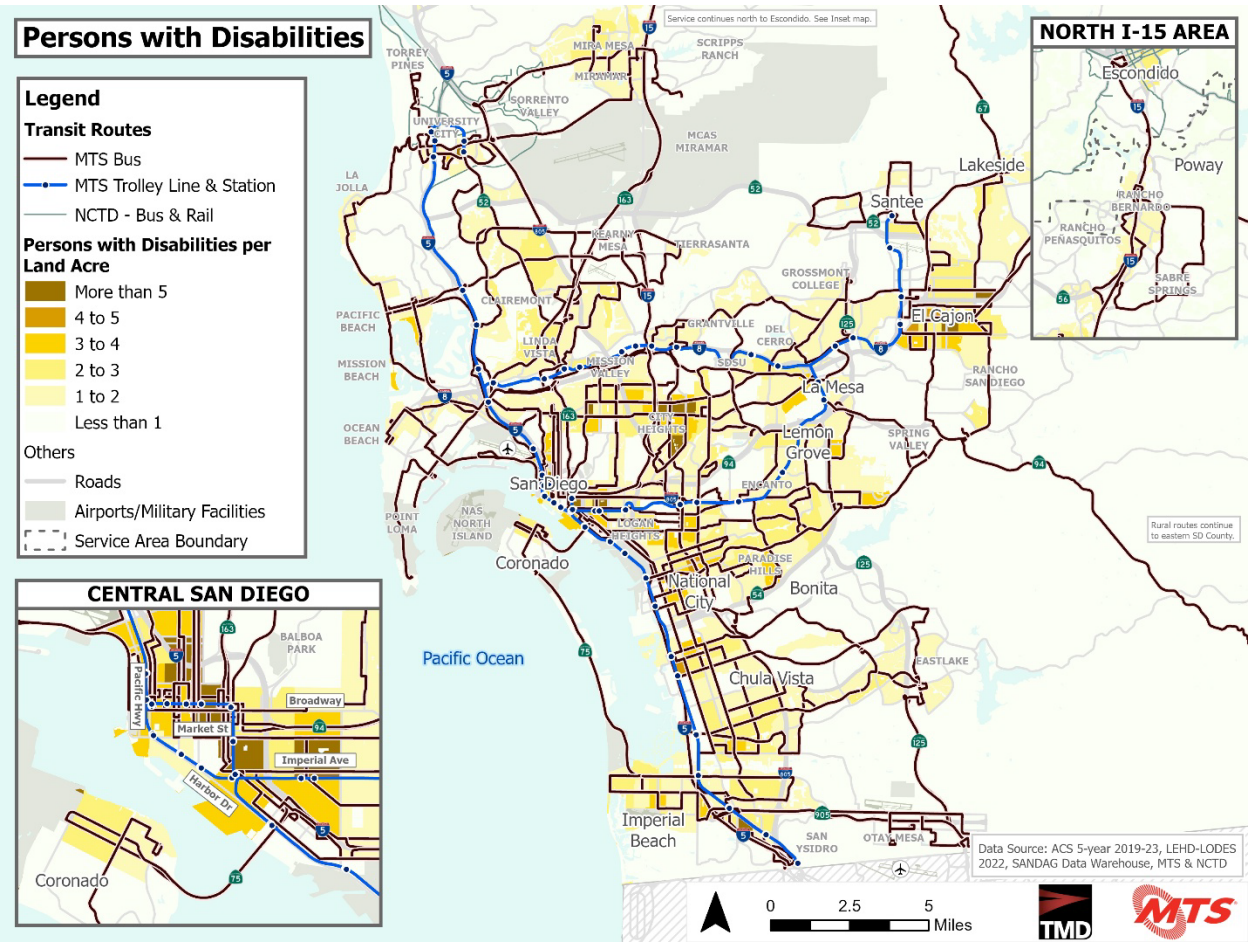
People with disabilities are more likely to be reliant on transit, as their disabilities may make driving challenging or in some cases impossible. People with disabilities[13] represent around 10-11% of the total population in the service area. As seen in the figure below, concentrations of persons with disabilities are relatively dispersed throughout the service area, with concentrations in City Heights, Downtown, El Cajon, Imperial Beach, and San Ysidro. Downtown is especially well-served by transit,

[13] In the American Community Survey, the US Census Bureau defines disabled people as respondents who report any one of the six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty.

with multiple bus routes and Trolley routes, while Imperial Beach and southern City Heights may be challenging for transit users.

MTS Access, mandated by the Americans with Disabilities Act of 1990, provides complementary ADA paratransit service within three-quarters of a mile from a fixed bus route or rail station for people whose disabilities prevent them from using the fixed-route system. While the transportation needs of people with disabilities vary by individual, access to appropriate and reliable transportation options is a necessity for daily life activities.

Figure 6-6: Population with Disabilities Density Map



YOUNG ADULT POPULATION (AGE 18-24)

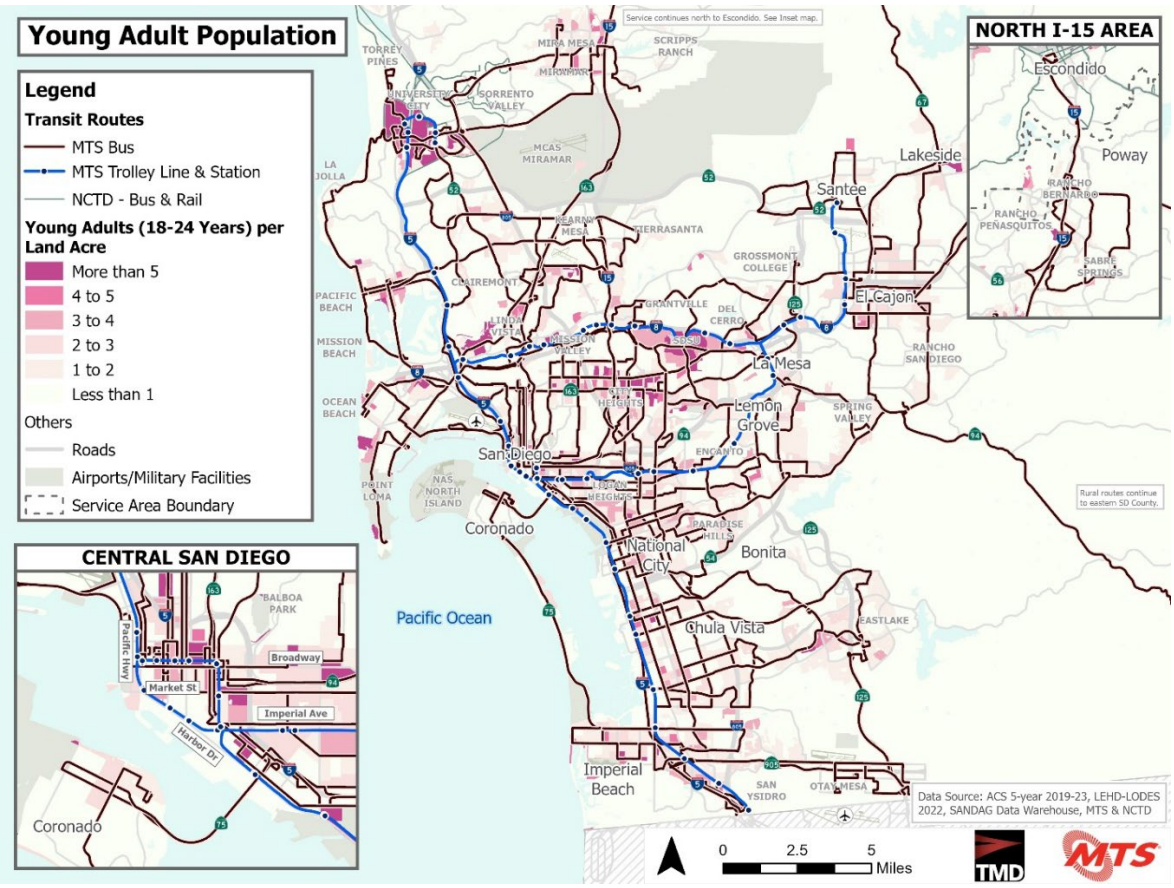
Among the young adult population in San Diego, many are enrolled in local colleges and universities. Young adults aged 18-24 make up around 10% of the population in the service area, but over 30% of MTS bus riders, with high concentrations in University City (UCSD), College Area (SDSU), and Linda Vista (USD). However, this important rider demographic is projected to decline by approximately 9,800 people between 2022 and 2035, according to SANDAG, from roughly 240,000 to an estimated 231,000 (-4%), which may lead to a reduction in transit ridership from this demographic.

According to the 2023 SANDAG Onboard survey, riders between the ages of 18-24 made up the highest percentage of MTS Bus passengers at 30.7%, while also accounting for 24.8% of MTS Trolley passengers. The most popular routes for young adults include the MTS SuperLoop services (Rapids 201/202 and 204 near UCSD), Route 854 (near Grossmont College), Route 115 (near SDSU), Route 707 (near Southwestern College), and Route 237 (UCSD – Miramar College through UTC) where around 50% of riders are young adults.

UCSD and SDSU have enrollments of 45,000 students and 38,000 students, respectively, while USD has a total student population of almost 10,000. Other significant institutions of higher learning include Cuyamaca College, Grossmont College, Mesa College, Miramar College, Southwestern College, and Point Loma Nazarene University. There is also a significant concentration of young adults in the City Heights area, which is a popular area for students and young professionals due to its density, concentrations of destinations, and affordability. Young adults are likely to ride transit for a variety of reasons – including preference for urban living, environmental awareness, or limited financial resources – so providing attractive and reliable transit service to this demographic group is important and a good driver of demand for MTS.

MTS currently has a partnership program with UCSD that facilitates the Triton U-Pass for all undergraduate and graduate students. The U-Pass is a universal transit pass program that provides unlimited travel on all MTS and NCTD services excluding the two Rapid Express routes, the four Rural routes, and NCTD and MTS paratransit service. The U-Pass is included in student fees and is valid all year, with the spring quarter pass extending through the summer months. No other college or university in the region has a student transit pass program as extensive as UCSD's, though SDSU and other select colleges work with MTS to provide monthly and/or semester passes to their students at discounted rates. Bringing them into programs like UCSD would remove a significant barrier to spontaneous transit use by this important demographic, building a path to long term sustainability.

Figure 6-7: Young Adult (18-24) Population Density Map



Young Adult Population Forecast

The San Diego region is projected to experience a modest decline in its young-adult population by 2035. According to the SANDAG Series 15 forecast, the County's young adult population is anticipated to decline to around 322,000 by 2035, or a 3.0% drop from 2022 levels. Within the MTS Service Area, the young adult population is expected to decline by 4.1%, with growth highly concentrated in just a few neighborhoods, while most of the region experiences a decline. Projected young adult population changes for each modified SRA are shown in Table 6-4. Nearly all of the growth is contracted in Mission Valley (+107.6%) and Downtown San Diego (+43.5%). The recently developed areas of East Chula Vista are also projected to add more than 1,000 young adults (representing a more modest 8.4% increase). SRAs showing declines among young adults are distributed throughout the region.

Table 6-4: Young Adult Population Forecast for SRAs within MTS Service Area

Young Adult Population Forecast for SRAs within MTS Service Area					
City	SANDAG Subregional Area	2022	2035	2022-2035 Change	Percent Change
Chula Vista	Chula Vista (West of I-805)	10,756	9,683	-1,073	-10.0%
	East Chula Vista (Otay Ranch, Eastlake, Bonita)	13,512	14,647	1,135	8.4%
Coronado	Coronado	5,337	4,897	-440	-8.2%
El Cajon	El Cajon	11,424	11,077	-347	-3.0%
Imperial Beach	Imperial Beach	5,630	4,864	-766	-13.6%
La Mesa	La Mesa	5,094	4,820	-274	-5.4%
Lemon Grove	Lemon Grove	2,664	2,421	-243	-9.1%
National City	National City	9,628	8,460	-1,168	-12.1%
Poway	Poway	5,905	5,506	-399	-6.8%
San Diego	Carmel Valley-Del Mar	4,991	4,490	-501	-10.0%
	Downtown San Diego	2,936	4,214	1,278	43.5%
	Golden Hill-Barrio Logan	7,401	6,899	-502	-6.8%
	Kearny Mesa	386	696	310	80.3%
	La Jolla-Torrey Pines	1,999	1,868	-131	-6.6%
	Linda Vista-Serra Mesa-Clairemont	14,165	13,242	-923	-6.5%
	Mid-City	27,076	24,973	-2,103	-7.8%
	Mira Mesa	5,358	4,818	-540	-10.1%
	Miramar	2,961	2,872	-89	-3.0%
	Mission Valley	1,231	2,556	1,325	107.6%
	Pacific Beach-Mission Bay	3,431	3,342	-89	-2.6%
	Point Loma-Ocean Beach-Midway	10,354	10,344	-10	-0.1%
	Rancho Bernardo-Rancho Peñasquitos-4S-Fairbanks	5,843	5,410	-433	-7.4%
	San Ysidro-Otay Mesa	7,695	8,050	355	4.6%
	Southeastern San Diego	12,468	10,685	-1,783	-14.3%
	Tierrasanta-Grantville-San Carlos	6,314	5,937	-377	-6.0%
	University City-Sorrento Valley	24,438	23,116	-1,322	-5.4%
	Uptown-North/South Park-Balboa Park	5,116	5,371	255	5.0%
Santee	Santee	4,025	4,166	141	3.5%
Uninc. East County	Alpine	1,084	1,194	110	10.1%
	Anza-Borrego Springs	132	172	40	30.3%
	Campo	618	577	-41	-6.6%
	Harbison Crest	1,570	1,479	-91	-5.8%
	Jamul	1,509	1,402	-107	-7.1%
	Laguna-Pine Valley	568	538	-30	-5.3%
	Lakeside	5,922	5,636	-286	-4.8%
	Palomar-Julian	105	122	17	16.2%
	Ramona	3,935	3,715	-220	-5.6%
	Spring Valley	7,255	6,784	-471	-6.5%
	MTS Service Area	**240,836**	**231,043**	**-9,793**	**-4.1%**
	San Diego County	**332,218**	**322,165**	**-10,053**	**-3.0%**

SRAs with population declines forecast from 2022 to 2035.

YOUTH POPULATION (AGE 10-17)

Youth, especially those without a driver's license, often have higher rates of transit use in dense urban and suburban areas. With yellow school bus service limited in California, transit agencies are tasked by default with meeting transportation needs of K-12 students in communities throughout the state. While federal regulations do not allow MTS to provide service exclusively for students and school employees (49 C.F.R. Part 605), MTS can operate supplemental "school trippers." These can be extra trips on a regular transit route or a unique bus route designed specifically for travel to and from campus, provided the service is regularly scheduled, open to the general public, and only stops at the agency's bus stops.

Further, people under 18 also use transit for non-school needs such as jobs, social activities or sports. SANDAG currently sponsors a pilot fare program called the Youth Opportunity Pass in which all riders 18 years old and under are able to ride MTS and NCTD services for free with a youth PRONTO app account or physical fare card. This can drive ridership by making transit more equitable and accessible for lower-income youth. Additionally, removing the need to pay a cash fare or reload a fare card reduces friction and may make transit more approachable and attractive for younger riders.

Youth transit ridership is highest among teenagers since parents are more likely to be comfortable letting their child take the bus or train without adults once they are older. While the analysis for this report excluded all people under 10 years of age, the Census ACS data's age cohort for 10- to 17-year olds is not stratified by middle school entrance age or teenage years. However, even if fewer younger children in the 10-17 cohort are transit riders, it is important to understand which geographies have the highest concentration of youth who may adopt transit as they grow older.

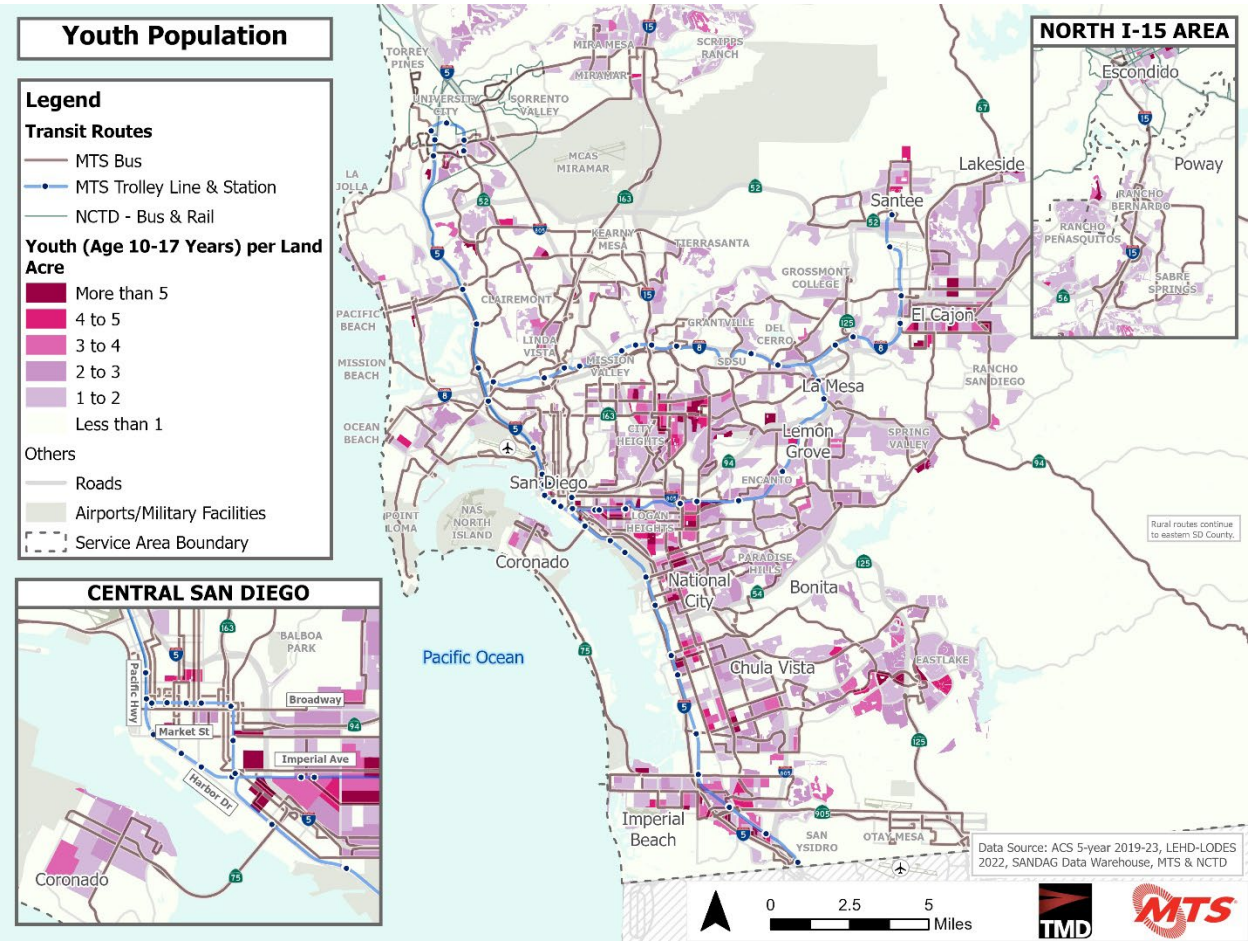
Looking ahead, youth ridership levels may be further affected by demographic shifts. The San Diego region is projected to experience a decline in its youth demographic, with the population under 18 expected to decrease by 26,600 (11%) between 2022 and 2035, according to SANDAG. This demographic trend suggests that MTS may need to adapt its youth-focused services and outreach strategies in the coming years and ensure its services to meet the expectations of transit-riding teens.

Young people currently account for 9% of the service area's overall population, but comprise just 6% of bus riders and 2% of Trolley riders. This reflects lower rates of transit use among pre-teens, as described above, and also the likelihood that youth are making fewer long-distance trips, which the Trolley and major bus routes deliver. Youth transit ridership may be further limited by the relatively uniform distribution of the 10- to 17-year-old population throughout the service area, which makes it difficult for MTS to target service specifically to them.

However, the areas with modestly higher concentrations of youth include City Heights, Logan Heights, National City, El Cajon, Imperial Beach, and Carmel Valley/Del Mar along with parts of Eastlake, Santee, and Chula Vista. According to the 2023 SANDAG Onboard Survey, several bus lines

connecting schools in these areas, including MTS Routes 4, 25, 60, 851,855, and 872 are among the top 10 most popular routes for riders under 18 years of age.

Figure 6-8: Youth Population Density Map



Youth Population Forecast

As stated earlier, the San Diego region is expected to see a notable decline in its youth population. The Series 15 forecast projects that the County's youth population will decrease to around 300,000 by 2035. This represents a 10.8% decline from 2022. The youth population in the MTS service area is expected to decline at an even greater rate, with an 11.2% decline projected between 2022 and 2035. Projected youth population changes for each modified SRA are shown in Table 6-5.

Table 6-5: Youth Population Forecast for SRAs within MTS Service Area

Youth Population Forecast for SRAs within MTS Service Area					
City	SANDAG Subregional Area	2022	2035	2022-2035 Change	Percent Change
Chula Vista	Chula Vista (West of I-805)	13,346	10,402	-2,944	-22.1%
	East Chula Vista (Otay Ranch, Eastlake, Bonita)	19,852	19,995	143	0.7%
Coronado	Coronado	2,218	1,858	-360	-16.2%
El Cajon	El Cajon	15,167	13,336	-1,831	-12.1%
Imperial Beach	Imperial Beach	6,455	5,180	-1,275	-19.8%
La Mesa	La Mesa	5,880	5,170	-710	-12.1%
Lemon Grove	Lemon Grove	3,916	3,273	-643	-16.4%
National City	National City	6,205	5,154	-1,051	-16.9%
Poway	Poway	11,326	10,069	-1,257	-11.1%
San Diego	Carmel Valley-Del Mar	13,118	11,403	-1,715	-13.1%
	Downtown San Diego	1,256	1,813	557	44.3%
	Golden Hill-Barrio Logan	4,319	3,571	-748	-17.3%
	Kearny Mesa	398	696	298	74.9%
	La Jolla-Torrey Pines	2,529	2,016	-513	-20.3%
	Linda Vista-Serra Mesa-Clairemont	13,239	12,473	-766	-5.8%
	Mid-City	15,236	13,162	-2,074	-13.6%
	Mira Mesa	6,406	6,020	-386	-6.0%
	Miramar	175	171	-4	-2.3%
	Mission Valley	362	858	496	137.0%
	Pacific Beach-Mission Bay	2,123	1,938	-185	-8.7%
	Point Loma-Ocean Beach-Midway	4,663	4,360	-303	-6.5%
	Rancho Bernardo-Rancho Peñasquitos-4S-Fairbanks	12,007	11,164	-843	-7.0%
	San Ysidro-Otay Mesa	9,393	8,145	-1,248	-13.3%
	Southeastern San Diego	18,313	14,384	-3,929	-21.5%
	Tierrasanta-Grantville-San Carlos	9,665	8,484	-1,181	-12.2%
	University City-Sorrento Valley	4,139	3,869	-270	-6.5%
	Uptown-North/South Park-Balboa Park	3,407	3,463	56	1.6%
Santee	Santee	5,452	5,063	-389	-7.1%
Uninc. East County	Alpine	1,734	1,703	-31	-1.8%
	Anza-Borrego Springs	84	101	17	20.2%
	Campo	937	751	-186	-19.9%
	Harbison Crest	1,387	1,172	-215	-15.5%
	Jamul	2,066	1,733	-333	-16.1%
	Laguna-Pine Valley	377	333	-44	-11.7%
	Lakeside	5,999	5,159	-840	-14.0%
	Palomar-Julian	92	96	4	4.3%
	Ramona	3,437	2,850	-587	-17.1%
	Spring Valley	9,917	8,644	-1,273	-12.8%
MTS Service Area		**236,595**	**210,032**	**-26,563**	**-11.2%**
San Diego County		**337,302**	**300,960**	**-36,342**	**-10.8%**

SRAs with population declines forecast from 2022 to 2035.

Most parts of the service area are expected to see declines in their youth populations, with the largest percent decreases projected for Chula Vista (-22.1%), Southeastern San Diego (-21.5%), and La Jolla (-20.3%). However, some areas will see growth, with Downtown San Diego showing the largest numerical increase of around 560 youth (+44.3%) and Mission Valley demonstrating the highest percentage growth at 137.0%, followed by Kearny Mesa at 74.9%.

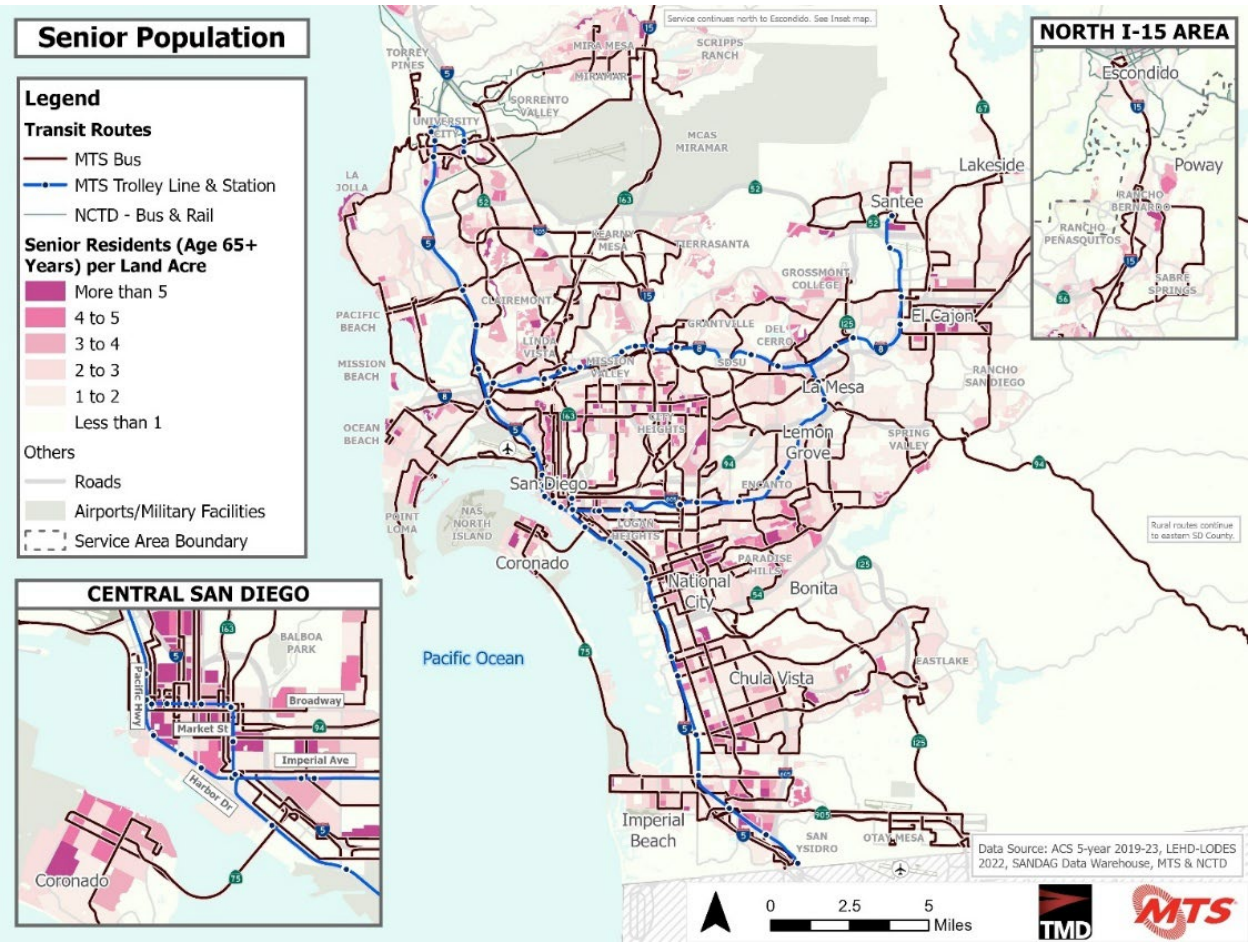
SENIORS (AGE 65+)

The growing senior population, projected to reach 567,000 residents in the MTS service area by 2035, is increasingly likely to age in place, creating new challenges as their mobility options decline. 15% of the MTS service area population are aged 65 or older, up from 12% at the time of the 2017 MTS TOP study. According to the 2023 SANDAG Onboard Survey, seniors currently account for approximately 8.5% of MTS Bus ridership and 6.7% of MTS Trolley ridership.

In dense urban and urban areas these older adults are more likely to rely on transit for their mobility needs as driving, biking, and walking become more challenging with age. However, seniors are dispersed across San Diego County with concentrations in areas with predominantly single-family homes including parts of La Jolla, Ocean Beach, Coronado, City Heights, National City, Paradise Hills, Point Loma, El Cajon and other areas.

A simple, user-friendly fixed-route transit network not only can serve seniors effectively but also reduces overall public transportation costs by eliminating the need for separate, senior-focused mobility services (which cost far more per passenger) to destinations such as medical facilities and grocery stores. In areas without a dense transit network, such special mobility services are needed.

Figure 6-9: Senior Population Density Map



Senior Population Forecast

As noted previously, the senior population (65+) of the San Diego region is growing. SANDAG's Series 15 forecasting model predicts the senior population in the region to reach over 705,000 by 2035. This represents a 187,000 person increase (or 36.1%) from 2022, although the projection is lower than the SANDAG's Series 13 forecast model of 738,000 seniors by 2035. Within the MTS service area, the forecast projects around 567,000 senior residents by 2050, representing a 136,000-person increase (or 31.6%). As shown in Table 6-6, the expected increase in seniors is common to nearly every part of the region, including those that are projected to lose population overall, indicating that people are aging in place.

Table 6-6: Senior Population Forecast for SRAs within MTS Service Area

Senior Population Forecast for SRAs within MTS Service Area					
City	SANDAG Subregional Area	2022	2035	2022-2035 Change	Percent Change
Chula Vista	Chula Vista (West of I-805)	16,585	23,958	7,373	44.5%
	East Chula Vista (Otay Ranch, Eastlake, Bonita)	23,101	37,997	14,896	64.5%
Coronado	Coronado	4,162	5,363	1,201	28.9%
El Cajon	El Cajon	21,602	27,539	5,937	27.5%
Imperial Beach	Imperial Beach	6,445	9,596	3,151	48.9%
La Mesa	La Mesa	10,365	13,115	2,750	26.5%
Lemon Grove	Lemon Grove	4,415	5,712	1,297	29.4%
National City	National City	9,028	13,820	4,792	53.1%
Poway	Poway	19,093	23,528	4,435	23.2%
San Diego	Carmel Valley-Del Mar	13,452	16,827	3,375	25.1%
	Downtown San Diego	10,842	18,412	7,570	69.8%
	Golden Hill-Barrio Logan	3,357	5,274	1,917	57.1%
	Kearny Mesa	605	1,502	897	148.3%
	La Jolla-Torrey Pines	9,729	11,861	2,132	21.9%
	Linda Vista-Serra Mesa-Clairemont	23,554	32,270	8,716	37.0%
	Mid-City	17,830	25,295	7,465	41.9%
	Mira Mesa	11,460	15,337	3,877	33.8%
	Miramar	16	45	29	181.3%
	Mission Valley	1,463	4,581	3,118	213.1%
	Pacific Beach-Mission Bay	4,849	6,567	1,718	35.4%
	Point Loma-Ocean Beach-Midway	10,920	14,348	3,428	31.4%
	Rancho Bernardo-Rancho Peñasquitos-4S-Fairbanks	18,030	22,116	4,086	22.7%
	San Ysidro-Otay Mesa	13,024	21,418	8,394	64.5%
	Southeastern San Diego	23,750	31,985	8,235	34.7%
	Tierrasanta-Grantville-San Carlos	18,264	22,459	4,195	23.0%
	University City-Sorrento Valley	7,359	10,078	2,719	36.9%
	Uptown-North/South Park-Balboa Park	14,534	19,670	5,136	35.3%
Santee	Santee	10,156	13,629	3,473	34.2%
Uninc. East County	Alpine	3,295	4,474	1,179	35.8%
	Anza-Borrego Springs	1,147	1,753	606	52.8%
	Campo	2,671	3,118	447	16.7%
	Harbison Crest	4,031	4,874	843	20.9%
	Jamul	3,714	4,737	1,023	27.5%
	Laguna-Pine Valley	1,445	1,672	227	15.7%
	Lakeside	10,899	13,614	2,715	24.9%
	Palomar-Julian	2,197	2,458	261	11.9%
	Ramona	5,921	7,322	1,401	23.7%
	Spring Valley	13,008	16,109	3,101	23.8%
	MTS Service Area	**376,318**	**514,433**	**138,115**	**36.7%**
	San Diego County	**518,695**	**705,876**	**187,181**	**36.1%**
Top five for projected growth.					

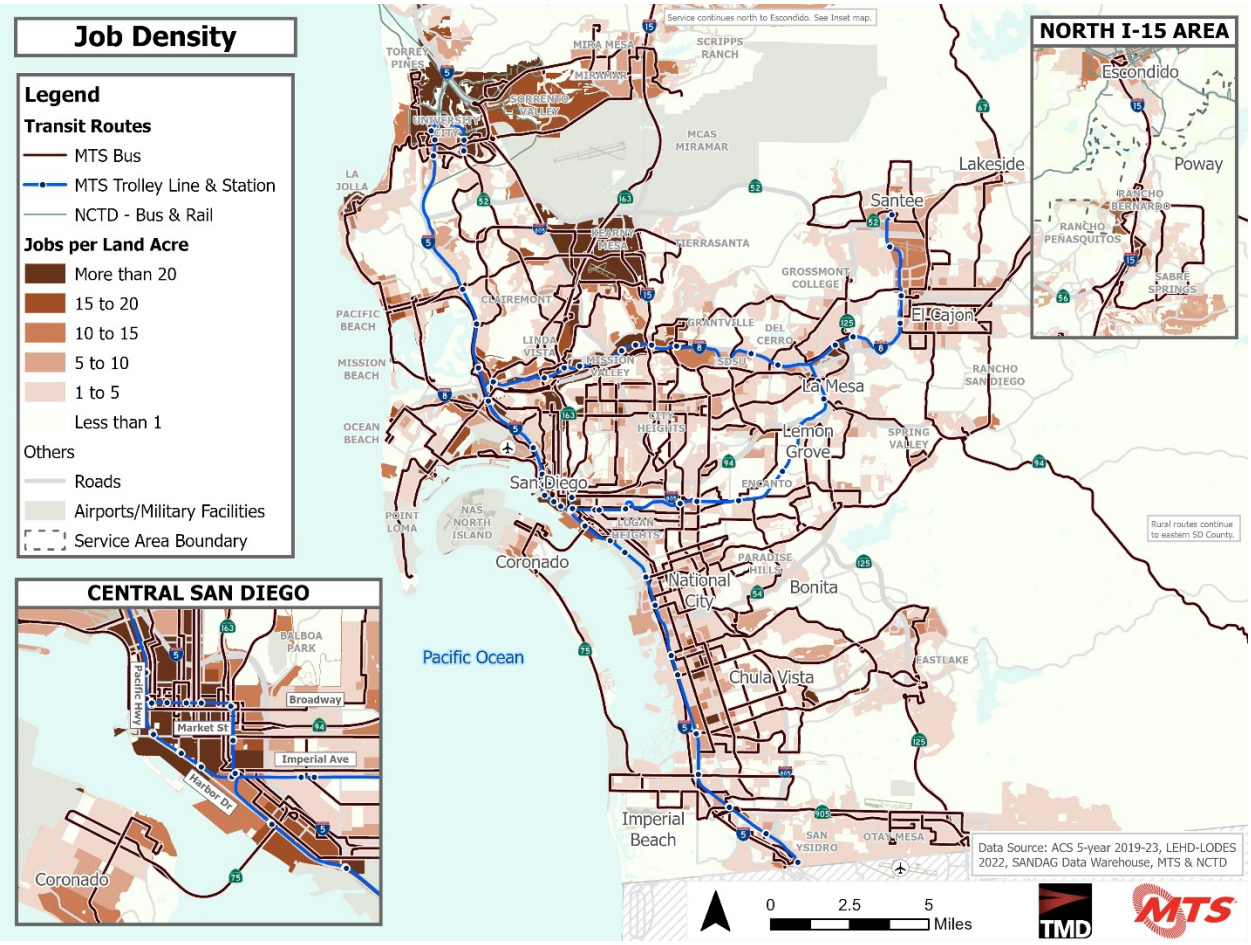
The largest increases in senior population are projected for East Chula Vista (adding approximately 15,600 seniors), followed by several San Diego neighborhoods. The Linda Vista-Serra Mesa-Clairemont SRA is expected to gain about 8,600 seniors, with San Ysidro-Otay Mesa, Southeastern San Diego, Downtown San Diego, and Poway all projected to add more than 8,000 seniors by 2035. National City is expected to gain approximately 4,900 more seniors. Several areas will see their senior populations more than double, with Mission Valley showing the highest percentage growth at 199.2%, followed by Miramar at 181.3%, and Kearny Mesa at 134.4%.

6.2 Employment

Current

There are currently about 1.1 million jobs within the MTS service area, roughly the same number as in the 2017 MTS TOP. As seen in Figure 6-10 below, major concentrations of employment are found in Sorrento Valley, Mira Mesa, Kearny Mesa, University City, Mission Valley, Downtown, and Rancho Bernardo.

Figure 6-10: MTS Service Area Job Density Map



Future Forecasts

In addition to the population forecasts, SANDAG also projects employment growth. The Series 15 forecast anticipates countywide employment to surpass 2.3 million jobs by 2035, representing a 92,500-job increase (4.3%) from 2022. Within the MTS service area, employment is expected to reach nearly 1.7 million jobs, representing a 63,300 increase (3.9%) from 2022. Figure 6-11 below depicts projected job density in the MTS service area in 2035 according to SANDAG forecasts.

Figure 6-11: MTS Service Area Job Density Map 2035 Forecast

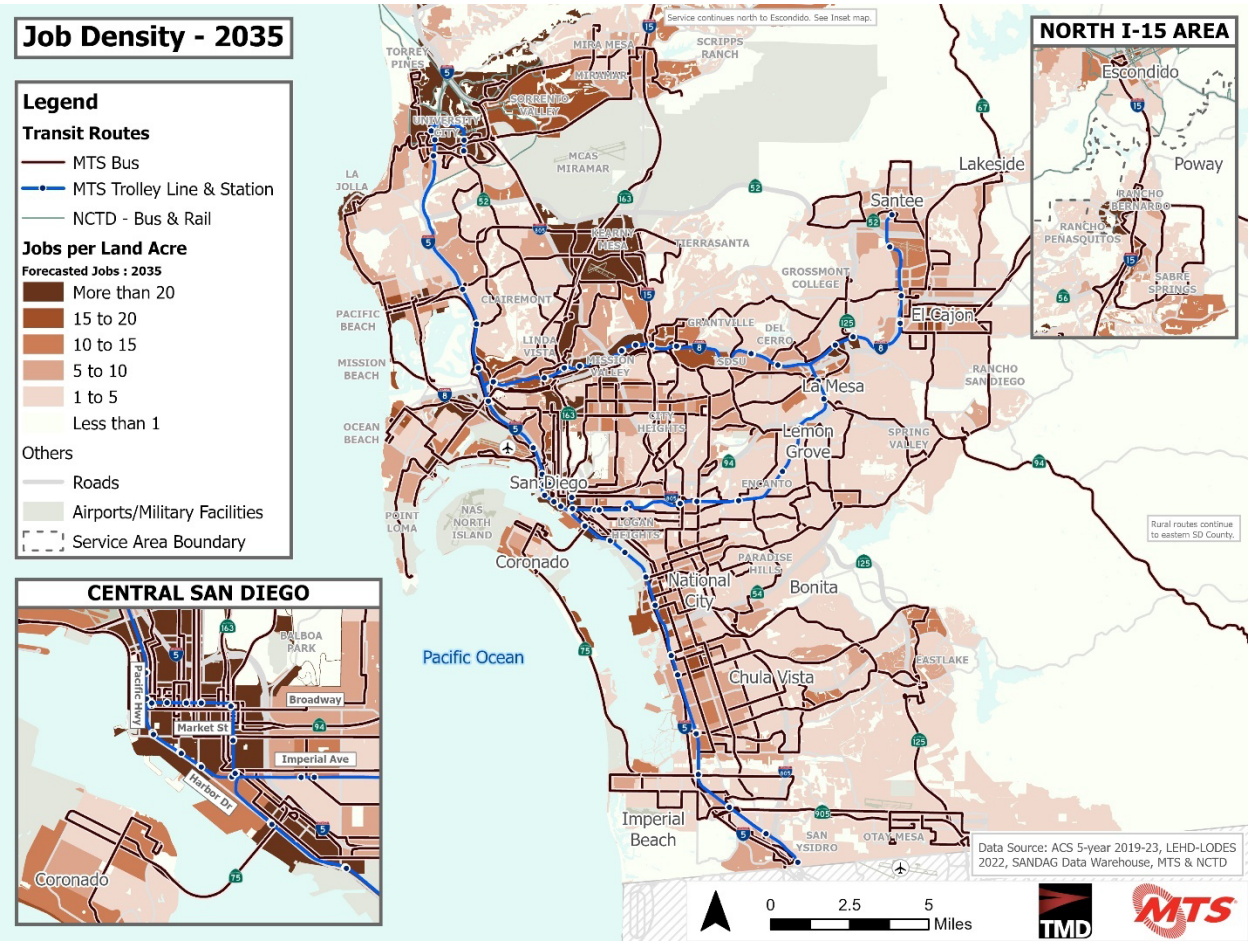


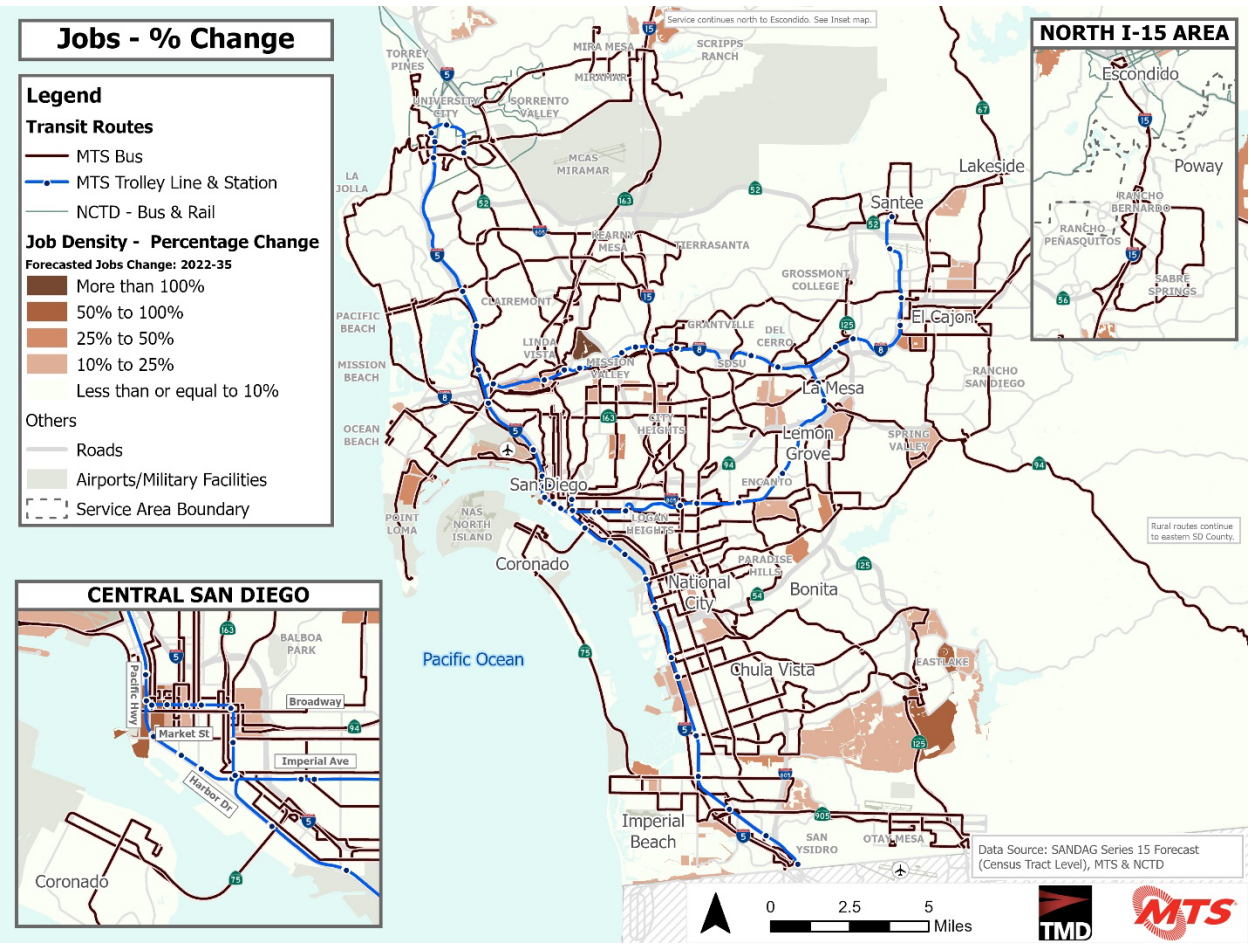
Table 6-7: Employment Forecasts for SRAs within MTS Service Area

Employment Forecasts for SRAs within MTS Service Area					
City	SANDAG Subregional Area	2022	2035	2022-2035 Change	Percent Change
Chula Vista	Chula Vista (West of I-805)	55,162	58,736	3,574	6.5%
	East Chula Vista (Otay Ranch, Eastlake, Bonita)	51,829	57,168	5,339	10.3%
Coronado	Coronado	35,394	35,639	245	0.7%
El Cajon	El Cajon	63,894	66,276	2,382	3.7%
Imperial Beach	Imperial Beach	12,976	14,272	1,296	10.0%
La Mesa	La Mesa	36,013	36,778	765	2.1%
Lemon Grove	Lemon Grove	10,696	11,083	387	3.6%
National City	National City	45,108	46,136	1,028	2.3%
Poway	Poway	68,733	71,188	2,455	3.6%
San Diego	Carmel Valley-Del Mar	49,690	51,369	1,679	3.4%
	Downtown San Diego	104,599	121,190	16,591	15.9%
	Golden Hill-Barrio Logan	39,630	39,851	221	0.6%
	Kearny Mesa	113,836	114,944	1,108	1.0%
	La Jolla-Torrey Pines	30,749	31,243	494	1.6%
	Linda Vista-Serra Mesa-Clairemont	84,738	88,235	3,497	4.1%
	Mid-City	51,941	53,475	1,534	3.0%
	Mira Mesa	115,162	117,332	2,170	1.9%
	Miramar	10,851	10,868	17	0.2%
	Mission Valley	50,967	52,724	1,757	3.4%
	Pacific Beach-Mission Bay	28,529	29,213	684	2.4%
	Point Loma-Ocean Beach-Midway	82,233	85,839	3,606	4.4%
	Rancho Bernardo-Rancho Peñasquitos-4S-Fairbanks	73,325	75,354	2,029	2.8%
	San Ysidro-Otay Mesa	42,708	43,884	1,176	2.8%
	Southeastern San Diego	28,291	29,547	1,256	4.4%
	Tierrasanta-Grantville-San Carlos	33,065	33,872	807	2.4%
	University City-Sorrento Valley	111,801	113,208	1,407	1.3%
	Uptown-North/South Park-Balboa Park	71,000	73,095	2,095	3.0%
Santee	Santee	24,737	25,375	638	2.6%
Uninc. East County	Alpine	5,192	5,679	487	9.4%
	Anza-Borrego Springs	2,248	2,380	132	5.9%
	Campo	3,696	3,831	135	3.7%
	Harbison Crest	7,844	8,120	276	3.5%
	Jamul	7,470	7,774	304	4.1%
	Laguna-Pine Valley	4,571	4,638	67	1.5%
	Lakeside	20,639	21,096	457	2.2%
	Palomar-Julian	2,831	2,857	26	0.9%
	Ramona	12,107	12,249	142	1.2%
	Spring Valley	22,794	23,862	1,068	4.7%
MTS Service Area		**1,617,049**	**1,680,380**	**63,331**	**3.9%**
San Diego County		**2,139,083**	**2,231,573**	**92,490**	**4.3%**
Top five for projected growth.					

Areas expected to see significant employment growth include Downtown San Diego (15.9% increase), East Chula Vista including Otay Ranch, Eastlake, and Bonita (10.3% increase), and Imperial Beach (10.0% increase). Other areas with notable job growth projections include Alpine (9.4%), Chula Vista (6.5%), Spring Valley (4.7%), Point Loma-Ocean Beach-Midway (4.4%), and

Southeastern San Diego (4.4%). Within City of San Diego neighborhoods, Downtown leads with the highest projected growth at nearly 16%, while Mission Valley is expected to see a more modest 3.4% increase by 2035. This is also shown in Figure 6-12 below. Projected job density for 2035 increases slightly from the present day, with notable increases expected in Clairemont, Point Loma, North Park, Mission Hills, and Mission Valley within the City of San Diego. (See Figure 6-11 in the appendix.)

Figure 6-12: SANDAG Projected Jobs Change (2022 to 2035)



7. Regional Travel Patterns

Advancements in data collection and technology have made it possible to better understand and document travel behavior. Replica, an online software program, utilizes anonymized location-based data from mobile devices, credit card transaction data, US Census data, and other sources to provide comprehensive and representative databases of local travel patterns. This report primarily includes Replica data from Fall 2024 but also reviews Fall 2019 data to assess how travel patterns have changed since the COVID-19 pandemic. Trips shorter than 0.5 miles were excluded because they are unlikely to be taken in a motorized vehicle, as well as trips longer than 50 miles given that such trips are likely to extend beyond the coverage of the MTS network.

The analysis looks at overall trends, as well as patterns specific to the purpose of the trip and for transit relative to other modes of travel including car-based modes (driving, riding in a car, or hailing a taxi or Transportation Network Company ride) and active transportation (biking or walking).

MTS's ridership data provides more accurate and granular data on transit usage in the service area, and the analysis refers to MTS's Spring 2025 APC data in discussions on overall transit ridership. Replica's mode-specific modeling complements the APC data by shedding light on the types of trips for which people are most likely to consider transit.

7.1 Time of Day

Weekdays

Overall, Replica reports that around 8.3 million trips occur on an average weekday within the MTS service area. Weekday trip volumes are highest in the afternoon, as shown in Figure 7-1 below. More than 600,000 trips start each hour from 2 p.m. to 6 p.m. with nearly 750,000 trips – and nearly 9% of total daily trips – starting in the peak afternoon hour of 3 to 4 p.m. There is a secondary morning peak between 7 to 9 a.m., but the 500,000 average trips during the peak morning hour of 8 to 9 a.m. is just two-thirds of the afternoon peak period.

2019-2024 COMPARISON

When comparing 2024 weekday travel to 2019, overall trip counts have grown by 7%, while San Diego County's overall population shrank by around one percent.[14] 2019 travel patterns showed more pronounced peak periods, especially during the morning. In 2024, travel has generally shifted later into the day and demand tapers off less sharply during the evening hours. This shift in when people travel may be reflective of remote work trends, more people working outside of traditional 9-to-5 hours, and more people prioritizing discretionary evening travel.

[14] The US Census Bureau's ACS 5-Year Estimates show a 1.0% decline in San Diego County population between 2019 and 2023 (most recent year available). The smaller, less-reliable ACS 1-Year Estimates show a 1.2% population decline between 2019 and 2024.

Figure 7-1: Hourly Weekday Trip Counts (MTS Service Area, Fall 2019 vs. Fall 2024)

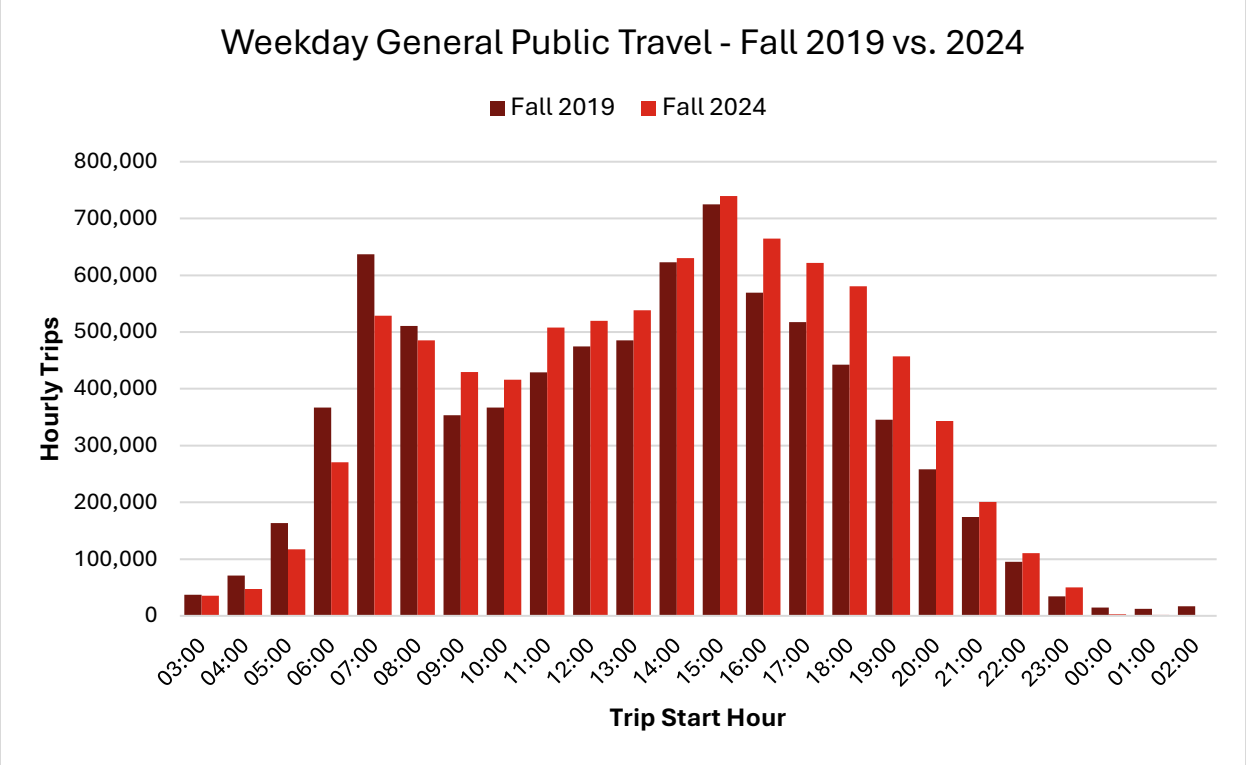
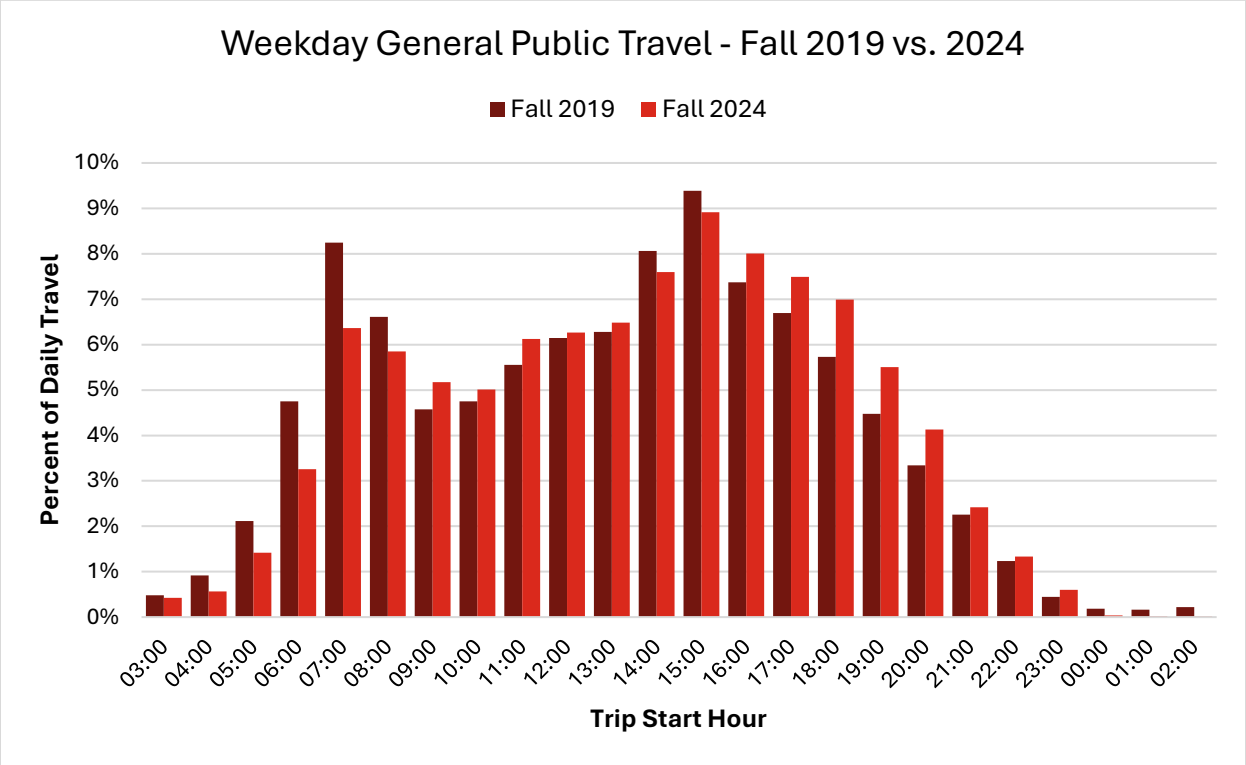


Figure 7-2: Hourly Weekday Trip Distribution (MTS Service Area, Fall 2019 vs. Fall 2024)



Weekends

Overall, Replica reports that around 8.0 million trips occur on an average weekend day, representing a 13% increase over 2019 levels. While weekend trips are similar in median distance and duration to weekday travel, weekend trips (see Figure 7-3 below) are more evenly distributed throughout the day than weekday trips, with approximately 600,000 trips occurring per hour from 11 a.m. to 7 p.m. There are no distinct morning or afternoon peaks, though the busiest periods with more than 600,000 hourly trips are 1 to 2 p.m. and 4 to 6 p.m. Travel demand ramps up steadily during the morning hours and tapers sharply in the evening after 7 p.m. Similarly to weekdays, weekend travel has shifted towards the late afternoon and early evening since 2019, when weekend trips peaked in the middle of the day.

2019-2024 COMPARISON

Since 2019, weekend travel has increased by 12.7%, or more than 1 million trips – a rise 75% greater than the increase in weekday trips during the same time period. This increase is reflected at all hours of the day (with the exception of late nights and early mornings between 10pm and 5am) and is most pronounced during the late afternoon and early evening. Due to this surge in weekend demand, a typical 2024 weekend day sees more trips than occurred on weekdays in 2019.

Figure 7-3: Hourly Weekend Trip Counts (MTS Service Area, Fall 2019 vs. Fall 2024)

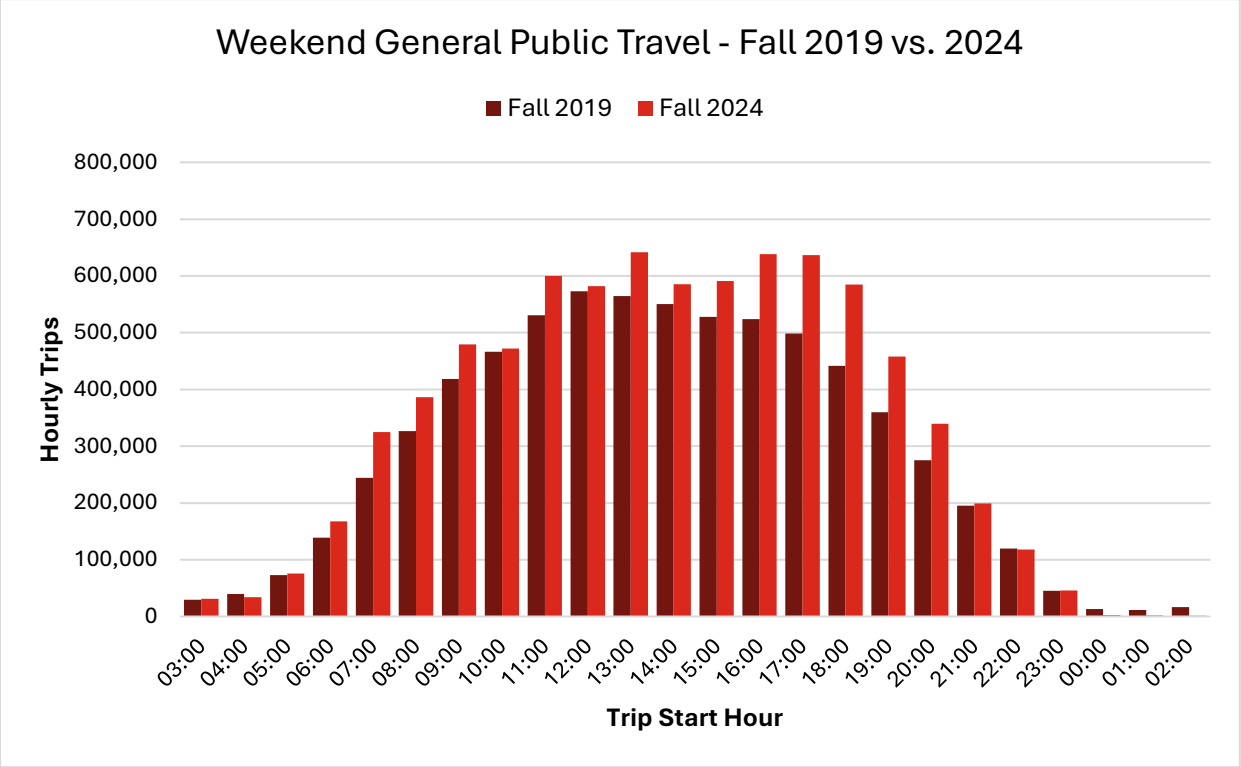
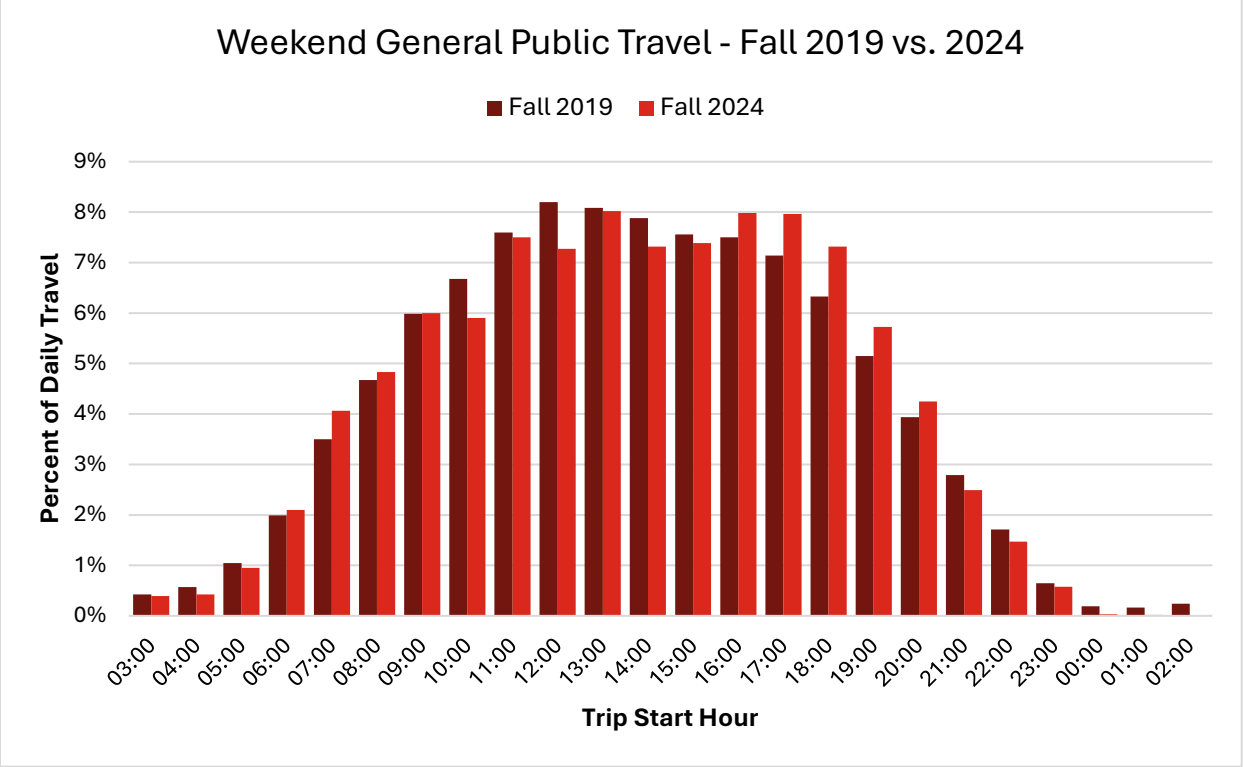


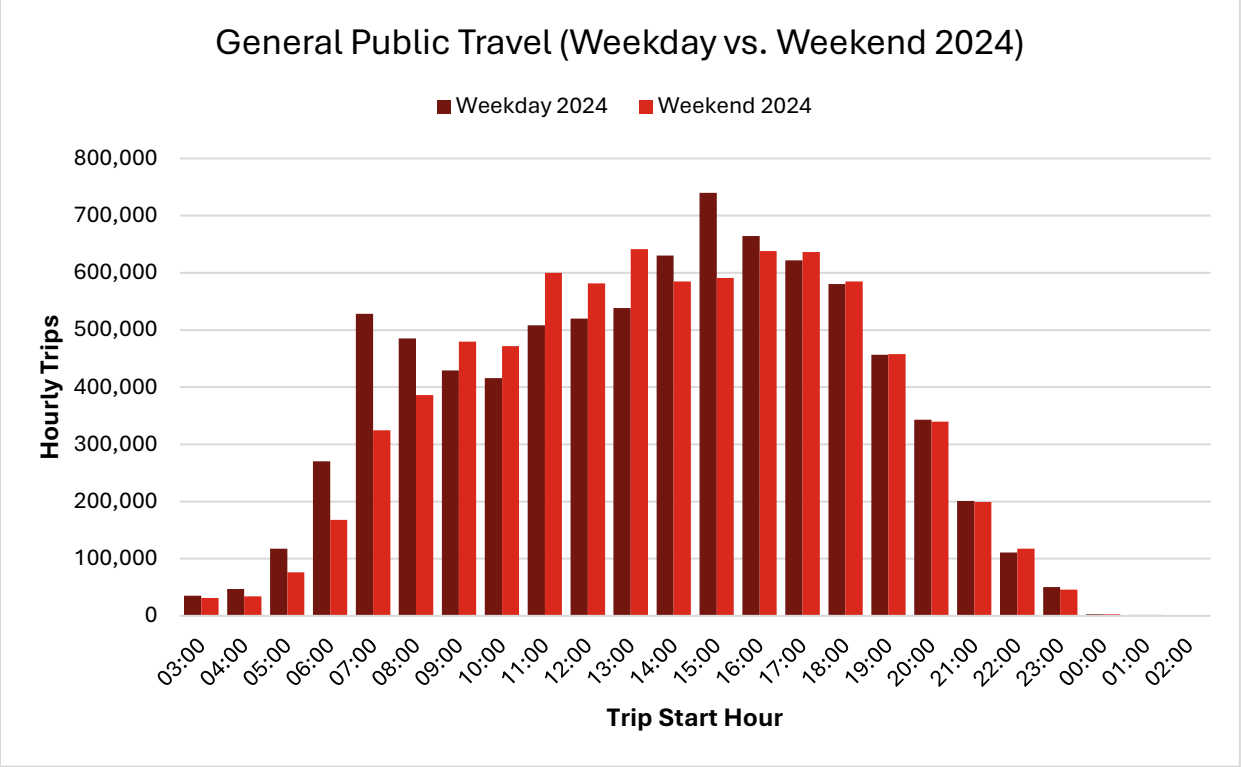
Figure 7-4: Hourly Weekend Trip Distribution (MTS Service Area, Fall 2019 vs. Fall 2024)



Weekday and Weekend Comparison

Comparing average weekday to weekend travel volumes, weekend travel (8.0 million daily trips) is at 96% of weekday levels (8.3 million daily trips). Weekend travel actually exceeds weekday travel between 9 a.m. and 2 p.m. When people are not working, they have time to make other trips. Transit has historically focused on serving peak-period weekday commutes, but there is actually more travel happening during the middle of the day and on weekends. Peak-period commutes are the most visible because they are generally the longest trips people make, and the ones most likely to be subject to traffic congestion. In focusing on serving these trips, transit agencies often miss the opportunity to provide true lifestyle mobility and make service available, and attractive, for all trip types throughout the week. While weekend travel is at 96% of weekday travel, MTS service levels fall to 60% of weekday levels on Saturdays, and to 47% on Sundays. General public travel volumes during evening and late-night hours are comparable on weekdays and weekends.

Figure 7-5: Hourly Trips in MTS Service Area, Weekday vs. Weekend (Fall 2024)

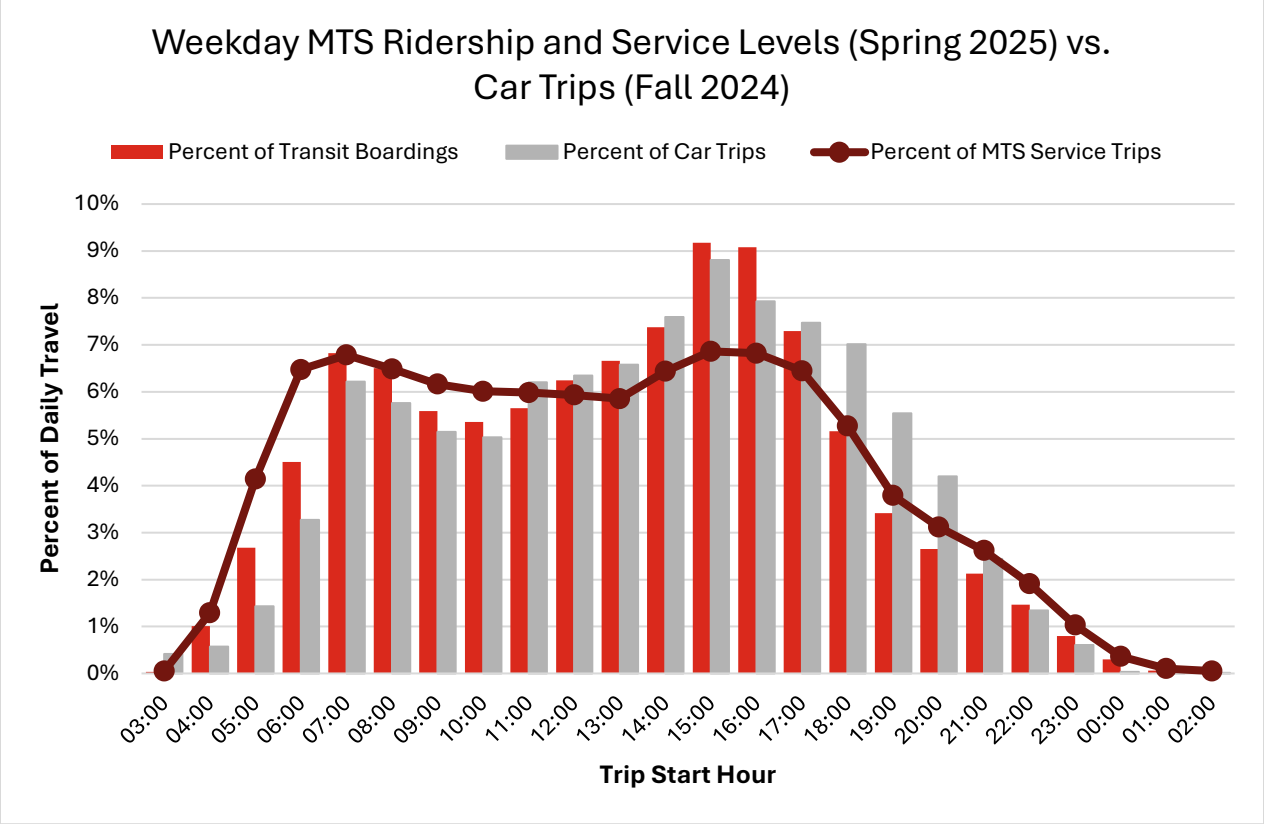


MTS Ridership Relative to Service Levels and Travel on Other Modes

Figure 7-6 shows the hourly distribution of weekday MTS boardings relative to general public travel by car as well as scheduled MTS trips. When comparing MTS ridership and general travel, MTS ridership is more concentrated in the early mornings and during the afternoon. After a late-morning ebb following the secondary morning peak, MTS usage increases steadily from 10 a.m. through midday, peaking in the late-afternoon from 3 to 5 p.m. when more than 18% of total weekday transit trips occur. Though travel on all modes skews toward the afternoon, a greater portion of travel on MTS services occurs in the morning and the peaks are sharper as compared to driving trips. This may reflect work commutes' relatively large share of transit travel (as described in Section 7.3 below).

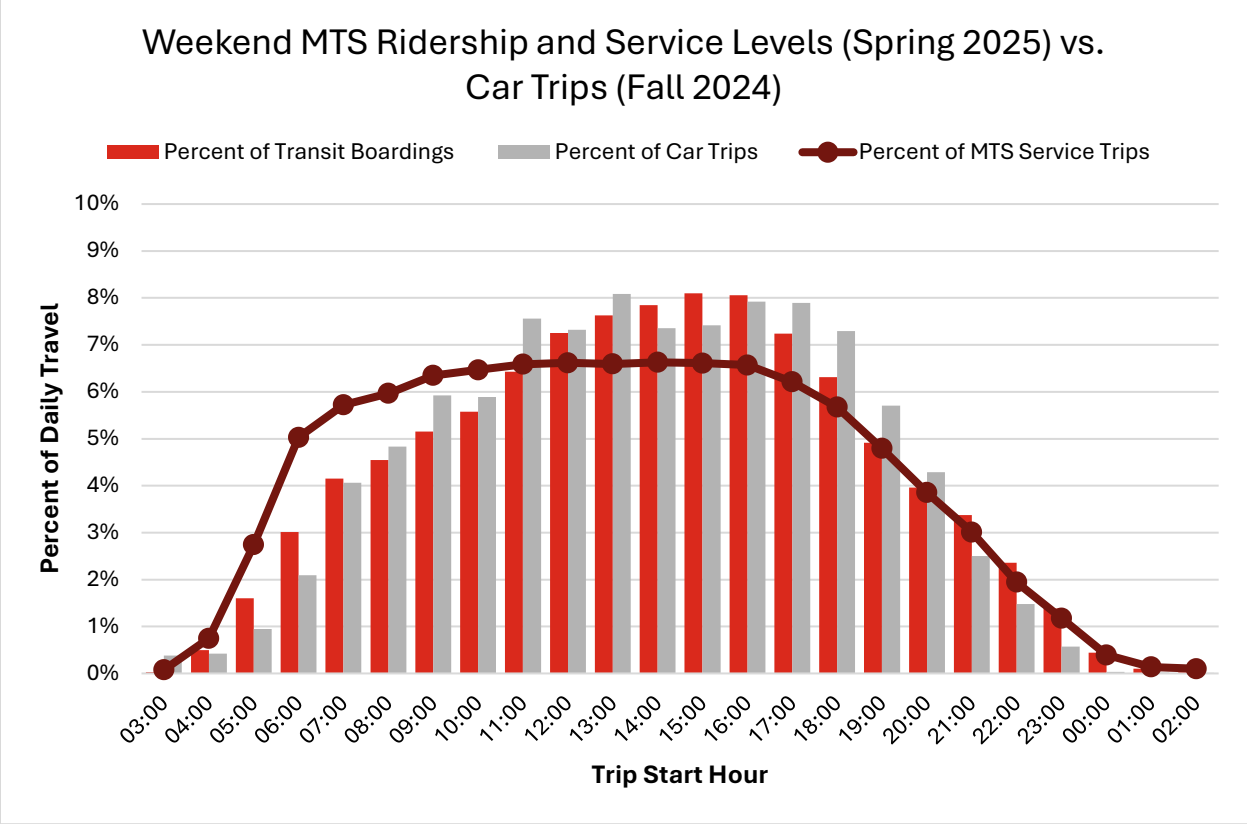
Comparing MTS ridership relative to the distribution of service levels throughout the day, MTS provides equivalently high service levels during the morning and afternoon peaks despite the post-pandemic shift towards afternoon travel. Further, evening transit ridership between 6 to 10 p.m. tapers more sharply than driving trips or overall travel, correlating closely with the reduced MTS service levels during these hours. This suggests that MTS ridership is more constrained by limited service levels in the evening than in the morning, meaning increases to evening service have greater potential to generate new ridership.

Figure 7-6: Weekday MTS Ridership, Service Levels, and Car Trips



On weekends, transit travel is more evenly distributed throughout the day than on weekdays, with a peak in the mid-afternoon. (See Figure 7-7 below.) Relative to driving trips, transit ridership increases more sharply from 5 to 8 a.m. and tapers more abruptly after 5 p.m., correlating with MTS weekend service levels which are steady from 7 a.m. to 5 p.m. before tapering in the evening. As with weekdays, the distribution of weekend service results in excess morning transit capacity compared to the afternoon and may limit evening ridership relative to demand. Further, a greater portion of MTS trips occur after 9 p.m. relative to driving trips despite the limited transit service operating during these hours, indicating that people who travel during these hours such as service-industry shift workers, attendees of sporting events and concerts, and nightlife revelers may be more inclined to use transit even when more limited service is available to them.

Figure 7-7: Weekend MTS Ridership, Service Levels, and Car Trips



7.2 Trip Length

Transit trips in the MTS service area are longer both in distance and time than trips taken on other modes, with the difference in trip duration especially stark. The median weekday transit trip in the MTS service area is 6.8 miles, or 1.5 miles farther than the median car trip of 5.3 miles. However, the median transit trip takes 40 minutes (four times as long as the median car trip.

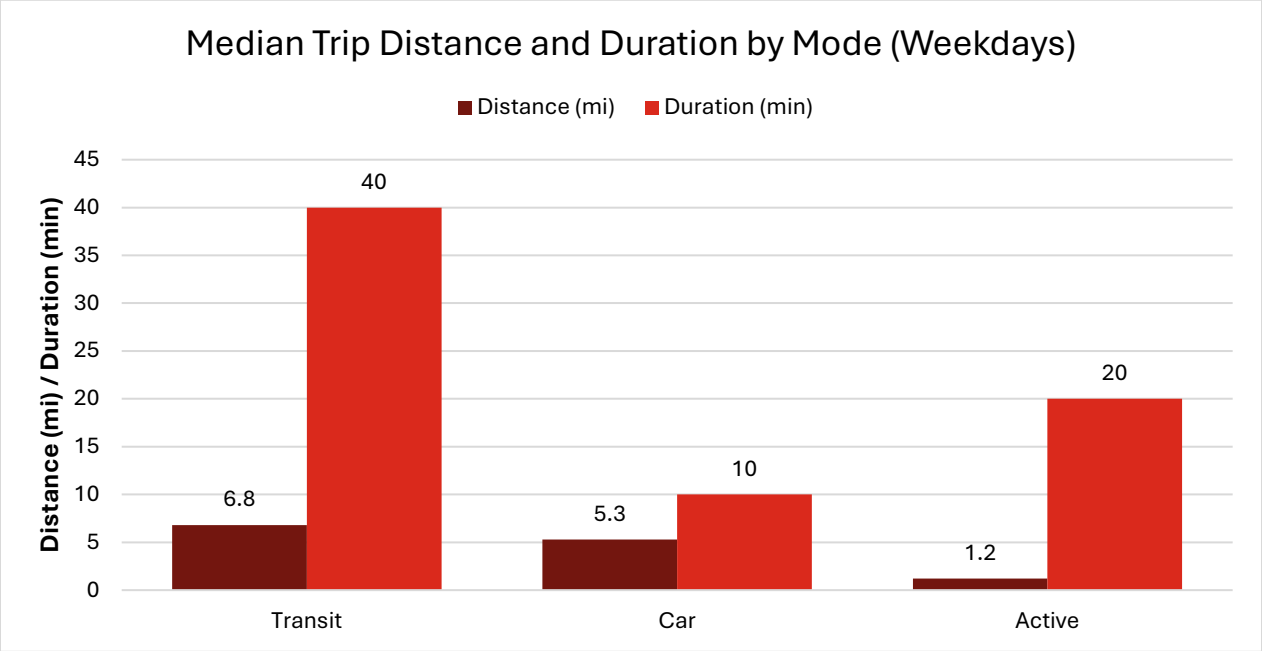
The travel time disparity plays a huge role in transit's ability to be competitive with alternative modes. Industry research (debuted as part of Los Angeles Metro's NextGen Bus Study) has found that transit service is most competitive when trip durations are less than 2.5 times as long as driving, with some variation by trip length.[15] This means that transit does not have to be faster than driving, but it does need to provide reasonably comparable travel times.

This travel time includes the walk to the stop and wait for the bus as well, highlighting the importance of frequency in capturing shorter distance trips. While the directness and quality of biking and walking connections to transit are a key determinant of overall travel times for longer transit trips, these modes can also be time-competitive with transit for certain short trips, especially on routes

[15] More information can be found here: https://datamade-metro-pdf-merger.s3.amazonaws.com/2022-0426.pdf.

with infrequent service. Reflecting this complex relationship between active transportation and transit, the median active-mode trip duration of 20 minutes is half the time of the median transit trip, although it is also substantially shorter at 1.2 miles and far slower. (See Figure 7-8 below.)

Figure 7-8: Weekday Median Distance and Duration, Transit vs. Car vs. Active (MTS Service Area, Fall 2024)

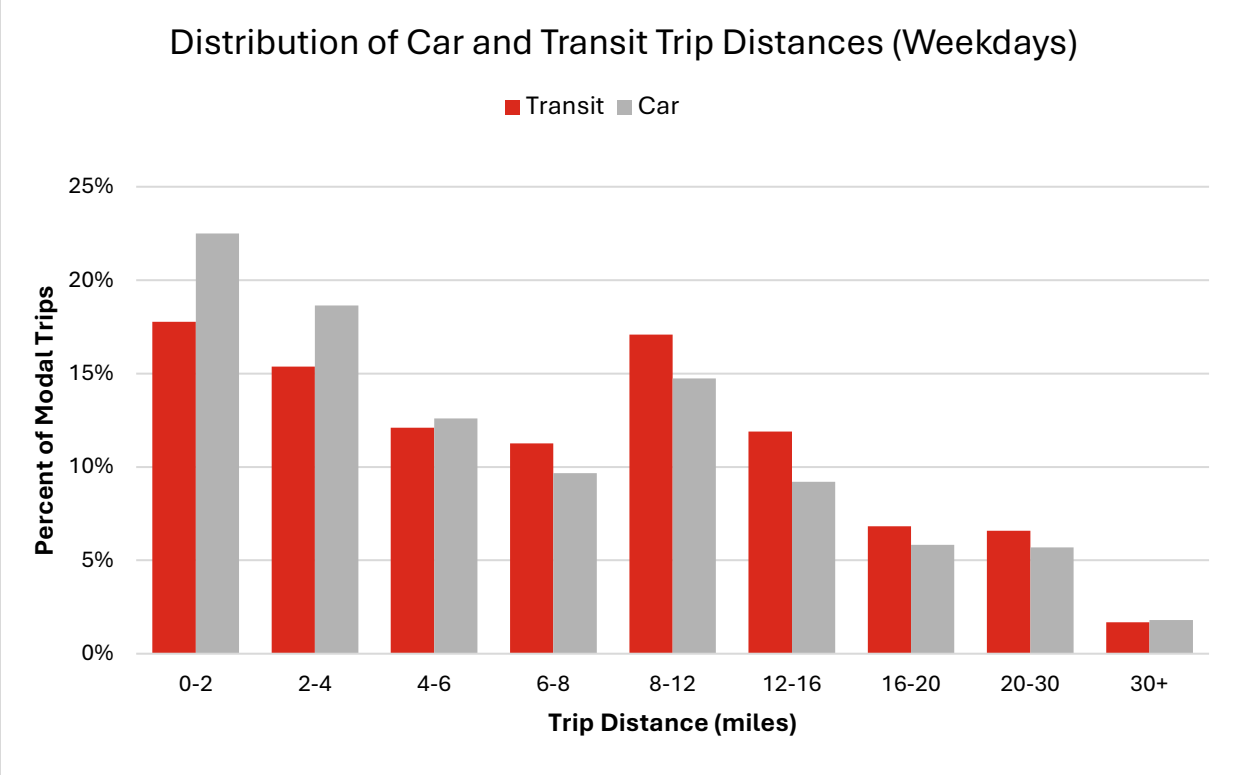


A closer look at the distribution of trip distances, in Figure 7-9 below, sheds further light on the differences between car and transit travel patterns. Trips shorter than six miles comprise a greater share of car travel than transit travel, while transit trips are more likely to be between 6 to 30 miles. Overall, 40% of all trips are less than four miles. “Supercommute”-length trips of more than 30 miles constitute a similarly small share of both car and transit travel, comprising about 2% of trips for each mode.

Transit generally has a harder time capturing shorter trips, as there is a greater walk and wait ratio relative to travel time. Waiting 30 minutes for a 10-minute trip is inherently less attractive than waiting 30 minutes for a 50-minute trip. It is also more challenging to provide competitive travel times that fall within the 2.5x ratio noted above. A five-minute trip by car would need to be less than 12.5 minutes on transit, which is very difficult to achieve with average headways of 15 minutes.

Since shorter trips represent a higher percentage of overall trips, there is an opportunity for transit to capture a larger mode share by tailoring service design to serve shorter trips. This could include introducing more high-frequency community circulators that connect with key destinations, like Rapid 201/202, which is the highest-performing bus route when UC San Diego is in session.

Figure 7-9: Weekday Trip Distance Distribution, Transit vs. Car (MTS Service Area, Fall 2024)

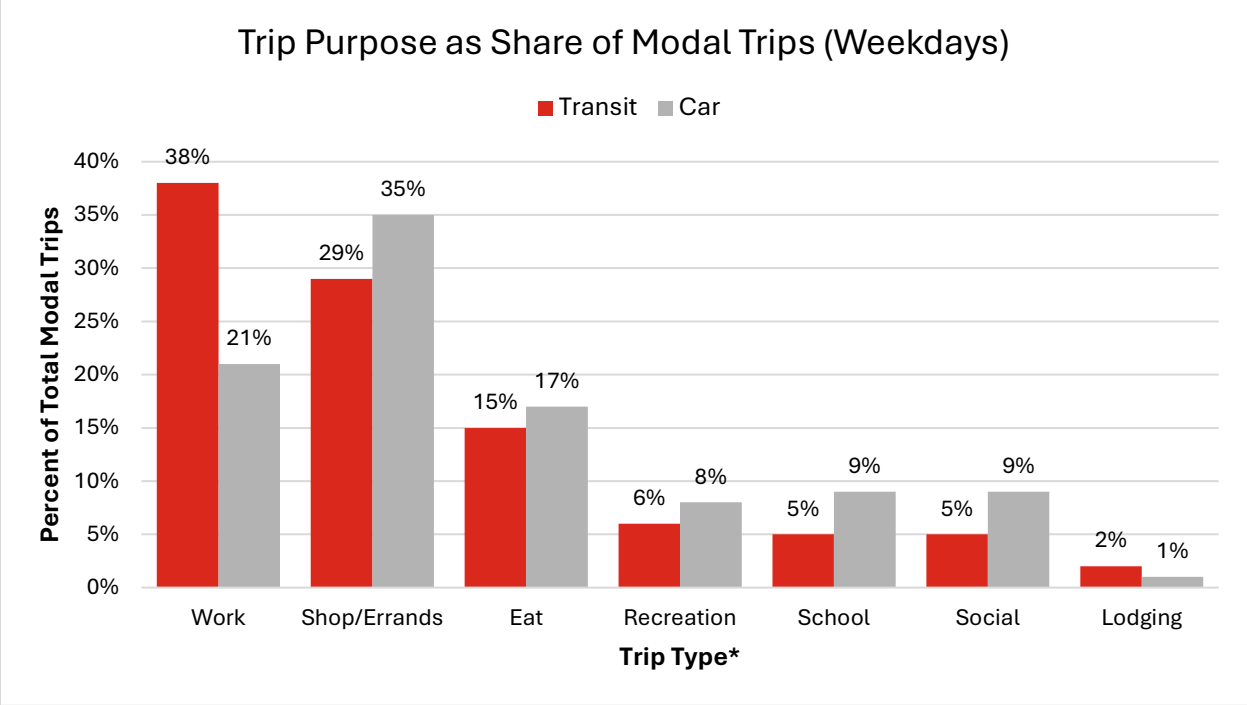


7.3 Trip Purpose

By Mode

While shopping and other errands are the most common type of trip for car-based modes on all days, work commutes are the most common type of trip on weekdays for transit. Work commutes comprise nearly 40% of total weekday transit trips. Weekday trips to school are also notable for the opposite reason. Due to the limited availability of yellow school bus service in California, there is potential for transit to fill the resulting transportation gaps and it is common for transit agencies to provide supplemental school-focused services. However, while school trips comprise about 10% of total weekday car trips, they comprise just 5% of weekday transit trips in the MTS service area. (See Figure 7-10.)

Figure 7-10: Trip Purpose as a Share of Modal Trips (Weekdays, Fall 2024)

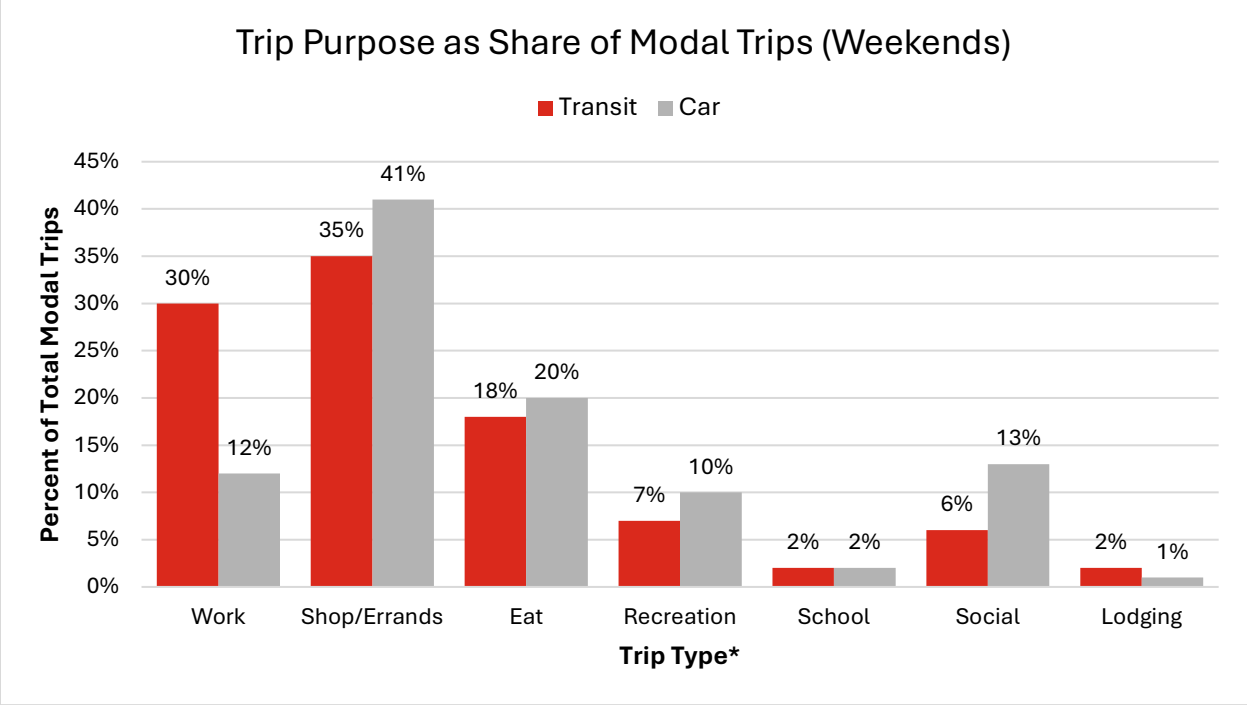


**Excludes regional departure trips, which constitute less than 0.5% of all travel in the MTS service area.*

Shopping and other errands are the most common type of transit trip on weekends at 35% of trips. But work commutes are similarly common at nearly 30% of total trips, or more than double the share of weekend work trips for car-based modes. (See Figure 7-11 below.) The fact that the share of work commute trips on transit remain high on weekends, in combination with the non-peaked nature of weekend transit travel described earlier, suggests that relative to the overall population, people who use transit to get to their jobs are more likely to be shift workers as opposed to office employees with traditional 9-to-5 hours. This also aligns with riders' reported income and other demographics in the 2023 SANDAG onboard survey discussed previously in this document.

Trips to restaurants are the third most common type of trip in the region, comprising 15-20% of travel on both weekdays and weekends across modes. Recreational and social outings are also a relatively common type of weekend trip overall, in combination comprising more than 22% of total car-based weekend trips. However, less than 13% of weekend transit trips are for social or recreational purposes. This indicates that people traveling in groups for social activities may be more inclined to carpool or share a hailed ride than use transit and also may reflect the limited availability of transit at locations and times popular for recreation, such as transit service to parks and open space and late-night service.

Figure 7-11: Trip Purpose as a Share of Modal Trips (Weekends, Fall 2024)



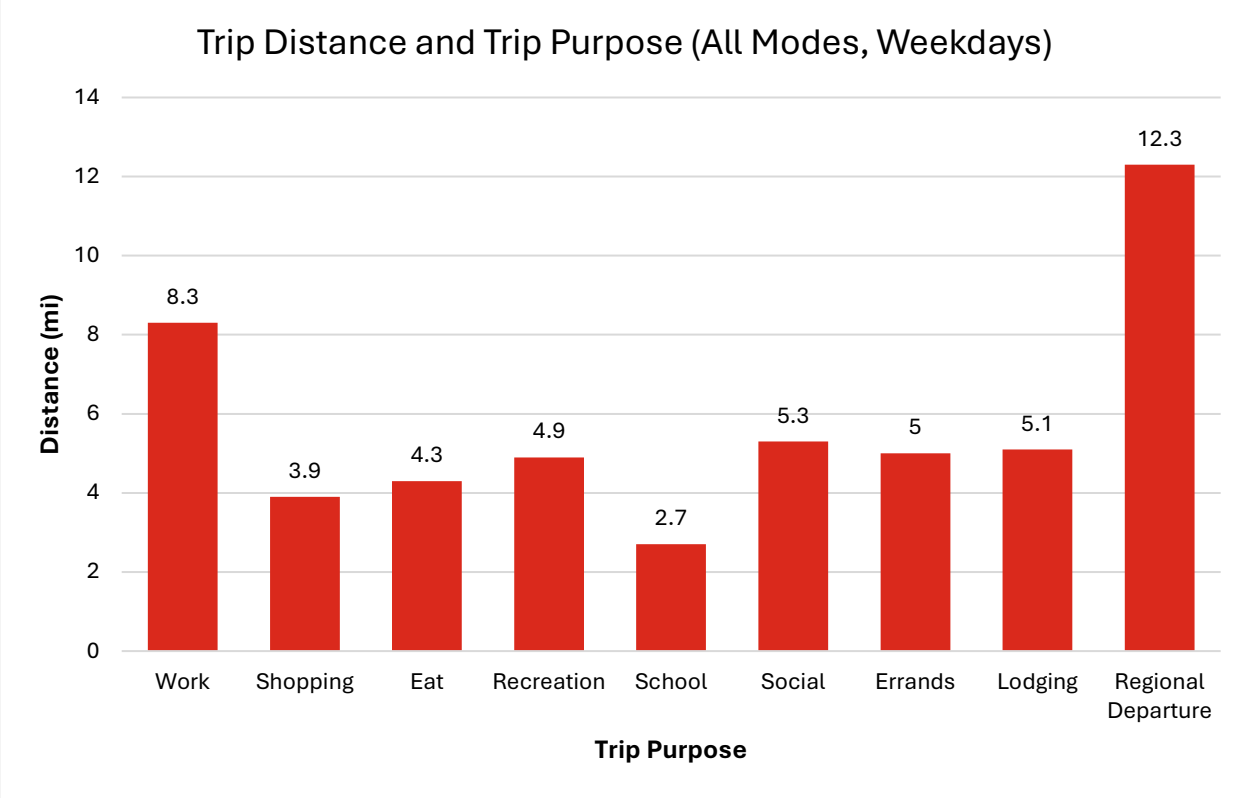
*Excludes regional departure trips, which constitute less than 0.5% of all travel in the MTS service area.

By Distance

Work commutes and regional departure trips to intercity transportation hubs such as airports or train stations for travel out of the region are substantially longer than other types of trips. (See Figure 7-12 below.)[16] Notably, these two purposes also see a higher percent of transit trips as compared to car trips (while still lower in terms of mode share), a further reflection of how the current MTS network is commonly utilized for longer trips (as discussed in Section 7.3 above).

[16] According to Replica, the region departure purpose includes all trips by visitors to a "port-of-exit," such as an airport or major train station. Replica reports 15,496 region departure trips in the MTS service area on an average weekday: 14,390 to the census block group containing San Diego International Airport and 1,106 to the block group containing the CBX border crossing to Tijuana International Airport. Replica did not categorize any trips to block groups containing Santa Fe Depot or Old Town Transit Center as regional departure.

Figure 7-12: Median Trip Distance by Type (Weekdays, Fall 2024)



7.4 Trip Origins and Destinations

Trip Density

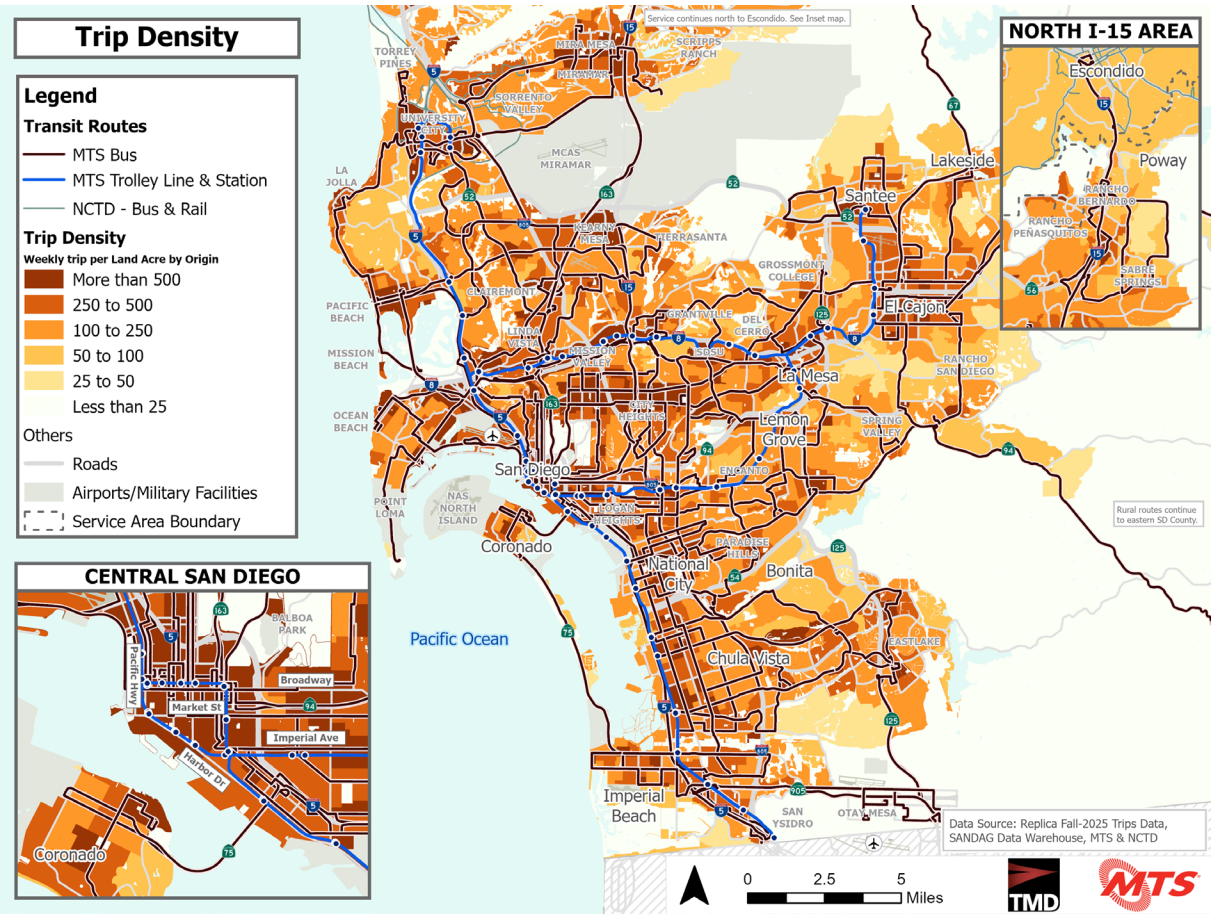
A Census block group-level analysis of weekly trip density (trip origins per acre on all modes[17]) in the MTS service area, visualized in Figure 7-13 below, shows that Downtown San Diego and portions of City Heights and other Uptown neighborhoods have very high trip densities (at more than 500 trips per acre per week). Linear zones of high trip density extend outward from these central areas, including:

- The east-west Ocean Beach-Old Town-Mission Valley corridor (with robust transit anchored by the Green Line service in its eastern portion, but more limited service to the west with Route 35).
- The north-south National City-Chula Vista corridor through South County (just east of the Blue Line).

[17] Weekly trip counts were calculated using five weekdays and two weekend days from the daily averages in the Fall 2024 Replica data.

There are also outlying communities outside of these core areas and corridors that have high trip generation, including Pacific Beach, University City, Mira Mesa, El Cajon, and the far eastern part of Chula Vista.

Figure 7-13: Weekly Trips per Land Acre by Trip Origin Census Block Group (MTS Service Area, Fall 2024)

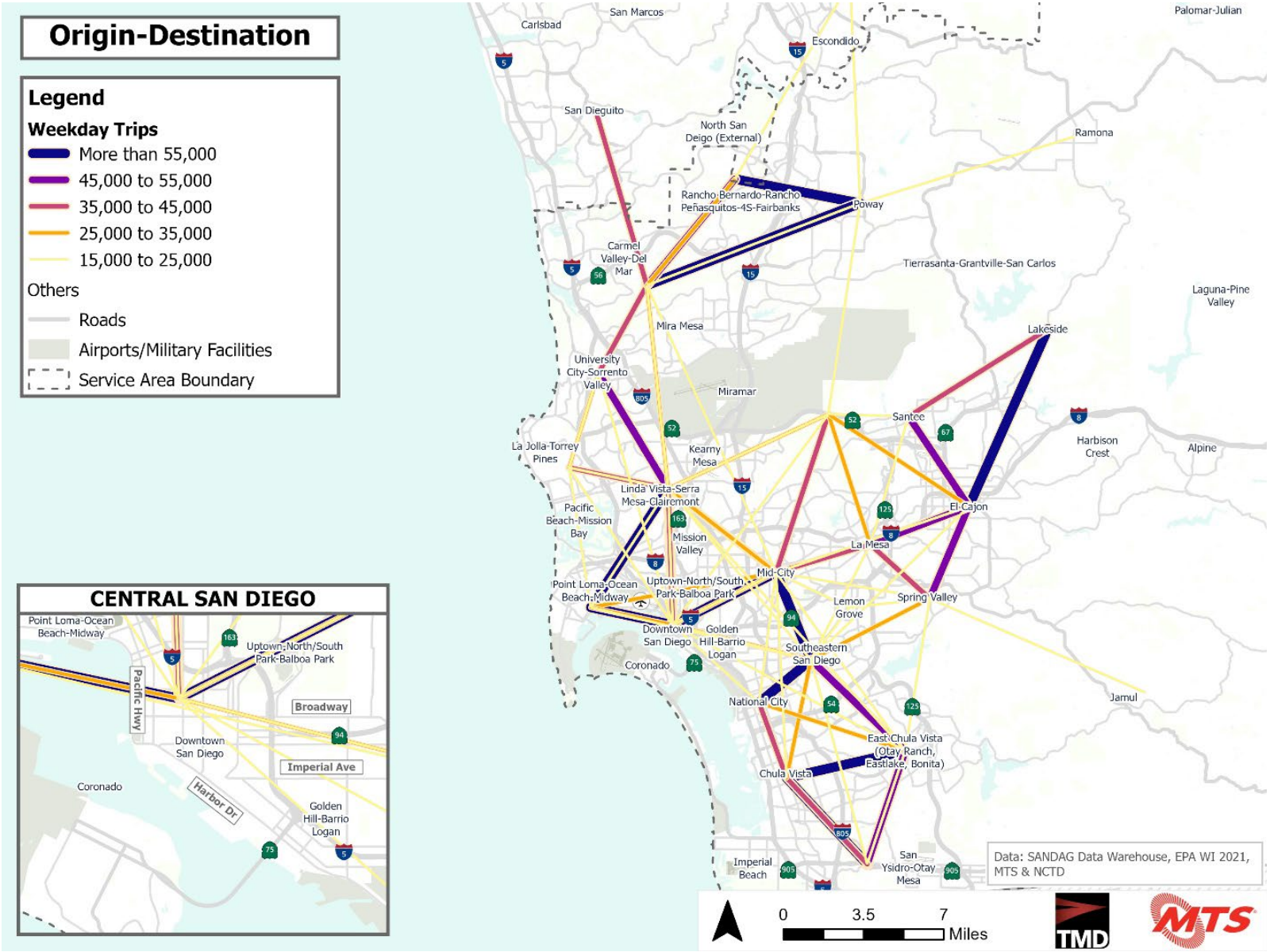


Origin-Destination Pairs

It is important to understand not only where trips originate, but also where the strongest travel flows in the region are. The project team analyzed average weekday travel between the MTS service area SRAs.

As shown in Figure 7-14 below, the busiest origin-destination (O-D) pairs, with more than 15,000 average bidirectional weekday trips, are decentralized and distributed throughout the urbanized portion of the service area. Further, the busiest O-D pairs generally link zones that are relatively proximate to each other and are concentrated in distinct, localized clusters, while travel volumes for longer, regional travel are much lower.

Figure 7-14: Trips Between Origin-Destination Pairs in MTS Service Area (Weekdays, Fall 2024)



The four most prominent such clusters, which each contain several O-D pairs with 50,000 or more weekday trips and are listed in Table 7-1 through Table 7-4 below, include:

1) A central cluster extending from North Park and Mid-City west to Ocean Beach, north to Clairemont, Kearny Mesa, and University City, south to Downtown, National City and Chula Vista, and East to City Heights.

Table 7-1: Origin-Destination Pairs in Central Cluster

Origin-Destination Pair (Bidirectional)		Weekday Trips	Weekend Trips	MTS Service
Mid-City	Uptown-North/South Park-Balboa Park	64,900	64,938	Rapid 215, Routes 1, 7, 10, 11
National City	Southeastern San Diego	64,581	73,714	Route 13
Kearny Mesa	Linda Vista-Serra Mesa-Clairemont	63,291	59,017	Routes 27, 43, 44, 120, 928
Linda Vista-Serra Mesa-Clairemont	Point Loma-Ocean Beach-Midway	58,390	57,146	Blue Line, Routes 44, 105 to Routes 8, 9, 28, 35
Mid-City	Southeastern San Diego	57,672	60,262	Routes 13, 916/917, 955
Point Loma-Ocean Beach-Midway	Uptown-North/South Park-Balboa Park	55,463	57,101	Routes 8, 9, 28, 35 to Routes 10, 83
Linda Vista-Serra Mesa-Clairemont	Mission Valley	54,797	57,666	Routes 25, 41, 120, 928
Linda Vista-Serra Mesa-Clairemont	University City-Sorrento Valley	53,664	49,356	Blue Line, Routes 41, 105
Downtown San Diego	Uptown-North/South Park-Balboa Park	53,295	49,278	Rapid 215, Routes 2, 3, 7, 11, 83, 120
Southeastern San Diego	East Chula Vista (Otay Ranch, Eastlake, Bonita)	52,761	62,805	Route 705 to Route 961

2) A more sprawling cluster along northern portions of the I-15 corridor including the communities of Poway, Carmel Valley, Mira Mesa, and Rancho Bernardo.

Table 7-2: Origin-Destination Pairs in North I-15 Cluster

Origin-Destination Pair (Bidirectional)		Weekday Trips	Weekend Trips	MTS Service
Poway	Rancho Bernardo-Rancho Penasquitos-4S-Fairbanks	95,161	94,901	Route 945/945A
Carmel Valley-Del Mar	Rancho Bernardo-Rancho Penasquitos-4S-Fairbanks	59,261	58,844	No transit connection
Mira Mesa	Poway	55,864	55,309	Rapid 235 to Routes 944 or 945/945A

3) An East County cluster containing the suburban cities of El Cajon, Santee, and Lakeside.

Table 7-3: Origin-Destination Pairs in East County Cluster

Origin-Destination Pair (Bidirectional)		Weekday Trips	Weekend Trips	MTS Service
El Cajon	Lakeside	55,255	56,380	Routes 848, 891/892
El Cajon	Santee	52,489	55,239	Copper Line, Route 833

4) A South County cluster encompassing the triangle of Chula Vista, East Chula Vista, and San Ysidro/Otay Mesa.

Table 7-4: Origin-Destination Pairs in South County Cluster

Origin-Destination Pair (Bidirectional)		Weekday Trips	Weekend Trips	MTS Service
Chula Vista (West of I-805)	East Chula Vista (Otay Ranch, Eastlake, Bonita)	108,076	109,826	Routes 704, 705, 709, 712
Chula Vista (West of I-805)	San Ysidro-Otay Mesa	69,223	67,983	Blue Line, Routes 929, 932
East Chula Vista (Otay Ranch, Eastlake, Bonita)	San Ysidro-Otay Mesa	54,256	56,796	Rapid 225

Several of the busiest O-D pairs are served by the Trolley or trunk bus lines. For example, the Blue Line links Chula Vista to San Ysidro, the Rapid 225 bus links East Chula Vista and Otay Mesa, and several frequent east-west bus routes including Routes 1, 7, 10, and 215 connect the busy North Park-Mid-City corridor.

However, the O-D analysis also reveals that transit service in some cases does not effectively connect to the places people travel to the most. For example, there is no transit service linking Rancho Bernardo and Carmel Valley-Del Mar, despite nearly 60,000 daily trips taking place between these areas. These SRAs are separated by topographic obstacles including Black Mountain, Del Mar Mesa, and Los Peñasquitos Canyon; MTS services including Rapid 235 and 237 remain southeast of these hills and canyons while NCTD serves the area to the northwest of them. . North-south travel in inland parts of South County, especially north of Palomar St where Rapid 225 operates on I-805 and does not make stops, is also relatively challenging by transit.

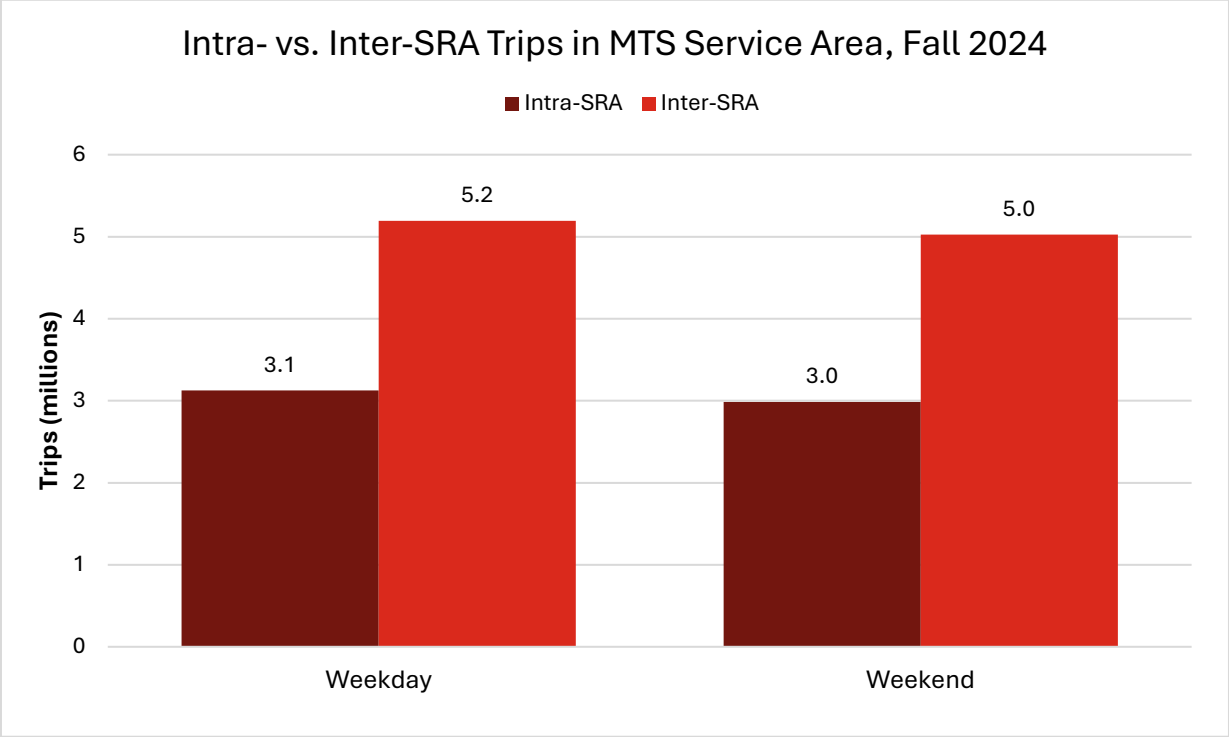
Several of the busiest O-D pairs have higher rates of weekend travel than weekday travel, as shown in Table 7-1 Table 7-4 above. This is particularly evident for travel to and from South County communities including Southeastern San Diego and East Chula Vista. But there are O-D pairs with higher weekend travel elsewhere in the service area too, including El Cajon-based suburban pairs as well as the more urban link between North Park and Ocean Beach. Pairs with elevated weekend travel demand create a further complication for use of current MTS services today due to the reduced weekend service levels relative to weekdays. Thus, these pairs represent potential unmet needs and opportunities to improve weekend service and cost-effectively generate increased transit ridership.

Conversely, O-D pairs that include the business districts of Downtown and University City have lower travel volumes on weekends than weekdays. This is reflective of work trips to the high-rise office buildings in these areas, as well as students commuting to the UCSD campus. However, even in these areas weekend travel volumes are above 90% of weekday volumes, indicating that people travel to these areas for non-commute purposes such as shopping, social outings, and special events in addition to work and school.

Intra- and Inter-SRA Trips

In addition to travel between SRAs, it is also important for MTS to effectively serve demand for local trips within the sub-regional areas given the prevalence of short trips (as discussed in Section 7.2 above). On both weekdays and weekends, more than 3 million SRA-internal trips of at least a half mile, representing more than 37% of all trips, take place in the MTS service area (see Figure 7-15).

Figure 7-15: Intra vs. Inter-SRA Average Daily Travel Volumes



Local, SRA-internal trips vary in distance throughout the region. Many suburban areas cover large geographies, meaning even relatively long-distance trips can be internal to a single SRA and counted as intra-SRA travel. Conversely, urban SRAs tend to be more compact, so longer trips originating in urban areas are more likely to extend into a different SRA and be counted as inter-SRA travel. Comparing intra- to inter-SRA travel in each SRA demonstrates this. Trips originating in urban SRAs such as Downtown San Diego (25.3% internal trips), North Park (26.5% internal trips), and Golden Hill-Barrio Logan (21.9% internal trips) are more likely to go to other parts of the region compared to the service-area average. Conversely, trips originating in suburban, lower-density SRAs like Poway

(52.3% internal trips) and East Chula Vista (54% internal trips) are more likely to be contained within the SRA. Table 7-4 below contains a full list of intra- and inter-SRA travel volumes for each sub-regional area, as well as the busiest O-D pair in each SRA.

Table 7-4: Intra- and Inter-SRA Travel Volumes

Intra- and Inter-SRA Travel Volumes					
SRA	Weekly Total Trips	Weekly Inter-SRA Trips	Weekly Travel on Busiest O-D Pair	Busiest O-D Pair	Weekly Intra-SRA Trips
Alpine	490,159	353,658	49,037	Laguna-Pine Valley	136,501
Anza-Borrego Springs	56,213	6,206	2,447	Palomar-Julian	50,007
Campo	155,143	80,782	17,593	Alpine	74,361
Carmel Valley-Del Mar	2,571,405	1,758,680	413,993	Rancho Bernardo-Rancho Peñasquitos-4S-Fairbanks	812,725
Chula Vista (West of I-805)	4,406,946	3,279,099	760,032	East Chula Vista (Otay Ranch, Eastlake, Bonita)	1,127,847
Coronado	1,013,894	773,529	74,077	Downtown San Diego	240,365
Downtown San Diego	3,050,267	2,592,176	365,031	Uptown-North/South Park-Balboa Park	458,091
East Chula Vista (Otay Ranch, Eastlake, Bonita)	5,490,446	3,480,301	760,032	Chula Vista (West of I-805)	2,010,145
El Cajon	4,475,136	3,136,183	389,035	Lakeside	1,338,953
Golden Hill-Barrio Logan	1,913,047	1,684,672	232,072	Southeastern San Diego	228,375
Harbison Crest	538,068	474,762	102,747	El Cajon	63,306
Imperial Beach	1,569,822	1,236,106	267,691	San Ysidro-Otay Mesa	333,716
Jamul	691,699	580,101	122,200	Spring Valley	111,598
Kearny Mesa	2,355,309	2,167,180	434,489	Linda Vista-Serra Mesa-Clairemont	188,129
La Jolla-Torrey Pines	1,328,000	1,087,840	234,359	University City-Sorrento Valley	240,160
La Mesa	2,801,975	2,292,246	321,600	El Cajon	509,729
Laguna-Pine Valley	223,892	184,909	49,037	Alpine	38,983
Lakeside	1,904,248	1,477,819	389,035	El Cajon	426,429
Lemon Grove	1,151,925	999,608	150,923	Mid-City	152,317
Linda Vista-Serra Mesa-Clairemont	5,908,470	4,499,873	434,489	Kearny Mesa	1,408,597
Mid-City	5,705,064	4,433,038	454,376	Uptown-North/South Park-Balboa Park	1,272,026

Intra- and Inter-SRA Travel Volumes					
SRA	Weekly Total Trips	Weekly Inter-SRA Trips	Weekly Travel on Busiest O-D Pair	Busiest O-D Pair	Weekly Intra-SRA Trips
Mira Mesa	3,809,131	2,688,654	389,938	Poway	1,120,477
Miramar	244,008	217,552	61,559	Mira Mesa	26,456
Mission Valley	2,293,731	2,113,089	389,317	Linda Vista-Serra Mesa-Clairemont	180,642
National City	2,683,436	2,220,677	470,333	Southeastern San Diego	462,759
Pacific Beach-Mission Bay	1,965,358	1,589,340	308,486	Linda Vista-Serra Mesa-Clairemont	376,018
Palomar-Julian	102,343	65,619	36,827	Ramona	36,724
Point Loma-Ocean Beach-Midway	3,820,724	2,931,725	406,242	Linda Vista-Serra Mesa-Clairemont	888,999
Poway	3,197,158	2,282,425	665,607	Rancho Bernardo-Rancho Peñasquitos-4S-Fairbanks	914,733
Ramona	880,179	410,707	124,324	Poway	469,472
Rancho Bernardo-Rancho Peñasquitos-4S-Fairbanks	3,319,267	2,289,816	665,607	Poway	1,029,451
San Ysidro-Otay Mesa	2,683,239	2,009,054	482,081	Chula Vista (West of I-805)	674,185
Santee	2,342,942	1,704,647	372,923	El Cajon	638,295
Southeastern San Diego	4,535,669	3,777,849	470,333	National City	757,820
Spring Valley	2,761,733	2,198,886	330,405	El Cajon	562,847
Tierrasanta-Grantville-San Carlos	3,085,118	2,474,884	301,355	Mid-City	610,234
University City-Sorrento Valley	3,294,358	2,395,401	367,032	Linda Vista-Serra Mesa-Clairemont	898,957
Uptown-North/South Park-Balboa Park	4,338,227	3,671,346	454,376	Mid-City	666,881
MTS Service Area Total	**57,617,964**	**36,016,532**			**21,601,432**

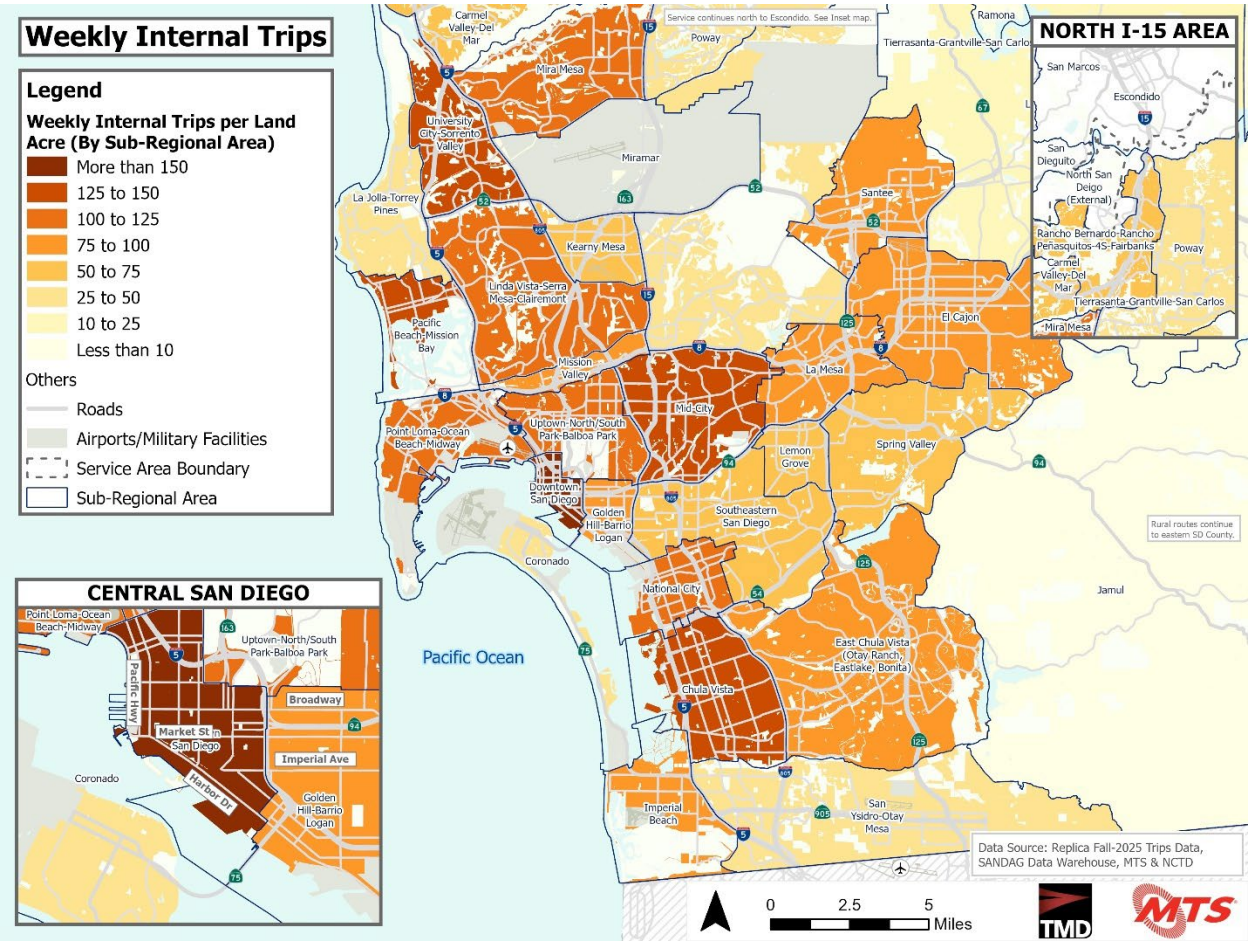
Other takeaways from the intra vs. inter-SRA travel comparison include:

- Trips originating in commercial and industrial centers are predominantly inter-SRA. For example, less than 20% of trips originating in Miramar (19.8% internal trips), Kearny Mesa (15.1% internal trips), and Mission Valley (14.6% internal trips) constitute local travel within the SRA.

- Rural SRAs include a mix of self-contained communities and areas where most travel is to other parts of the region, reflecting the varying proximity of schools, shopping, and other services in rural parts of the MTS service area.

Measuring density of intra-SRA trips can help MTS identify SRAs with high volumes of short trips that may warrant higher-frequency transit service. As shown in Figure 7-16 below, local trip density aligns well with much of the MTS network, with Downtown experiencing the highest trip density of all SRAs in the service area (over 250 trips per acre). High density of more than 100 trips per acre extends both north and south along the Blue Line corridor as well as northeast to other urban neighborhoods including North Park and Mid-City. High-volume travel areas with less robust transit service levels include Pacific Beach, Ocean Beach, and Mira Mesa, further demonstrating the challenges coastal geography and suburban development patterns pose for MTS's ability to provide effective service.

Figure 7-16: Weekly Local Trips per Land Acre by SRA (MTS Service Area, Fall 2024)



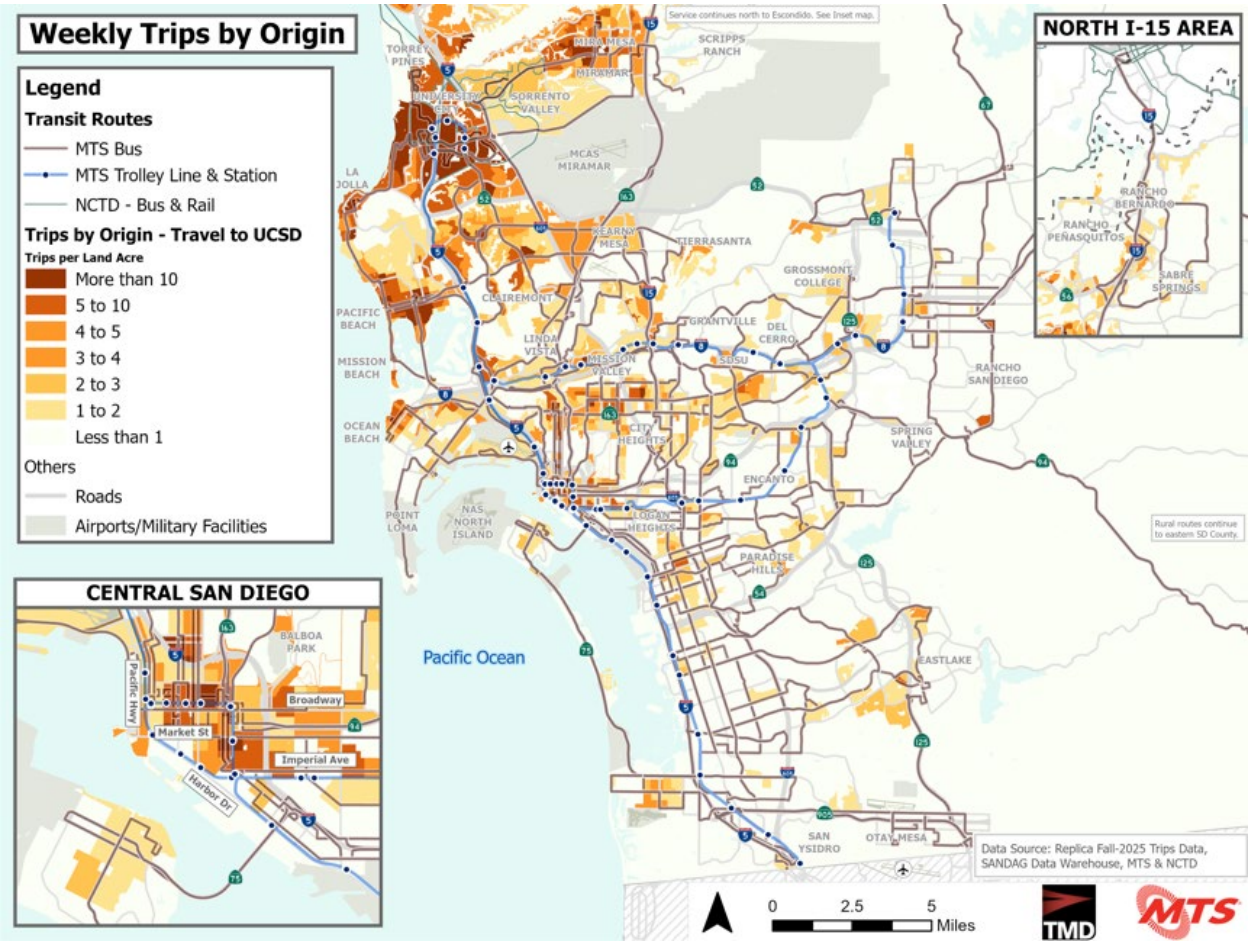
Key Destination Trip Origins

While travel patterns at the SRA level provide a high-level blueprint of transportation demand, examining which census block groups people traveling to major destinations are coming from provides more granular information that can help MTS optimize its services to these key locations.

UC SAN DIEGO

The 588,307 average weekly trips to UCSD begin predominantly in the campus-adjacent University City area. However, there is substantial regional travel to campus as well, with high concentrations of trips to campus originating in the coastal La Jolla-Pacific Beach corridor served by MTS Route 30, the Mira Mesa neighborhood served by the Rapid 237 bus, portions of Clairemont along Routes 41 and 50, and central parts of San Diego from where transit riders would likely take the Blue Line Trolley.

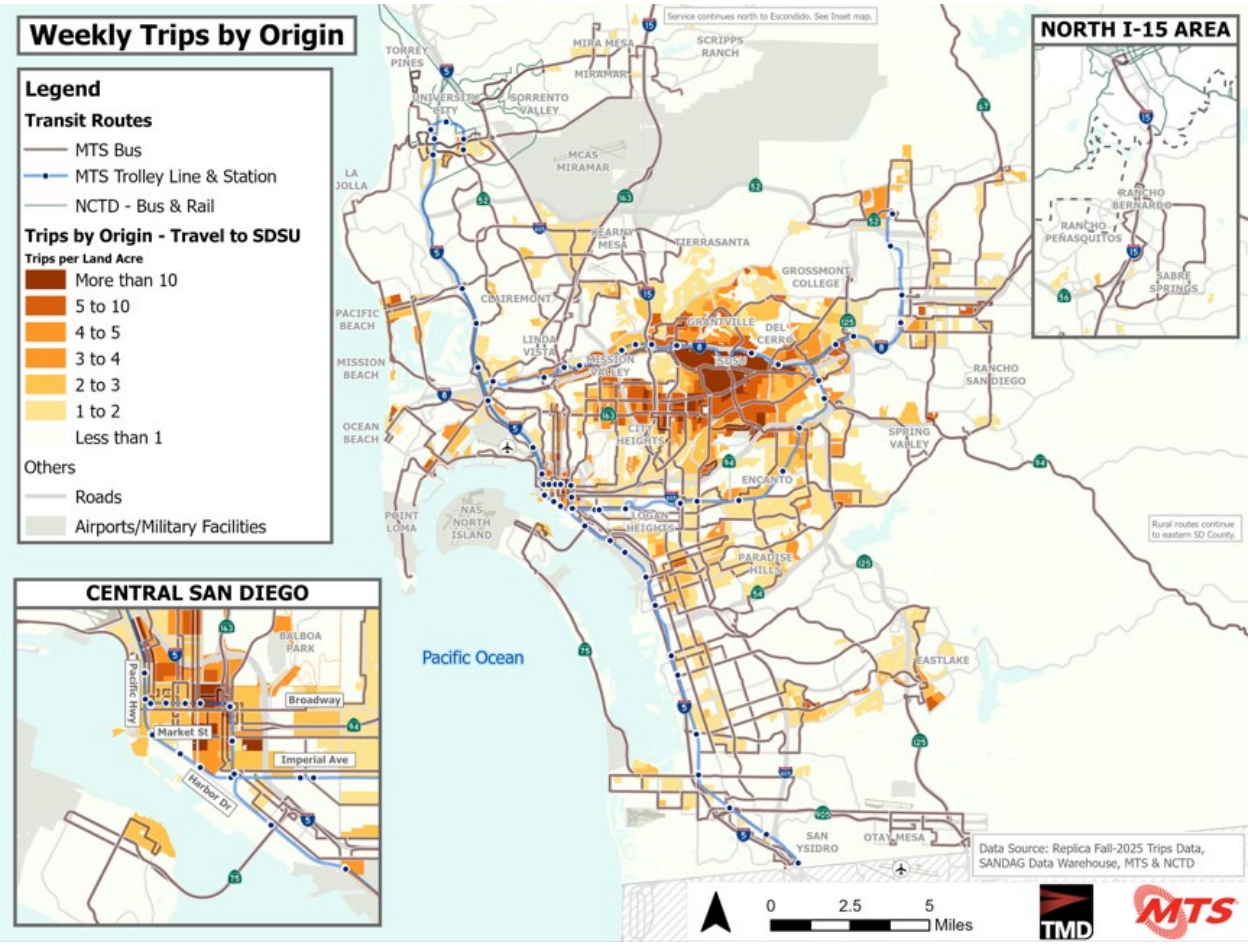
Figure 7-15: Density of Trip Origins for Travel to UC San Diego Campus



SAN DIEGO STATE UNIVERSITY

SDSU is the destination of 305,266 average weekly trips. These trips predominantly originate near campus and nearby parts of City Heights and Mission Valley. The SDSU campus sees noticeably less regional travel than UCSD, reflecting the more concentrated college-oriented community surrounding the campus. However, block groups with high rates of trip generation align closely with the Green Line and Rapid 215's alignments through neighborhoods near campus.

Figure 7-16: Density of Trip Origins for Travel to San Diego State Campus

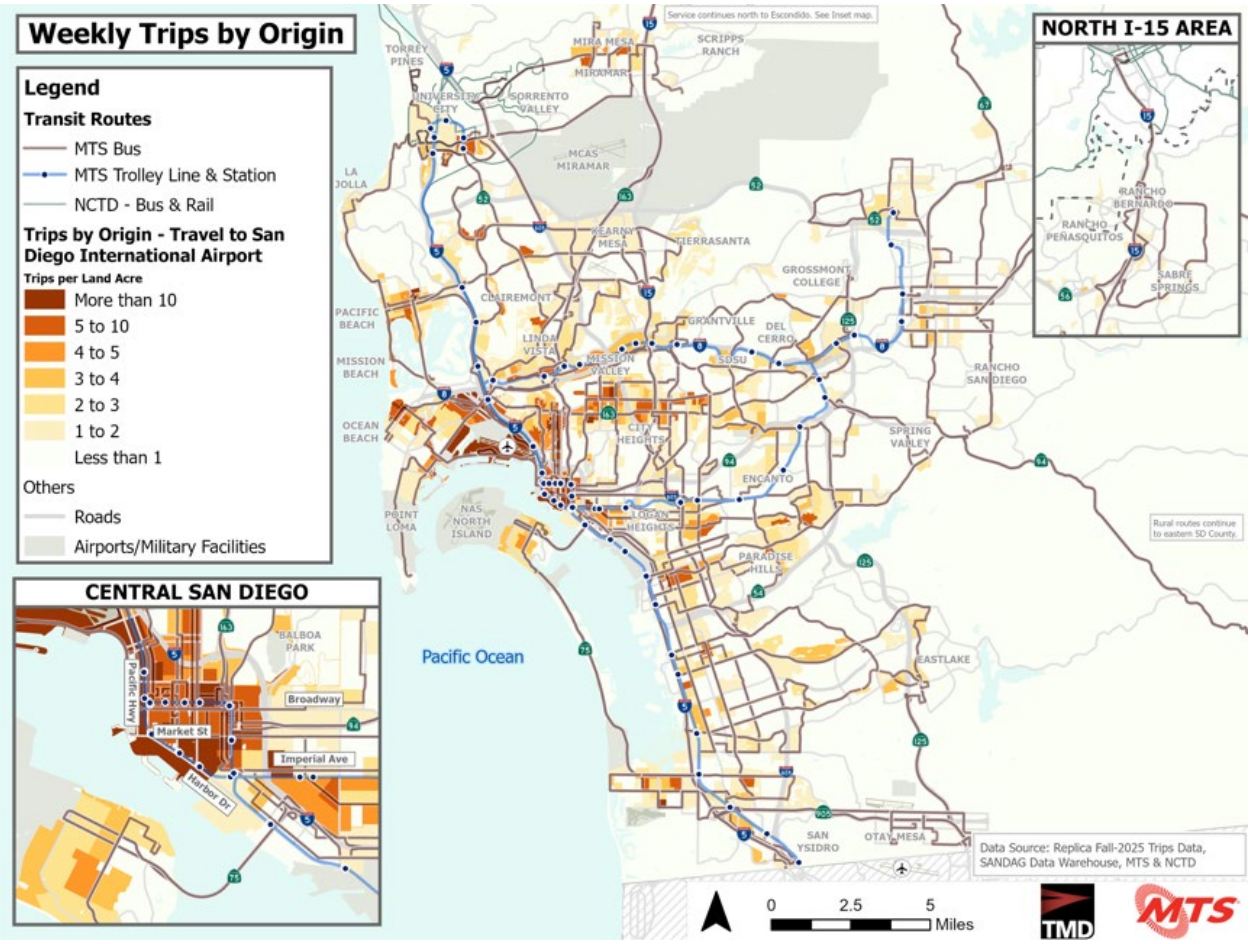


SAN DIEGO INTERNATIONAL AIRPORT

Demand for travel to the airport, which attracts 303,553 average weekly trips, reflects a combination of areas with tourist attractions or accommodations, like Coronado and Mission Valley's Hotel Circle, and densely populated communities including North Park and National City. Some neighborhoods with high concentrations of travel to the airport, such as Downtown and Pacific Beach, contain both tourist features and residential density.

As discussed in Section 7.3, a relatively high share of transit trips include the airport, in part because of its low marginal cost for users relative to on-site airport parking, ride-hailing, or renting a car. MTS's Route 992 service to the airport is downtown-focused, making transit most appealing for travel to the airport from the central business district. Direct shuttle links to other transit hubs, such as the Old Town Flyer, boost transit's competitiveness for airport trips from other parts of the area as well.

Figure 7-17: Density of Trip Origins for Travel to San Diego International Airport

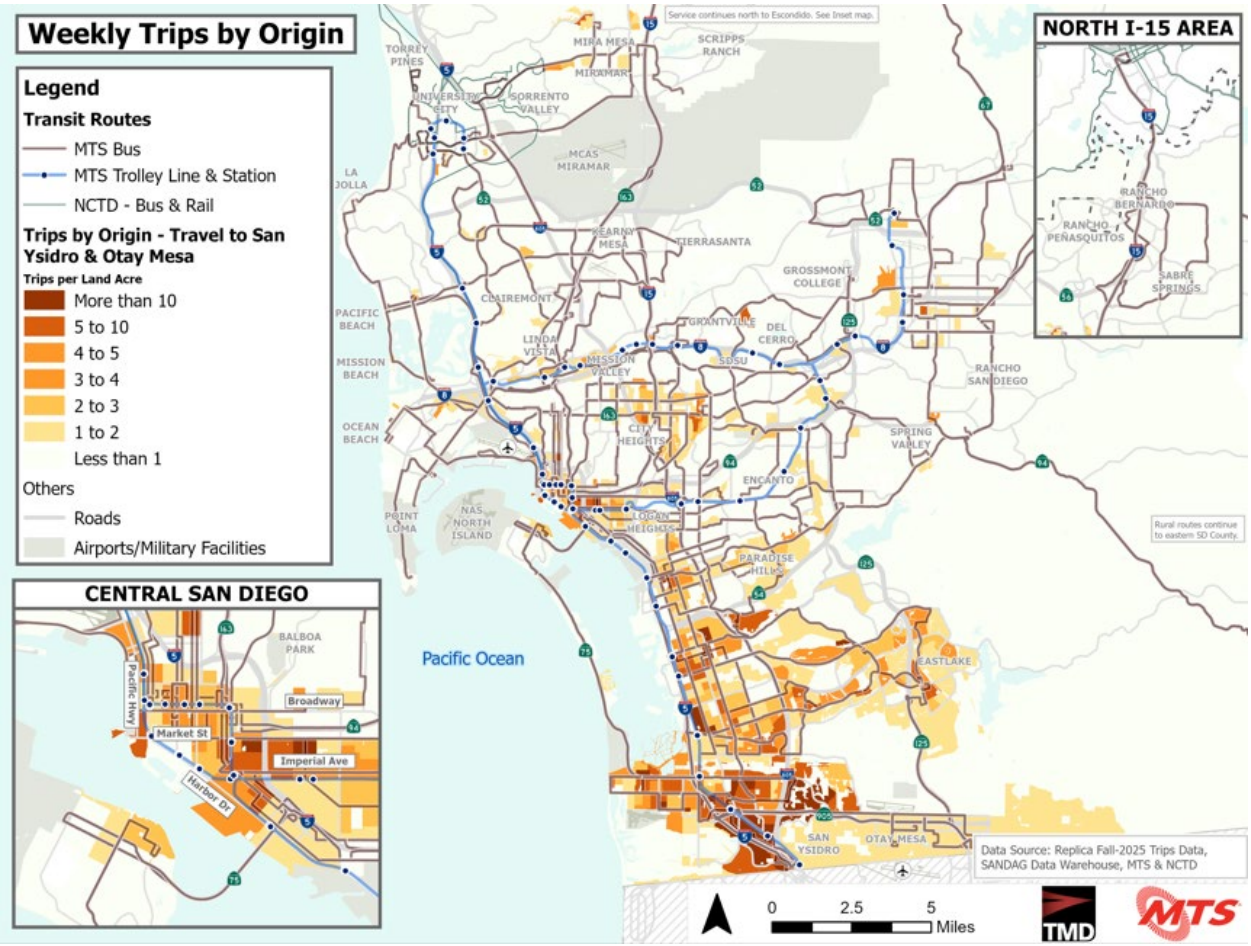


SAN YSIDRO/OTAY MESA

San Ysidro Transit Center is the busiest hub in the MTS network, serving as a gateway to Tijuana, Mexico, as well as a means of access to adjacent destinations like the Las Americas Outlet Mall. To the east, Otay Mesa also is a major US port of entry and generates its own significant transportation demand due to proliferation of industrial development and the opening of the CBX pedestrian connection to Tijuana International Airport.

The 236,612 weekly trips to this border-adjacent area originate predominantly in South County, but high concentrations extend well inland beyond the Blue Line corridor, emphasizing the importance of enhanced bus lines like Routes 225 and 227 that serve these inland areas. There also are notable concentrations of trips to the border originating in farther-away areas including Downtown San Diego and Mission Valley.

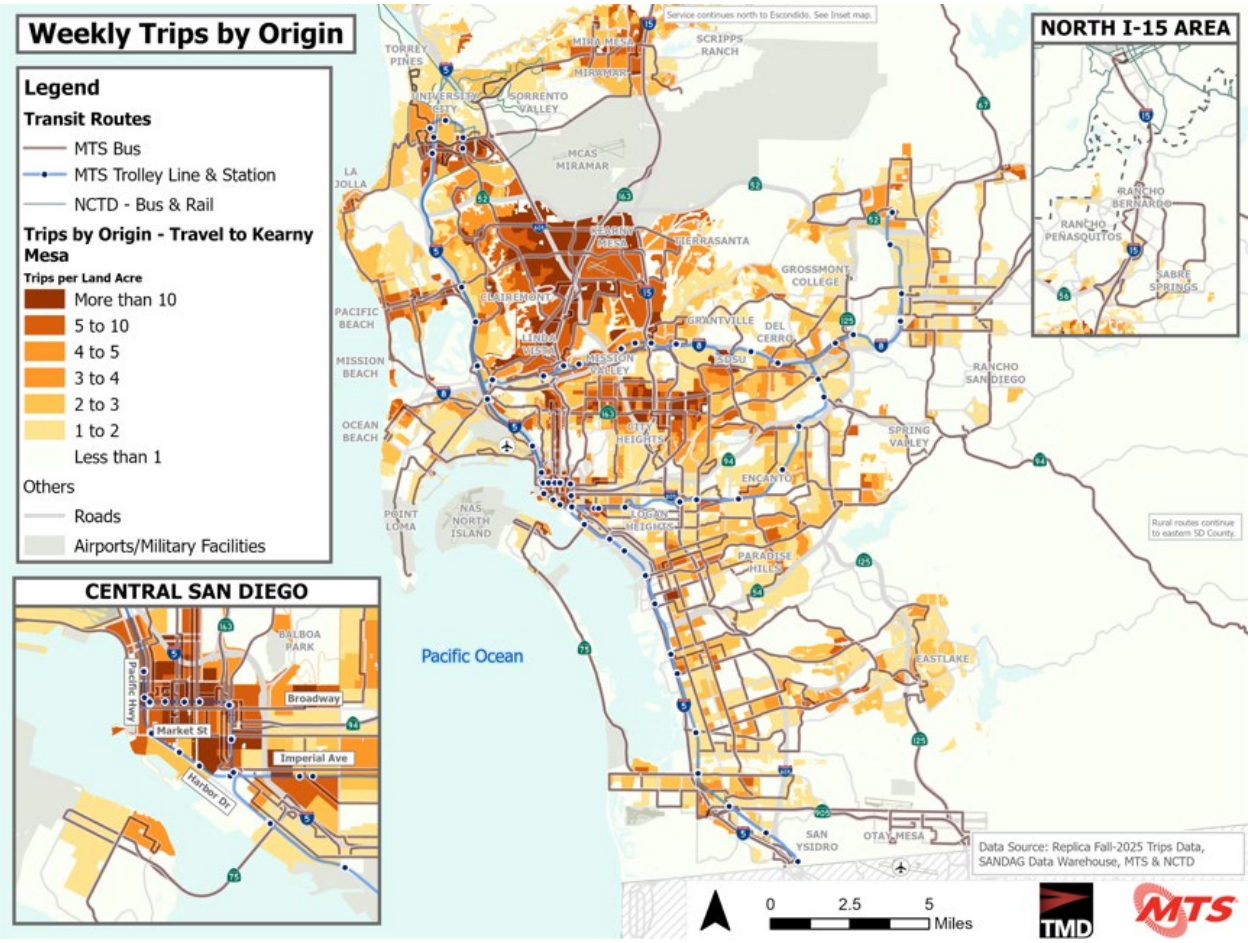
Figure 7-18: Density of Trip Origins for Travel to San Ysidro/Otay Mesa



KEARNY MESA

The jobs, restaurants, shopping, and car dealerships of Kearny Mesa and the Convoy Street district generate 599,484 average weekly trips from a broad swath of the region. Trips from nearby areas like Clairemont and Linda Vista are particularly common, but areas from the coast to East County and Downtown to University City have pockets with high concentrations of trips bound for Kearny Mesa. These pockets of elevated demand for travel to Kearny Mesa are not situated around any specific transit services, reflecting the automobile-oriented design of the neighborhood.

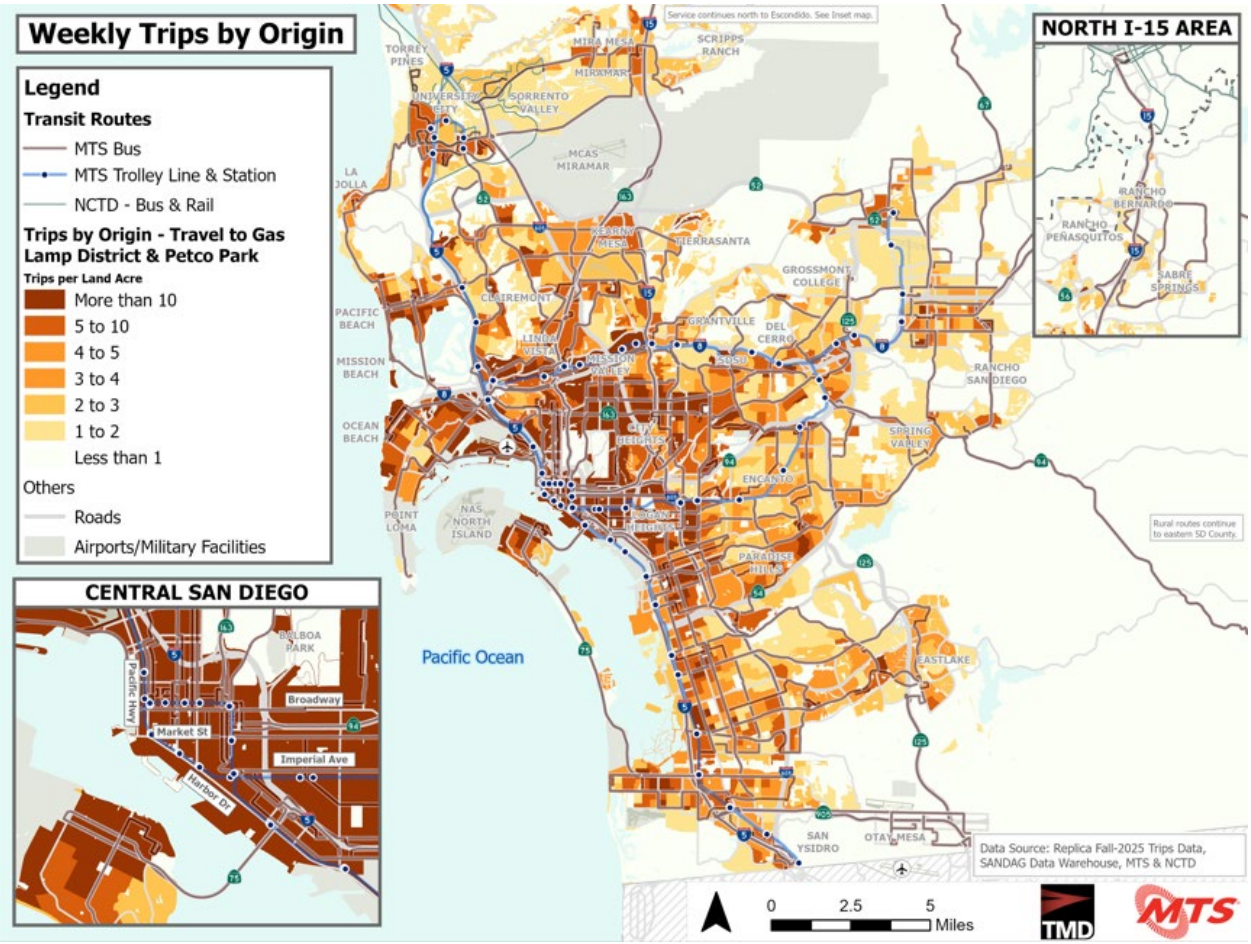
Figure 7-19: Density of Trip Origins for Travel to Kearny Mesa



DOWNTOWN SAN DIEGO

Downtown generates a multi-faceted array of 1,335,353 average weekly trips to events, jobs, restaurants, and nightlife. This area also includes Santa Fe Depot and the 12th and Imperial Transit Center and other Trolley stations, so it is also a waypoint for transit riders traveling throughout the region along with being a major destination. Trips to this neighborhood originate primarily in other parts of urban San Diego, reflecting the short length of typical trips in communities with high-intensity land uses, but corridors with high concentrations of trip origins extend south to the border, west to Ocean Beach, and north to University City and Mira Mesa.

Figure 7-20: Density of Trip Origins for Travel to Gaslamp District and Petco Park



8. Transit Propensity

Certain populations have historically shown higher rates of transit usage. An important part of an effective transit network is identifying where these populations live and designing services that effectively connect them to their destinations.

A "Transit Propensity" score was developed for each Census tract block group in the MTS service area based on the key demographics shown in Table 8-1. These demographics were weighted based on how closely the variable correlated to existing fixed-route boardings, with the numbers adjusted to account for known trends in different demographics' use of transit. As described in Table 8-1 below, MTS ridership correlates most strongly with zero-vehicle household density, reflecting that people without cars are more likely to use transit. Ridership also correlates strongly with population and job density, indicating alignment between use of MTS and overall regional travel patterns.

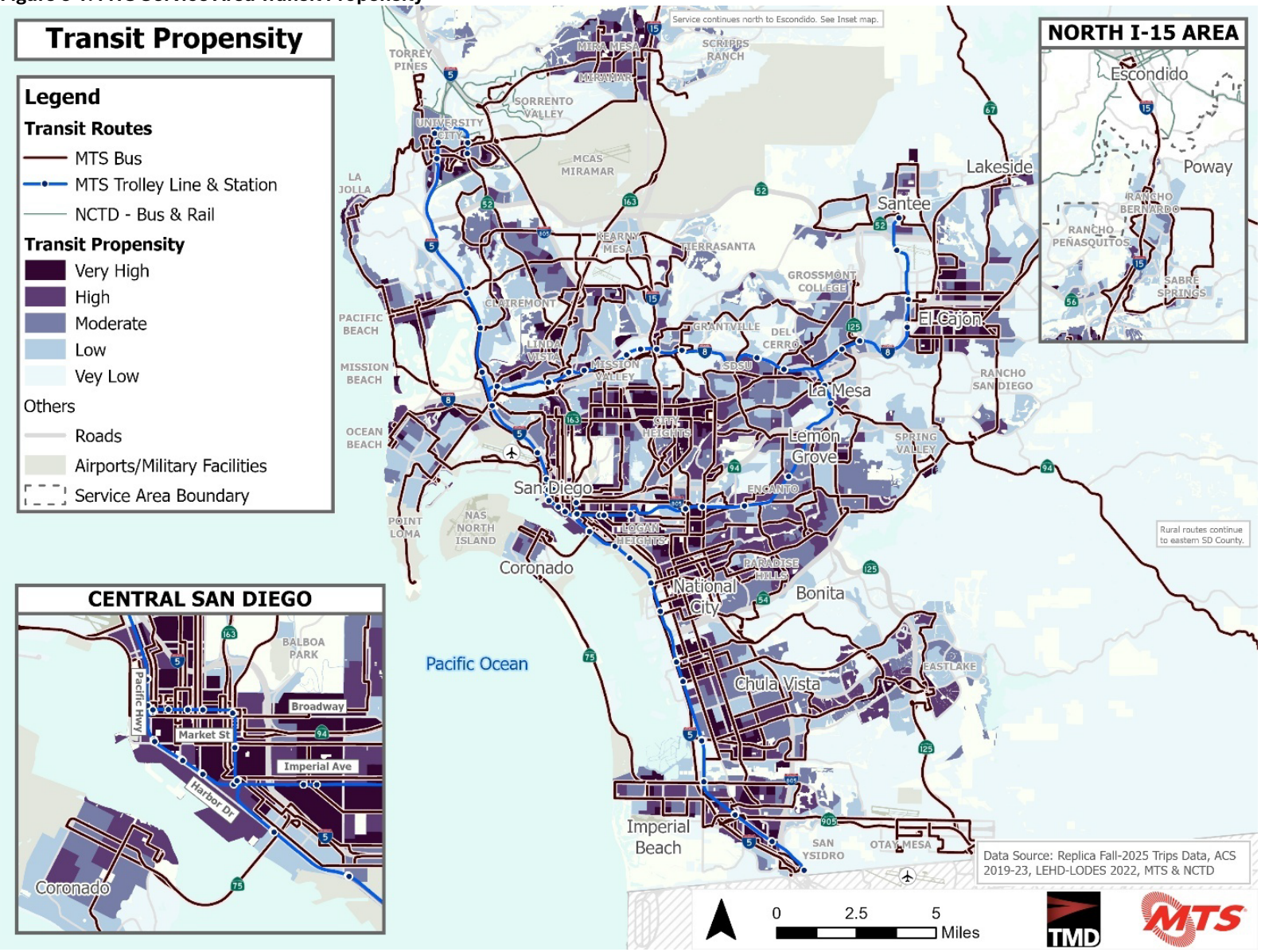
Table 8-1: MTS Service Area Transit Propensity Variables and Weighting

Variable	Weight	Description (Source)
Population Density	12%	Total Population (2023 ACS 5-Year Estimates)
Youth Density	3%	Under Age 18 (2023 ACS 5-Year Estimates)
College Density	4%	Ages 18-24 (2023 ACS 5-Year Estimates)
Senior Density	10%	Age 65+ (2023 ACS 5-Year Estimates)
Low-Income Density	10%	Minority Residents (2023 ACS 5-Year Estimates)
Density of Persons of Color	10%	Less than 150% Poverty Level (2023 ACS 5-Year Estimates)
ZVH Density	15%	Household with Zero Vehicles (2023 ACS 5-Year Estimates)
Disabilities Density	10%	Persons with Disabilities (2023 ACS 5-Year Estimates)
Job Density	11%	LEHD LODES8 (2022)
Street Intersection Density	3%	US EPA Intersection Density
Weekly Trip Density	12%	Density of All Trips (Replica Fall 2024)

Figure 8-1 below depicts transit propensity results by block group within the service area (excluding Escondido). Propensity is highest in central areas with robust transit, extending north from Downtown to Hillcrest, North Park, and City Heights; east to Logan Heights; and south to National City. Beyond these communities, areas closest to freeway-adjacent Trolley lines such as the Blue Line along I-5 and Green Line along I-8 have relatively low propensity, but more outlying neighborhoods with bus service connecting to the Trolley such as Ocean Beach, Pacific Beach, inland Chula Vista, Linda Vista, and eastern El Cajon have much higher transit propensity.

There are also areas with high propensity on the service area's periphery with transit centers that serve as terminals for trunk services, such as UCSD-University City, San Ysidro-Imperial Beach, and Mira Mesa-Miramar. Thus, regional routes that connect distinct parts of the service area with high transit propensity must pass through extensive areas of lower propensity. These relationships between transit propensity and the MTS network indicate potential demand for long transit trips that include bus-Trolley transfers, a finding corroborated by the long distance and duration of transit travel as observed in Replica data. However, there is also demand for local circulation within areas with high propensity, as seen in the robust ridership of Routes 201/202.

Figure 8-1: MTS Service Area Transit Propensity



9. Key Findings

- Within the next decade the San Diego region is expected to have slower population growth, with some areas even experiencing stagnation or a decline in population. The senior population is expected to grow in all areas, while the youth population will see a decline. Seniors will become increasingly reliant on mobility choices like transit and their access to their previous mode of choice changes due to aging. The COA should work to attract youth and young adults since they have the potential to become lifelong transit users as the move towards more sustainable communities gains impetus.
- Through a mixture of state and local policy, land use may improve from car-oriented sprawl to more walkable, dense neighborhoods that can increase the number of new transit riders provided that linear corridors that sustain a transit network are emphasized by linear development and corridor density pyramiding (maximum density directly adjacent to the corridor).
- Since 2019, overall travel has shifted later in the day on both weekdays and weekends. Weekday peaks have also become more modest, especially in the morning. However, the distribution of MTS service levels through the day aligns more closely with pre-Covid travel trends than those of today, leading to potentially unmet transit demand in the afternoons and evenings. While total general public travel is virtually the same today on weekdays and weekends (albeit with a different time of day distribution), MTS operates significantly less transit on Saturdays (40% less) and Sundays (53% less) than on weekdays.
- Transit trips in the MTS service area are longer than car trips, substantially so in duration but also in distance. Factors underlying this include work commutes – which are longer and farther than other trip types – comprising a relatively high share of transit trips. Long, complex transit connections between several outlying nodes with high transit propensity also may contribute to this. Transit is missing a significant opportunity by focusing on longer trip-making – most trips are significantly shorter and stay within their community. To compete effectively the frequency of transit will need to increase well beyond current levels.
- The core of the MTS service area and several communities on the service area's periphery have demographic and land use traits known to correlate with high transit ridership. MTS regional services connecting the region's core to these outlying communities travel through neighborhoods less conducive to transit use, meaning a high proportion of people using regional routes are traveling long distances. However, there is also demand for local transit service within communities of high transit propensity.

10. Appendix

10.1 Relevant Planning Documents Reviewed

Plans reviewed in this section include:

- SANDAG Draft 2025 Regional Plan
- SANDAG 2021 Regional Plan
- SANDAG Coordinated Plan (2020)
- SANDAG On-Board Transit Passenger Survey (2023)
- SANDAG Remote Work Survey (2023)
- SANDAG Commute Survey (2018)
- MTS Transit Optimization Plan (2018)
- MTS Draft Program of Projects for Elevate 2020 Ballot Measure
- MTS Customer Satisfaction Survey (2024)

SANDAG Regional Plans

The regional plans discuss the countywide vision for transit, transportation infrastructure projects, land use, housing, and environmental needs over the next 25 years. SANDAG is currently in the process of finalizing their 2025 Regional Plan, which will update the previous 2021 Regional Plan. The plan programs investments in highway corridors, active transportation, building out Next Gen Rapid, and improving regional rail and light rail lines. The COA will review the findings of the Regional Plan and make recommendations that address the goals of promoting a convenient, safe, and equitable transportation network.

SANDAG DRAFT 2025 REGIONAL PLAN

The 2025 Regional Plan is based on a revenue-constrained transportation network funded by the financial resources expected between now and 2050. This plan updates the ambitious 2021 Regional Plan with a more pragmatic approach to implementation, cutting freeway expansion and other capital projects and reducing total costs from $163 billion to approximately $126 billion. Despite its more constrained costs, the plan sets aggressive greenhouse gas reduction targets, envisions transit-oriented growth, and programs significant expansion of transit service. Some key takeaways for transit include:

- Prioritizing transit projects for completion by 2035 such as: bus service expansion including addition of 28 new Rapid bus routes by 2035; enhancements to 7 existing Rapid routes and an upgrade of one existing conventional bus route to Rapid service; new express routes connecting suburban areas to major urban centers; new airport transit services; improvements to existing

light rail services like grade separations and enhanced frequencies and longer service spans on conventional bus routes

- A goal of increasing the number of residents who can reach their workplaces within 30-45 minutes by transit
- Integrating regional transit service by improving connections within the MTS network, as well as between MTS and NCTD, Flexible Fleets (specifically, microtransit and neighborhood shuttles provided through partnerships between SANDAG and cities, including Carlsbad and El Cajon), Neighborhood Electric Vehicle (NEV) services in key areas (Coronado, Pacific Beach, North Park, etc.), COASTER/SPRINTER, and active transportation including a regional bike lane network with protect bike lanes on high speed roads
- Promoting an equity-centered service design that prioritizes transit access for historically underserved communities that SANDAG identifies with the Social Equity Working Group (Barrio Logan, City Heights, Encanto, Downtown, Golden Hill, Mid-City Eastern, Otay Mesa-Nestor, San Ysidro, Southeastern San Diego, County Islands, Chula Vista, El Cajon, Lemon Grove, and National City)
- Implementing smart infrastructure and real-time information systems planned regionally

The following table lists SANDAG Transit Projects within the MTS service area that are slated to be in service by the 2035 phase year.

The MTS COA will consider the regional plan's performance targets, social equity framework, and operational coordination requirements in its transit service recommendations. The COA will also consider strategies to achieve this plan's service frequency targets, technological improvements, and proposed operational integration to the extent feasible given anticipated funding sources.

Table 10-1: SANDAG 2035 Transit Projects within MTS Service Area

SANDAG 2035 Transit Projects within MTS Service Area			
Project Transportation Improvement Program (TIP) ID	Category	Project Name	Description
TL001	Transit: Airport Connection	Airport Transit Connection	Airport to Downtown
TL003	Transit: Regional Rail	Regional Rail 398	Oceanside to Downtown San Diego (Double tracking, bridge replacements, realignment in Del Mar, new platform at Fairgrounds)
TL098	Transit: Regional Rail	Regional Rail 598	Pacific Surfliner Rail2Rail
TL007	Transit: Light Rail	Blue Line (San Ysidro to UTC)	Grade separations
TL009	Transit: Light Rail	Orange Line (El Cajon to Downtown)	Grade separations
TL011	Transit: Light Rail	Green Line (Santee to Downtown)	Grade separations
TL014	Transit: Next Gen Rapid	Arterial Rapid Route 120	Kearny Mesa to Downtown via Mission Valley
TL015	Transit: Next Gen Rapid	Arterial Rapid Route 207	Balboa Avenue Trolley to Kearny Mesa via Balboa Avenue
TL017	Transit: Next Gen Rapid	Arterial Rapid Route 210	La Mesa to Ocean Beach via Mid-City, Hillcrest, Old Town
TL018	Transit: Next Gen Rapid	Arterial Rapid Route 211	SDSU to Downtown via Adams Avenue
TL019	Transit: Next Gen Rapid	Arterial Rapid Route 212	Spring Valley to Downtown via Southeast San Diego
TL020	Transit: Next Gen Rapid	Arterial Rapid Route 215	SDSU to Downtown via El Cajon Boulevard
TL021	Transit: Next Gen Rapid	Mixed Rapid Route 225	Otay Mesa Transit Center to Downtown San Diego via Chula Vista, I-805/South Bay BRT
TL022	Transit: Next Gen Rapid	Mixed Rapid Route 227	Otay Mesa to Imperial Beach via 905
TL023	Transit: Next Gen Rapid	Arterial Rapid Route 228	Point Loma to Kearny Mesa via Old Town, Linda Vista
TL024	Transit: Next Gen Rapid	Arterial Rapid Route 229	Pacific Beach to Convention Center via Ingraham Street, Sports Arena Boulevard, Pacific Highway
TL025	Transit: Next Gen Rapid	Arterial Rapid Route 230	Balboa Station to UTC via Pacific Beach, La Jolla, UTC
TL026	Transit: Next Gen Rapid	Mixed Rapid Route 235	Escondido to Downtown San Diego via I-15
TL027	Transit: Next Gen Rapid	Arterial Rapid Route 237	UC San Diego to Rancho Bernardo via Sorrento Valley and Mira Mesa

SANDAG 2035 Transit Projects within MTS Service Area			
Project Transportation Improvement Program (TIP) ID	Category	Project Name	Description
TL028	Transit: Next Gen Rapid	Arterial Rapid Route 238	UC San Diego to Rancho Bernardo via Sorrento Valley and Carroll Canyon
TL029	Transit: Next Gen Rapid	Arterial Rapid Route 241	UC San Diego Medical Center - Hillcrest to UTC/UC San Diego via Linda Vista and Clairemont
TL030	Transit: Next Gen Rapid	Arterial Rapid Route 243	Pacific Beach to Kearny Mesa via Clairemont Mesa
TL031	Transit: Next Gen Rapid	Arterial Rapid Route 255	Tram Rapid (precursor to Tram 555) Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest
TL032	Transit: Next Gen Rapid	Arterial Rapid Route 256	SDSU to Rancho San Diego/Cuyamaca College via College Grove and Spring Valley
TL033	Transit: Next Gen Rapid	Arterial Rapid Route 259	El Cajon Transit Center to Lemon Grove Depot via Washington Avenue, Avocado Avenue, Campo Road, Bancroft Drive
TL034	Transit: Next Gen Rapid	Mixed Rapid Route 265	Otay Mesa Port of Entry to SDSU Mission Valley via State Route (SR) 125, I-805, I-15
TL035	Transit: Next Gen Rapid	Freeway Rapid Route 280	Downtown San Diego to Escondido
TL036	Transit: Next Gen Rapid	Freeway Rapid Route 290	Downtown San Diego to Rancho Bernardo Transit Station
TL037	Transit: Next Gen Rapid	Mixed Rapid Route 292	El Cajon to Otay Mesa via El Cajon, Jamacha, and Otay Lakes
TL038	Transit: Next Gen Rapid	Arterial Rapid Route 293	Palm Avenue Trolley to Otay Ranch via Palomar Street
TL039	Transit: Next Gen Rapid	Arterial Rapid Route 295	South Bay to Clairemont via La Mesa and Kearny Mesa
TL043	Transit: Next Gen Rapid	Arterial Rapid Route 493	Oceanside to Solana Beach to UTC/UC San Diego via Highway 101 Coastal communities, Carmel Valley
TL047	Transit: Next Gen Rapid	Mixed Rapid Route 484	Commuter Express: Carlsbad to Kearny Mesa via I-15; Palomar Airport Road, SR 78, I-15 Rancho Bernardo Transit Center
TL050	Transit: Next Gen Rapid	Arterial Rapid Route 625	SDSU to Palomar Station via East San Diego, Southeast San Diego, National City
TL051	Transit: Next Gen Rapid	Freeway Rapid Route 630	Iris Trolley/Palomar to Kearny Mesa via I-5/SR 163 and City College
TL052	Transit: Next Gen Rapid	Arterial Rapid Route 635	Eastlake to Palomar Trolley via Main Street Corridor
TL053	Transit: Next Gen Rapid	Arterial Rapid Route 637	North Park to 32nd Street Trolley Station via Golden Hill

SANDAG 2035 Transit Projects within MTS Service Area			
Project Transportation Improvement Program (TIP) ID	Category	Project Name	Description
TL054	Transit: Next Gen Rapid	Arterial Rapid Route 638	Iris Trolley to Otay Mesa via Otay, Airway Drive, SR 905 Corridor
TL055	Transit: Next Gen Rapid	Freeway Rapid Route 640	San Ysidro to Santa Fe Depot via I-5 and City College
TL056	Transit: Next Gen Rapid	Freeway Rapid Route 688	San Ysidro to UTC via I-805, Kearny Mesa, UTC (stops at Palomar Street, H Street, Plaza Boulevard, 47th Street, El Cajon Boulevard, University Avenue, SDSU Mission Valley, Clairemont Mesa Boulevard, UTC)
TL057	Transit: Next Gen Rapid	Freeway Rapid Route 880	El Cajon to UC San Diego via Santee, SR 52, Kearny Mesa, I-805, UTC
TL092	Transit: Next Gen Rapid	Mixed Rapid Route 277	Ramona to Sabre Springs Transit Station
TL111	Transit: Express Bus	Express Bus 246	Rancho Bernardo to UC San Diego via SR 56 (Rancho Bernardo and Sabre Springs to UTC/UC San Diego)
TL112	Transit: Express Bus	Express Bus 247	Escondido to UC San Diego via SR 56 (Escondido Transit Center and Del Lago to UTC/UC San Diego)
TL113	Transit: Express Bus	Express Bus 993	Shelter Island to Convention Center
TL110	Transit: Express Bus	Express Bus 121	CBX to Iris Transit Station Express
TL060	Transit: Downtown Bus Layover	Bus Layover	Downtown Bus Layover
TL062	Transit: San Ysidro Mobility Hub	U.S.–Mexico Border Transit Connection	San Ysidro Mobility Hub
TL182	Transit: Circulator	Circulator 647	Mission Valley Loop via Friars Road, Fenton Parkway, and Camino Del Rio South
TL183	Transit: Circulator	Circulator 648	Mission Valley Loop via Grantville, Camino Del Rio South, and Fenton Parkway
TL184	Transit: Circulator	Circulator 649	Kearny Mesa Loop via Balboa Avenue, Ruffner Street, Copley Park Place, and Overland Avenue
TL185	Transit: Circulator	Circulator 661	Otay Mesa Loop via Otay Mesa Road, Heritage Road, Siempre Viva Road, and Alta Road
TL186	Transit: Circulator	Circulator 668	Kearny Mesa Loop via Ruffin Road, Aero Drive, Murphy Canyon Road, and Chesapeake Drive

SANDAG 2035 Transit Projects within MTS Service Area			
Project Transportation Improvement Program (TIP) ID	Category	Project Name	Description
TL194	Transit: Circulator	Circulator 715	Otay Ranch Loop via Southwest College, La Media Road, Hunte Parkway, and Eastlake Parkway
TL195	Transit: Circulator	Circulator 716	Lower Otay Ranch Loop via Birch Road, Orion Avenue, Rock Mountain, and La Media Road
TL146	Transit: Circulator	Circulator 193	Iris Transit Center to San Ysidro High School
TL142	Transit: Local Bus	Local Bus 89	Solana Beach to UTC (via Del Mar Heights Road)
TL147	Transit: Local Bus	Local Bus 195	8th Street Trolley to Plaza Bonita via 8th Street, L Avenue, and 30th Street
TL148	Transit: Local Bus	Local Bus 196	8th Street Trolley to Plaza Boulevard via 8th Street
TL149	Transit: Local Bus	Local Bus 197	8th Street Trolley to 32nd Street Trolley via 40th Street/38th Street/32nd Street
TL202	Transit: Local Bus	Local Bus 842	Poway Business Route (Mira Mesa Transit Center to Poway Business to Sabre Springs Transit Center)
TL248	Transit: Local Bus	Local Bus 984	Miramar College Transit Station to Sorrento Valley via Carroll Canyon/Miramar Road Business Parks

SANDAG 2021 REGIONAL PLAN

The 2021 Regional Plan, to be replaced by the 2025 plan, was SANDAG's bold 30-year vision for transforming the San Diego region's transportation system through 2050. It was organized around "5 Big Moves:" Complete Corridors, Transit Leap, Mobility Hubs, Flexible Fleets, and Next Operating System (Next OS). The Complete Corridors move focused on creating roadways that offer dedicated, safe space for all users and use technology to dynamically manage traffic flow. Transit Leap envisioned a complete network of fast, convenient, and reliable transit services connecting the region. Flexible Fleets proposed microtransit and on-demand services to facilitate last-mile connections. The plan envisioned a comprehensive transit transformation with anchors around Mobility Hubs. It also included ambitious, future facing strategies and technologies in its Free Transit Exploration Study and a “Next OS” digital platform to optimize MTS operations. With a total cost of $163 billion, this plan emphasized technology-driven solutions and dramatic system change to achieve a "fast, fair, and clean" transportation network while exceeding state greenhouse gas reduction mandates. Other key aspects of the plan’s transit component were:

- Next Generation Rapid service every 10 minutes, light rail every 7.5-10 minutes, and regional rail every 5-10 minutes
- Ambitious targets for mode shift, with projected transit ridership growing from 3% to 13% of commute trips by 2050
- Social Equity Performance Metrics that established specific transit access targets for low-income residents and communities of color
- Unprecedented coordination between MTS, NCTD, and providers of emerging mobility services such as ride-hailing, bikeshare and scooter share, microtransit, and autonomous vehicles

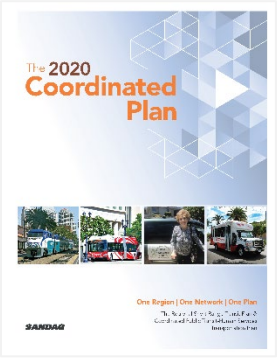
DIFFERENCES BETWEEN THE PLANS

The 2025 Regional Plan reevaluated the ambitious vision of the 2021 regional plan in response to funding realities and a changing political climate. Specifically, SANDAG’s Measure G, which would have funded a variety of transportation investments including transit services and projects, failed in 2024; other previously expected state and federal funding sources failed to materialize; and regional population growth has slowed since 2021. SANDAG reduced programmed regional transportation expenditures largely by cutting back on freeway expansions and managed lanes projects. However, the reduced revenue projections will also affect funding available for transit operations, service expansion, and system integration, directly impacting the MTS COA. The 2025 Regional Plan Appendix I has a section on reasonably anticipated new revenues that includes a list of revenue sources that includes a future MTS-administered local sales tax (which this MTS COA will plan for in its increased service scenario) expected to raise $7.11 billion, as well as additional one-half cent local sales taxes to go before voters in 2032 and 2036 that are expected to raise a combined $13.72 billion. (The plan does not identify whether MTS, SANDAG, or another agency is expected to

administer the 2032 and 2036 ballot measures). Other sources like parking fees, last mile delivery fees, and ride-hailing service fees are also anticipated.

Additional SANDAG Plans

SANDAG COORDINATED PLAN (2020)

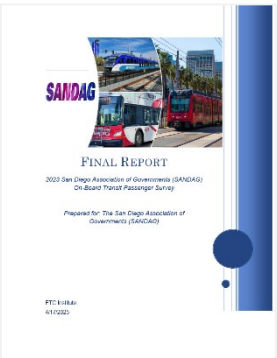


The SANDAG Coordinated Plan provides a framework for transit system development in San Diego County, establishing goals and policies for the region's transit network. The plan begins with a transportation assessment of the San Diego region, which details the MTS and NCTD networks as well as specialized transit services such as volunteer driver programs, shuttle programs, taxi voucher programs, and non-emergency medical transportation. The plan then assesses the transportation needs of the region and provides methods of addressing transportation gaps, including coordinated use of transportation resources, Transportation Demand Management, and new or expanded transit services. Listed within the plan were several key transit projects, slated to be implemented within five (5) years, which have since progressed as follows:

- Mid-Coast Corridor Light Rail Project – completed
- Bus Stop Upgrade and Reconfiguration of the Old Town Transit Center – completed
- Downtown Bus Stopover and Multiuse Facility – slated for 2035
- New COASTER Locomotives and Completion of Rail Projects – slated for 2035
- Iris *Rapid* Planning and Design – completed
    - Zero-Emission Bus Pilot – MTS's fleet includes twenty-five (25) zero-emission buses as of 2025, exceeding the eight (8) buses envisioned in 2020. – in progress, subject to budget changes

Continued progress on the conversion of MTS's fleet to zero-emission buses will be contingent on the agency's forthcoming ballot measure and finances. The COA's Increased Service Plan and Service Reduction Plan will propose strategies for managing the zero-emission bus program in favorable and challenging scenarios, respectively.

SANDAG ON-BOARD TRANSIT PASSENGER SURVEY (2023)



The SANDAG On-Board Transit Passenger Survey studies the demographic composition, travel patterns, and system usage behaviors of San Diego's transit riders that reveal significant changes in who is riding transit following the COVID-19 pandemic. With 34% of current riders being new to transit post-pandemic and substantial shifts in trip purposes since the pandemic, the data demonstrates that the transit user base has undergone major transformation since 2020. The survey analysis captures insights about rider demographics, income levels, vehicle access, trip patterns, service usage

across different transit modes, and cross-border mobility patterns. Both the system and riders have adapted to new travel patterns, with increases in occasional ridership and changes in route utilization, Key findings from the survey include:

- Young adults (20-29) represent 32% of transit riders despite being only 15% of the general population, seniors (60+) are underrepresented at 12% of riders compared to 22% of the population
- Hispanic/Latino riders make up 43% of transit users (34% of general population) and white riders represent 25% (43% of general population)
- Lower-income households demonstrate significantly greater rates of transit use, with 24% of passengers living in households earning less than $20,000 annually compared to only 8% earning over $100,000, though average household incomes among riders have increased since 2015 with 12% more passengers earning $50,000 or more
- Vehicle access patterns show 37% of riders have no household vehicle available (a 6% increase since 2015), while 41% of riders with vehicle access could have used a vehicle for their trip, indicating more riders are choosing transit as their preferred mode
- Trip purpose reveal Home-Work trips as most common (35%), followed by Home-Other (23%) and Home-School (16%), with a 16% increase in Home-Other trips and a 5% decrease in Home-School trips since 2015
- Several routes stood out due to their unique ridership trends:
    - Routes with over 80% of passengers riding 5+ days weekly (18, 905, 851, 944, 909)
    - Routes serving over 64% zero-vehicle households (965, 874, 815, 833, 18)
    - Routes with over 70% home-work trips (290, 985, 280, 909, 905)
    - Routes with over 50% home-school trips (201, 202, and 204 serving UCSD; 854 serving Grossmont College; and 115 serving SDSU)
    - Routes with 83% of households earning under $35,000 (204, 14, 202, 201, 875), which overlap heavily with the top home-school routes since many students do not earn income.

Transit ridership has undergone fundamental changes in rider composition and travel patterns following the pandemic. The MTS COA will consider the substantial turnover in the transit user base (especially on routes with high college student ridership), increased usage by occasional riders, evolving trip purposes, and the distinct characteristics of bus and Trolley trips when planning service changes and route optimization strategies.

SANDAG REMOTE WORK SURVEY (2023)

The SANDAG remote work survey studies long-term shifts in workplace arrangements, employment practices, and commuting behaviors resulting from the COVID-19 pandemic. With remote work availability increasing from 33% pre-pandemic to 45% in 2023, the data demonstrates that flexible work arrangements are gaining a greater share in the regional economy, though at less sustainable levels than during the pandemic peak. The survey analysis captures insights about industry variations, demographic patterns, scheduling flexibility, and transportation impacts among San Diego's workforce. Survey results indicate that employers and employees have effectively adapted to hybrid arrangements, with strong productivity and satisfaction rates despite challenges affecting collaboration. Key findings from the survey include:

- Professional services (79%), finance and insurance (74%), and real estate (65%) industries have the highest remote work rates, while retail trade (29%), food and accommodations services (20%), and construction (19%) show limited adoption due to the nature of the work
- Higher-income households demonstrate significantly greater remote work access, with 65% of employees earning more than $150,000 having remote work options compared to 27% of those earning less than $25,000
- When asked in 2023, 62% of remote workers have the schedule flexibility to change which days they work from home, while 34% have set days that they can work from home
- Hybrid models are more common than exclusive telework arrangements, with 27% of employees splitting time between home and office compared to only 12% working from home full-time.
- Among the 39% of employees working from home at least one day a week, 31% travel out of their homes during the day for non-work purposes. Much of this midday travel consists of chained trips with people stopping at multiple locations before returning home. People travel an average of 9.4 total miles on these midday outings
- 80% of employees who work remotely take midday trips.
    - Survey respondents expected remote work patterns will stabilize, with 44% expecting to work from home at least one day per week in 2024. 65% of current remote workers and 80% of those planning to increase their remote workdays cited a personal preference for remote work.

Remote work has been integrated into the regional workforce as a permanent fixture of employment in the post-pandemic economy. The MTS COA will consider changes in travel patterns from remote work, examining options such as changing the schedule to be less centered around weekday peak-hour commutes.

SANDAG COMMUTE SURVEY (2018)

The 2018 Park & Ride Commute Survey conducted for SANDAG and Riverside County Transportation Commission (RCTC) studies commuter behavior patterns and transportation choices in the San Diego and Western Riverside County regions. The survey provides baseline data from 4,337 qualified employees, providing insight into pre-pandemic transportation preferences and usage patterns. The data demonstrates that while driving alone was the predominant regional commuting mode at 84%, there were variations between local and interregional commuters, particularly regarding adoption of transportation modes other than driving alone. The survey provided information on commute distances, trip duration, and barriers to adopting modes other than driving that can be used to better understand the disconnect between stated preferences and actual usage patterns. Key findings from the survey include:

- People drove solo for the vast majority of their commutes, with 84% of people who commute to a workplace using their personal vehicles. Carpooling/vanpooling and public transit each were used for approximately 6% of work trips, and active transportation modes like biking and walking comprised just over 2% of commutes.
- Interregional commuters traveling between counties demonstrated different transportation behaviors compared to local commuters, with Western Riverside County residents commuting south into San Diego County showing relatively high rates of shared trips at 11% for carpooling and 6% for vanpooling, reflecting the practical challenges and costs associated with long-distance solo driving
- Average commute characteristics revealed significant disparities between local and interregional travel patterns. Overall, commutes averaged distances of 20 miles and took approximately 34 minutes, while interregional commuters faced substantially longer journeys averaging 42 miles and exceeding one hour in duration. Interregional commuters are disproportionately Western Riverside County residents, as this is a relatively affordable residential area but has limited local employment opportunities.
- When people who typically drive solo use a different mode, the survey showed ride-hailing services such as Uber and Lyft as the most preferred alternative at 26%, followed by traditional carpooling at 20%. Though no individual mode of public transit scored as highly as ride-hailing or carpooling (train at 13%, local bus at 7%, Trolley at 7%, express bus at 5%), approximately a third of solo drivers expressed interest in trying transit overall. However, solo drivers expressed only limited interest in using a different mode regularly, with only 56% of them indicating they would use their preferred alternative at least once per week under the right circumstances.
- Respondents do not make regular use of Park & Ride facilities for travel to work, with 83% of commuters reporting no use of these facilities in the previous year and only 3% using the Park & Ride lots weekly. 75% of those who did use these facilities had utilized them for non-work

purposes such as attending sports events or concerts, indicating potential for re-orienting park-and-rides for non-commute trips.

- Regional preference variations demonstrated that San Diego County residents showed stronger interest in options that cater to shorter trips, such as ride-hailing services and active transportation options, while Western Riverside County residents expressed greater preference for options more tailored to longer-distance travel such as carpooling and train services.

The MTS COA will consider the significant gap between stated interest in modes other than solo driving and actual usage patterns, particularly focusing on addressing barriers that prevent the 56% of interested solo drivers from adopting other modes even under favorable conditions. It will account for local versus interregional commuters and consider opportunities to use Park and Ride facilities more optimally. Although this document reflects pre-pandemic commute patterns, meaning increased remote work and a changing job market have likely affected these numbers, some of the findings still provide useful context for consideration of any transit service change that affect commuters.

MTS Plans and Surveys

MTS TRANSIT OPTIMIZATION PLAN (2017)

This Transit Optimization Plan (TOP) reviewed the broader network structure and route-specific performance to address declines in ridership that were occurring at the time, improve network efficiency, and provide MTS with a comprehensive understanding of its market conditions and service performance. The findings led to the development of recommendations designed to build upon the network's performance strengths, increase ridership, improve the overall rider experience, respond to market opportunities, and ensure the system's financial sustainability. The recommendations, organized across ten geographic subareas within the MTS service area (UCSD/Mira Mesa, 163 Corridor, I-15 Corridor, Downtown and Mid-City San Diego, Beaches, National City, South County, El Cajon, La Mesa and Spring Valley, and Rural), aimed to position the transit system for major regional projects including the South Bay Rapid 225 bus linking Otay Mesa to eastern Chula Vista and downtown San Diego, and the Mid-Coast Trolley extending the Blue Line north to University City. Some major findings/outcomes in the study were:

- The plan found several factors contributed to the ridership decline, including low gas prices, increasing employment rates, an improved economy encouraging more people to drive, and emerging competition with ride-hailing companies like Uber and Lyft.
- Between fiscal years 2015 and 2016, MTS experienced a 6% decline in bus ridership and a 4% decline in combined Trolley and bus ridership, with nine of the top ten routes experiencing the largest ridership declines being Urban Frequent routes that serve as critical network corridors.

- The plan found that investing in core high-performing routes while maintaining coverage-oriented services that connect to these routes would strengthen the network by concentrating resources on the most productive corridors rather than spreading them too thinly across all areas.
- The plan found that half-mile spacing between parallel routes optimally balances access and coverage of the transit network.
- The plan found that shorter transit travel times are critical for attracting new transit customers and retaining existing ones, and that these can be achieved through a combination of speed improvements (reducing delays through better stop spacing and streamlined alignments) and route realignment (ensuring routes provide direct connections to destinations).
    - A reinvestment of resources into comprehensive all-day, all-week service throughout the network would benefit lifestyle transit users who rely on public transportation for multiple daily trips, especially non-work trips.

Many of the factors identified in 2017 as contributing to ridership decline may have evolved significantly and will require a fresh analysis. The COA will evaluate and update the findings of the Transit Optimization Plan to reflect current market conditions and rider needs, including changes to travel demand and transportation funding since 2017 that in part resulted from the COVID-19 pandemic.

MTS DRAFT PROGRAM OF PROJECTS FOR ELEVATE 2020 BALLOT MEASURE

The MTS Transit Ballot Measure Planning Draft Program of Projects studied comprehensive transit improvement initiatives proposed for potential voter approval through a sales and use tax increase in San Diego County. MTS had planned to put the ballot measure before voters in the November 2020 election but elected to table the measure following onset of the COVID-19 pandemic in spring of that year. MTS evaluated projects from the Transit Optimization Plan, 2019 SANDAG Regional Transportation Plan, and numerous other planning documents to compile a strategic investment framework. The data demonstrates that MTS's three Trolley lines accounted for 39% of systemwide boardings each weekday, forming the foundational spines of the network, while current service levels resulted in unmet transit travel needs throughout the day. The plan analyzed frequency improvements, infrastructure needs, and multimodal integration strategies that transportation agencies have prioritized based on polling and focus group results, MTS Board guidance, and projected revenue streams. Priorities of the tabled ballot measure included:

- Trolley frequency improvements on all routes to 7.5-minute service between 5:00 AM and 7:00 PM on weekdays and 15-minute weekend service. In addition to additional operating costs, the Trolley service increases would require capital investments for double tracking, additional vehicles, extended platforms for four-car trains, and terminal improvements.
- The proposed Purple Line Phase I would operate between Green Line's Stadium Station and Blue Line's E Street Station via I-805 with capital costs estimated at $3.9-4.7 billion, connecting all three Trolley routes at locations away from Downtown San Diego to facilitate more direct

regional travel. This single project would have absorbed the majority of available funding from the sales tax increase.

- The measure also would have funded an improved transit connection to the airport, with project alternatives including enhanced Bus Rapid Transit with dedicated lanes and fare-free service; an extension of the Trolley's Orange Line, aerial Skyway systems, Automated Guideway Transit people movers, or an Airport Intermodal Center with cost-sharing partnerships between MTS and airport authorities. This would have been a significant expansion of transit to the airport, which currently is served only by conventional buses.
- Measure implementation would have established three tiers of enhanced bus service across 20 proposed corridors including Basic Rapid with enhanced branding and transit priority, High-Investment Rapid with dedicated right-of-way operation, and Freeway Rapid operating in HOV or dedicated lanes with direct-access ramps and in-line stations that maintain operating speeds for long-distance travel comparable to congestion-free automobile use of the same highways.
- For local routes, the ballot measure would have funded significant systemwide frequency increases from current levels (60 minutes to 30 minutes, 30 minutes to 15 minutes, 15 minutes to 10 minutes), introduction of 24-hour service on key routes, evening service until 11:00 PM on urban routes and 9:00 PM on suburban routes, and Sunday service on eight additional routes to match Saturday service levels.
- Demand-response services were recommended to replace low-performing fixed-routes. These on-demand options would have included a mix of MTS-provided microtransit and agency-subsidized partnerships with Transportation Network Companies, in a manner compliant with Title VI and Federal Transit Administration (FTA) program regulations.
- Funding for fleet electrification to meet California's 2040 zero-emission requirement was included in the plan, with approximately $720 million needed for 800 new buses at $900,000 per vehicle plus additional charging infrastructure at depots and potentially along routes, supporting environmental goals while providing quieter vehicle operation and potential for long-term fuel cost savings.
    - First and last mile solutions would have targeted employment centers in University City, Sorrento Valley, Kearny Mesa, Rancho Bernardo, Sabre Springs, and Mira Mesa where many jobs lie farther than one mile from rail stations. These solutions were to include new fixed-route feeder services, employer-agency vanpool programs with designated parking at rail hubs, or third-party mobility partnerships. According to the plan, such first/last mile challenges on the workplace end of the commute are the most common obstacle to people adopting transit for their commutes.

The document demonstrates that successful transit ballot measure passage and implementation requires balancing voter preferences with operational effectiveness to strengthen the core transit network while finding innovative ways to deliver service. As this COA is expected to inform a new MTS ballot measure in 2028, it will build upon MTS's 2020 findings and identify adjustments to ensure the new measure aligns with current demand for transit and overall transportation. To this end, the COA

will consider the plan's emphasis on frequency as the number one service attribute attracting new riders, the substantial infrastructure investments required to support increased Trolley operations, and the potential for emerging mobility technologies to effectively serve low-demand areas.

MTS CUSTOMER SATISFACTION SURVEY (2024)

The MTS Customer Satisfaction Survey revealed insights about the current state of transit services in San Diego and captures a comprehensive view of rider demographics, travel patterns, satisfaction levels, and priority concerns among both bus and Trolley riders. The survey targeted customers riding or waiting for the bus/Trolley throughout the day on weekdays on weekdays, Saturday, and Sunday, surveying every 4th customer to obtain a representative sample. The survey was conducted by trained surveyors using paper questionnaires, and riders were classified based on the mode they were using or waiting for at the time of the survey. High overall satisfaction rates of 83% for bus riders and 82% for Trolley riders reflect the importance of MTS to the community, but riders cited significant challenges in safety, security, and cleanliness that threaten ridership retention and growth. The survey identified a base of frequent transit riders that rely on MTS services to reach their destinations and have limited access to other options. Among surveyed riders, young adults representing the largest age group and Hispanic/Latino riders comprising the largest ethnic demographic. Other key findings were:

- Only 61% of bus riders and 60% of Trolley riders feel safe while waiting for transit, with safety while waiting or riding ranking as the top two priority areas for rider-recommended improvement
- Vehicle station cleanliness emerged as the third most critical factor, with only 65% of bus riders agreeing buses are clean, 53% of Trolley riders agreeing Trolley vehicles are clean, and 54% agreeing stations and stops are clean
    - If transit were not available, 23% of bus riders would walk and 21% would get a ride. 22% of Trolley riders would drive alone while 21% would get a taxi or rideshare.

Table 10-2: MTS Satisfaction Survey Trip Alternatives Responses

Trip Alternatives	Bus Users	Trolley Users
Walk	23%	12%
Get a Ride	21%	19%
Taxi or rideshare (Uber, Lyft, etc.)	18%	21%
Drive alone	14%	22%
I would not make the trip	11%	10%
Carpool	5%	7%
Bicycle or scooter	4%	3%
Other Transit	4%	6%

- 81% of bus riders and 84% of Trolley riders agree the bus/Trolley gets them to their destination in a reasonable amount of time, while 74% of bus riders and 82% of Trolley riders agreed that frequency of service is satisfactory

- 66% of bus riders and 80% of Trolley riders feel that service typically runs on time, while driver performance received high ratings for safety (85-87%) and courtesy (79-82%)

While the COA does not directly address issues of safety and security, service improvements aimed at growing ridership and reducing wait times by improving frequency will naturally have a positive impact on perceptions of safety and security. The survey demonstrates the high value MTS has within the community – the challenge of the COA will be in determining how to maintain this value in the face of significant service cuts.

10.2 Municipal Land Use Policy and Zoning

City of San Diego

The City of San Diego consists mostly of residential zones for single and multi-family homes, with higher density and mixed-use development concentrated along major transportation corridors and somewhat integrated throughout various community planning areas. Industrial and commercial zones are distributed throughout the city, with significant concentrations along Pacific Highway near San Diego International Airport, in Kearny Mesa and Sorrento Mesa/Valley, and along Interstate 15. The city is divided into 52 community planning areas which each have their own community plans. Community Planning Groups (CPGs) comprised of citizens in each planning area have historically had a significant role in shaping community plans, with the City Council adopting reforms in 2022 intended to diversify CPGs and make their processes more consistent with the city charter. Recently updated community plans, the city's Blueprint SD general plan, and the city's 2023 Housing Zoning Ordinance update exemplify the shift from the traditional model of a central urban core surrounded by low-density suburbs to a "City of Villages" strategy of transit-oriented zoning and greater flexibility in land use to make housing more affordable and accessible – this strategy makes transit a more attractive mobility choice and will benefit from transit network improvements in those "villages" with increasing development densities.

City of Chula Vista

In Chula Vista, zoning consists mainly of single-family residential with retail/commercial and mixed-use corridors along major arterials like Broadway, H Street, and Telegraph Canyon Road. The eastern parts of the city contain newer, planned developments of various densities. Mixed-use zoning is facilitating construction of large affordable housing developments near the Blue Line stations and along the Rapid bus corridors. The downtown Congressional Place project and a proposed Third Avenue project provide affordable senior apartments within walking distance of multiple bus routes. A proposed Otay Ranch Town Center redevelopment would add 840 multifamily units with 84 affordable units. Plans to start the University District south of Millenia including the showcase BRT (Rapid 225) and the direct connection to the 125 Freeway have been delayed.

City of Coronado

Much of Coronado is zoned for low-density residential, with recent changes creating Housing Element Opportunity Site (HE) Overlay Zones in strategic locations to accommodate state-mandated housing requirements. Commercial zones are concentrated along Orange Avenue in the downtown area, with the R-4 Multiple Family Residential Zone providing higher density options. The HE-1 and HE-2 overlay zones allow for four-story, 42-foot structures with significantly higher densities than the underlying zoning. New affordable housing developments in Coronado, primarily located in the downtown core and opportunity sites, are well served by local bus routes and the ferry connection to downtown San Diego.

City of El Cajon

A large part of El Cajon consists of single-family residential zones, with higher density residential and Mixed-Use Overlay Zones along Main Street, Broadway, and El Cajon Boulevard. The city's Mixed-Use Overlay Zones create walkable districts to accommodate retail, office and residential uses in areas targeted for redevelopment. Some industrial zoning remains in the southern parts of the city. There are opportunities for affordable housing and other infill development projects in the Mixed-Use Overlay Zones. These developments typically have ground floor commercial with residential above, and most are located along arterial roads with bus service.

City of Imperial Beach

The City of Imperial Beach is mainly zoned for various residential densities, from R-1-6000 single-family to R-1500 high-density residential. Mixed-use zoning exists along Palm Avenue and near the beach areas through the C/MU zones. The compact nature of the city means most areas are within reasonable walking distance of transit services.

Two major affordable housing projects are planned in Imperial Beach: the Imperial Beach Neighborhood Center development with 50 affordable senior units on Palm Avenue, and potential mixed-use developments in the Commercial and Mixed Use (C/MU) zones. The Palm Avenue project is served by existing bus routes, while the mixed-use zones along Palm Avenue are designed to be pedestrian-friendly and transit-accessible.

City of La Mesa

La Mesa consists of residential zones with Mixed-Use Urban Overlay Zones established along University Avenue, El Cajon Boulevard, La Mesa Boulevard, and in the vicinity of the Spring Street Trolley Station.

La Mesa has several housing developments that include affordable units, with major projects strategically located near transit infrastructure. A 147-unit affordable housing community on city-owned land at the former police station site in downtown is now completed, serving renters with household incomes between $29,200 and $67,200. The 64-unit mixed-use project at 4757 Palm Avenue includes eight affordable units (11% of the total) restricted to very low-income households

and is located approximately one block from a light-rail transit station. The Jefferson La Mesa development at Baltimore Drive and University Avenue provides 230 market-rate apartments within walking distance to the La Mesa Boulevard Trolley Station, further demonstrating the transit-oriented development pattern that the city is encouraging.

City of Lemon Grove

Lemon Grove consists of extensive low-density residential zoning with commercial uses concentrated in the downtown area along Broadway. The Downtown Village Specific Plan outlines opportunities for mixed-use development and higher densities. Single-family residential dominates the surrounding neighborhoods on the hillsides.

Affordable housing opportunities in Lemon Grove are primarily through permissions for accessory dwelling unit development and potential Downtown Village Specific Plan projects. The downtown area is served by multiple bus routes connecting to the broader regional system. Future affordable housing developments would likely be concentrated in the Downtown Village area to take advantage of existing transit infrastructure.

National City

National City's zoning includes a mix of residential, commercial, and industrial uses, with land use designations established in the General Plan Land Use Element that range from Very Low Density Residential (up to 5 dwelling units per acre) to Very High Density Residential (up to 75 dwelling units per acre), plus mixed-use designations with Floor Area Ratios from 2.0 to 3.5. Higher density residential is concentrated near the two Trolley stations (8th Street and 24th Street) and along major corridors like Highland Avenue and National City Boulevard. The 24th Street Transit Center has a specific Mixed-Use Overlay that allows increased height limits to encourage transit-oriented development.

The city has adopted several specific plans that provide a framework for mixed-use development in 760 acres around the transit center. National City actively promotes affordable housing through density bonus programs and policies encouraging micro-units and accessory dwelling units. The city’s proximity to downtown San Diego via the Blue Line Trolley, connections to other regional employment centers, and commitment to transit-oriented development, makes National City an attractive location for affordable housing development.

City of Poway

In Poway, zoning is primarily organized through Planned Community Zones that are primarily low-density residential. However, current zoning does permit some mixed-use development along Poway Road. The Poway Road corridor includes provisions for higher density and mixed-use development, though overall density remains relatively low compared to other cities in the MTS service area.

Affordable housing opportunities in Poway are limited due to local political support for maintaining the current low-density zoning. Transit service in Poway is primarily provided by peak hour-focused express bus routes to major employment centers, making affordable housing development more challenging from a transit accessibility perspective.

City of Santee

The City of Santee is zoned mainly for residential uses with commercial and mixed-use development concentrated in the central Town Center area near the Trolley and along major arterials. The Town Center Specific Plan area is organized into five distinct land uses: Arts and Entertainment, Town Center Commercial, Mast Boulevard Residential, Park Avenue Residential, and Facilities-Based. The plan includes residential densities ranging from 2 to 6 dwelling units per acre for existing single-family areas to 30-36 dwelling units per acre for higher-density development, with Mixed-Use Overlay zones requiring ground floor commercial along key corridors.

Santee's housing developments are concentrated in the Town Center Specific Plan area, which includes four Housing Element sites. The 651-acre Town Center Santee development provides an opportunity for transit-oriented affordable housing, especially given its direct walking access to the regional Trolley network at Copper Line Town Square station, though the development also includes substantial free parking,[18] though the development also includes substantial free parking, a trait known to discourage transit use. Beyond the walkshed of the Trolley station and the Town Center development perimeter, Santee is characterized by a suburban market typology (automobile-centric, low density community with free parking) that makes developing an effective local transit network challenging.

10.3 Additional Employment Information

Top Employers

The table below lists the top 10 employers in the City of San Diego for fiscal year 2024, according to the City's FY2024 annual comprehensive report. This list differs slightly from a similar list published in the County of San Diego's annual financial report and from other sources, but still provides a helpful snapshot of the MTS service's areas largest employment sectors and companies. Entities listed on other top employer lists sometimes include the San Diego Community College District, San Diego State University, General Atomics, San Diego Gas & Electric (Sempra Energy), Collins Aerospace, and other health care organizations (such as Kaiser Permanente, Rady Children's Hospital, and Veterans Affairs San Diego Health Care).

[18] in 2024 the Copper Line Trolley was split off with connecting travel to the rest of the network at El Cajon Transit Center

Table 10-3: Top 10 Employers in the City of San Diego (Fiscal Year 2024)

Employer Name	Employees
Naval Base San Diego	40,472
University of California San Diego	39,688
Sharp Health Care	20,139
County of San Diego	18,936
San Diego Unified School District	17,226
Scripps Health	14,732
City of San Diego	13,408
Qualcomm Inc.	10,124
Kaiser Permanente	7,687
Northrop Grumman Corp.	6,639

MTS Comprehensive Operational Analysis System & Service Evaluation Report

January 2026

Prepared by:

TMD
VISION. PLAN. IMPLEMENT.

Developed for:

MTS

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List of Acronyms

APC	Automatic Passenger Counter
AVL	Automatic Vehicle Locator
COA	Comprehensive Operational Analysis [Study]
FTA	Federal Transit Administration
HOT	High-Occupancy Toll [Lanes]
IWC	[California] Industrial Welfare Commission[1]
MTS	[San Diego] Metropolitan Transit System
NCTD	North County Transit District
NTD	National Transit Database
SANDAG	San Diego Association of Governments
SD&AE	San Diego & Arizona Eastern [Railway Company]
SDTC	San Diego Transit Corporation
SDTI	San Diego Trolley, Inc.
TOP	[MTS] Transit Optimization Plan (2017)

[1] The IWC is not currently in operation and wage orders are enforced by the California Department of Industrial Relations' Division of Labor Standards Enforcement.

1. Project Overview

1.1 What is a Comprehensive Operational Analysis?

A Comprehensive Operational Analysis (COA) is an opportunity to rethink the San Diego Metropolitan Transit System's (MTS) Bus and Trolley system to better align the transit network with community mobility needs and optimize use of existing resources. This COA will include a complete review of MTS service and markets, including an analysis of how well the current network and schedules match demand, detailed analysis of current services to determine both what is working well and identification of opportunities for improvement, and an in-depth discussion of community needs and goals and how MTS's limited resources can best be utilized throughout the network.

Ultimately, revised network plans will be developed, with recommendations built from public and stakeholder input, data analysis, and industry best practices.

1.2 Why Now?

MTS's last COA was the Transit Optimization Plan (TOP), which was completed in Fall 2017 and implemented between January 2018 and January 2019[2]. Many factors impacting transit operations and ridership have changed since then.

The **Coronavirus Disease 2019 (COVID-19) pandemic** had a profound impact on transit services and ridership across the country. While MTS has recovered much better compared to its national peers (among the Top 25 transit agencies in the United States, MTS trails only behind New York City's MTA Bus in share of ridership recovered as of September 2025), the lasting effects of the pandemic on local and regional travel patterns can still be felt. With increased work from home and more flexible work schedules, there has been growth in travel during off-peaks and on weekends, time periods traditionally underserved by transit. It is important for the region's transit system to respond to shifts in when and how often people are traveling.

During the pandemic, the **Blue Line Trolley's Mid Coast Extension** opened (in November 2021), extending the trolley system to University City with nine new stations. MTS made changes to its bus network when the Mid-Coast Extension opened, eliminating bus routes that the extension duplicated and modifying several other routes to serve the new stations. This network change led to a significant growth in ridership with the Blue Line now accounting for almost one-third of all system boardings. The COA will evaluate how the current bus network interfaces with the extended Trolley system.

[2] The Copper Line implementation in September 2024 is the last of the original 2005 COA recommendations to be implemented.

While the Blue Line was the most significant transit expansion since TOP, MTS has also implemented the Copper Line (Trolley) in east county, Rapids 225 and 227 in South Bay, and an overnight express service along the Blue Line.

In the last few years, MTS has also implemented a new fare system (PRONTO), has incorporated zero-emission vehicles into its fleet, dealt with operator shortages, and have expanded some services with COVID recovery funds.

However, MTS funding is currently facing a **fiscal structural deficit** where long-term revenues for operations have fallen behind operating costs. While ridership is quickly recovering from the pandemic, operating costs throughout the transit industry are now much more expensive than pre-pandemic, meaning even at 100% of pre-pandemic ridership MTS requires a significantly higher operating subsidy than it did in 2019. (See Table 1-1 below.[3]) Temporary revenue sources that have enabled MTS to sustain service to date are ending, with projected cost growth exceeding projected revenues. With no intervention, MTS estimates a Fiscal Year (FY) 2029 structural deficit of $136 million as of October 2025.

Table 1-1: MTS NTD-Reported Operating Cost and Service Levels, 2019 vs. 2024

Service	2019			2024		
	Total Operating Cost	Revenue Hours	Cost per Hour	Total Operating Cost	Revenue Hours	Cost per Hour
Bus	$175,914,695	1,922,732	$91.49	$221,853,749	1,899,198	$116.81
Trolley	$86,423,252	490,222	$176.29	$141,969,351	679,016	$209.08
Paratransit/Taxi	$19,575,747	224,910	$87.04	$18,629,133	201,138	$92.62

MTS is currently identifying strategies to address the deficit, covering a broad range of potential options including a possible new revenue source. MTS must pursue immediate term strategies that bridge the gap until additional revenue can be successfully pursued (likely not available before FY 2030). This COA will identify strategies for MTS to reduce operating costs while maintaining the integrity of MTS's core network and continuing to provide critical services for its riders. This makes it imperative that the COA identify opportunities to deliver public mobility more effectively and efficiently in order to maximize the value of each operating resource.

1.3 Project Structure

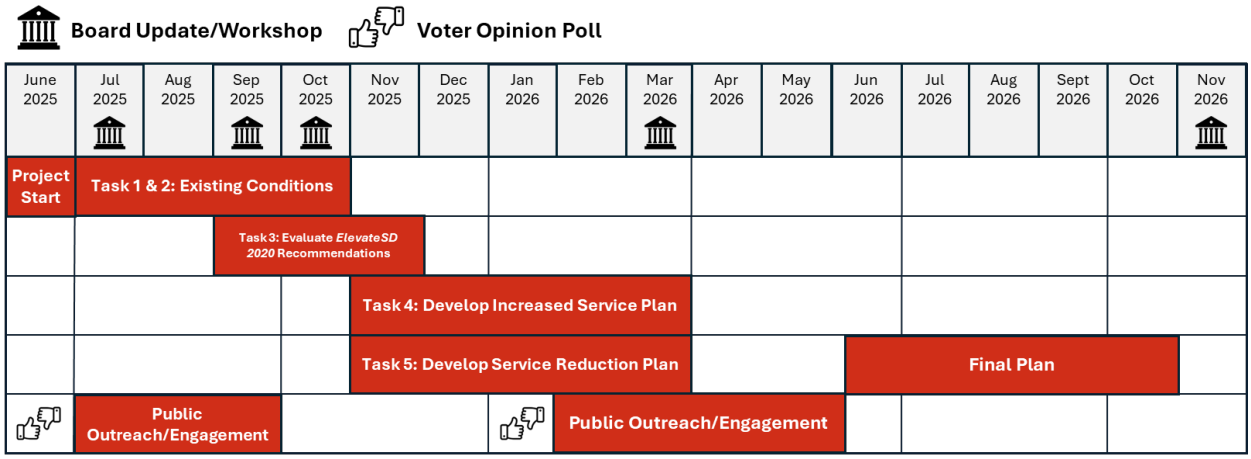
The COA is organized into five tasks. The first three tasks include the Market Analysis report (Task 1), this System and Service Evaluation report (Task 2), and an evaluation of the recommendations from the ElevateSD 2020 project (Task 3). The final two tasks of the project encompass this study's

[3] Source: NTD-reported annual operating expenses and vehicle revenue miles by mode. Cost per hour is based on total NTD-reported operating costs by mode and blends directly-operated and purchased transportation services. Costs are shown for comparison purposes and are not allocated for hour-based or mile-based expenses.

recommendations, which are divided into two scenarios. The first (Task 4) is an increased service plan that would be implemented if MTS is able to secure a new sustainable, long-term revenue source (such as a voter-approved sales tax ballot measure). The second scenario (Task 5) is a service reduction plan to guide MTS as it navigates the current structural deficit and must identify cost-saving measures to balance its operating budget. MTS and its Board of Directors have not yet adopted a preferred pathway, or secured a new revenue source, but both scenario plans will ensure that MTS is equipped to optimize its transit network and most efficiently and effectively serve its customers within available operating resources.

The project began in June 2025 and is planned to conclude in late 2026. Public outreach and engagement efforts for the project are being handled directly by MTS and its Marketing Department staff, in parallel with the consultant project team. The project schedule is shown in *Figure 1-1*.

Figure 1-1: MTS COA Project Schedule



1.4 MTS Overview

San Diego MTS is the public transit agency for the City of San Diego, California and surrounding communities in San Diego County to the south and east. These include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, and Santee, as well as unincorporated rural areas of East County.[4] A California public benefit corporation, the organization began as the Metropolitan Transit Development Board (MTDB) in 1975 and was renamed Metropolitan Transit System (MTS) in 2005. The MTS organization includes several wholly-owned subsidiary public benefit corporations:

MTS corporate headquarters at the James R. Mills Building in Downtown San Diego's East Village. It is also the location of the 12th & Imperial Transit Center. (Source: Delawie Architecture)

- San Diego Transit Corporation (SDTC), which operates the in-house bus services and manages all contracted bus and ADA paratransit service.
- San Diego Trolley, Inc. (SDTI), which operates the Trolley light rail system.
- San Diego & Arizona Eastern (SD&AE) Railway Company, which encompasses four lines and 108 miles of rail right-of-way used by SDTI and private freight and passenger excursion operators.

MTS is governed by a 15-member Board of Directors and receives funding from various federal, state, and local sources. The primary sources are the California Transportation Development Act (TDA), Federal Transit Administration (Sections 5307, 5337, and 5339), TransNet funds (local sales tax measure), and passenger fares.

MTS directly operates the Trolley system and maintains the rail vehicles and infrastructure. MTS also directly operates and maintains the vehicles used for a little less than half of its fixed-route bus system. A contractor (currently Transdev) operates and maintains vehicles used on the remainder of the fixed-route system, including all routes operated using minibuses, as well as the MTS Access ADA Paratransit service.

[4] The remainder of San Diego County (i.e., the North County region) is served by North County Transit – San Diego Railroad (NCTD). There is a small amount of overlap between the two systems which includes MTS-operated Rapid (215) and Rapid Express (280) services on Interstate 15 terminating at the Escondido Transit Center, NCTD's Coaster commuter rail line serving three stations in the City of San Diego, NCTD's Route 101 bus terminating at the UTC Transit Center, and NCTD's Sorrento Valley Coaster Connection Flex routes (which were formerly operated by MTS).

2. Introduction

This service evaluation report is a key component of the COA's existing conditions work and provides a detailed assessment of the current MTS transit network and its performance as of early 2025. The report begins by examining existing services, how they form the overall network, and how riders currently use the system. This is followed by an in-depth analysis of service performance, using industry-standard metrics. This report's key findings will help to inform the COA's recommendations and ensure that available resources are used as efficiently as possible to most effectively serve MTS's current and future riders, regardless of which service plan is pursued.

Following the COVID-19 pandemic, travel patterns have changed, and it is important for the transit network to respond to these changes to ensure it continues to meet the mobility needs of the local community. MTS has also changed since the last COA was implemented prior to the pandemic and now faces a funding shortfall that could drastically impact transit services.

2.1 Data Sources

This service evaluation report utilized multiple data sources to provide an in-depth review of MTS's bus and light rail (Trolley) services, including network design and structure, ridership, and service performance, among other metrics and attributes that inform transit network success. Specific data sources used for this report include:

- MTS Automatic Passenger Counter (APC) Data, averages for January 27 - May 4, 2025[5]
- Federal Transit Administration (FTA) National Transit Database (NTD) Ridership Data
- HASTUS Bus and Trolley schedule bookings, 2025

2.2 Key Findings

As the main public transit provider for most San Diego County residents, it is important that MTS operates a strong service, especially in terms of the passenger experience. This document detailed areas where MTS excels in general and where there may be opportunities for improvement, as well as how each route and service tier performs. The Trolley network provides a strong backbone for the system and is supported by MTS's extensive bus network. However, there are notable opportunities where significant additional investment in the bus network could improve temporal and other gaps and promote continued ridership growth.

[5] MTS and the project team chose this period because it was representative of current ridership and reflected recent changes to the trolley and avoided school holidays. For some routes, data from the Fall 2024 service change was used, as the Spring 2025 data did not include all of the trips. The APC data was then fitted to better match farebox boardings during the Spring 2025 time period for those routes.

Notable findings from this system and service evaluation include:

- In general, MTS services do a **very good job of following the agency's stated mission** of providing high-quality public transit services that take a customer-oriented approach and serve to enhance residents' personal mobility and quality of life. MTS services are well-matched with the areas demonstrating the highest propensity for transit ridership (See also the Transit Propensity section of Market Assessment report).

- MTS has seen **impressive post-COVID ridership recovery** relative to peer agencies, and in fact all U.S. transit agencies. MTS systemwide ridership is at 95% of 2019 levels, driven by growth in the Trolley network (with the opening of the Blue Line's Mid-Coast extension and associated bus to rail ridership shifts). Bus ridership is at 79% of pre-pandemic numbers, while Trolley ridership has surpassed pre-COVID levels. Scheduled bus service levels are only slightly below pre-COVID levels, meaning the bus network overall is less productive than it was, while Trolley service levels are actually higher than pre-COVID, due to the Mid-Coast extension and the addition of 15-minute all-day headways in January 2025.[6]

- The frequent (defined as 15 minutes or better) and reliable Trolley and Bus network forms the spine of the MTS network and is a **critical transportation asset for the region**. In 2024, among the country's 22 light rail operators, MTS Trolley was the second-highest in both ridership and revenue hours after Los Angeles Metro and second in productivity after New Jersey Transit.[7]

- There are opportunities to make frequencies more convenient and consistent systemwide. While 28 MTS bus routes operate every 15 minutes or better on weekdays, **15-minute service is a tipping point for bus network attractiveness and spontaneous use but not an end goal nor is it good enough to sustain long-term ridership growth**. MTS should target a minimum frequency of 10 minutes for the three main Trolley lines and along key corridors in the bus network.

- Moreover, MTS's network of frequent services is smaller in the weekday midday period and much smaller on nights and weekends. The **existing MTS system does not adequately respond to current day-of-week and time-of-day travel demand**, as also noted in the accompanying COA Market Assessment report. Among MTS's 39 frequent bus routes during weekday peak hours, 28 are frequent during the weekday midday period and just 6 remain frequent on weekends. The 28 all-day weekday frequent routes use a combined total of 3,700 revenue hours on the average weekday, but just 1,800 on Sundays (49% of weekday service). Residents and visitors in the MTS service area show consistent travel demand into the

[6] Comparing full-year NTD data, MTS reported that it operated 98.8% of the revenue hours and 97.6% of the revenue miles in 2024 vs. 2019. With the Trolley system's recent expansion, revenue hours and miles were both up more than 38% in 2024 vs. 2019.

[7] Source: 2024 NTD monthly unlinked passenger trips and vehicle revenue hour data for all light rail operating agencies.

evening hours and during other time periods when MTS provides a lesser share of frequent service. Also, travel volumes across the region on weekends nearly match weekdays yet far less transit service is scheduled.

- While MTS does not control land use planning or zoning decisions, nor can anyone reshape the region's development patterns overnight, transit does not exist in a vacuum. Well-designed and well-funded transit services can still underperform in automobile-centric environments that prioritize private vehicle movement and parking over the pedestrian experience and human-scale design.
- The University City Rapid 201/202 (SuperLoop) service is extremely productive and a great example of how transit can be successful in our region. Along with operating frequently all week along an efficient alignment that connects key destinations, Rapid 201/202 is situated in a location that is well-suited for transit – a compact built environment with paid and/or constrained parking and all-day demand with a mixed-use live/work/learn/play context. UCSD students also enjoy access to the MTS network including the SuperLoop through a prepaid student fee program.
- The University City SuperLoop is in contrast to the nearby Sorrento Valley/Sorrento Mesa area, which despite being a larger employment center than the UCSD area, has a worse built environment focused on cars and single uses and as a result, worse access to transit, resulting in only a fraction of the ridership of Rapid 201/202.
- Along with the Rapid 201/202 service, several other MTS Rapid routes sustain above-average productivity and form important parts of the regional transit network (e.g., Rapids 215 and 227). However, the Rapid branding varies across routes and service types leading to an inconsistent customer expectation and experience.
- At the same time that MTS has core network **services that perform very well** by most performance metrics, there are also **many lower-performing routes** (such as suburban Circulator routes like Routes 14, 18, and 904). Ridership and productivity have declined over time on these routes, making it important to consider the best path forward for these services – such as improved route design, schedule changes, or alternate mobility options.

2.3 Next Steps

This document, alongside the Existing Conditions & Market Analysis report, transit industry best practices, and public, stakeholder, and MTS Board input, will inform the project's guiding principles and the development of draft recommendations. Key findings from this report will be used to understand what is and is not working well with the current MTS network – which services are most successful at attracting and retaining riders and where there are opportunities for improvement or inefficiencies to address.

3. Overview of Existing Transit Service

This section describes the current MTS network and provides an overview of the routes, their service characteristics and design, and the agency's fare structure.

3.1 Service Area

The MTS service area covers central and southern San Diego County. The service area includes the entire City of San Diego, as well as outlying suburbs to the east and south. To the north, the MTS service area ends at the San Diego city border to the north, where public transportation becomes the responsibility of North County Transit District - San Diego Railroad (NCTD) . However, some MTS routes enter the NCTD service area, and vice versa to enable regional connections between agencies.

Figure 3-1: MTS Network

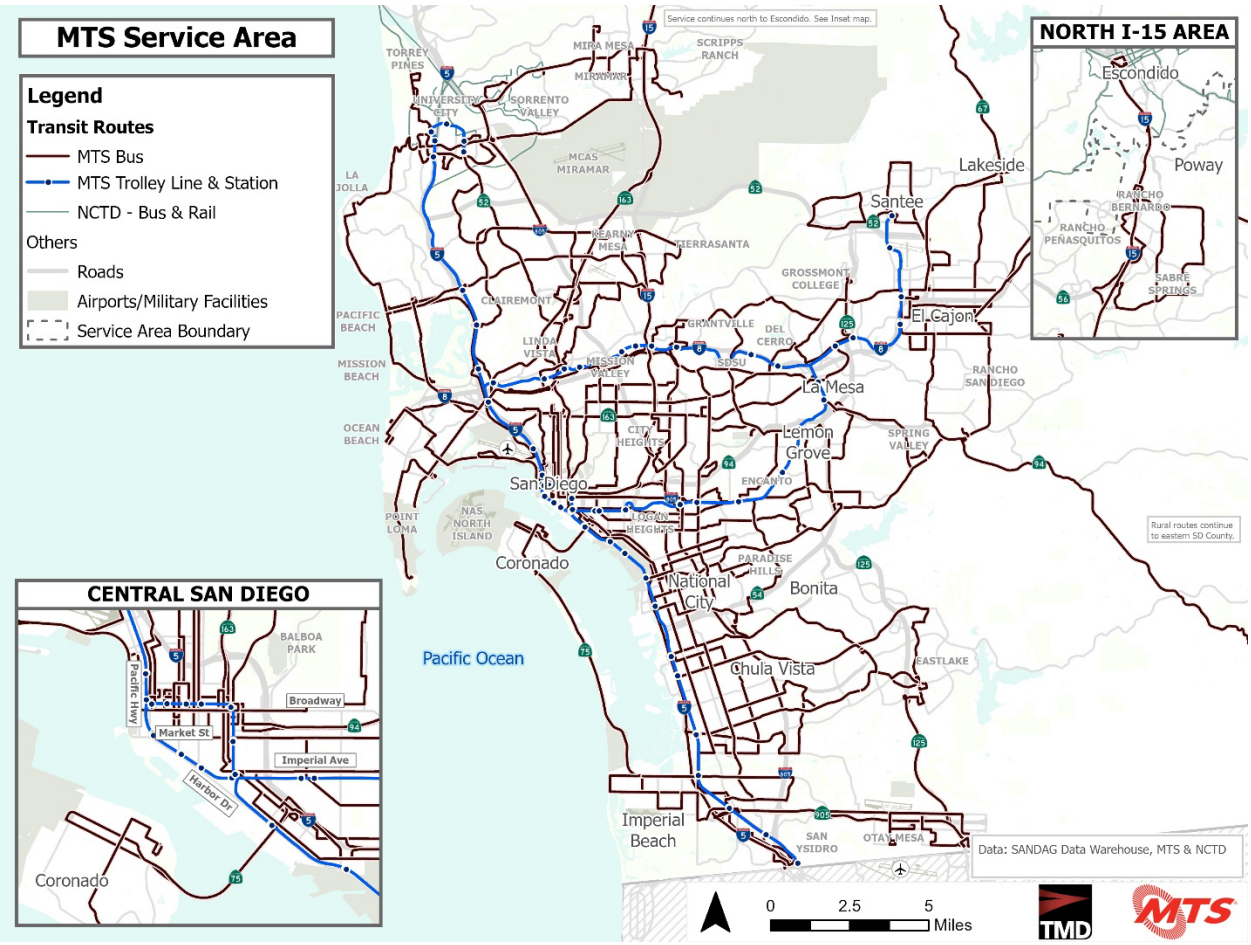
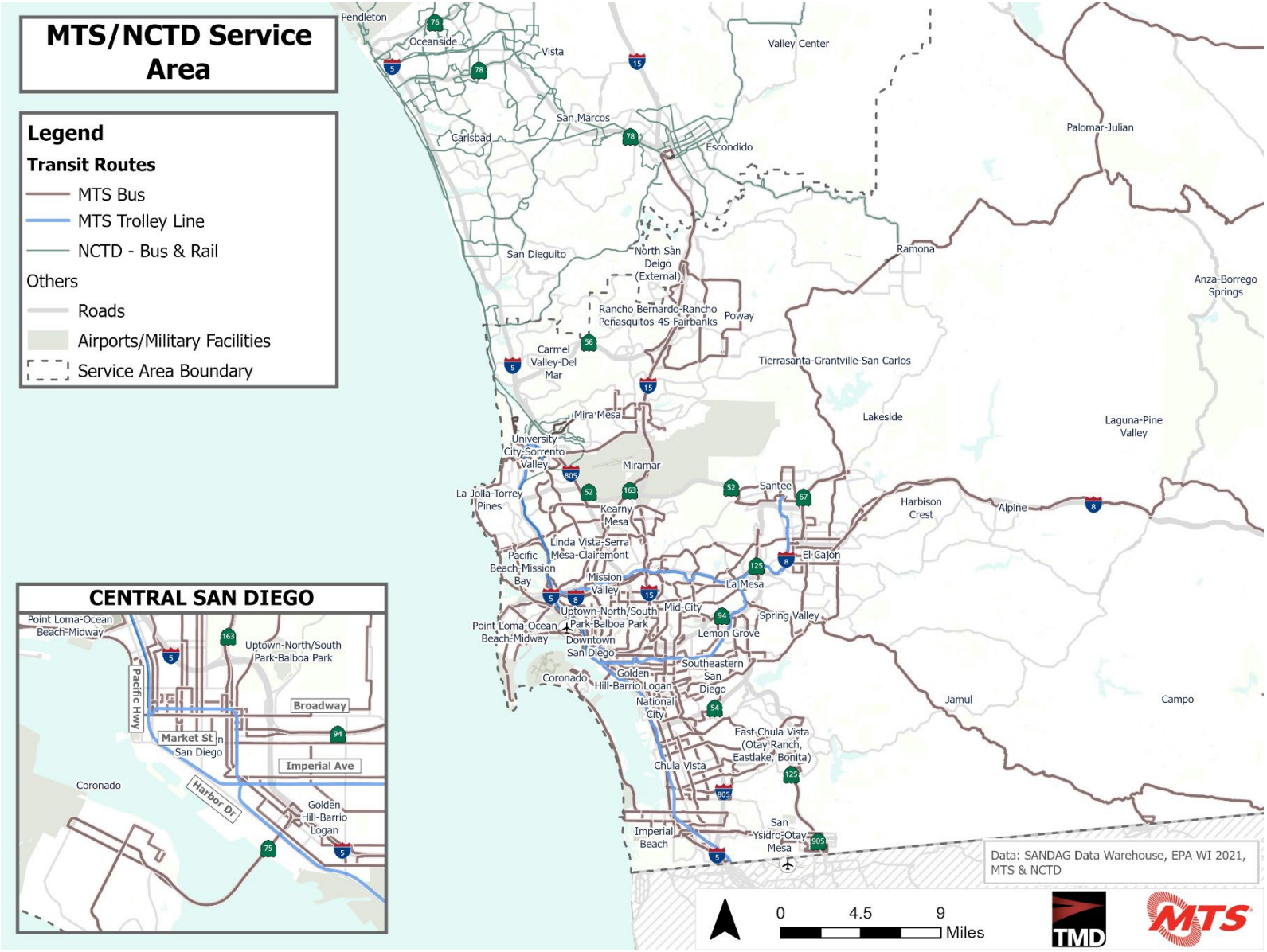


Figure 3-2: MTS and NCTD Service Areas



3.2 Network Structure

MTS operates primarily a hybrid network configuration, with many elements of a grid-based orientation alongside elements of a hub-and-spoke network, with the latter generally taking precedence. Bus routes operate along local arterial streets and are anchored by Trolley stations, Rapid bus stations, and transit centers located throughout the service area. These regional and community hubs allow for easy transfers between bus routes as well as multi-modal transfers between local buses, Rapid bus lines and Trolley lines. Santa Fe Depot and Old Town Transit Center also connect the MTS network with COASTER commuter rail and Amtrak (Pacific Surfliner) intercity rail service.

Many of the dense urban areas in San Diego see a high concentration of local bus routes, spaced efficiently at around ½ to one mile apart, which allows for easy walk access from most intersecting streets. Many of the bus routes in these areas offer frequent service and operate seven days a week. However, many lower-density neighborhoods and large portions of the service area's suburban parts see little or no bus service at all, consistent with networks that are more productivity driven. Those that do have service see lower frequencies (30 minutes to hourly) and limited-to-no service during evenings and on weekends. Many bus routes also operate with shorter variants during certain times, such as Route 932, which operates over the entire line Monday-Saturday but only operates south of E Street Station in Chula Vista on Sundays.

Local bus coverage is also impacted by the region's geography and topography, and design choices for the built environment. Hilly terrain and the region's many canyons, mesas, and waterways create discontinuous street networks that limit inter-neighborhood connectivity in many areas. This is often compounded by street design in newer neighborhoods that limits the ways in or out and creates a patchwork urban fabric. Together, these factors make it extremely difficult to serve certain areas efficiently with transit and can require bus routes to make out-of-direction deviations that require excess resources and degrade the customer experience and perception of timeliness.

Overlaying the core, all-day local bus, Circulator, Rapid bus, and Trolley network is a smaller network of peak-only express and Rapid Express routes, which provide faster trips along certain corridors during peak commuting hours on weekdays. These routes typically connect transit centers and park-and-rides that are further apart using the regional freeway and arterial road networks.

3.3 Regional Connectivity

The MTS network is well set-up for regional connectivity. There are several service types across the system that serve regional travel:

- Trolley lines offer rapid transit connections between major regional hubs. These lines are strong linkages to and from local bus routes, which serve as both origins and destinations for the Trolley network.

- Rapid Routes 225, 227, 235, 237, 280, and 290 and express Routes 60, 110, and 910 offer longer-distance services between subregions, with the goal of providing faster service than local bus routes.
- Many local bus routes, such as Routes 13 and 955, provide regional connections as well as local service to neighborhoods in between key hubs and destinations.

MTS also has regional connections to other regions and areas, and serves these connections well:

- Amtrak and COASTER trains serve Santa Fe Depot and Old Town, both of which are major hubs for MTS.
- Greyhound, FlixBus and other intercity coach operators serve San Diego County destinations that are accessible by MTS services including Trolley, Rapid, and local bus lines. The main Greyhound and FlixBus hub for the county is at Old Town Transit Center.
- MTS operates high service levels to both of the County's major Ports of Entry between California and Baja California, Mexico, with Trolley service to San Ysidro and two Rapid bus lines serving Otay Mesa (Routes 225, 227). MTS also serves the much smaller Tecate Port of Entry with Route 894.
- In addition to Route 992, from downtown to San Diego International Airport (SAN), SAN operates an Airport Flyer bus route from the airport to Old Town Transit Center.

While there are opportunities for MTS to improve connectivity throughout the transit system, the existing network is extensive and leverages the strength of the Trolley system and core arterial bus routes.

3.4 Service Categories

MTS operates its transit system comprised of several service categories, which classify routes with similar services for comparison and reference. The MTS system map does not differentiate between most types of bus routes and has no indication of frequency and little indication of service span. See Table 3-1 below for the service standards associated these route groups . Note that not all routes meet the exact standards prescribed to their categories, having been impacted by service reductions during the COVID-19 pandemic or the Fall 2022 service cuts associated with the MTS operator shortage.

Table 3-1: MTS Service Categories

MTS Service Categories				
Category	**Weekday Base Frequency (min)**	**Span**	**Operating Environment**	**Routes Included**
Trolley (Light Rail)	15 or better	All day, all week	Dedicated rail right-of-way with some grade-separation and signal priority	Blue, Green, Orange, Copper
Rapid	15 or better	All day, all week	Major arterials and freeways with transit priority	201/202, 204, 215, 225, 227, 235, 237
Urban Frequent	15 or better	All day, all week	Major arterials	1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 30, 35, 41, 43, 44, 120, 701, 709, 712, 815, 901, 906/907, 929, 932, 933/934, 955, 961, 962, 992
Urban Standard	60 or better	Weekdays, may run weekends	Major arterials and smaller streets	4, 27, 28, 31, 105, 115, 704, 705, 707, 816, 832, 833, 834, 838, 848, 852, 854, 855, 856, 864, 872, 874/875, 905, 916/917, 921, 923, 928, 936, 944, 945/945A, 963, 967, 968
Circulator	60 or better	Weekdays, may run weekends	Neighborhood streets and arterials	14, 18, 25, 83, 84, 88, 851, 904, 909, 964, 965, 985
Rapid Express (Premium Express)	30 or better	Weekday peak hours only	Freeways	280, 290
Express	30 or better	Geared towards weekdays, may operate other days	Highways and major arterials	20, 60, 110, 910
Rural	No standard	At least one roundtrip per week	Rural roads	888, 891, 892, 894

Bus-Rail Interface

Most of the bus routes connect into the Trolley system at some point and nearly all Trolley stations have connecting bus service. Many have straightforward connections directly from the Trolley platforms onto the bus, and vice versa. This extends the reach of the Trolley system through bus connections, allowing for train service to focus on fast and frequent regional connectivity while buses fill in local gaps. The effectiveness of this connectivity can be seen in the stop-level ridership discussion (Section 4.5), where the highest-ridership stops in both the bus and Trolley networks have major connections between buses and Trolley lines. The Trolley stations that do not have a direct or nearby bus connection (including MTS services, NCTD, UCSD Triton Transit, or Airport shuttles) are

shown below in Table 3-2. Only nine of MTS's bus routes do not connect with the Trolley system: Routes 84, 707, 838, 904, 909, 944, 945/945A, 964, and 965,[8] and only 14 Trolley stations (of 63) do not have bus connections (see Table 3-2).

Table 3-2: Trolley Stations Without Bus Connections

Line(s) Served	Trolley Station
Blue	Pacific Fleet
	Tecolote Road
	VA Medical Center
Green	Convention Center
	Fenton Parkway
	Gaslamp Quarter
	Hazard Center
	Rio Vista
	Seaport Village
	Stadium
	UC San Diego Health East
Green/Orange	Amaya Drive
Orange	Massachusetts Avenue
Copper	Gillespie Field

3.5 Frequencies and Spans

Frequency (or how often a transit vehicle arrives at a transit stop) and span (the portion of the day and week that a transit service is in operation) are the two most influential factors in attracting riders to use public transit. Riders want to be able to show up at a stop without consulting a schedule and having a transit vehicle arrive within a few minutes. Additionally, riders want to be able to ride transit at all hours of the day and days of the week, enabling spontaneous travel choices.

When service is infrequent (trips are more than 15 minutes apart), most riders will not spontaneously use transit but rather, will plan around the timetable to minimize wait time. This requires them to organize their plans around the transit schedule, making transit much less attractive. The number of people who travel spontaneously is far greater than those who plan their trips based on previous research conducted in San Diego and elsewhere. Frequency is also important in a transit system like MTS, where transfers are important to complete many trips. When transferring, riders do not have control over their arrival time at the stop, so they cannot choose to minimize how long they wait. Low-frequency service with a transfer can also greatly increase the length of someone's trip, since they must also wait in between trips.

Service span is important because it enables flexibility for riders. A transit service running from 6 a.m. to 7 p.m. on weekdays is useful for those with "9 to 5" office jobs, but limits mobility for non-

[8] Route 910 also does not connect with the Trolley since it is the overnight bus express service from San Ysidro to Downtown replacing the Trolley late at night.

traditional job shifts, shopping, visiting friends, or other trip purposes, which are the preponderance of trip-making. Transit services that run into the evening and on weekends enable more types of trips and have been shown to also increase weekday transit use since it enables persons to live car-free.

ROUTE FREQUENCY

Table 3-3 shows the frequency of the MTS system during weekday peak hours by the number of routes or rail lines at different intervals. Midday frequencies follow in Table 3-4. The number of bus routes operating every 15 minutes or better decreases to 28 in the midday, down from 39 in the peaks despite a continuing high volume of general trip-making.

Table 3-3: MTS Transit Lines by Frequency, Weekday Peak

Number of Routes/Lines	7.5 Min	10-12 Min	15 Min	20-30 Min	30 Min	31+ Min	Peak Only/Not Operating
Trolley	1		3				
All Bus Routes	4	5	24	8	32	19	
Rapid	1	2	2	1	1		
Urban Frequent	3	3	20	5			
Urban Standard			1	1	25	6	
Circulator					4	8	
Rapid Express					2		
Express			1	1		1	1
Rural						4	
Total	**5**	**5**	**27**	**8**	**32**	**19**	**1**

Table 3-4: MTS Transit Lines by Frequency, Weekday Midday

Number of Routes/Lines	7.5 Min	10-12 Min	15 Min	20-30 Min	30 Min	31+ Min	Peak Only/Not Operating
Trolley	1		3				
All Bus Routes		5	23	6	31	17	11
Rapid		2	2		2		1
Urban Frequent		3	21	6	1		
Urban Standard					24	8	1
Circulator					3	8	1
Rapid Express							2
Express					1		3
Rural						1	3
Total	**1**	**5**	**26**	**6**	**31**	**17**	**11**

Trolley frequencies throughout the MTS system are consistent. All lines operate with 15-minute headways for most of the day, every day, except for the southern half of the Blue Line, which operates every 7.5 minutes during the day on weekdays. Bus headways are less consistent. Most still fit into standardized clockface frequency buckets (every 10, 12, 15, 20, 30 or 60 minutes). A few bus routes do not conform to these frequency standards, which makes it difficult to schedule effective transfers

with the rest of the system. This includes Route 83, which operates approximately every 70 minutes. shows the MTS system by weekday peak frequencies. Figure 3-4 shows MTS's all-day frequent network highlighting bus routes and Trolley lines operating every 15 minutes or better during the weekday midday time period. Figure 3-3 shows the MTS system by weekday peak frequencies. Figure 3-4 shows MTS's all-day frequent network highlighting bus routes and Trolley lines operating every 15 minutes or better during the weekday midday time period.

Figure 3-3: MTS Routes by Weekday Peak Frequency

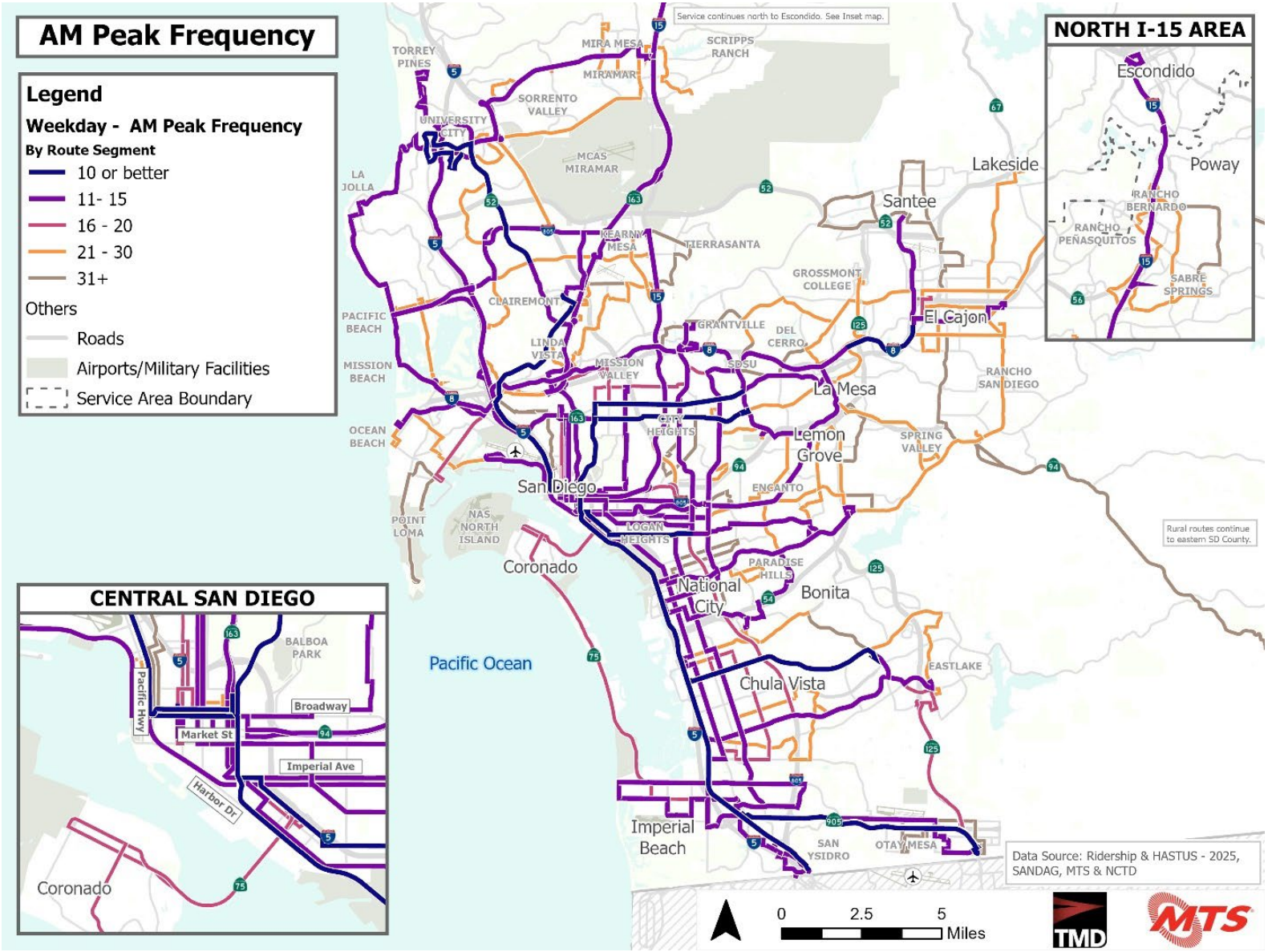
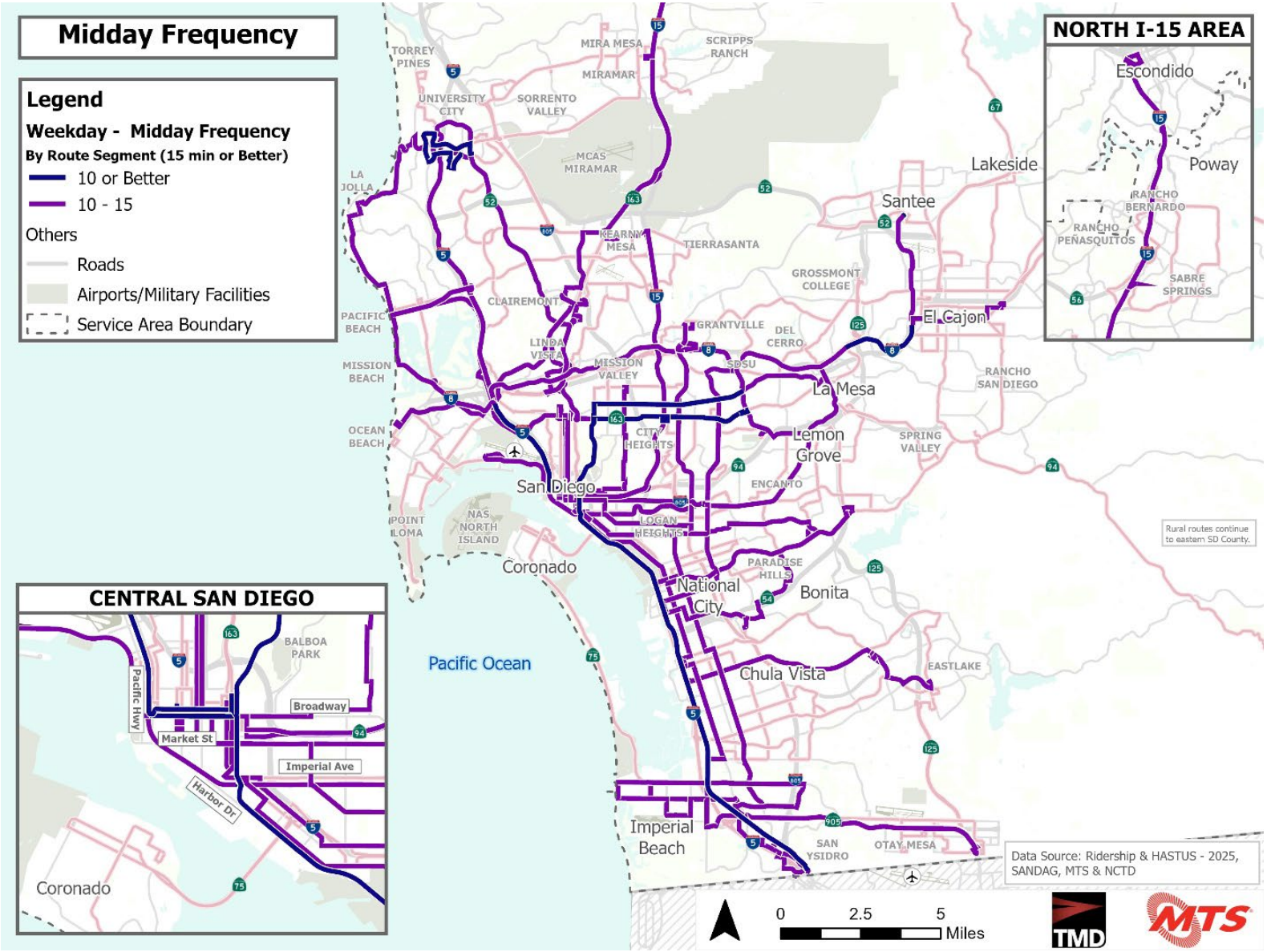


Figure 3-4: Weekday Midday Frequent Network (15 minutes or better)



Most bus routes see reduced frequency during evenings and on weekends, while many bus routes do not operate at all on weekends. Across the bus system, only 57% of weekday service levels are provided on Saturdays, dropping further to 42% on Sundays.

Meanwhile, Trolley lines operate their weekday service levels on weekends, with the exception of the southern Blue Line decreasing to every 15 minutes.

In Chapter 7 of the Market Assessment report the general public travel demand analysis found that weekend travel remains very strong in the MTS service area at 96% of weekday levels. This means that transit has an opportunity to capture more weekend travel demand than currently.

Figure 3-5 and Figure 3-6 show the extent of the MTS frequent network that continues to operate at frequencies of 15 minutes or better in the midday period on Saturdays and Sundays, illustrating the significant drop-off in frequency from weekdays to weekends.

Figure 3-5: Saturday Frequent Network (15 minutes or better)

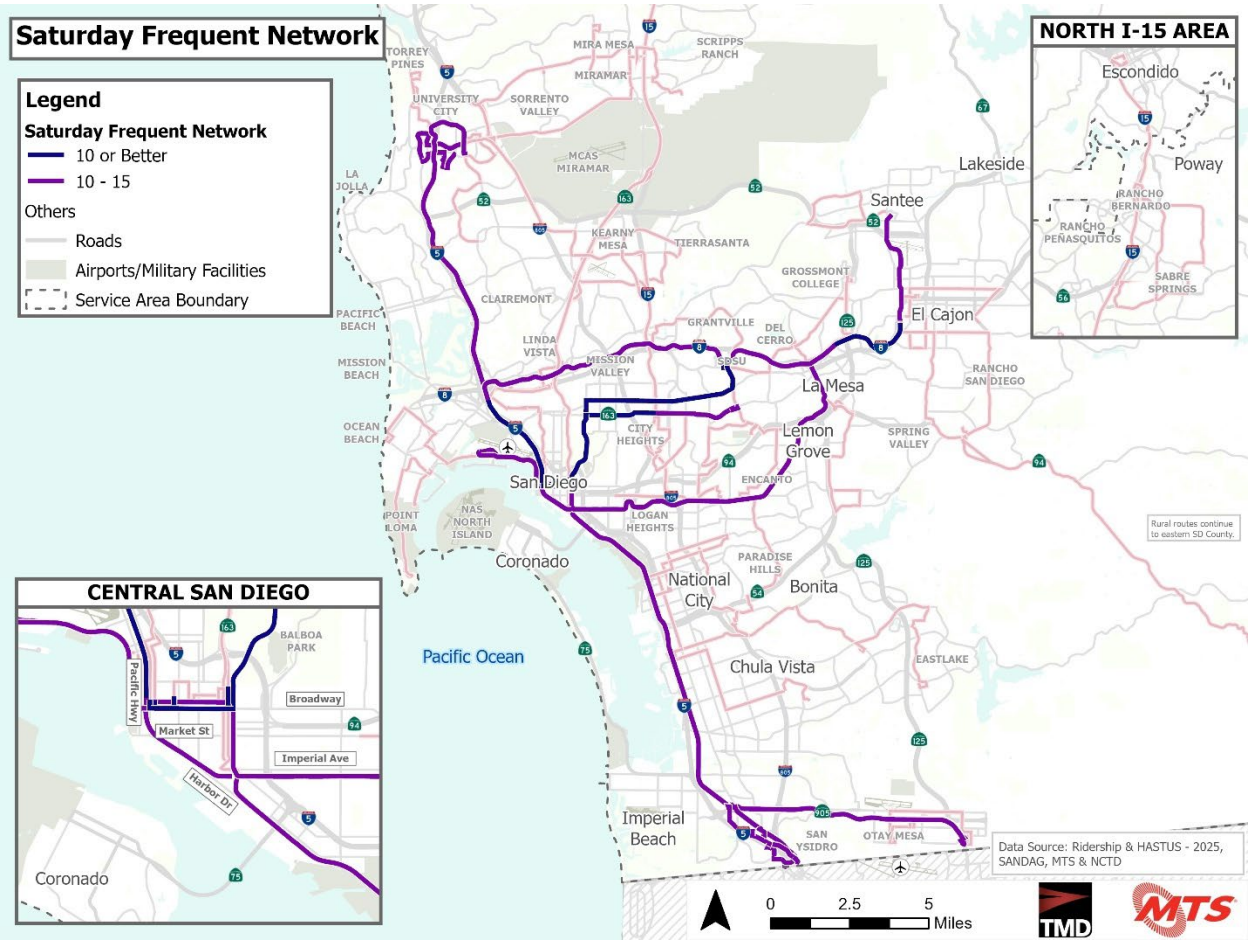
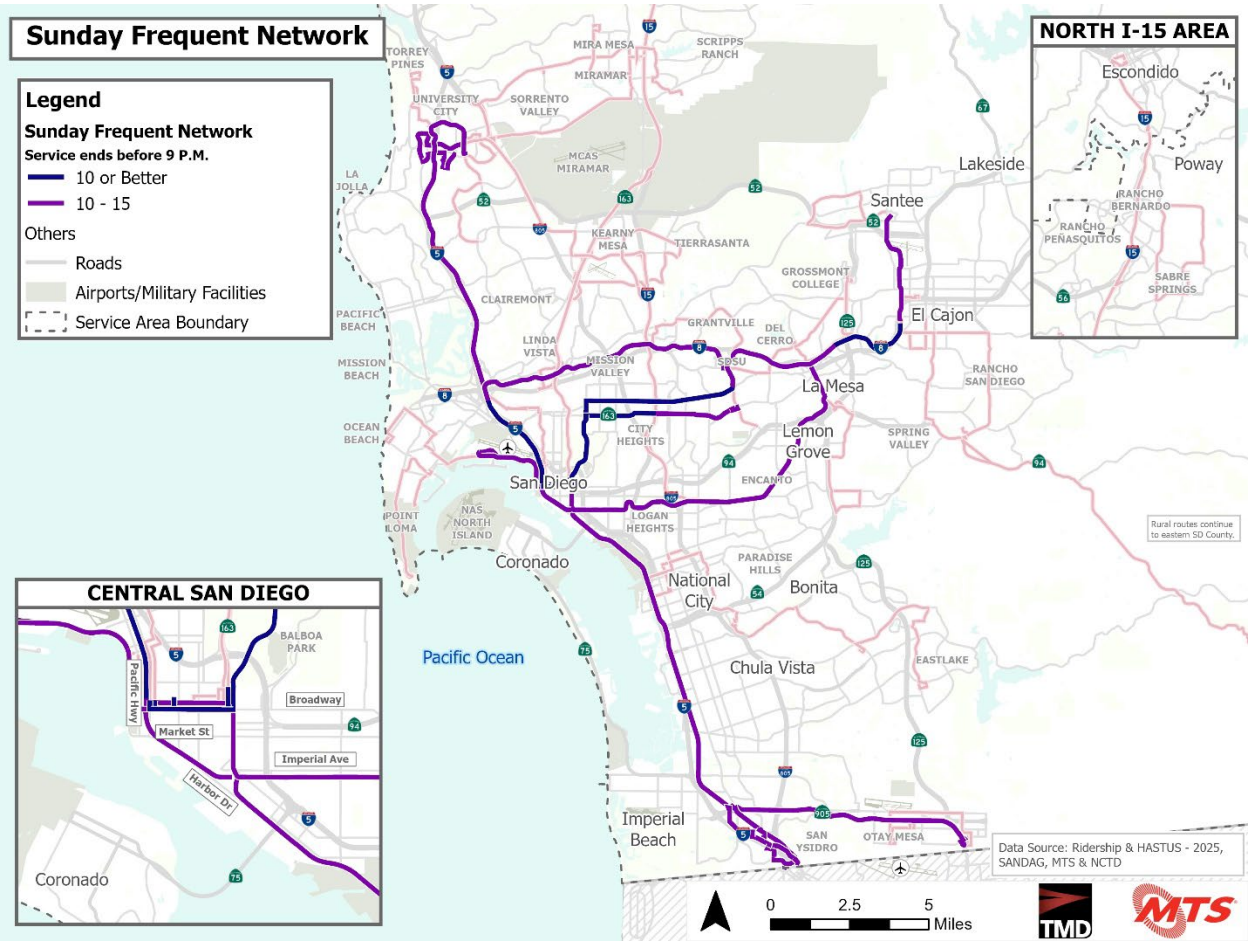


Figure 3-6: Sunday Frequent Network (15 minutes or better)



On Saturdays, especially, reduced weekend frequencies can limit ease of movement through the network. For example, Route 3, like many Urban Frequent routes, operates every 12 to 15 minutes on weekdays, but every 20 minutes on Saturdays. Consequently, riders cannot consistently make timed transfers between Route 3 and the Orange Line at Euclid Avenue Transit Center on Saturdays. Additionally, riders cannot consistently make timed transfers between Routes 3 and 5 (30-minute frequencies) on Market Street. Thus, timed transfers between either service and Route 3 can only occur once an hour on Saturdays, rather than with every trip.

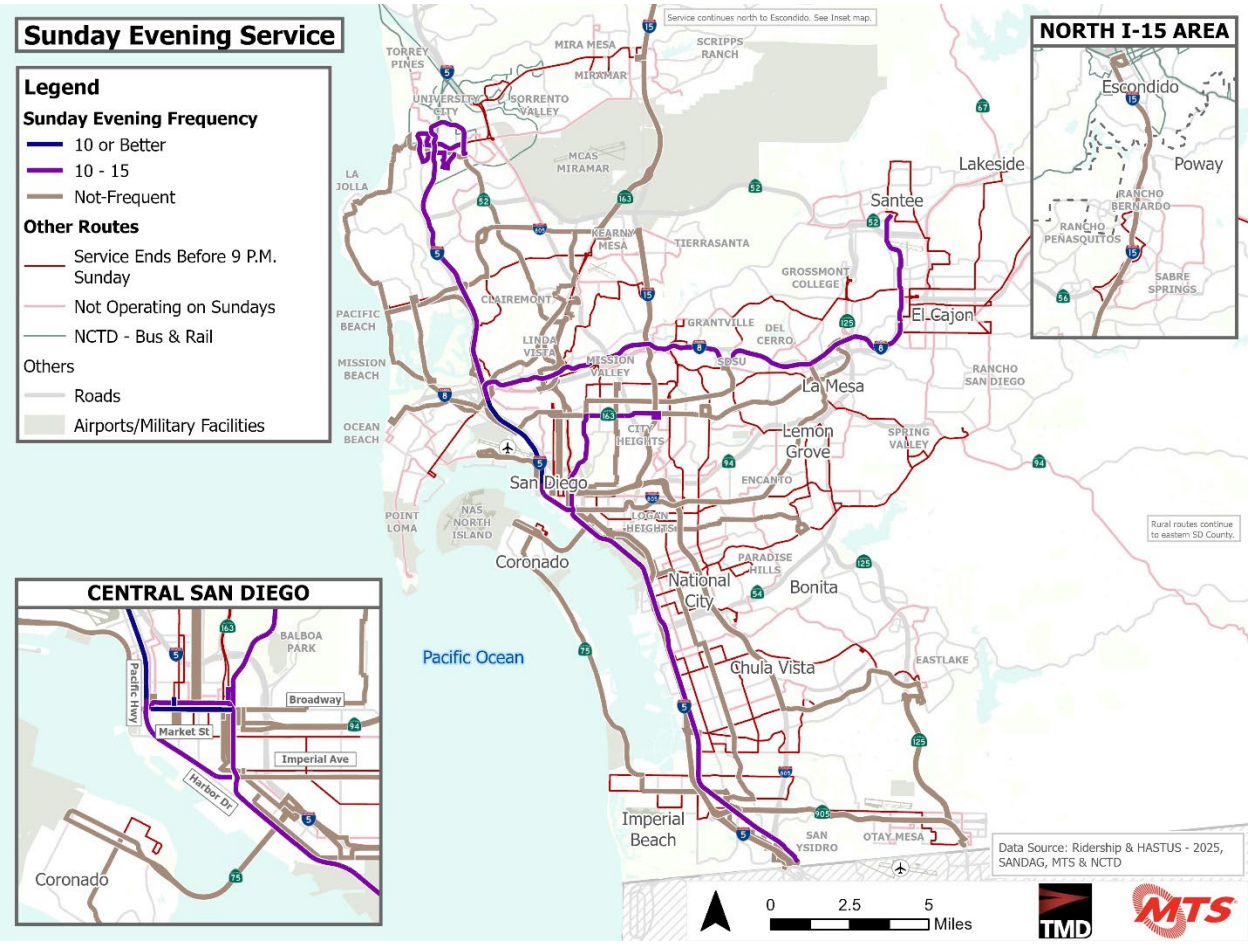
SERVICE SPAN

Service spans throughout the MTS system are far less consistent than frequency. Most routes start early on weekdays, at around 5 or 6 a.m. While some bus routes will operate as late as midnight on weekdays, matching the Trolley system, many others end between 6 and 10 p.m. On weekends, service spans decrease even further. One recent improvement in span was the introduction of Route 910, operating overnight-only service to replace the southern half of the Blue Line when it is unable to run because of track restrictions due to freight movement. Route 910 provides mobility for those traveling from the border to employment when the Blue Line is not running.

Many routes, especially in more suburban areas but even some in tourist hotspots like Ocean Beach and Point Loma, do not operate on weekends, or may operate on Saturdays but not Sundays. There are 28 routes or segments of routes providing unique coverage that do not operate on weekends, and nine that operate on Saturdays but not Sundays. The routes that operate on weekends typically have reduced spans of service, with most routes ending between 6 and 10 p.m. on Saturdays and between 5 and 8 p.m. on Sundays. There are very few routes that operate later than 8 p.m. on Sunday, significantly limiting all-day mobility for that day of the week. The decrease in span also reduces the effectiveness of the late-night services that still operate, as they have fewer connections. Most routes also see a later start to service on weekends, as late as 10 a.m. on Sundays. **Developing baseline spans of service would enhance the MTS system as a whole, with customer mobility options currently limited due the inconsistent spans across routes and day types.**

Figure 3-7 displays the lines in the MTS network that have at least one trip after 9 p.m. on Sundays. While this network has some coverage of central San Diego destinations, areas like El Cajon are left with no service aside from the Trolley, meaning that people in most neighborhoods cannot access transit on a Sunday evening and are less likely to rely on the system for all the trips they need to take throughout the week.

Figure 3-7: MTS Sunday Evening Service Network



Rapid Branding and Local Bus Interface

MTS operates 10 bus routes under the Rapid brand. These routes, shown in Table 3-5, are very different from each other and are based on different fundamental service categories.

Table 3-5: MTS Rapid Routes

Route	Frequency	Span	Stop Spacing (mi)	Transit Priority	Equivalent Service Category	Local Underlay Route(s)
201/202	5-15	All day, all week	0.45	TSP	Urban Frequent	30, 41, 101, 479, 921A
204	30	Weekday only	0.43	TSP	Urban Standard	None
215	12-15	All day, all week	0.60	Bus lanes, busway, TSP	Urban Frequent	1, 7, 856, 936
225	20-30	All day, all week	2.15	Busway, TSP, DAR, HOV Lanes	Express	709, 712
227	10-15 short/20-30 full	All day, all week (no evening on west side)	1.53		Urban Standard (west side), Express (east side)	901, 905, 933/934
235	15-30	All day, all week	2.63	HOV Lanes, DAR, Busway	Express	None
237	15	Peak-only	0.96	HOV Lanes	Urban Standard	921
280	30	Peak-only	3.20	HOV Lanes, DAR	Express	235
290	30	Peak-only	2.28	HOV Lanes, DAR	Express	235

Within the MTS Rapid category, the services diverge in characteristics and do not present a unified brand image for MTS as a whole. The Rapid designation does not guarantee that a route will operate at any given time of day or week, at a higher frequency, or even with significantly faster service. Out of all the Rapid services, only Rapid 215 and the eastern portion of Rapid 227 (between Iris Avenue TC and Otay Mesa TC) meet all three of the typical aspects of 'rapid' bus service throughout the industry (long service span, high frequency, and faster service).

3.6 Route Structure

Routes throughout the MTS system come in a variety of shapes and structures. Some routes, such as Routes 12 and 962, are linear, and provide consistent service along one corridor. Others, meanwhile, serve multiple corridors at once, such as Routes 3 and 215. This is dictated by the shape of the urban form and the patterns of mixed-use development. There are also loop routes throughout

the system, which are needed to provide one-seat community travel, but need to be well designed to avoid confusing riders.

Directness and Deviations

Travel time is affected by the directness of a route, and deviations from a route's primary alignment play a significant role in increasing overall travel time. Route deviations are usually in place to provide "front door" service to neighborhoods, shopping centers, medical facilities, or employers that are located off the main corridor. Rather than requiring riders to walk from the main corridor, the bus deviates from its main alignment to serve the destination, increasing travel times for most riders. Industry best practice, manifest in MTS Policy 38, says that there should be **no more than five passenger-minutes of delay per boarding gained along the deviation**.[9] This means that deviations will be more disruptive on parts of routes with higher onboard loads or if they are of longer duration. When evaluating whether to deviate a route, it is important to weigh the benefits to boarding passengers against travel time penalties incurred by on-board riders. There are very few deviations in the MTS network, as most routes remain on arterial streets. Where routes do deviate, they typically deviate to major transit centers where the value of the connection outweighs the additional travel time.

However, some deviations are quite costly for MTS to operate. One example is Routes 874 and 875 deviating through Parkway Plaza in El Cajon, as illustrated in Figure 3-8. The routes make a six-minute deviation off Johnson Avenue to serve the mall. In both directions, there are a total of 329 average all-day riders on the bus when the deviation starts and 47 get off during the loop. As a result, a total of 282 passengers ride all the way through the deviation. These 282 passengers incur an additional six-minute delay, for a daily total of 1,692 passenger-minutes of delay. A total of 51 riders board the bus at Parkway Plaza and 47 get off, so there is a penalty of 17.3 minutes of passenger delay per boarding/alighting along the deviation. However, to eliminate the deviation, a new stop for Route 875 would be needed on Johnson Avenue at Arnele Avenue/Village Parkway.[10] Additionally, pedestrian improvements would be needed to ensure safe and convenient access to the Parkway Plaza mall, including improvements to the crosswalk at Johnson Avenue and pedestrian access through the Walmart parking lot.

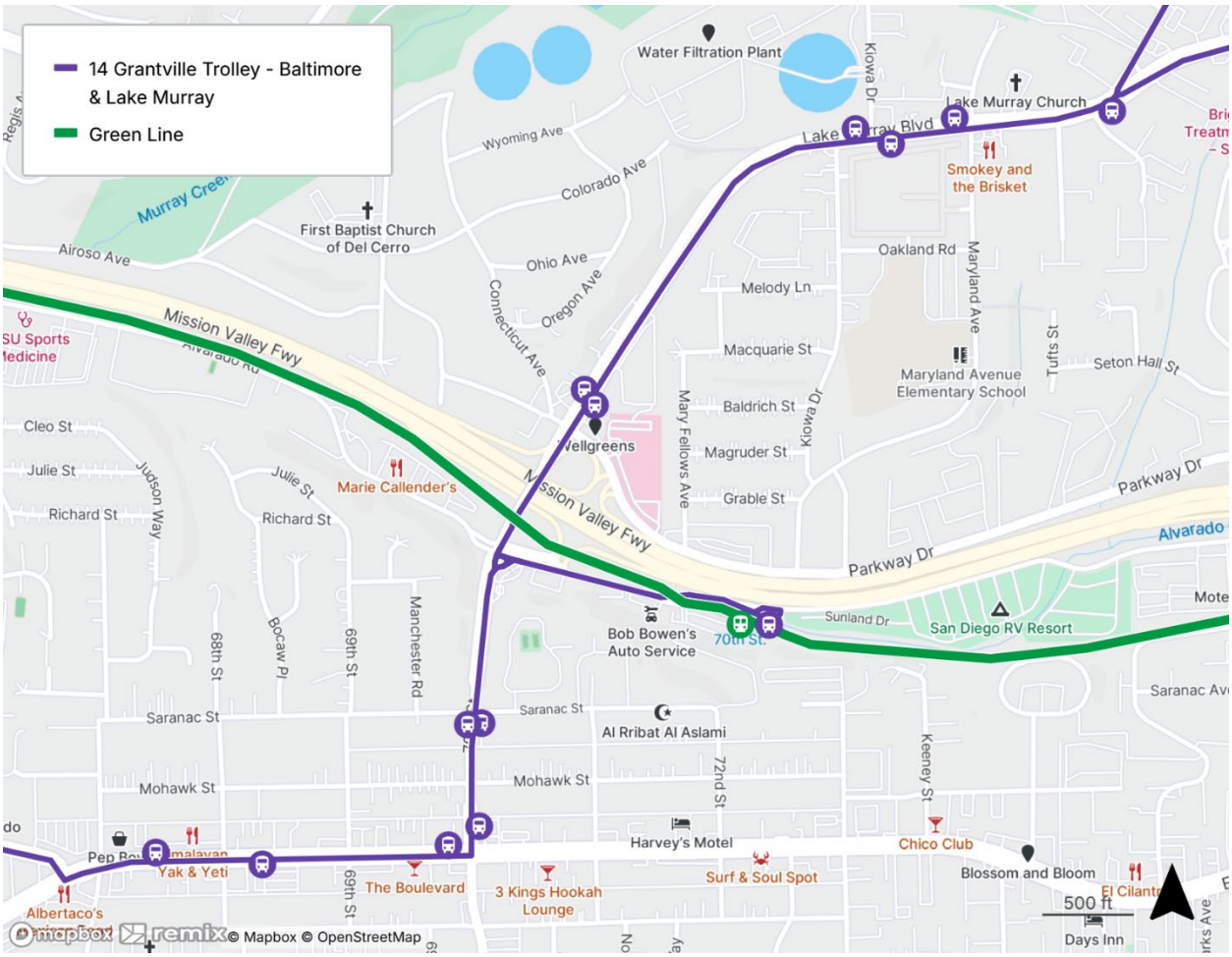
[9] MTS Board Policy 38, adopted in 1990 and last amended in 2004, establishes a framework and methodology for MTS to evaluate out-of-direction bus route segments. For segments with passenger-minute delays of 5.0 or greater, MTS policy establishes that those scoring between 5.0 and 14.9 should be evaluated more closely and considered relative to other factors. Segments creating 15.0 or more minutes of delay per through passenger should be modified or discontinued.

[10] Currently the only stop at that intersection is in the northbound direction for Route 874 (the loop's clockwise direction). Route 875, the counter-clockwise direction, only stops further north on Johnson Ave and at the Parkway Plaza Transit Center on the deviation. Adding the new stop would preserve walk access for Route 875.

Figure 3-8: Route Deviation Example, Routes 874/875

On the other hand, some deviations, such as those that enable regional connections, are beneficial to riders. For instance, Route 14 makes a four-minute deviation from 70th Street to the 70th Street Trolley Station (as shown in Figure 3-9). An average of 39 all-day passengers enter the deviation, but 18 get off. Thus only 21 ride all the way through and incur 84 total passenger-minutes of delay. There are 17 boardings at 70th Street Trolley Station and 18 alightings, so there is an average delay of just 2.4 passenger-minutes per boarding/alighting generated.

Figure 3-9: Route Deviation Example, Route 14



Stop Spacing

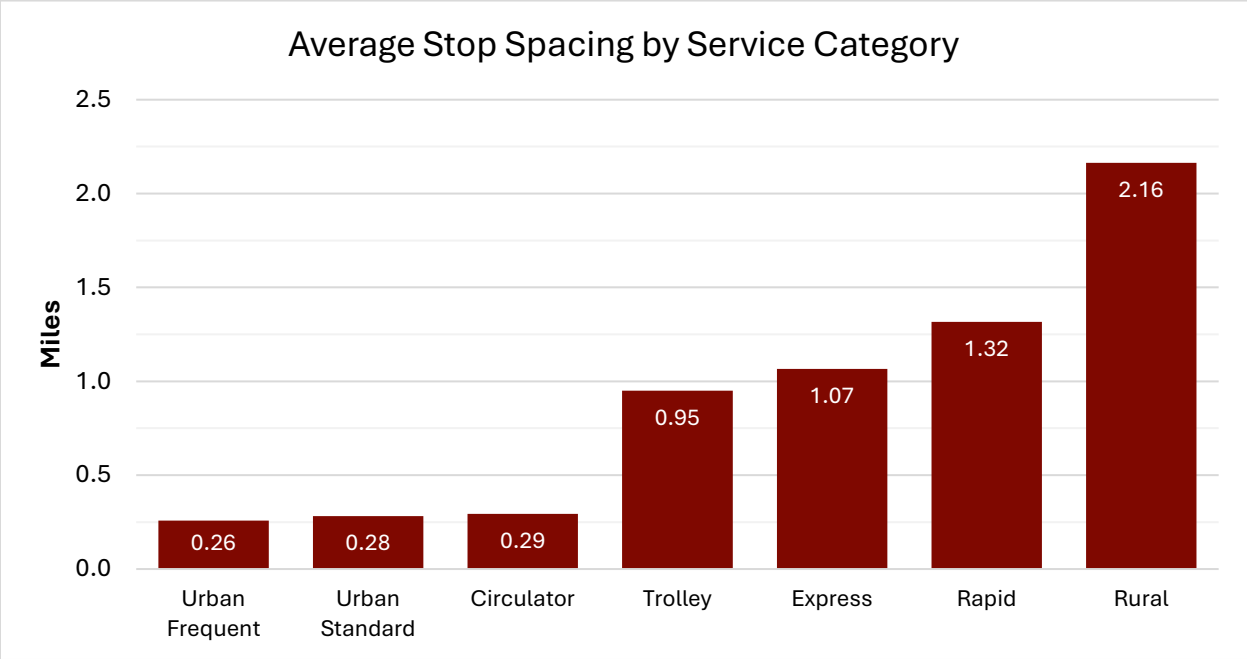
Stop spacing, or the distance between two consecutive bus stops, is a delicate balance between the access needs of riders and minimizing unnecessary travel delay for those already on the bus. Closely spaced stops increase access to customers but also slow the overall speed of transit trips due to the delay of additional stops.[11] Based on consumer preferences and industry research, the average stop spacing in urban environments that best achieves this balance is 0.25 mile for regular local bus transit and up to 0.3 mile for high frequency bus service (10-minute or better). Route context must be considered, however, as some parts of the route may have closer spacing if serving multiple key destinations while other route segments may have wider spacing if serving lower-density areas

[11] Grouping more passengers together at stops also helps reduce delay since a) the bus delay from slowing to the stop (and potentially pulling out of traffic) and then reentering the traffic flow is spread over more passengers (and happens less often) and b) boarding the first couple of passengers takes the longest with additional passengers boarding much more quickly.

without significant destinations (or traveling past open space, freeway infrastructure, or industrial areas).

Because of the wide variation in service types in the MTS network, stop spacing varies significantly depending on the route. However, Urban Frequent, Urban Standard and Circulator, the three categories operating exclusively with local-stop service in urban and suburban areas, all see an average stop spacing between 0.25 and 0.3 miles, fitting with industry best practice. Trolley services have an average stop spacing of just under one mile, which fits their nature as light rail lines (balancing closer spacing in high density urban areas and wider spacing in suburban or industrial settings. Stop spacing for all service categories is shown in Figure 3-10 below.

Figure 3-10: MTS Average Stop Spacing by Category



There are no routes that stand out as having abnormally wide or close stop spacing over their entirety. Most routes fit closely to the average for their service category. That said, there are a few routes that could benefit from stop consolidation, such as Route 1, which has an average stop spacing of just 0.16 miles along the segment it shares with Rapid 215, and Route 3, which has an average stop spacing of just 0.17 miles.

Rapid routes have longer stop spacing than urban and circulator routes, which is by design. On many urban Rapid corridors, such as the Rapid 215, the Rapid route stops infrequently, approximately every half mile, with a local Route 1 filling in the access gaps between the Rapid stops. Consequently, the Rapids serve primarily major destinations and transfer points, reducing travel times along the line while the local route provides coverage between stations. However, the speed improvements come at a cost of diluting the overall corridor frequency through operation of two separate services.

The COA will consider whether operation of a two-line corridor service provides the best overall customer experience or whether consolidation of Rapid/Local routes into one Rapid route with local stop spacing is a better experience for trip-making on that corridor – one enhanced bus route that delivers more frequency for the same resources while maintaining virtually the same operating speed as the original Rapid route and serves everyone on the corridor not just those at Rapid stops.

3.7 Fare Structure and Policies

MTS charges a base fare of $2.50 for most one-way rides on buses and for all Trolley rides. A premium fare of $5 is charged on the two Rapid Express routes, and the Rural routes charge a higher fare of $8 per ride.

Riders have many ways to pay their fare. Riders can purchase a PRONTO card, which costs $2, which can then be loaded and reloaded with fares or passes. Riders can also use virtual PRONTO cards through the PRONTO mobile app and can pay directly on fare readers with mobile payment platforms or contactless credit cards. Riders can also pay their fares in cash.

MTS has fare capping for passengers using PPRONTO cards and the PRONTO app. Through fare capping, passengers receive free rides for the rest of the day after paying $6 in regular $2.50 fares, or $12 in premium or Rural fares. Passengers payments are capped after paying $72 in regular fares or $100 in premium fares each month.

Passengers paying with PRONTO or contactless fare products also receive free transfers to and from the same fare type within two hours of paying their first fare. These free transfers do not apply to riders paying in cash which can place an additional financial burden on those without access to smartphones, banking infrastructure, or the ability to pay the $2 fee for the PRONTO card.

Reduced fares at half the cost (further reduced for monthly passes) are available on all modes. These fares are available for senior passengers (65+), Medicare recipients, and people with disabilities. Youth 18 and under currently ride for free as part of the SANDAG Youth Opportunity Pass (YOP) pilot program through June 30, 2026.

Table 3-6: MTS Fare Structure

Fare Type	Adult	Reduced	Youth (with YOP)
One-way Local/Rapid/Express bus or Trolley	$2.50	$1.25	Free
Rapid Express (Premium)	$5.00	$2.50	Free
Rural	$8.00	$4.00	Free
Paratransit	--	$5.00	Free
Regular Day Pass	$6.00	$3.00	Free
Premium/Rural Day Pass	$12.00	$6.00	Free
Regular Monthly Pass	$72.00	$23.00	Free
Premium/Rural Monthly Pass	$100.00	$32.00	Free

4. How Do Riders Use the Network?

Based on average APC ridership data from January-May 2025, MTS currently averages approximately 249,000 boardings on a typical weekday, with slightly more than half (over 125,000) riding Trolley and the remainder riding the various bus services. This drops to 171,000 on Saturday (102,000 on Trolley and 69,000 on bus) and 130,000 (78,000 on Trolley and 51,000 on bus) on Sunday.

This section examines how riders use the network, and what is working well and not working as well for these riders.

4.1 Recent Ridership Trends

Like most transit agencies across the country, MTS has seen very different ridership trends before and after the COVID-19 pandemic. However, MTS has had a strong recovery from the pandemic (currently at 95% of 2019 ridership levels). Out of the top 40 transit agencies, only New York City's MTA Bus (which operates bus service outside of Manhattan and is separate from MTA New York City Transit) has retained higher percentage of ridership than MTS.[12]

Trolley ridership has actually increased beyond pre-pandemic levels due to the Blue Line's Mid-Coast Extension opening and to consistent service restorations and improvements since the pandemic, such as the Copper Line introduction, which enabled greater frequency and reliability on the Green Line. Meanwhile, bus ridership remains at 79% of pre-pandemic levels, lagging behind Trolley service.

Ridership Changes Since 2020

Since the COVID-19 pandemic, there have been several factors that impacted MTS ridership, both in terms of ridership recovery as well as overall demand trends throughout the region.

The Blue Line's Mid-Coast extension opened in November 2021, bringing Trolley service north of Old Town to the UCSD campus and the MTS Transit Center at University Town Center (Westfield UTC) . This extension brought significant ridership to the Trolley system (about 15,000 per day), and is a major for the Trolley's ridership exceeding pre-pandemic levels. Additionally, several bus routes were rerouted, modified, or discontinued to accommodate the extension, which has been a factor in the bus network's slower recovery from the pandemic, as many university bus riders are now taking the Blue Line.

Another factor potentially contributing to the bus system's slower recovery is service reductions on some routes which formerly operated at 15-minute or better headways but are now operating every

[12] Source: MTS Board of Directors. FY 2025 Q4 & FY 2025 Annual Performance Monitoring Report. September 11, 2025.

20 or 30 minutes. These reductions mostly occurred at the start of the COVID-19 pandemic or in 2022, due to operator shortages.

Throughout the bus network, ridership recovery has been inconsistent, demonstrating the changing travel patterns throughout the region.

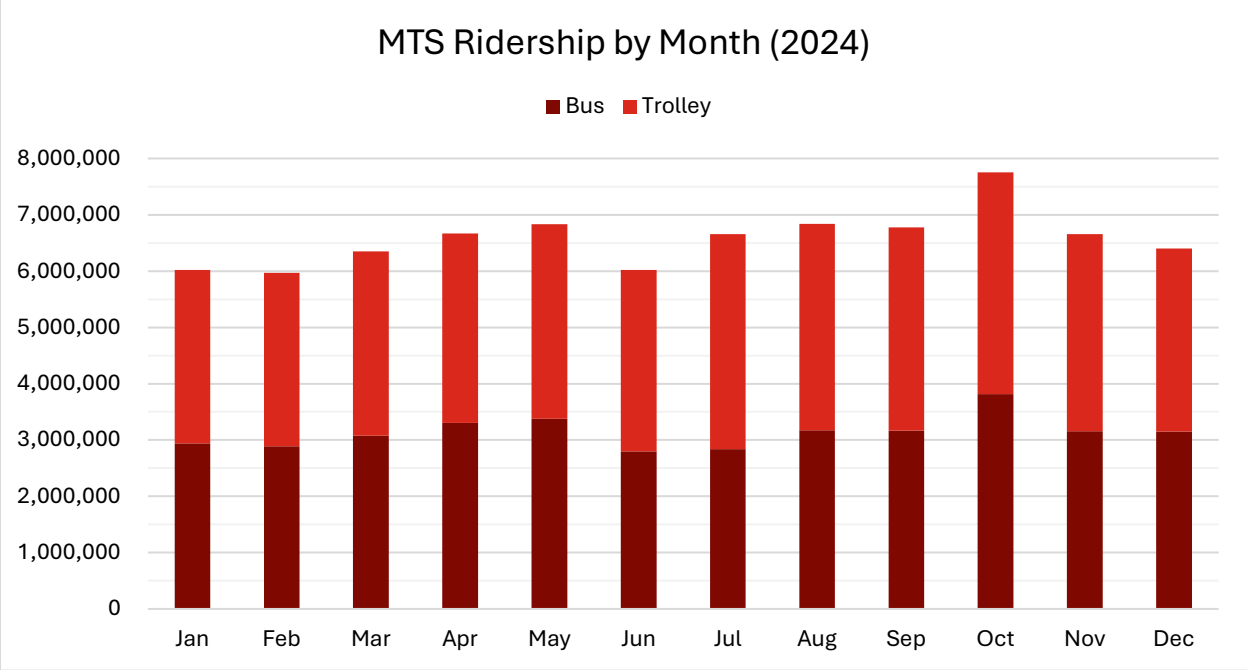
The routes with the lowest ridership recovery (under 60% retention compared to 2018) include Routes 60, 110, 280, and 290, which are all peak-only commuter bus routes. This service pattern no longer fits with many commuters' flexible work schedules, as the people working the types of 9-to-5 jobs that these routes serve now travel to offices on fewer days per week or may have variable work hours each day and are therefore less likely to rely on a service that only runs during peak hours in the peak direction. Three of these four routes also serve Downtown San Diego. As with many cities nationwide, Downtown San Diego has not seen a full recovery in office workers since the pandemic and travel demand to and from downtown for 9-to-5 workers is fairly low, meaning specialized bus routes for these travelers may not be the most effective use of limited transit resources.

Routes with high ridership recovery include Routes 13, 27, 707, 712, and 962, which are now over 100% and exceed 2018 ridership levels. With the exception of Route 707, all of these routes operate all day every day, enabling riders to rely on the service to get them not just to jobs or school, but also to grocery stores, meetups with friends and family, and other trip types outside of traditional peak hours. None of these routes touch Downtown San Diego, and Routes 707 and 712 operate entirely within the City of Chula Vista, showing ridership growth in outlying parts of the service area.

Seasonal Ridership Changes

MTS, like most transit agencies, sees seasonal fluctuations in ridership systemwide. As shown in Figure 4-1 below, which depicts monthly boardings in 2024, ridership is highest from the late spring through mid-fall (with a dip in June). The likely reason for this is that San Diego is a popular tourist destination, and many travel during school breaks. Many concerts and sporting events also happen during these times and draw significant out-of-town audiences. Service levels on key tourism-oriented bus routes to destinations like Seaworld and Pacific Beach are also increased during the summer, and the added convenience may provide a ridership boost. Monthly Ridership is highest in October and has been in every year 2015, excluding the COVID years of 2020 and 2021. Additionally, since COVID, ridership has consistently been highest in the fourth quarter of the calendar year, at around 26-28% of annual boardings.

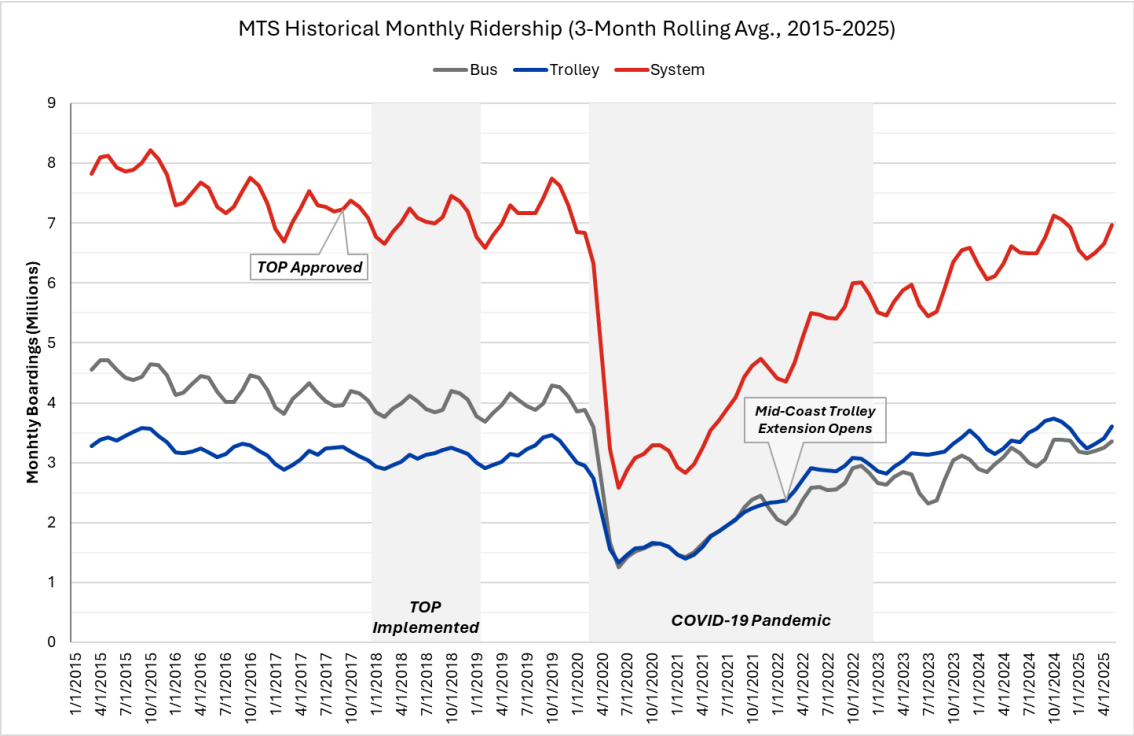
Figure 4-1: MTS Ridership by Month (2024)



Pre-Pandemic Ridership Changes

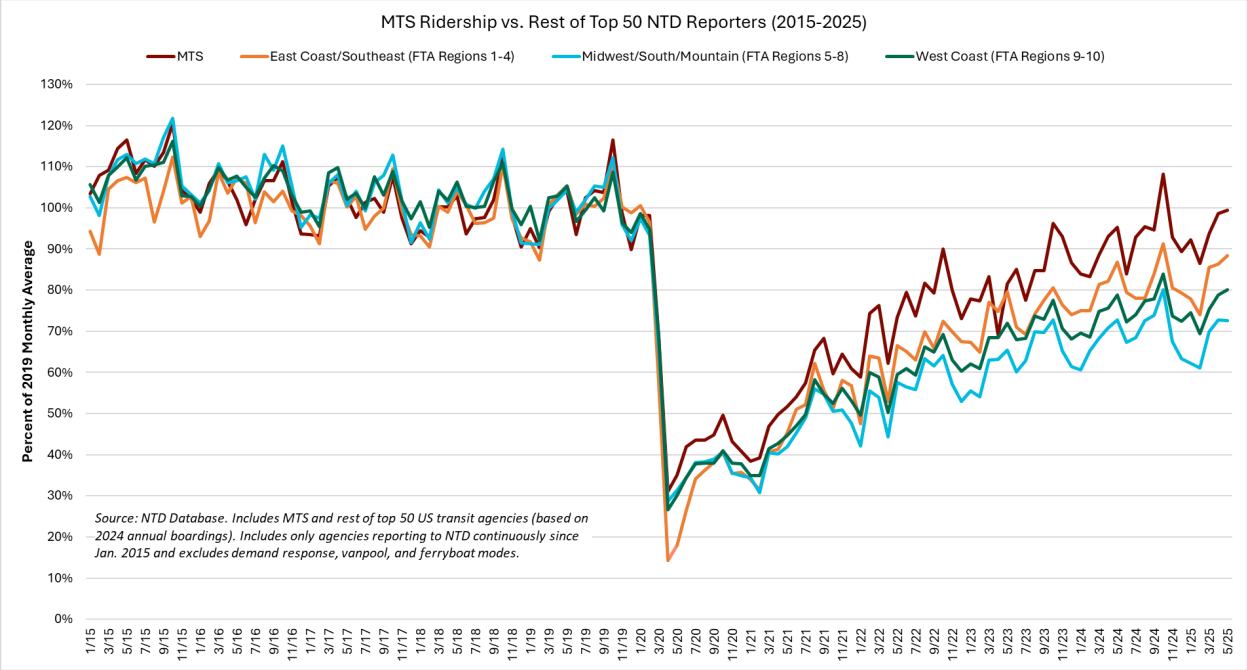
Prior to the pandemic, MTS experienced ridership declines from 2015 and 2016, consistent with trends across the industry that have been attributed to greater rates of private vehicle access and the emergence of alternative mobility options like Uber or Lyft and bike- and scooter-share systems. Following the implementation of the Transit Optimization Plan recommendations in 2018, MTS was beginning to reverse the decline and grow ridership heading into the pandemic. (See Figure 4-2).

Figure 4-2: Historic MTS Ridership



As shown in Figure 4-3 below, MTS's pre-COVID ridership trajectory was similar to that of the nation's other largest transit agencies. However, as mentioned previously, MTS's post-COVID ridership recovery has outpaced regional and national peers.

Figure 4-3: MTS Ridership vs. Other Top US Transit Agencies (2015-2025)



4.2 Customer Surveys

The 2023 SANDAG On-Board Transit Passenger Survey studied the demographic composition, travel patterns, and system usage behaviors of San Diego's transit riders, and revealed significant changes in who is riding transit following the COVID-19 pandemic. With 34% of current riders being new to transit and substantial shifts in trip purposes occurring since the pandemic, the data demonstrates that the transit user base has undergone major transformation since 2020. The MTS COA will consider the substantial turnover in the transit user base, increased usage by occasional riders, evolving trip purposes, and the distinct characteristics of bus and Trolley trips when planning service changes and route optimization strategies.

The survey analysis captures insights about rider demographics, income levels, vehicle access, trip patterns, service usage across different transit modes, and cross-border mobility patterns. Both the system and riders have adapted to new travel patterns, with increases in occasional ridership and changes in route utilization. Key findings from the survey include:

- Among current frequent riders (5+ days per week), 33% are new transit users who didn't ride before the COVID-19 pandemic. This shows that MTS is attracting new regular riders and understanding this group better may show ways to further gain ridership.
- MTS's bus and Trolley systems serve different demographics and functions. MTS Bus has the higher percentage of passengers making transfers (41% compared to 34% on Trolley).
- Buses serve 17% college students (versus 13% system-wide).
- MTS Trolley has a higher percentage of riders from Mexico (17% compared to 7% for bus) and the Blue Line's riders are 52% Hispanic or Latino (the line serves San Ysidro and the Port of Entry).
- The 2021 Blue Line Extension to UC San Diego and UTC significantly impacted travel patterns, with 52% of current passengers on the extension not making their current trip before the extension either due to moving to the area or not previously traveling there. This is likely impacted by the extension serving UCSD and many riders being college students who were not enrolled before the extension opened. 31% of current extension passengers previously used different bus or rail lines for similar trips. (Before the extension opened, MTS served the route with an express bus, but the bus operated at lower service frequency outside peak hours and did not stop between Old Town and the UCSD area).
- 91% of bus riders walk to their first transit stop of the day, compared to only 80% of Trolley riders, with other popular first/last mile connections being car rides from others, driving alone, and bicycling.
- 59% of MTS bus riders ride with no transfers, compared to 66% of Trolley riders. 31% of bus riders have one transfer, compared to 28% of Trolley riders. Fewer than 10% of riders on either mode make two or more transfers on a typical trip.

4.3 Ridership by Route

TROLLEY

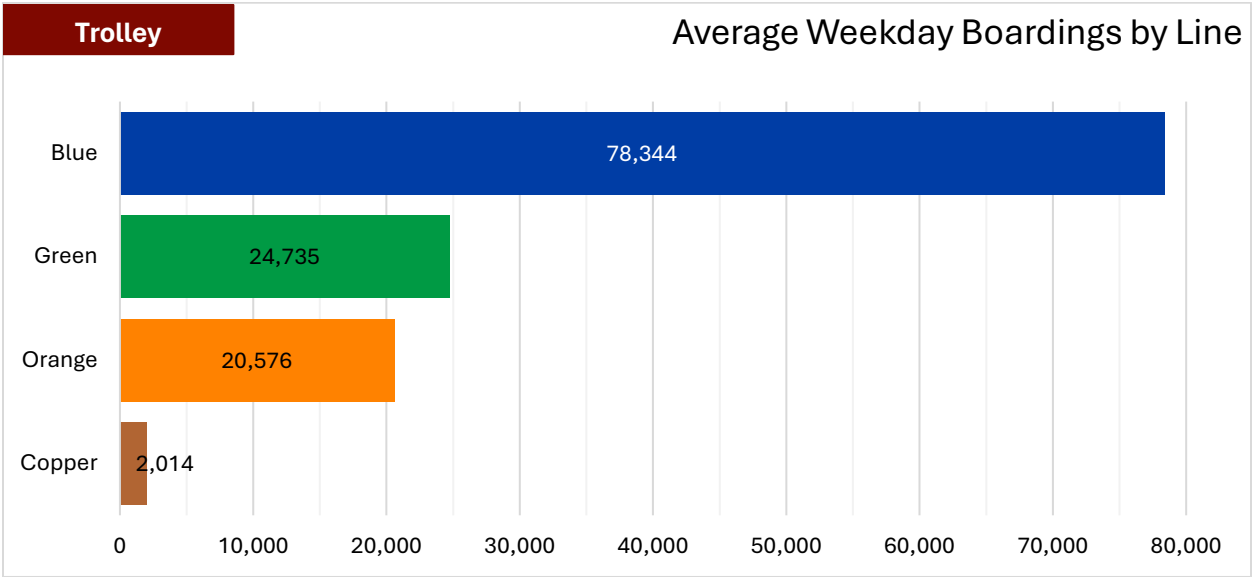
Across the four Trolley lines, MTS sees an average of about 126,000 boardings each weekday.

The busiest Trolley line is the Blue Line, which carries close to 80,000 passengers per weekday, accounting for roughly one-third of *all* system boardings (bus and rail). This line forms the main spine of the MTS system, connecting busy Downtown San Diego destinations with the international border at the San Ysidro Port of Entry, destinations in Chula Vista and National City, Old Town Transit Center, and the UCSD campus, UTC shopping center and other destinations in University City.

The Green and Orange Lines see average ridership between 20,000 to 25,000 on weekdays, with the Green Line typically generating slightly higher ridership than the Orange Line. Both lines connect Downtown San Diego with El Cajon. The Green Line operates via the Convention Center, Old Town, Mission Valley, and the SDSU campus, while the Orange Line operates via Euclid Avenue Transit Center, Lemon Grove and La Mesa. Both lines terminate at El Cajon Transit Center, where riders can connect to the Copper Line, the newest and lowest-ridership Trolley Line.

Lower ridership on the Copper Line is to be expected, as it operates as a shuttle train between El Cajon and Santee, ensuring greater reliability on the Green and Orange Lines. The Copper line typically sees just over 2,000 weekday passengers, on par with many typical urban bus routes in the region.

Figure 4-4: MTS Trolley Ridership by Line



BUS

Overall, MTS generates 123,000 average boardings on buses each weekday. **The top five routes (201/202, 13, 7, 929, and 215) carry 24% of systemwide bus ridership while using only 14% of the revenue hours.**

Routes 201 and 202, which form a bidirectional loop around the UCSD and UTC area, significantly outperform the rest of the system, likely due to a large student population using the routes to commute between UCSD campus, shopping destinations, and dense housing surrounding campus.

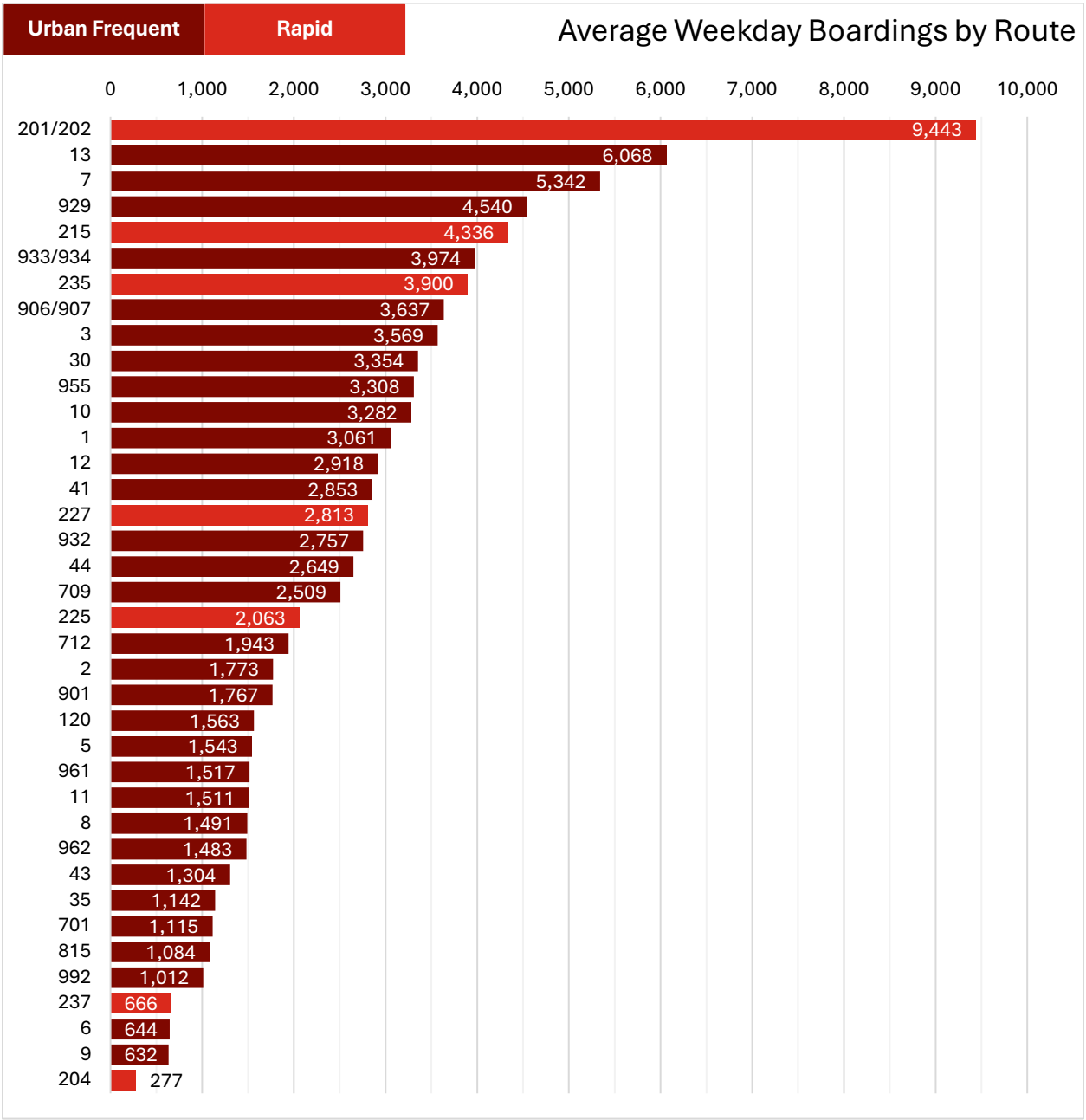
Besides these routes, however, the distributed nature of ridership among top routes indicates that there are many key corridors throughout the system, and all must function cohesively as a network to provide a seamless riding experience for customers.

On weekdays, bus ridership is 98% of Trolley ridership, however on weekends bus is only 66% of Trolley ridership. This is likely due to major service reductions on the bus network compared to weekday service, while the Trolley network operates relatively similar weekday and weekend service levels, aside from a frequency decrease on the southern Blue Line in the peak periods.

Ridership among frequent and Rapid routes varies widely, ranging from 9,400 average weekday riders on Routes 201/202 to just 270 average weekday boardings on Rapid 204. Ridership by route is shown in Figure 4-5 through Figure 4-7 below. Note that the charts use different scales by tier to allow for legibility of the lower ridership routes and comparison within their categories.

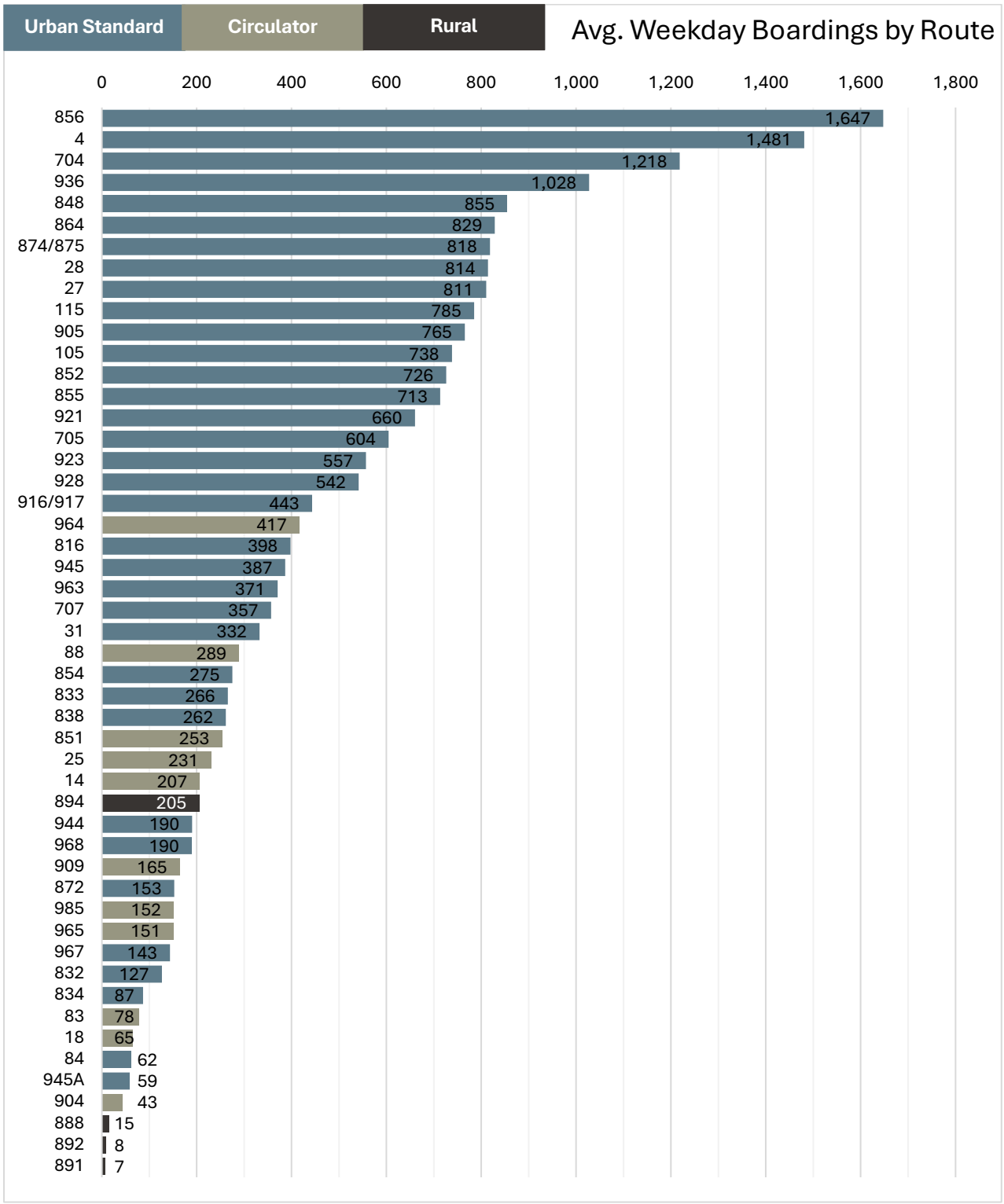
Many core Urban Frequent routes are in the top few of the entire system, such as routes 7, 13, and 929 which all average over 4,500 weekday boardings. The average ridership among Urban Frequent and Rapid routes is 2,400 weekday boardings.

Figure 4-5: MTS Bus Ridership, Urban Frequent and Rapid Routes



While less popular than most of the Urban Frequent and Rapid routes, the Urban Standard, Circulator and Rural category routes continue the trend of significant variations in ridership. Route 856, for example, carries over 1,500 weekday riders, while Route 904, the lowest-ridership non-Rural route, sees just 43 weekday boardings. The average number of weekday boardings across these three categories is 423 per route.

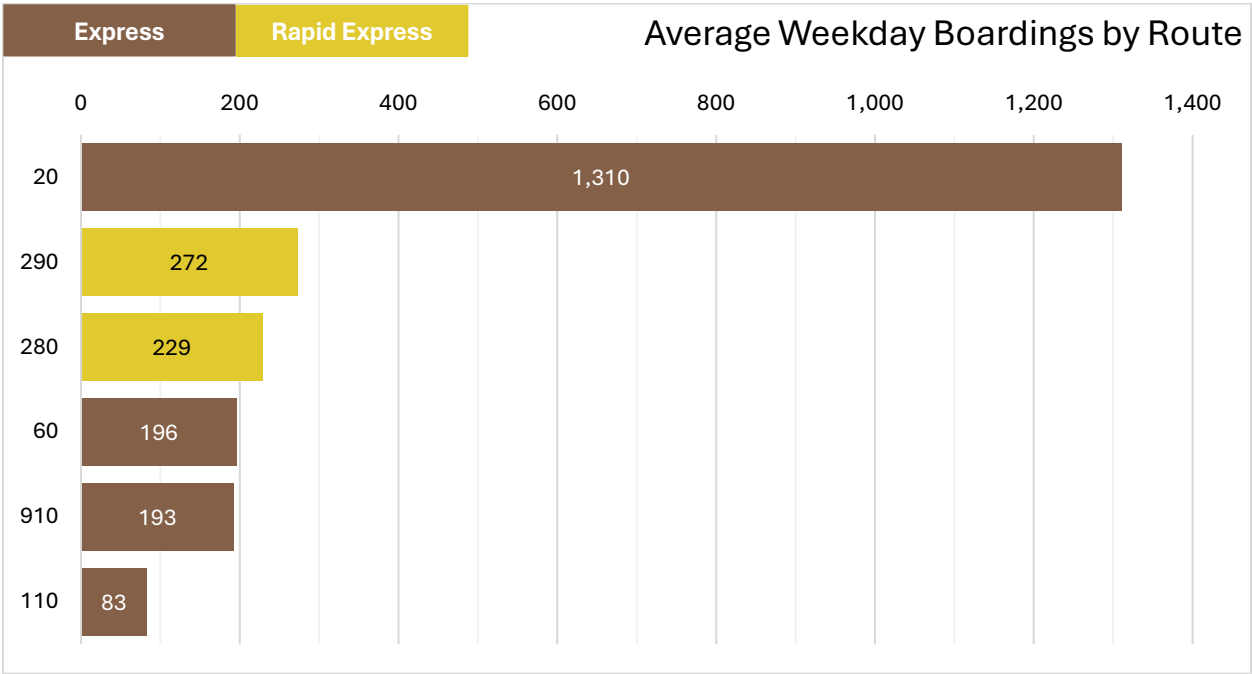
Figure 4-6: MTS Bus Ridership, Urban Standard, Circulator, and Rural Routes



The Express category is the smallest category of MTS routes, and all but two of the routes (Routes 20 and 910) operate during weekday peak hours only. Route 20, which operates seven days a week with

significantly more trips, generates the most ridership within this category, with over 1,300 weekday boardings. Meanwhile, all of the peak period-only routes see fewer than 300 weekday boardings. Route 910, which was introduced in January 2025, is the newest route in the MTS system. It is currently the only route systemwide to operate during the entire overnight period, with service from 12:30 a.m. to 4:15 a.m. (when the Blue Line Trolley is not operating). Route 910 has seen relative success for a new route with half-hourly overnight-only service, with close to 200 average daily boardings on weekdays.

Figure 4-7: MTS Bus Ridership, Express and Rapid Express Routes

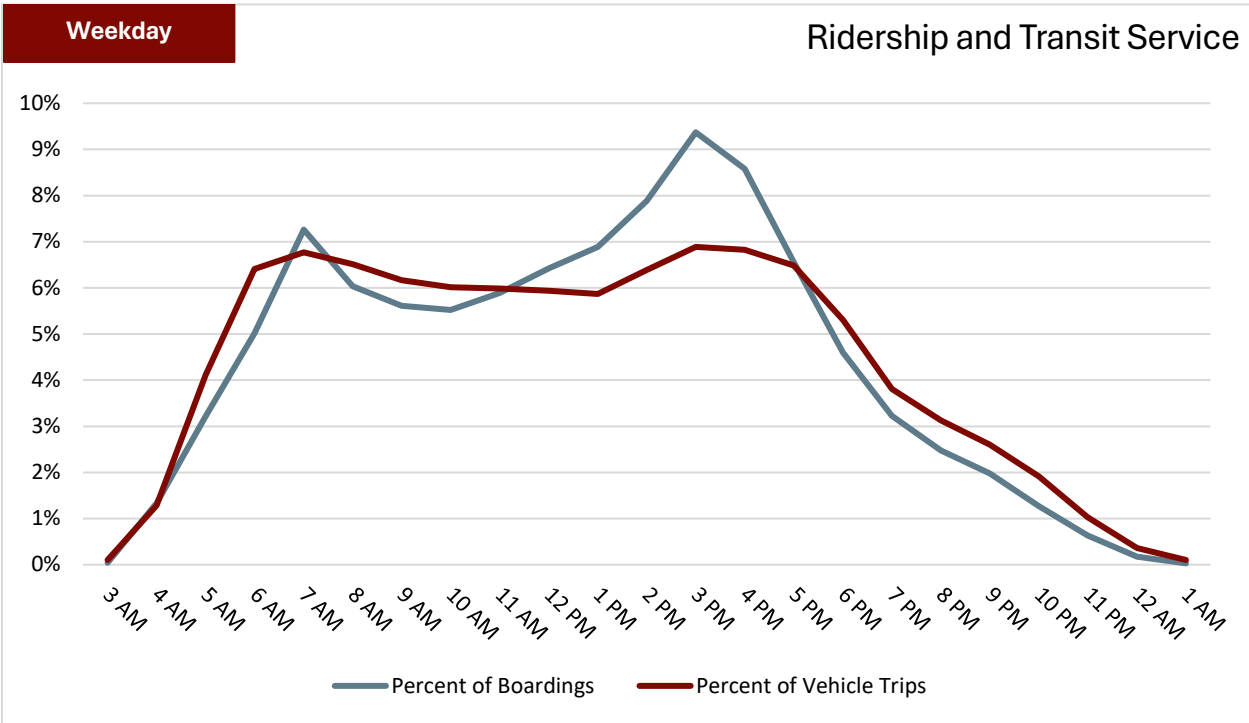


4.4 Ridership by Time of Day

Ridership by hour can indicate how riders use the system and provide insight into how to efficiently allocate resources. In Figure 4-8 through Figure 4-10 below, the proportion of ridership by hour is compared against scheduled trips to assess where transit ridership demand exceeds service levels.

On weekdays, ridership follows service levels closely, although the ridership peaks are more pronounced than service level peaks, and ridership dips below service levels during midday periods. Ridership reaches its highest peak around 3 p.m., which is considerably earlier than the traditional 5 p.m. peak at the end of a 9-to-5 work shift. The spike around 3 p.m. shows the influence of school-related trips on transit. While transit ridership peaks in the morning as well at 7 a.m., the morning peak is substantially lower than the afternoon peak.

Figure 4-8: Weekday Ridership by Time of Day



On weekends, service levels are consistent from 7 a.m. to 5 p.m. on Saturdays and 9 a.m. to 4 p.m. on Sundays. After 4 or 5 p.m., service levels drop off significantly and many routes stop operating entirely. Ridership follows a curve, peaking around 3 p.m. on both days. Ridership and service levels track closely after 9 p.m. These trends indicate that there may be an excess of service compared to demand on weekend mornings, but ridership may be limited by available services in the afternoons and evenings.

Figure 4-9: Saturday Ridership by Time of Day

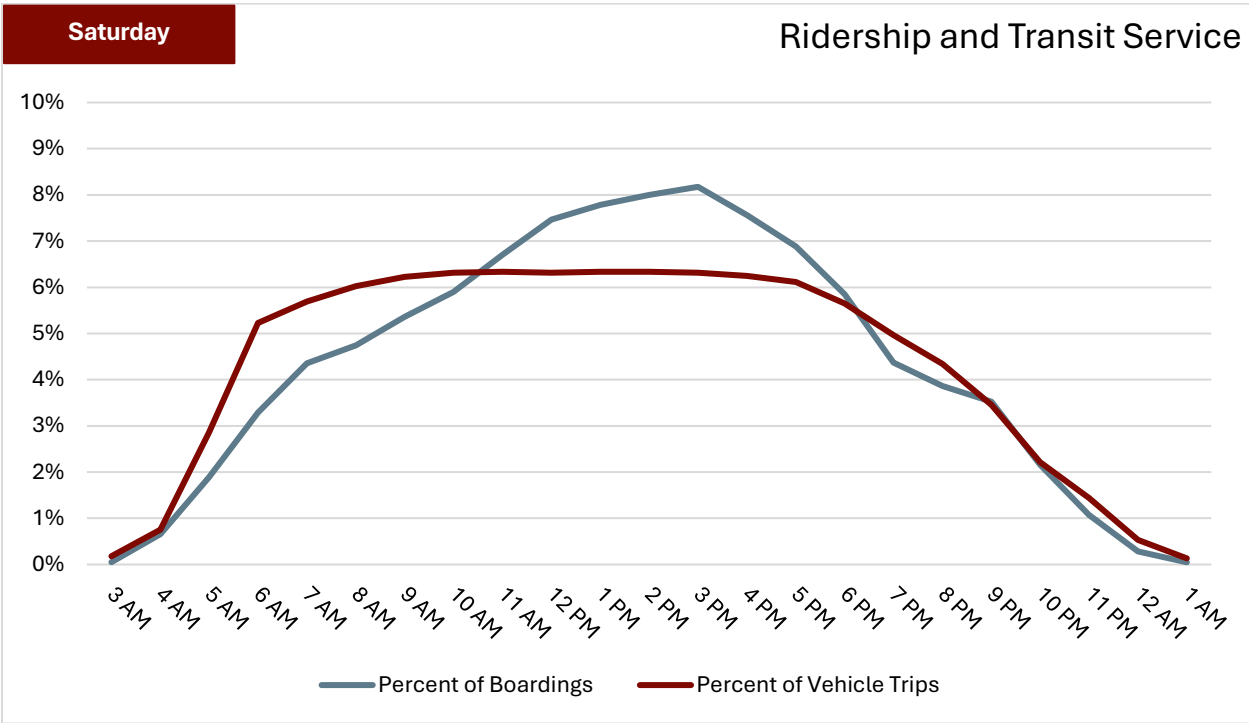
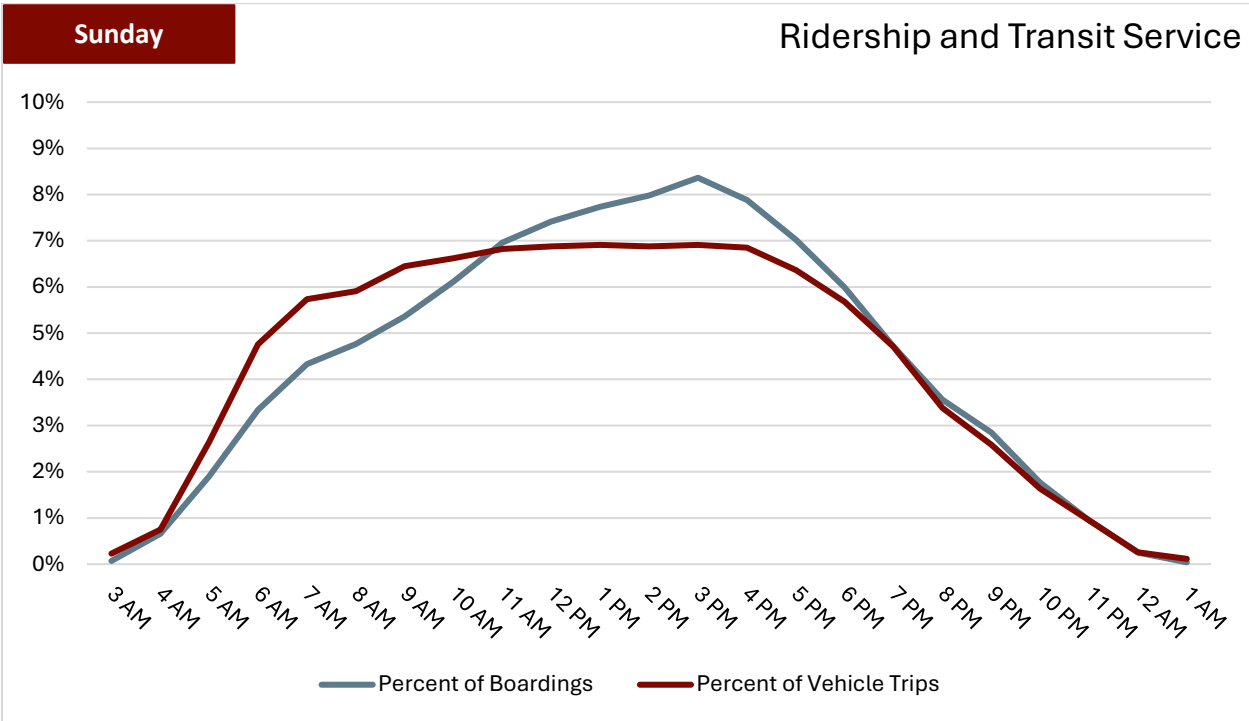


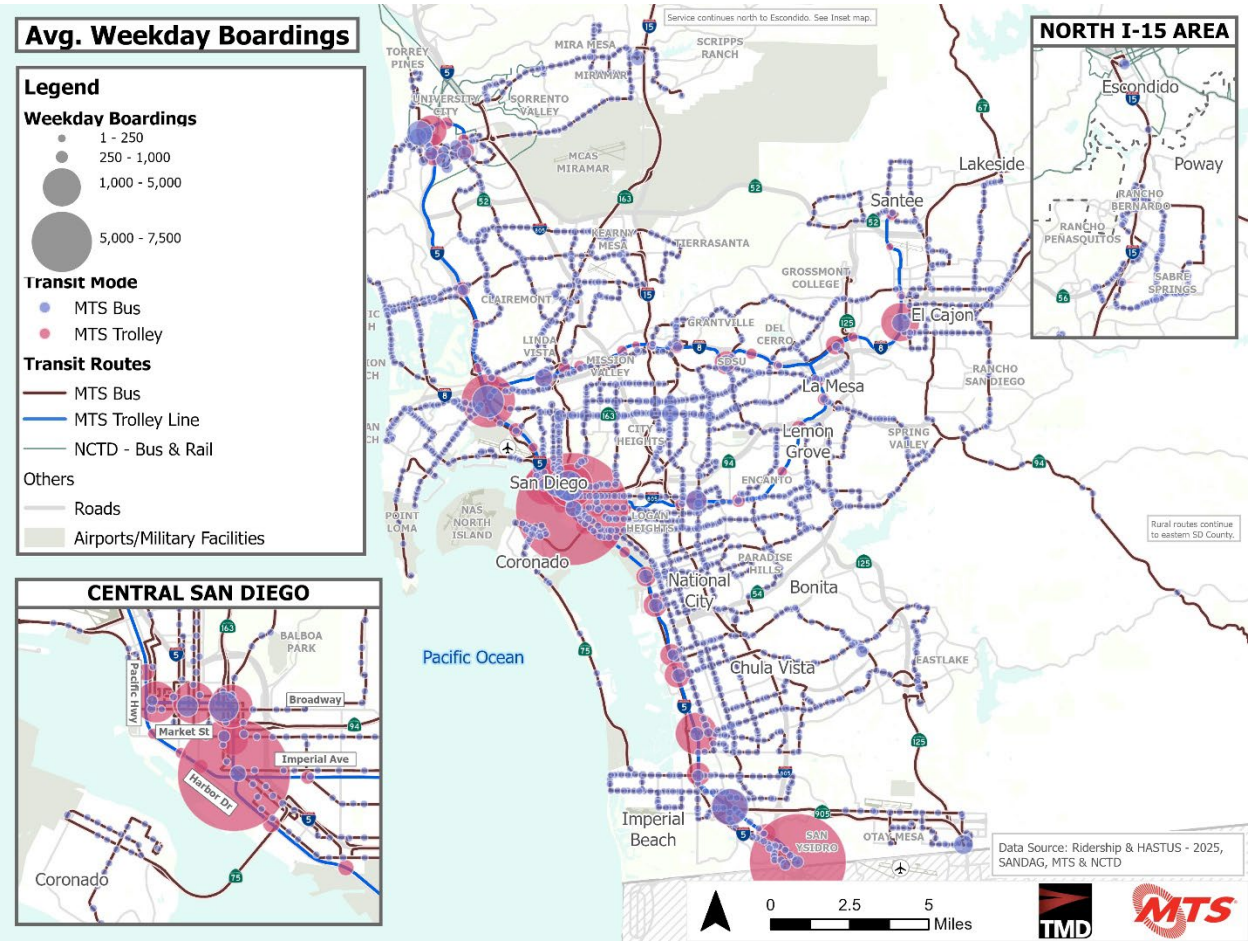
Figure 4-10: Sunday Ridership by Time of Day



4.5 Stop-Level Ridership

Figure 4-11 depicts the average number of weekday boardings at each bus stop and Trolley station in the MTS network. Ridership is concentrated at major transit centers and transfer points, especially in more urban areas. Connections between the bus and Trolley networks are very important, and riders use buses as a first-/last-mile option from the Trolley. The 2023 SANDAG Onboard Survey found that more than 62,400 transfers occur each weekday back and forth between the Trolley and MTS bus routes. (See Section 4.8 below.)

Figure 4-11: MTS Weekday Ridership by Stop



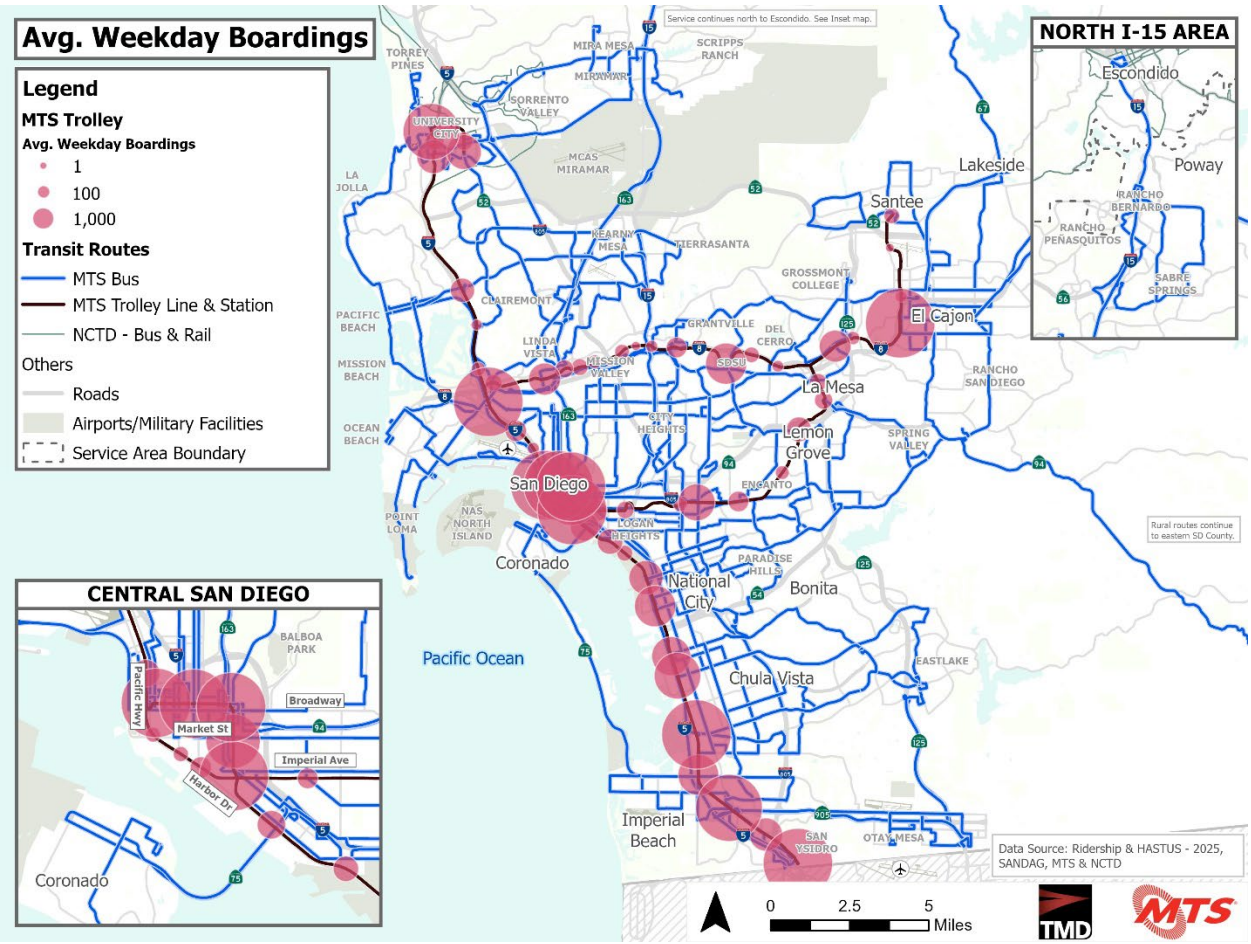
TROLLEY

MTS has a total of 64 Trolley Stations across the four Trolley lines. Ridership is heavily concentrated at a small percentage of the overall stations, as 37% of weekday Trolley boardings occur at just five stations, as seen in Table 4-1. All of the top stations are along the Blue Line. Each of the top stations features connections to other Trolley lines and multiple bus routes. Most also have strong ridership generators beyond these connections, such as the US-Mexico border, tourist destinations, and dense housing. Trolley ridership by stop is shown alone in Figure 4-12.

Table 4-1: Top Five Trolley Stations by Weekday Ridership

Station	Weekday Boardings	% of Trolley Ridership	Ridership Generators
12th & Imperial	15,559	12.4%	Only transfer point between all downtown Trolley Lines; Petco Park; dense downtown development
San Ysidro	13,206	10.5%	San Ysidro Port of Entry, Las Americas Outlet Mall
Old Town	6,941	5.5%	Transfers between Blue and Green lines, NCTD COASTER and Amtrak Pacific Surfliner, and MTS bus routes; connection to San Diego International Airport via Flyer shuttle; Old Town State Park
City College	5,411	4.3%	San Diego City College; San Diego High School; dense downtown development; major bus transfer hub
Palomar Street	5,179	4.1%	Major bus transfer hub; nearby shopping destinations and housing

Figure 4-12: MTS Weekday Trolley Ridership by Stop



BUS

MTS has a total of 2,647 bus stop locations.[13] Ridership is heavily concentrated at just a small percentage of these, with 50% of weekday bus boardings taking place at just 90 stop locations (3%).

The top 15 bus boarding locations, representing 23% of weekday boardings, are shown in Table 4-2 below. These top stops are mostly at major transit centers with connections between multiple bus routes and one or more Trolley lines, indicating strong demand for transfers between routes or modes. Other ridership generators include dense housing, transit-oriented developments, and university campuses. Bus ridership by stop is shown alone in Figure 4-13.

Table 4-2: Top 15 Bus Stops & Transit Centers by Weekday Ridership

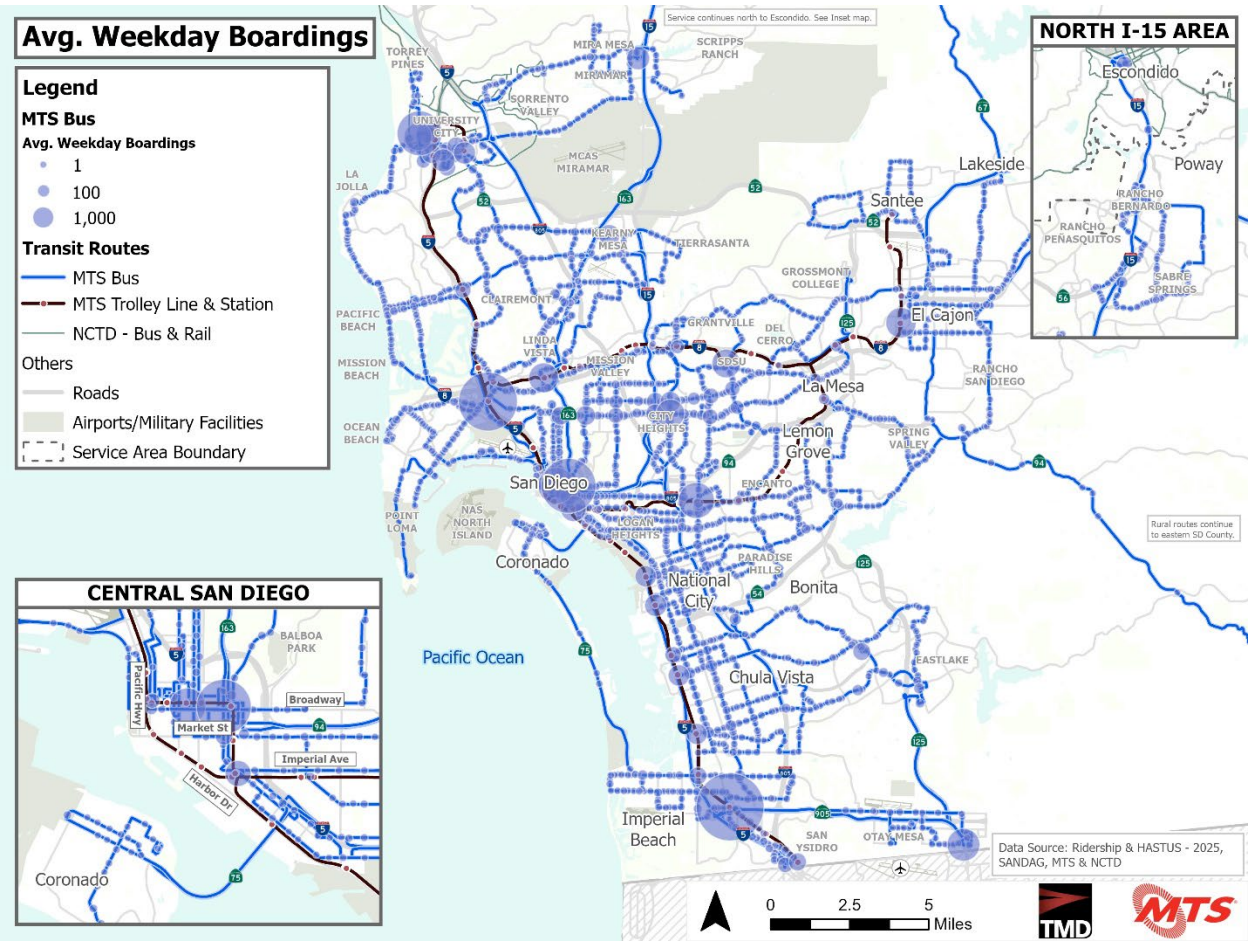
Stop	Weekday Boardings	% of Bus Ridership	Ridership Generators
Iris Avenue TC	4,381	3.6%	Major bus-bus and bus-Trolley transfer point, including Rapid 227
Old Town TC	3,740	3.0%	Major bus-bus and bus-Trolley transfer point, including two Trolley lines; Old Town State Park
Gilman Transit Center[14]	2,727	2.2%	Closest stop to most of UCSD campus; major bus-bus transfer point, including Rapid 201/202
Euclid Avenue TC	2,092	1.7%	Major bus-bus and bus-Trolley transfer point; Food 4 Less; transit-oriented development
Otay Mesa TC	1,863	1.5%	Bus-bus transfers, including Rapid 225 and 227; Otay Mesa Port of Entry
El Cajon TC	1,687	1.4%	Major bus-bus and bus-Trolley transfer point, including three Trolley lines
Fashion Valley TC	1,652	1.3%	Major bus-bus and bus-Trolley transfer point; Fashion Valley Mall; transit-oriented development
Broadway & Park Boulevard	1,521	1.2%	Major bus-bus and bus-Trolley transfer point, including two Trolley lines and Rapid 215; dense downtown development; San Diego City College; San Diego H.S.
Gilman Dr. & Eucalyptus Grove Ln	1,489	1.2%	Access to southern UCSD campus; major bus-bus transfer point, including Rapid 201/202
SDSU TC	1,429	1.2%	SDSU campus and student housing; major bus-bus and bus-Trolley transfer point
12th & Imperial TC	1,350	1.1%	Major bus-bus and bus-Trolley transfer point, including three Trolley lines; dense downtown development
Miramar College Transit Station	1,156	0.9%	Bus-bus transfers including Rapid 235; Miramar College; nearby dense housing
Lebon Drive & Palmilla Drive	1,116	0.9%	High-density student housing

[13] Multi-bay bus stops or transit centers were consolidated for the purposes of this analysis, along with directional stop pairs at the same intersection.

[14] The current stop location is Gilman Drive & Mandeville Lane (Stop ID 89022). The Gilman Transit Center stops were relocated in 2023 for construction of UCSD's four-building Triton Center, which is planned for completion in 2026.

Stop	Weekday Boardings	% of Bus Ridership	Ridership Generators
24th Street TC	1,096	0.9%	Major bus-bus and bus-Trolley transfer point; nearby shopping and hotels
H Street TC	1,032	0.8%	Major bus-bus and bus-Trolley transfer point; transit-oriented development

Figure 4-13: MTS Weekday Bus Ridership by Stop



4.6 Average Loads & Crowding

Throughout the MTS system, there are not currently any Trolley or bus trips that regularly exceed the planned vehicle capacity. MTS Board Policy 42, establishes the following vehicle load factor standards, above which no more than 20% of trips should exceed:

- **Trolley**: 3.0 times the seated capacity
- **Rapid**, **Urban Frequent/Standard**, **Circulator**, and **Express**: 1.5 times the seated capacity (1.0 for those routes operated with minibuses)
- **Premium Express**: 1.0 times the seated capacity (I.e., no standees on the over-the-road coaches)

With the exception of the over-the-road coaches used on the longer-distance Premium Express routes and minibuses, regularly having standees on board the vehicles is part of MTS's planned service standards and is normal and required for a productive, successful transit system. Concerns only begin to arise if average ridership regularly exceeds the planned capacity of the vehicle or if individual riders had to stand for long durations.

TROLLEY

Even with its high ridership and very productive services, especially on the Blue Line, the Trolley system does not currently see any overcrowding issues. While trips with loads above seated capacity are common, especially on the Blue and Green lines, they are within MTS standards. The Orange and Copper lines do not regularly see any trips with any standees. Table 4-3 below shows the time periods in which average Trolley ridership ever exceeds the vehicle's seating capacity but are still well within the planned total capacity. The majority of the trips in the time periods listed below average onboard loads above seated capacity.

Table 4-3: Trolley Time Periods with Standee Loads

Line	Direction	Time(s) of Day	Seating Capacity	Planned Capacity	Average Loads
Blue	Northbound	Weekdays, 5:00 a.m. – 8:00 a.m. Weekends, 6:30 a.m. – 2:00 p.m.	174	522	174-240
Blue	Southbound	Weekdays, 2:00 p.m. – 5:30 p.m. Weekends, 11:00 a.m. – 5:30 p.m.	174	522	174-240
Green	Both	Weekends, 1:30 p.m. – 10:00 p.m.	116	348[15]	116-306

[15] Capacity figure correlates to the typical two-car train consist that MTS schedules for the Green Line on weekends. However, three-car trains are scheduled during special event days (e.g., events at Snapdragon Stadium or Petco Park), which reduces some of the crowding concerns identified.

BUS

Similar to Trolley, the MTS bus network also averages onboard vehicle loads below planned capacities at all times. In fact, there are few instances in which average loads currently exceed seated capacity on any route.

On weekdays, this occurs with one trip on Route 115 and for most trips throughout several time periods on Rapid 201/202. On weekends, average loads rise above seated capacity for some trips on Route 30 and one trip on Route 992. (See Table 4-4 below.)

Table 4-4: Bus Time Periods with Standee Loads

Day Type	Route	Direction	Times	Seating Capacity	Planned Capacity	Riders Onboard
Weekday	201/202	Clockwise (202)	8:30 a.m. – 10:45 am, 12:00 p.m. – 1:45 p.m.	53	79	53-70
	201/202	Counterclockwise (201)	4:30 p.m. – 6:30 p.m.	53	79	53-60
	115	Westbound	3:42 p.m.	37	55	41
Saturday	30	Southbound	1:42 p.m.	37	55	39
	992	N/A	2:13 p.m.	37	55	44
Sunday	30	Southbound	11:40 a.m.	37	55	41
	30	Northbound	3:30 p.m. – 5:00 p.m.	37	55	38-47

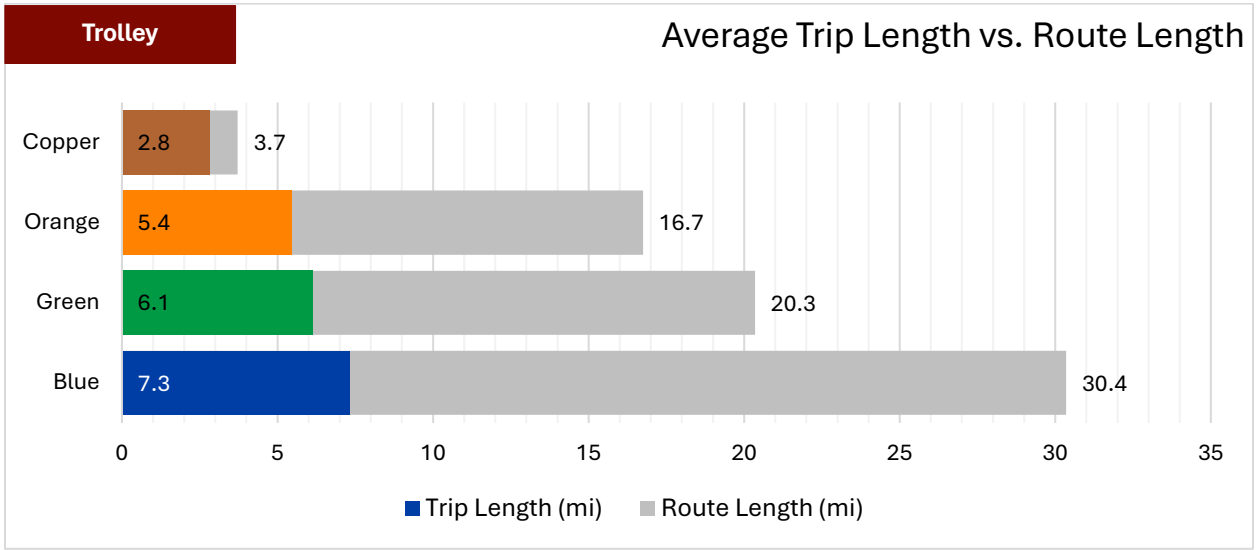
4.7 Trip Length

Average trip length is an important part of understanding how riders use the network, indicating whether riders use routes for local trips or to travel longer distances. Knowing how riders use various routes helps determine how future route design choices may best reflect travel patterns. Trip length also affects capacity; when riders travel longer distances, buses may have less seat turnover. On routes that have short trip lengths, a single seat can be used by multiple riders as riders board and exit the vehicle. Average trip length is measured in passenger miles divided by boardings, and it measures individual trips and does not account for transfers.

TROLLEY

MTS average weekday trip length on Trolley ranges from 7.3 miles on the Blue Line to as low as 2.8 miles on the Copper Line. Three of the lines show excellent seat turnover making productive use of the car capacity, while the fourth, the Copper Line, is a short shuttle route connecting into the rest of the Trolley network.

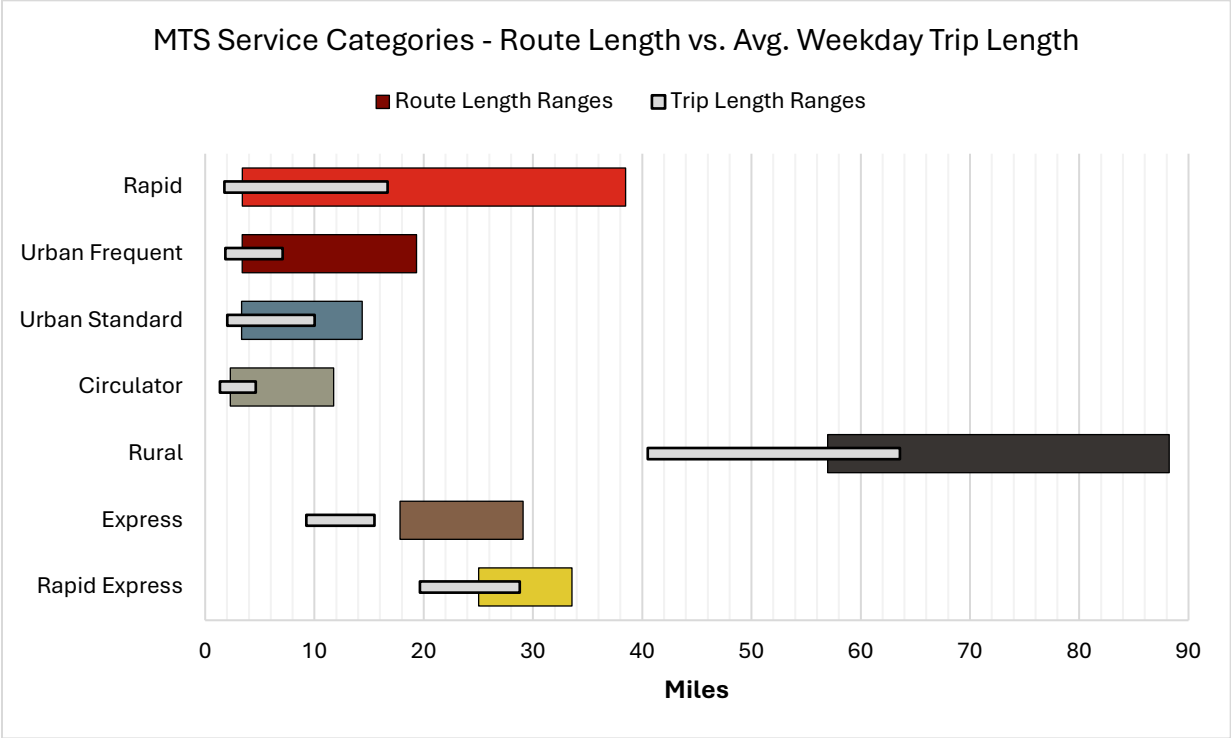
Figure 4-14: Average Trip Length and Line Length (Trolley)



BUS

MTS rider average trip length on weekdays ranges from 1.7 to 16.7 miles on Rapid and Urban Frequent routes, 1.3 to 10.0 miles across Circulator and Urban Standard routes, 40.6 to 63.6 miles on Rural routes, and 9.2 to 28.8 miles on Express and Rapid Express routes. Figure 4-15 below shows the ranges of route lengths versus average weekday trip lengths for each service category.

Figure 4-15: Route Length vs. Trip Length Ranges



Unsurprisingly, commuter-oriented routes have the highest average trip lengths since they are designed to provide connections over long distances with faster travel times. Conversely, Circulator routes have the shortest average trip lengths as they are intended to provide local neighborhood and community connections.

Overall, short trip lengths reinforce the importance of frequency. Riders traveling shorter distances will have a lower tolerance for longer out-of-vehicle wait times (e.g., it is less desirable to wait 20 minutes for a five-minute ride than for a 55-minute ride).

As shown in the charts below, comparing average trip length to overall route length provides further insight into how riders use the network. For example, Routes 933 and 934, a bidirectional loop through Imperial Beach and South San Diego, have a relatively long route length at 15.3 miles but an average trip length of just 3.0 miles providing an effective balance of local community circulation together with access to the regional transit network at the Palm Ave and Iris Ave Trolley stations. This may also indicate a need for a new look at the routes' alignments to fit service levels to travel patterns, especially as transit-oriented development is built around the Palm Avenue Station area.

Figure 4-16: Average Trip Length and Route Length (Urban Frequent & Rapid Bus)

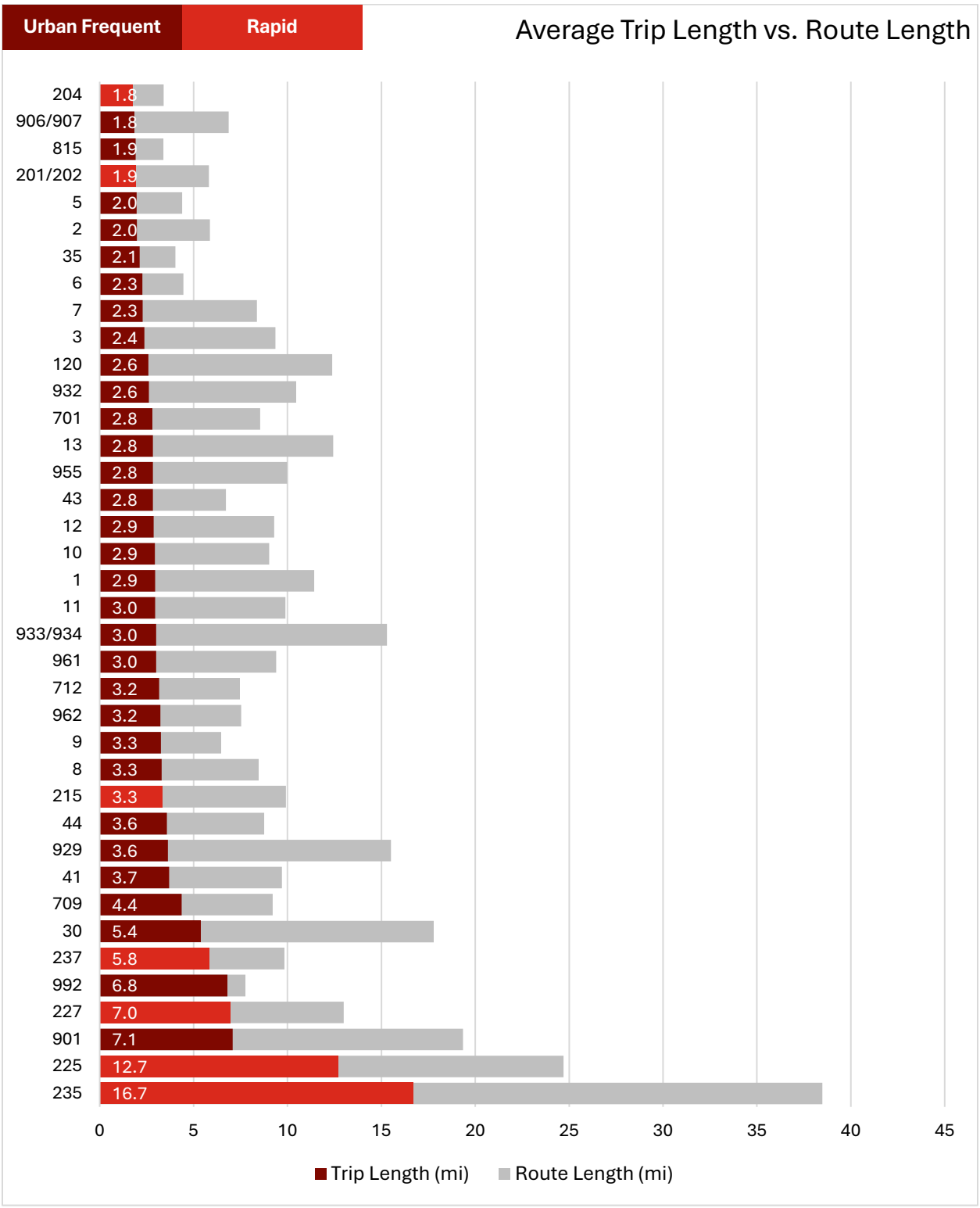


Figure 4-17: Average Trip Length and Route Length (Urban Standard, Circulator & Rural Bus)

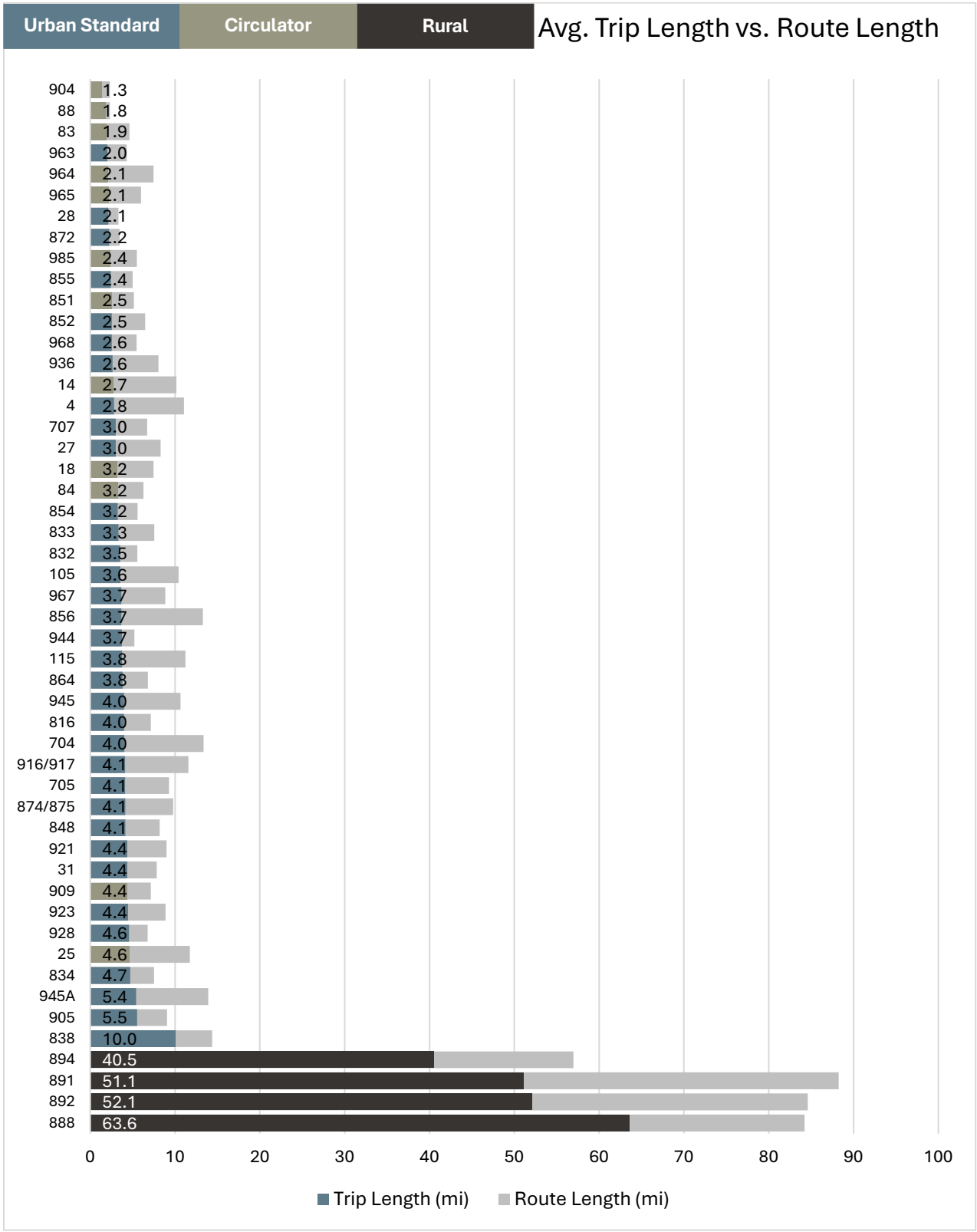
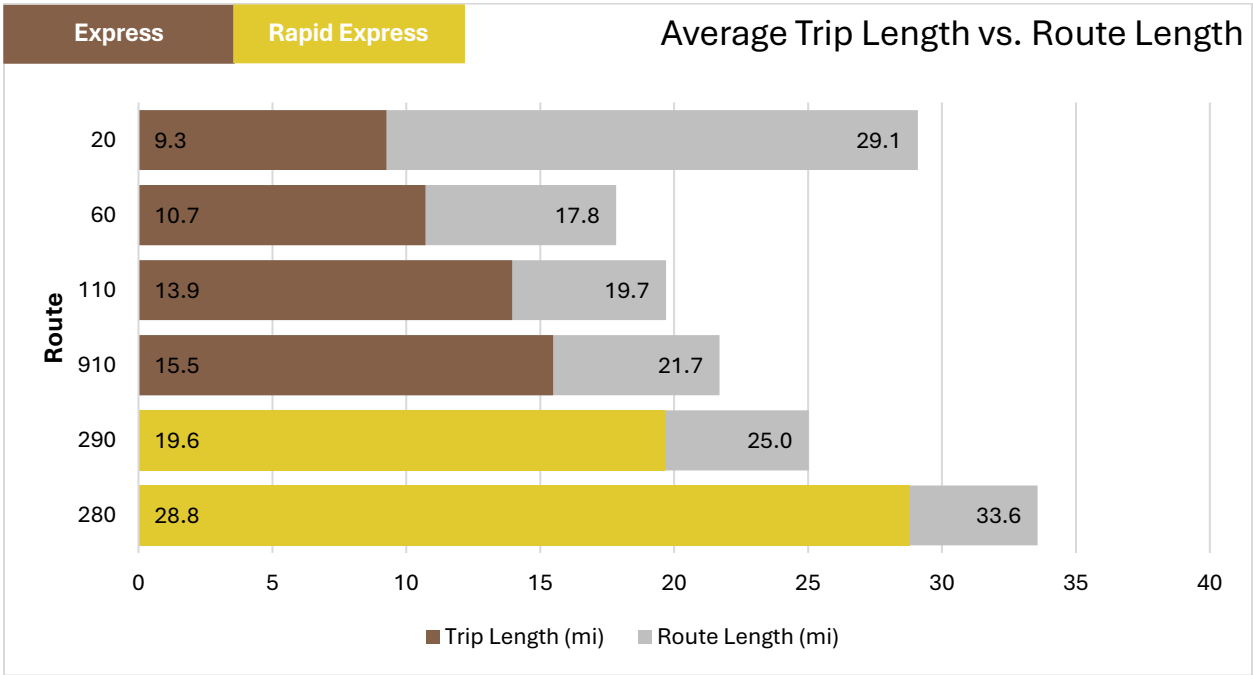


Figure 4-18: Average Trip Length and Route Length (Express & Rapid Express Bus)



4.8 Transfer Patterns

Overall, the MTS system relies heavily on transfers. The layout of the network requires transfers to complete many trips, especially across multiple corridors or longer distances. Understanding top transfer locations is important to understanding trip patterns throughout the service area and how the transit system functions as an integrated network.

The most common type of transfers throughout the system are bus-Trolley transfers, with more than 64,000 occurring each weekday according to SANDAG's 2023 Onboard Survey. (An additional 1,400 transfers occur between the Trolley and NCTD bus services or to/from MTS bus services and NCTD's COASTER or Sprinter rail lines.)

Table 4-5: Transfer Types by Weekday Count (2023 SANDAG Onboard Survey)

Category	Transfer Type (Bidirectional)	Total Weekday Transfers
Bus-Rail	**MTS Bus-Trolley**	**64,273**
	MTS Bus-NCTD Sprinter	549
	MTS Bus-NCTD COASTER	450
	Trolley-NCTD Bus	445
Bus-Bus	**MTS Bus-MTS Bus**	**18,958**
	MTS Bus-NCTD Bus	904
Rail-Rail	**Trolley-Trolley**	**17,785**
	Trolley-NCTD COASTER	655
Rail-Shuttle	Trolley-SAN Flyer Shuttle	83
Bus-Shuttle	MTS Bus-SAN Flyer	13
Rail-Ferry	Trolley-Coronado Ferry	18

The layout of the MTS network creates bus hubs at many Trolley stations, which in turn feed riders between the two modes. Transfers between the two modes are especially common with frequent bus routes. The greatest number of transfers between the Trolley and MTS buses services occurs at the Old Town Transit Center, followed by Iris Avenue and City College. Five of the top 10 bus-Trolley transfers are located along the southern half of the Blue Line, indicating significant travel demand to local destinations in the South Bay, as well as the efficacy of this bus-Trolley transfer orientation in this area.

Table 4-6: Top 10 Bus-Rail Transfer Locations (2023 SANDAG Onboard Survey)

Trolley Line(s)	Bus Route(s)	Transfer Location	Total Weekday Transfers
Blue, Green	8, 9, 10, 28, 30, 35, 44, 83, 84, 88, 105, SAN Flyer	Old Town Transit Center	8,311
Blue	227, 901, 905, 906/907, 929, 932, 933/934	Iris Ave. Transit Center	7,055
Blue, Orange	2, 5, 7, 12, 20, 110, 215, 225, 235, 280, 290, 992	City College Station	4,380
Orange, Green, Copper	115, 815, 816, 833, 848, 864, 872, 874/875, 888, 891, 892, 894	El Cajon Transit Center	3,986
Blue, Orange, Green	4, 12, 901, 929	12th & Imperial TC	3,926
Blue	13, 961, 967	24th St. Transit Center	3,241
Blue	701, 709	H Street Transit Center	2,813
Blue	701, 704, 712	Palomar St. Transit Center	2,636
Blue	8, 27, 43	Balboa Ave. Transit Center	2,631
Blue	932, 955, 962, 963, 968	8th St. Transit Center	2,500

Transfers between Trolley lines are most common at 12th & Imperial Station, where all three downtown-serving Trolley lines connect. Other common transfer points include Old Town Station, Grossmont Station (where the Orange and Green lines first intersect in the east), and the downtown stops around Santa Fe Depot. In general, transfers are most common between the Blue and Green Lines in both directions, facilitating travel to and from Mission Valley, SDSU, and East County cities on the Green Line and destinations served by the Blue Line in University City and South Bay communities. Note that the Copper Line is not included in this analysis as it did not exist at the time of the onboard survey, but it likely has a very high transfer rate to the Green and Orange Lines in El Cajon by virtue of its design.

Table 4-7: Top Five Rail-Rail Transfer Locations (2023 SANDAG Onboard Survey)

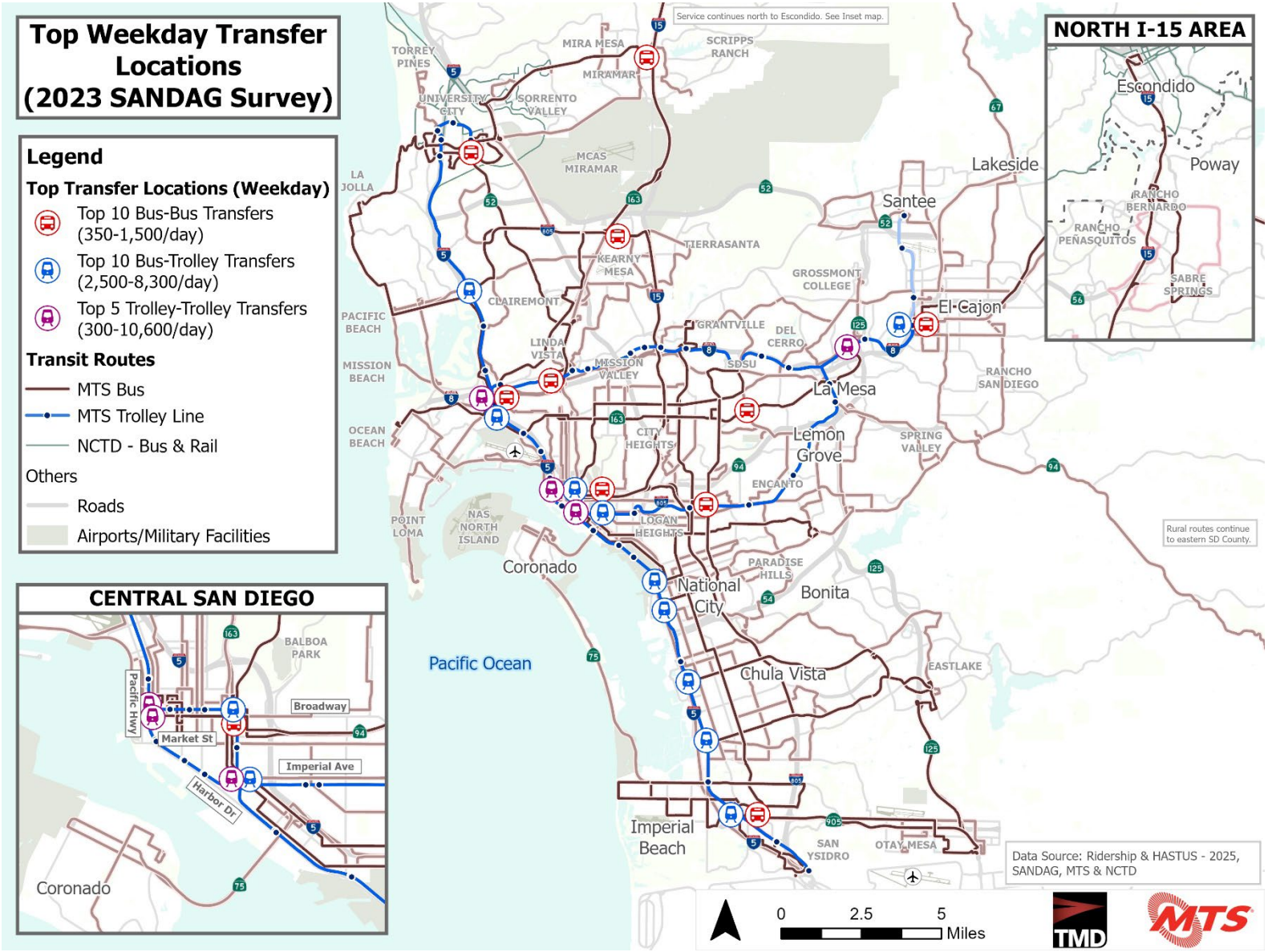
Trolley Lines	Transfer Location	Total Weekday Transfers
Blue, Orange, Green	12th & Imperial Station	10,588
Blue, Green	Old Town Station	4,169
Orange, Green	Grossmont Station	540
Blue, Green	Santa Fe Depot	509
Blue, Orange (at Courthouse), Green (at Santa Fe Depot)	America Plaza Station	299

Unlike the bus-Trolley transfers, busy bus-bus transfers are spread throughout the network but concentrated on frequent routes. As with the bus-Trolley transfers, Old Town and Iris Avenue are the two most common locations. All of the top 10, with the exception of Kearny Mesa Transit Center and University Ave/College Ave, occur at off-street transit centers or Trolley stations.

Table 4-8: Top 10 Bus-Bus Transfer Locations (2023 SANDAG Onboard Survey)

Transfer Location	Bus Routes	Total Weekday Transfers
Old Town Transit Center	8, 9, 10, 28, 30, 35, 44, 83, 84, 88, 105, SAN Flyer	1,478
Iris Avenue Transit Center	227, 901, 905, 906/907, 929, 932, 933/934	1,317
Miramar College Transit Station	20, 31, 110, 235, 237, 921, 964	739
Euclid Ave Station	3, 4, 5, 13, 60, 916/917, 955	724
Fashion Valley Transit Center	1, 6, 20, 25, 41, 120, 928	598
UTC Transit Center	30, 31, 41, 60, 105, 201/202, 204, 921, NCTD 101	589
Kearny Mesa Transit Center	20, 25, 27, 43, 44, 120, 235, 928	520
El Cajon Transit Center	115, 815, 816, 833, 848, 864, 872, 874/875, 888, 891, 892, 894	428
Broadway & Park Bl (City College)	2, 5, 7, 12, 20, 110, 215, 225, 235, 280, 290, 992	356
University Av & College Av	7, 10, 852, 856, 936	305

Figure 4-19: Top MTS Transfer Locations



5. How Does the System Perform?

Beyond ridership, there are other key metrics and performance indicators that provide insight into how a transit system is utilized, how efficiently an agency is delivering service, and where there may be opportunities for improvement within existing resource constraints. The following section discusses network access, productivity, on-time and financial performance, and schedule efficiency.

5.1 Access to Transit

Understanding the current number of people in the community with access to transit establishes an important baseline against which to measure future proposed changes. Using 2023 American Community Survey data and current MTS stop locations, 66% of the population and 68% of the jobs in the MTS service area are within a half mile of a transit stop. Figure 5-1 and Figure 5-2 below highlight the population and job densities for areas outside of the half mile walkshed of the current network.

Figure 5-1: Population Density Outside Current MTS Network Walkshed

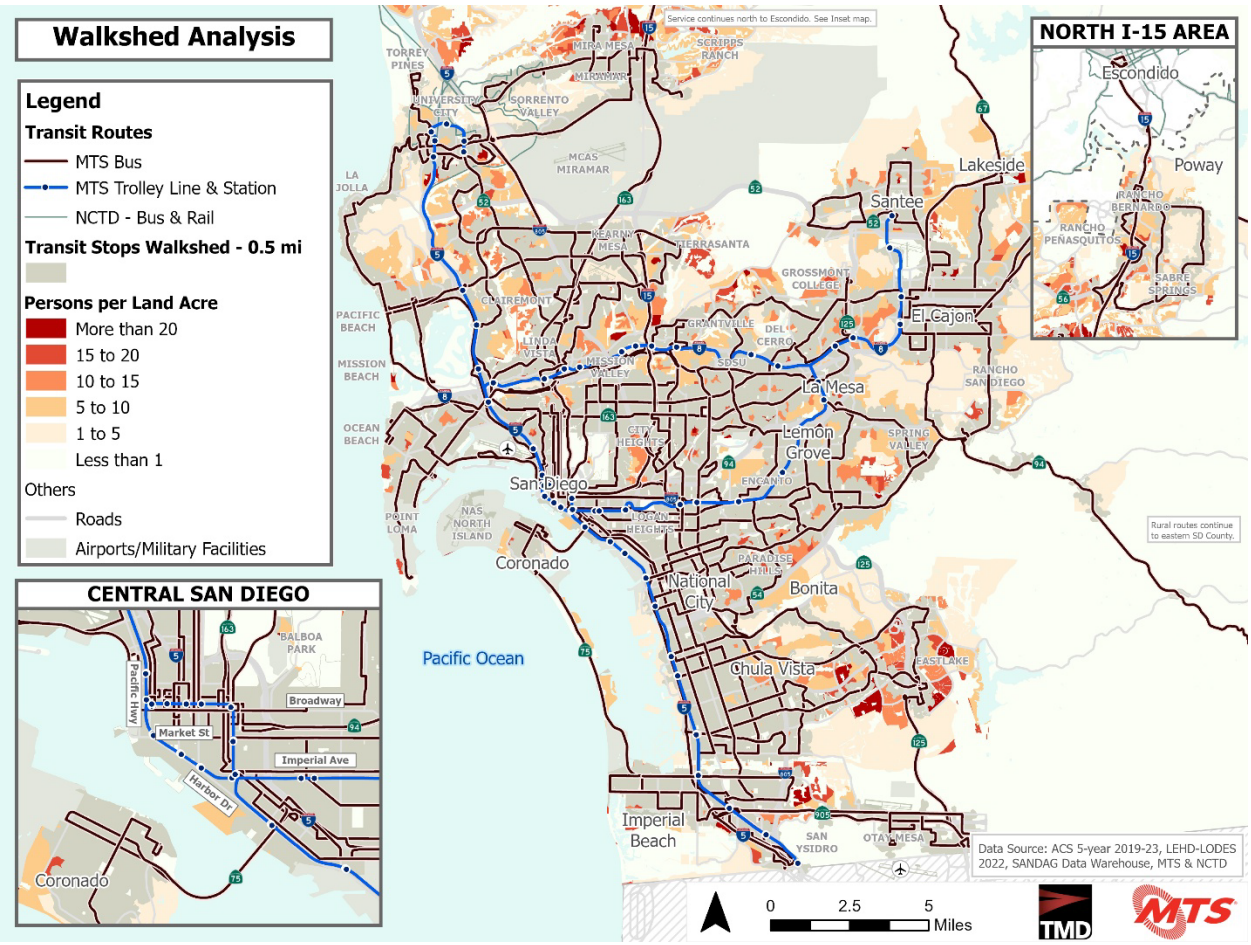
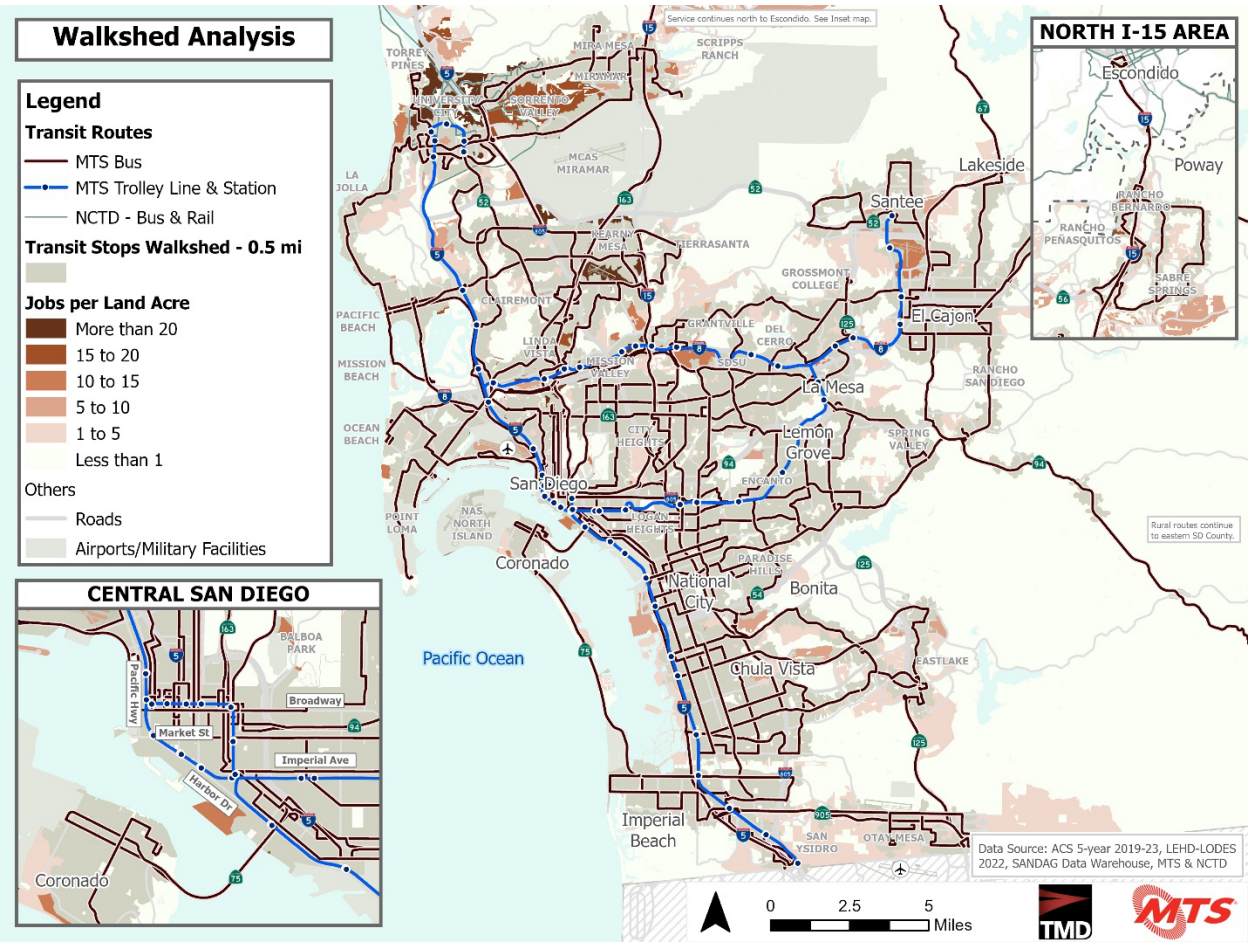


Figure 5-2: Job Density Outside Current MTS Network Walkshed



As discussed in the accompanying Market Assessment report, certain demographic subgroups are more likely to use transit – primarily those with limited access to or ability to operate private vehicles. The charts below show transit access for seniors, youth, young adults, persons with disabilities, and zero-vehicle households.

Figure 5-3 and Figure 5-4 depict overall and demographic-based access to the current MTS network at quarter- and half-mile walks. A quarter mile (or about a five-minute walk) is the most convenient walkshed for transit and one where passengers are most likely to walk to and from transit. Half-mile access is a longer distance, but many will still make this approximately 10-minute walk to reach a transit stop if necessary. Beyond a half mile, the number of people walking to public transit drops off significantly.[16]

[16] A 2020 German study that surveyed 500 transit users found that nearly half of respondents would walk up to 10 minutes to ride the bus, but less than 10 percent said they would walk for 15 minutes. https://www.emerald.com/sasbe/article/9/1/38/340395/Walking-to-a-public-transport-stationEmpirical#sec004.

Zero-vehicle households have the greatest access to transit (85%), which is good considering that they may be the most reliant on transit. This is closely followed by low-income households (76%). Seniors have the lowest rates of transit access (62%), as many senior-living communities are built in suburban areas.

For this analysis, MTS's frequent network includes any bus routes or Trolley lines operating every 15 minutes or better throughout the weekday, between 6:00 a.m. and 6:00 p.m. Overall, 42% of the population and 46% of the jobs in the MTS service area have access to frequent transit service. As with overall service, zero-vehicle and low-income households have the greatest access to frequent service (at 68% and 55%, respectively), while seniors have the lowest (37%). Of the zero-vehicle households that have access to transit, 80% of those households have access to frequent transit.

Figure 5-3: Demographic Access to Transit, ¼ Mile Walkshed

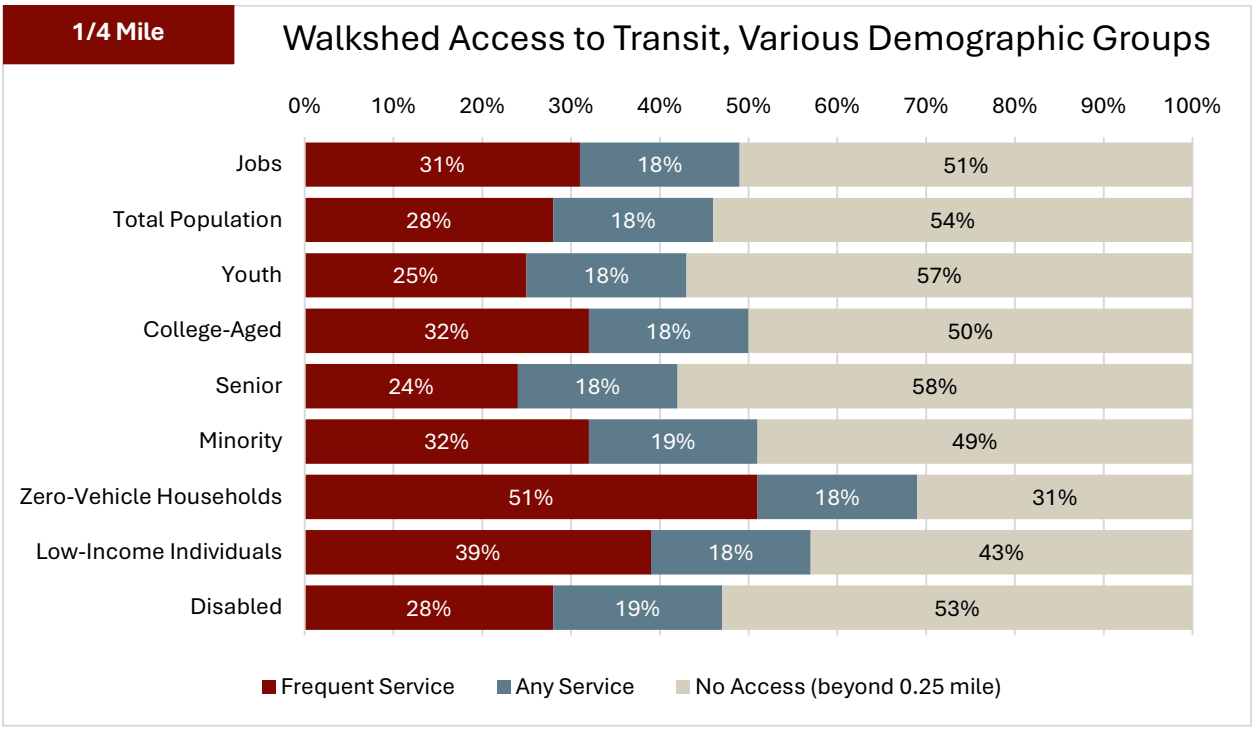
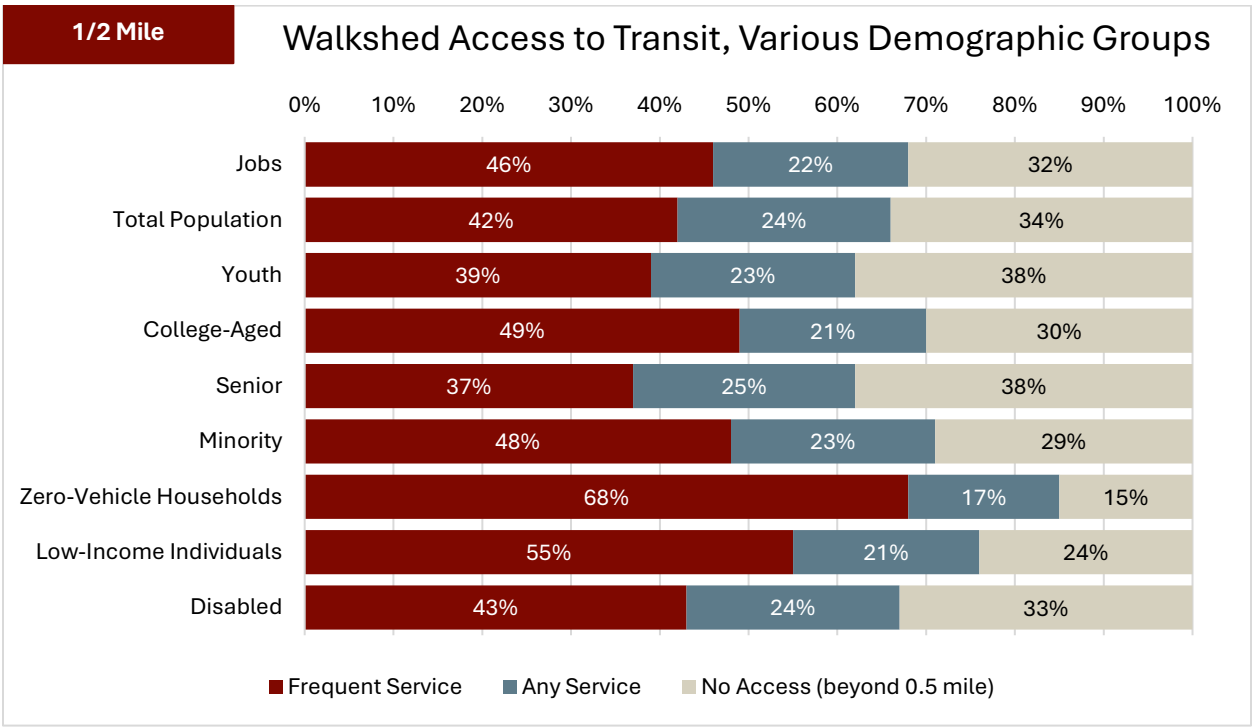


Figure 5-4: Demographic Access to Transit, ½ Mile Walkshed



5.2 Productivity

Passenger boardings per revenue hour is one of the most common metrics used to measure a route's productivity. Measuring passengers generated per unit of service allows for a direct comparison of routes with varying lengths and frequencies. For example, a 30-mile route is likely to carry more riders than a 10-mile route, but it will also require more resources to operate. Productivity measures the return on investment for each hour of service being operated.

"Good" productivity is defined differently for every transit system, but typically 20 passengers per hour is a target average threshold for local fixed-route bus services. When services drop below 10 passengers per hour, alternative delivery methods may be more effective in some cases.

By Service Category

Overall, the Trolley system outperforms the bus system in terms of productivity. This is unsurprising due to the attractiveness of rail to passengers as well as its more consistent service levels and speed driving ridership, while each Trolley line uses a relatively low number of revenue hours, due to higher capacities of trains versus buses.

On the bus side, Rapid and Urban Frequent categories outperform the rest of the system. While these types of routes typically require higher service level investments, they also attract significantly more ridership, which makes the investment worthwhile. Rapid, Urban Frequent and Trolley all

exceed 20 passengers per revenue hour and provide a significant boost to the overall system average.

Figure 5-5: Weekday Passengers per Revenue Hour by Service Category

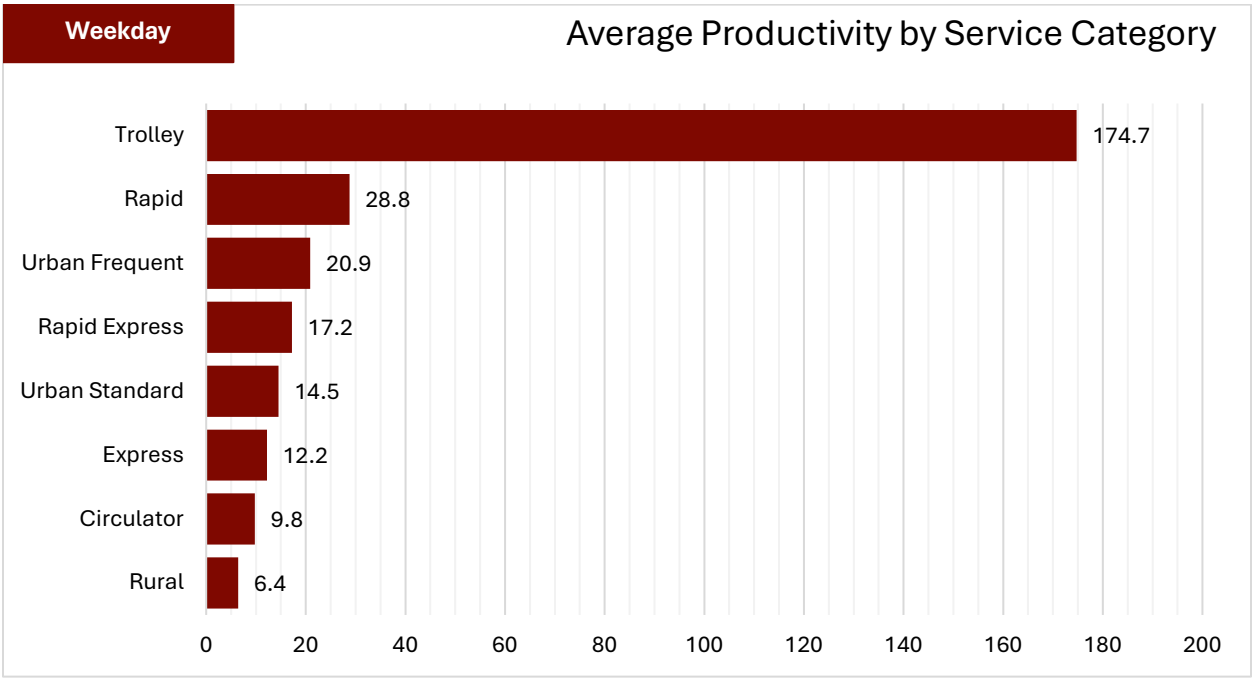
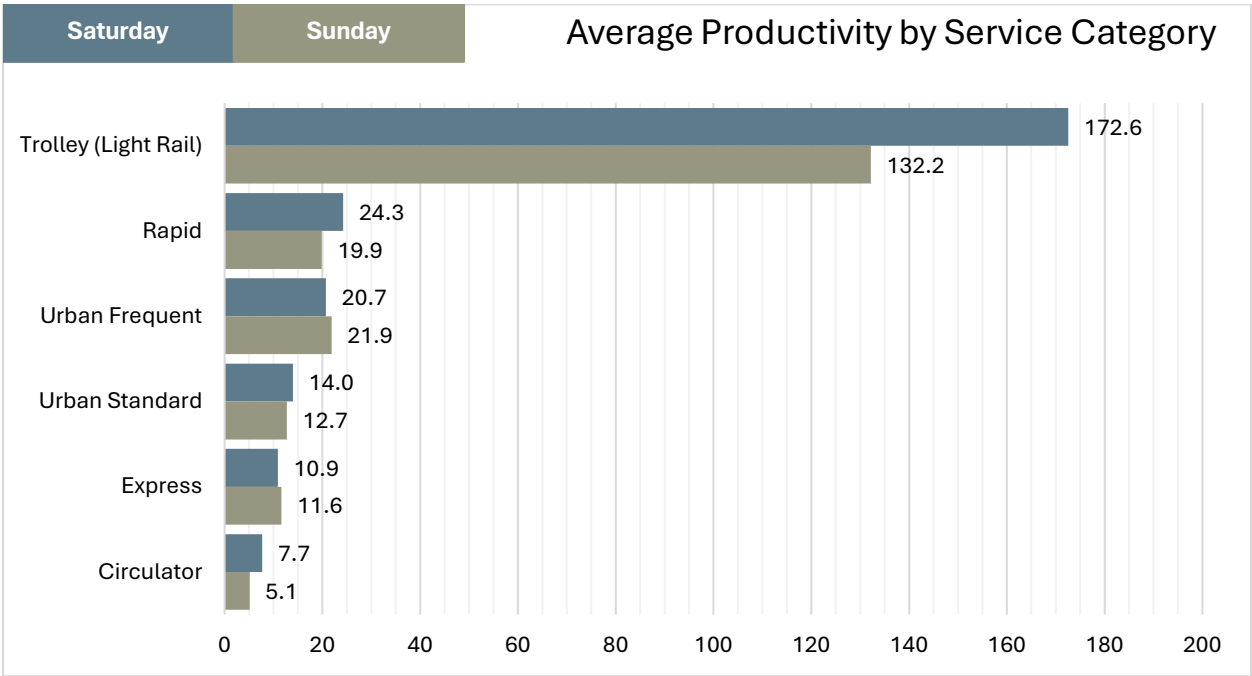


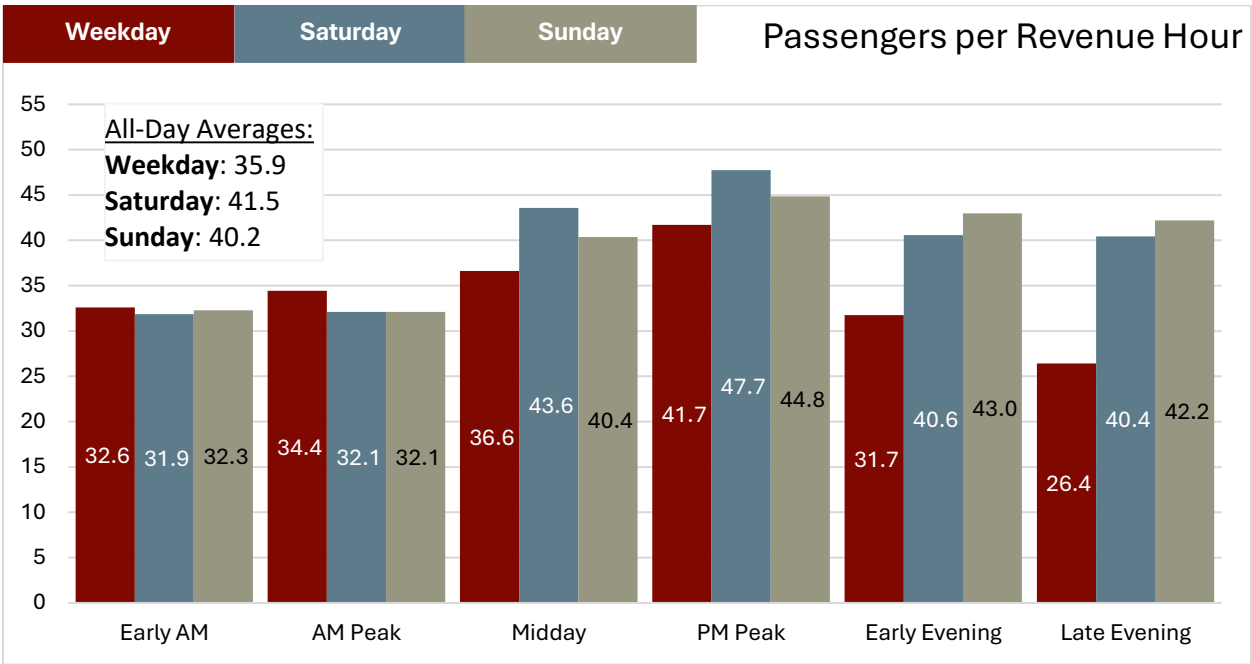
Figure 5-6: Weekend Passengers per Revenue Hour by Service Category



By Time Period

As ridership and service levels vary with demand, productivity varies throughout the day and week. Across the MTS system, productivity varies quite predictably, starting lower in the early morning and increasing through the day until the end of the PM peak period, where it begins to dip again into the evening. Weekend productivity is quite high, often matching or exceeding weekday productivity on different routes, indicating that weekends may warrant higher service levels. Services like Routes 2, 7, 8, and 30 see both Saturday and Sunday productivity exceeding weekday values.

Figure 5-7: Passengers per Revenue Hour by Time of Day and Day of Week

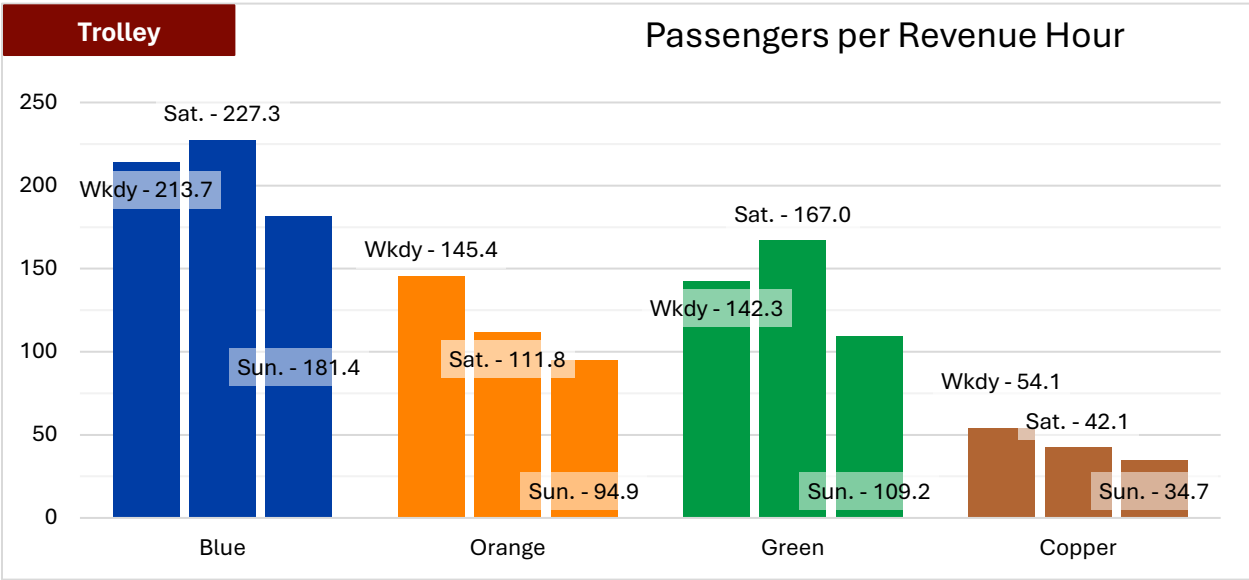


By Route

TROLLEY

On average, MTS Trolley lines carry 174.7 passengers per revenue hour on weekdays, with 172.6 on Saturdays and 132.2 on Sundays. This is very high productivity, even for light rail systems, and indicates that Trolley services are generally performing strongly, and carrying high numbers of passengers. It is important to note that one revenue hour of rail service costs MTS more money to operate than one revenue hour of bus service (an average of $136/hour on bus routes, compared to an average of $421/hour on Trolley lines), so while Trolley services have higher productivity than any bus route, they also have higher costs.

Figure 5-8: Weekday Passengers per Revenue Hour (Trolley)



BUS

- On average, the MTS bus network carries 19.9 passengers per revenue hour on weekdays, 19.6 on Saturdays and 19.7 on Sundays.
- 21 bus routes (three Rapid, 15 Urban Frequent, and three Urban Standard) exceed the bus system average, while the remaining 78 bus routes fall below it.
- There are 15 bus routes that average below 10 passengers per revenue hour on weekdays, the threshold under which fixed-route service becomes less worthwhile to operate and warrants close review according to industry best practice.
- Four routes fall below 5 passengers per revenue hour, which is the upper limit to the productivity of typical microtransit services. However, three of these four routes are long-distance Rural services, which would be difficult to replace with non-fixed-route options due to their long distances and travel times.

The charts below show productivity on the route level. Express and Rapid Express routes are shown as passengers per one-way trip rather than passengers per revenue hour, as is the standard for this service type.

Figure 5-9: Weekday Productivity (Urban Frequent & Rapid Bus Lines)

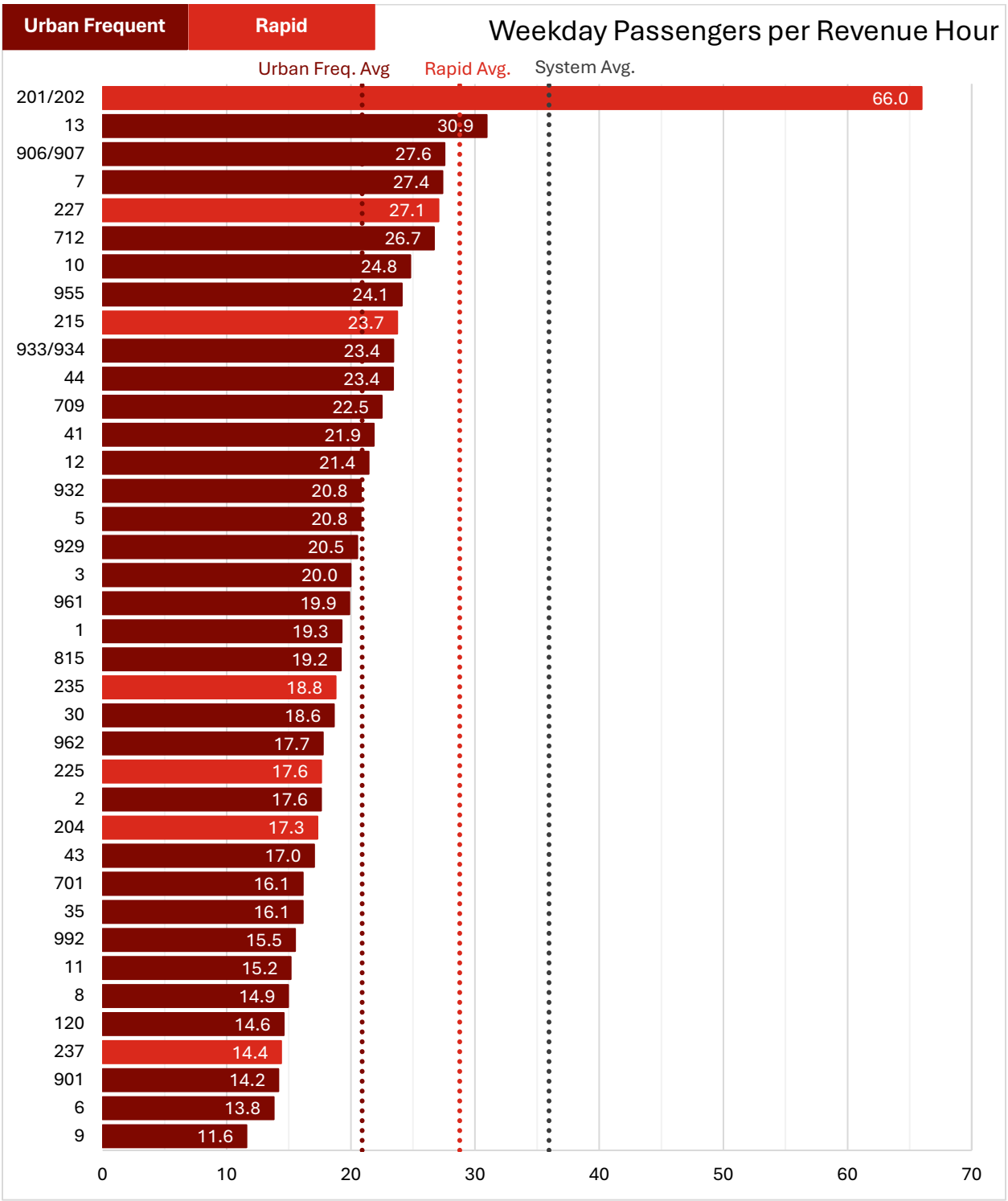


Figure 5-10: Saturday Productivity (Urban Frequent & Rapid Bus Lines)

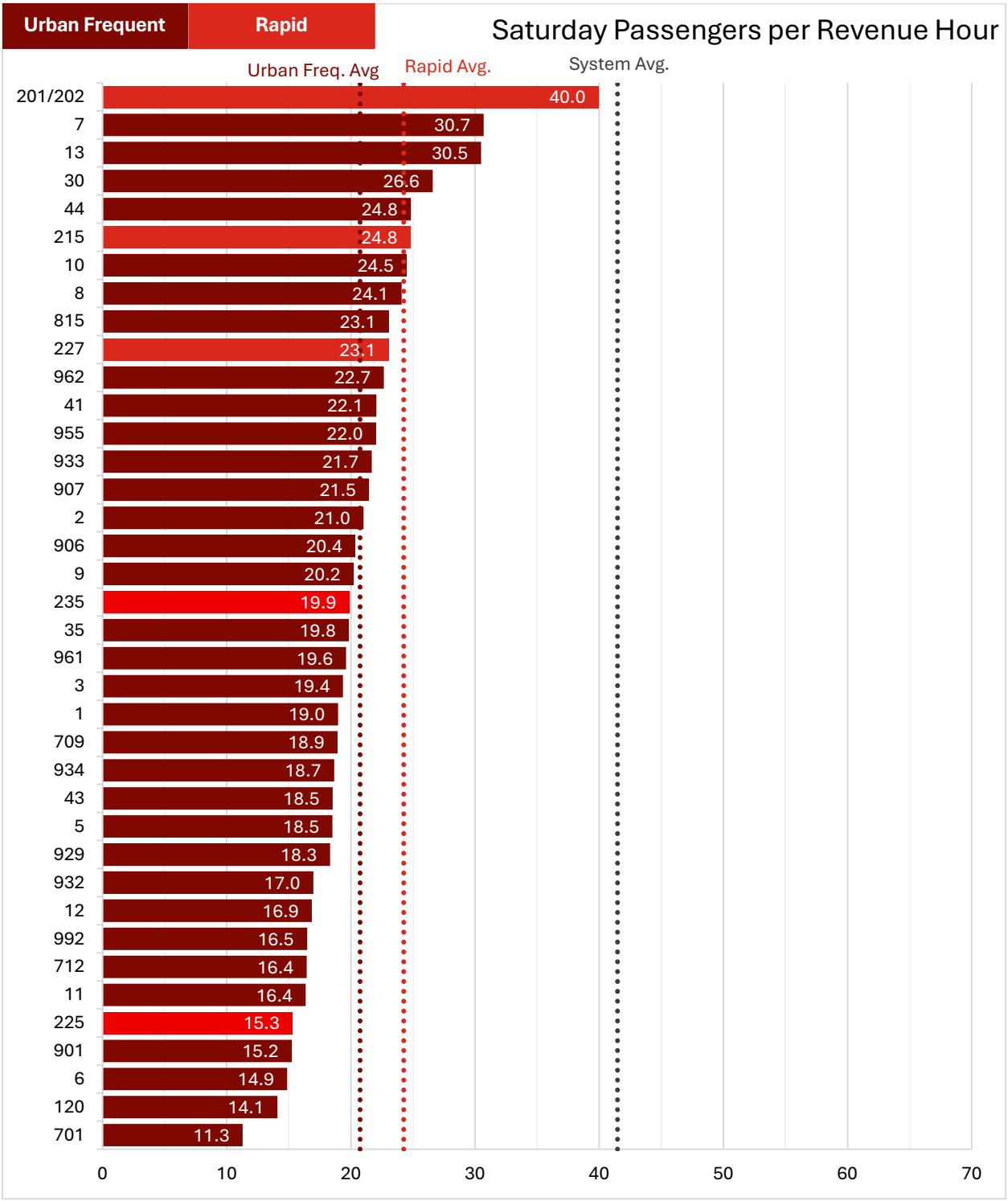


Figure 5-11: Sunday Productivity (Urban Frequent & Rapid Bus Lines)

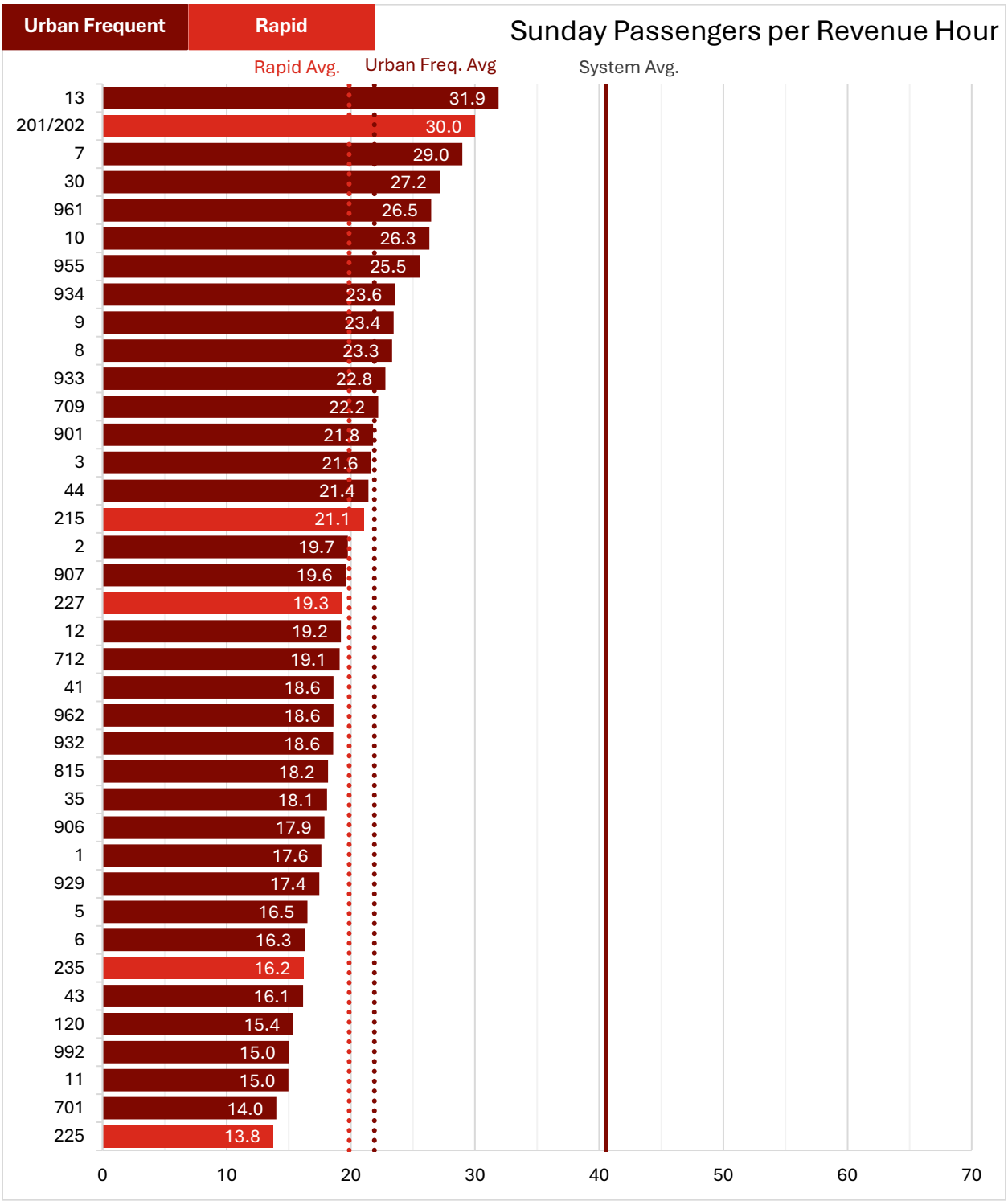


Figure 5-12: Weekday Productivity (Urban Standard, Circulator & Rural Bus)

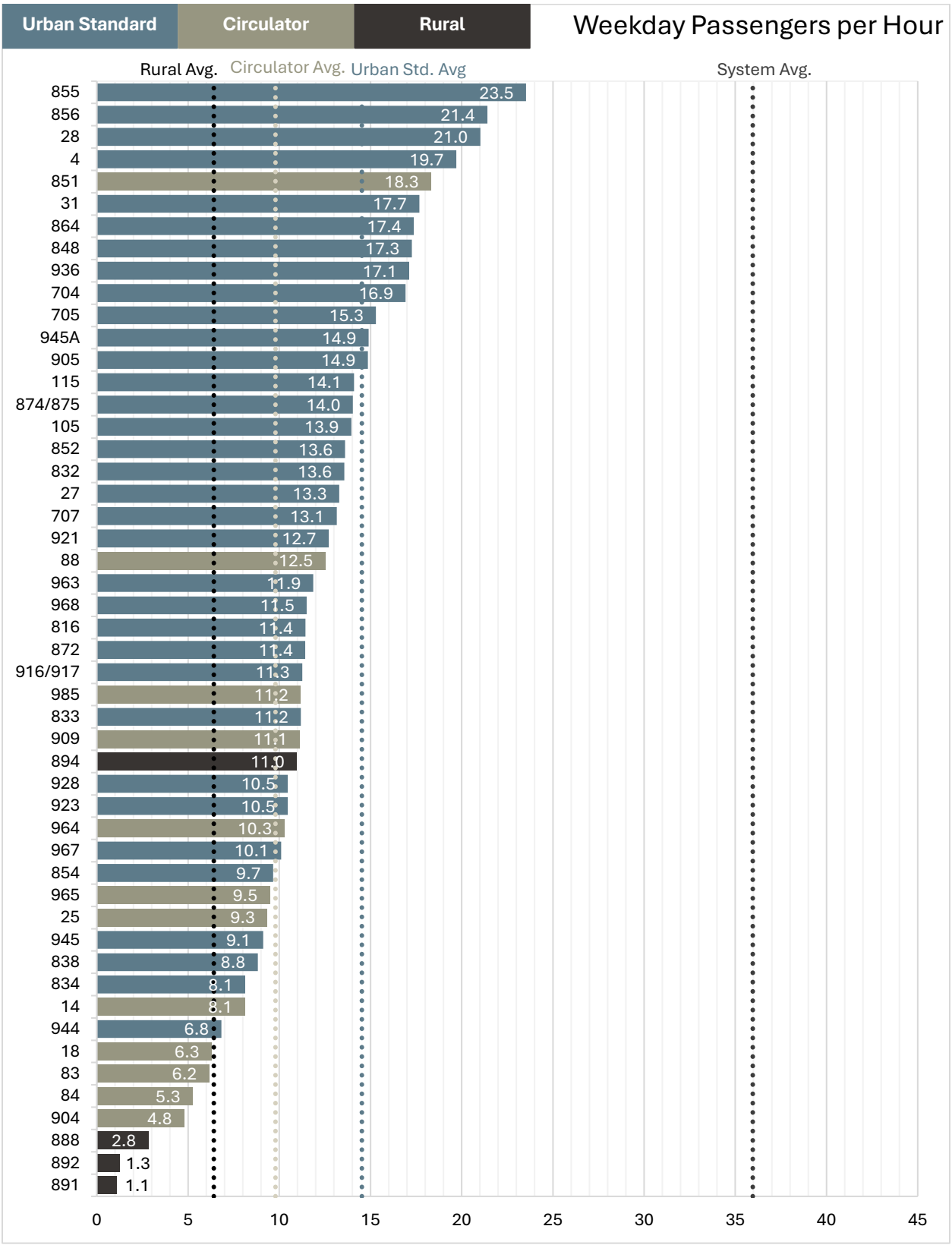


Figure 5-13: Saturday Productivity (Urban Standard & Circulator)

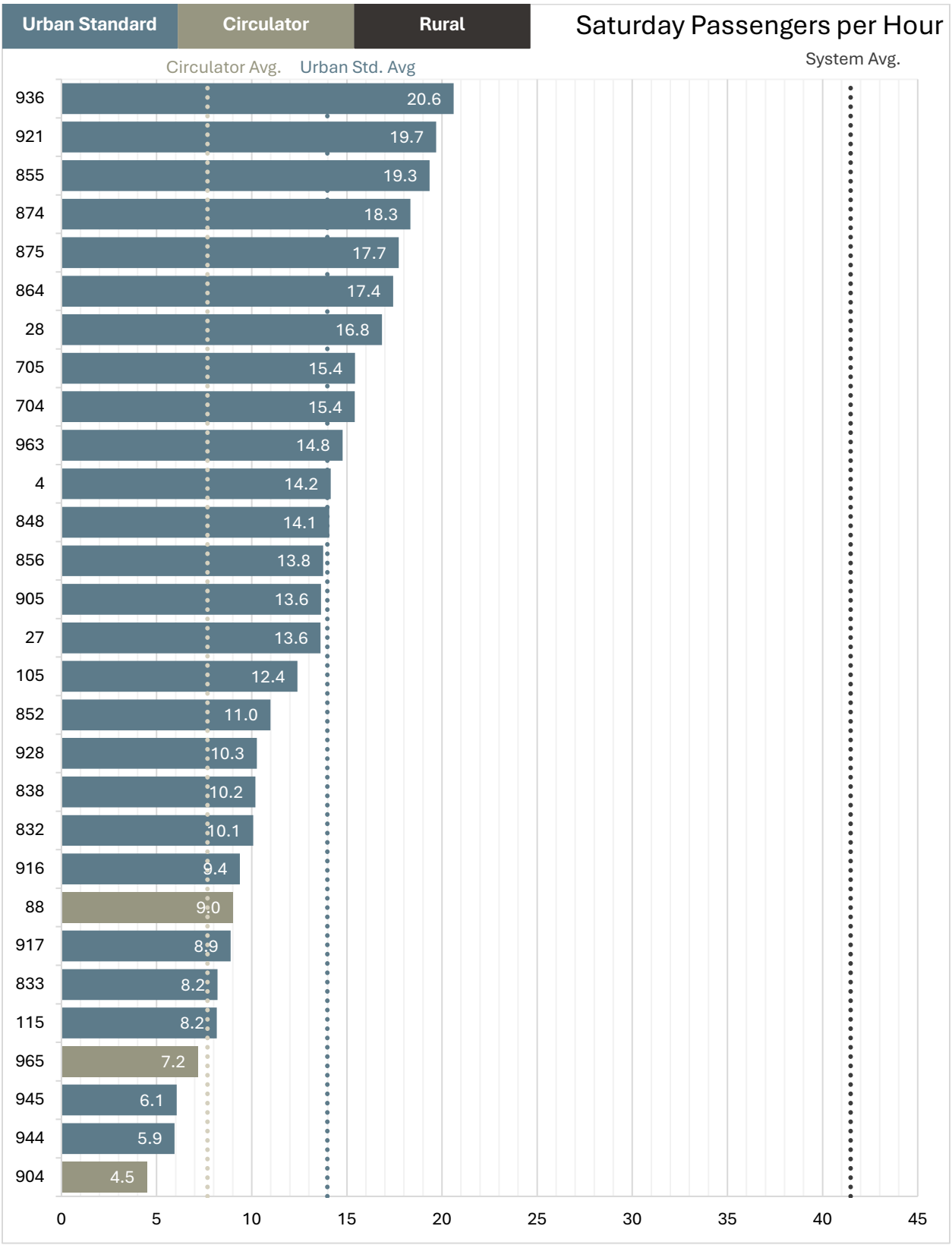


Figure 5-14: Sunday Productivity (Urban Standard & Circulator)

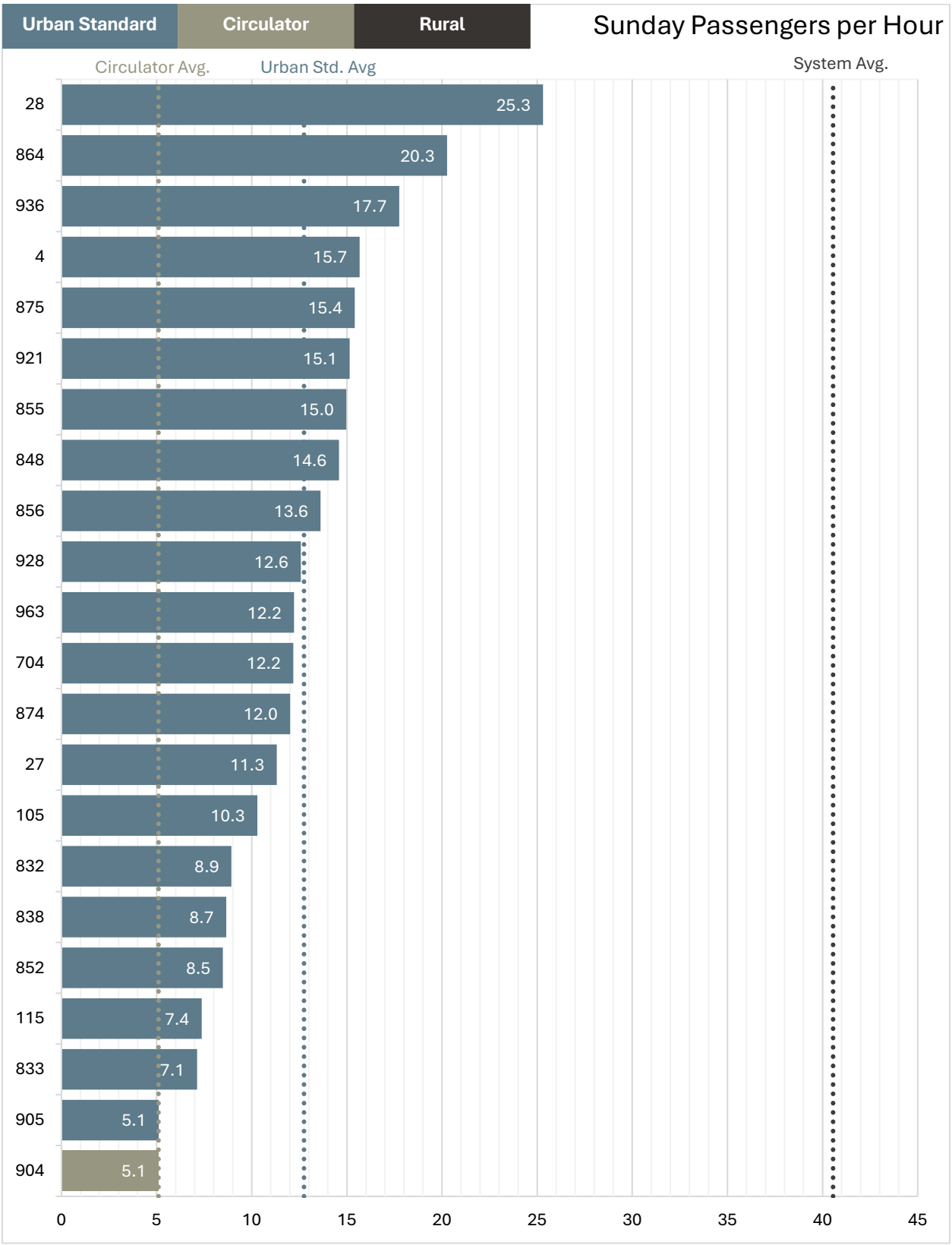
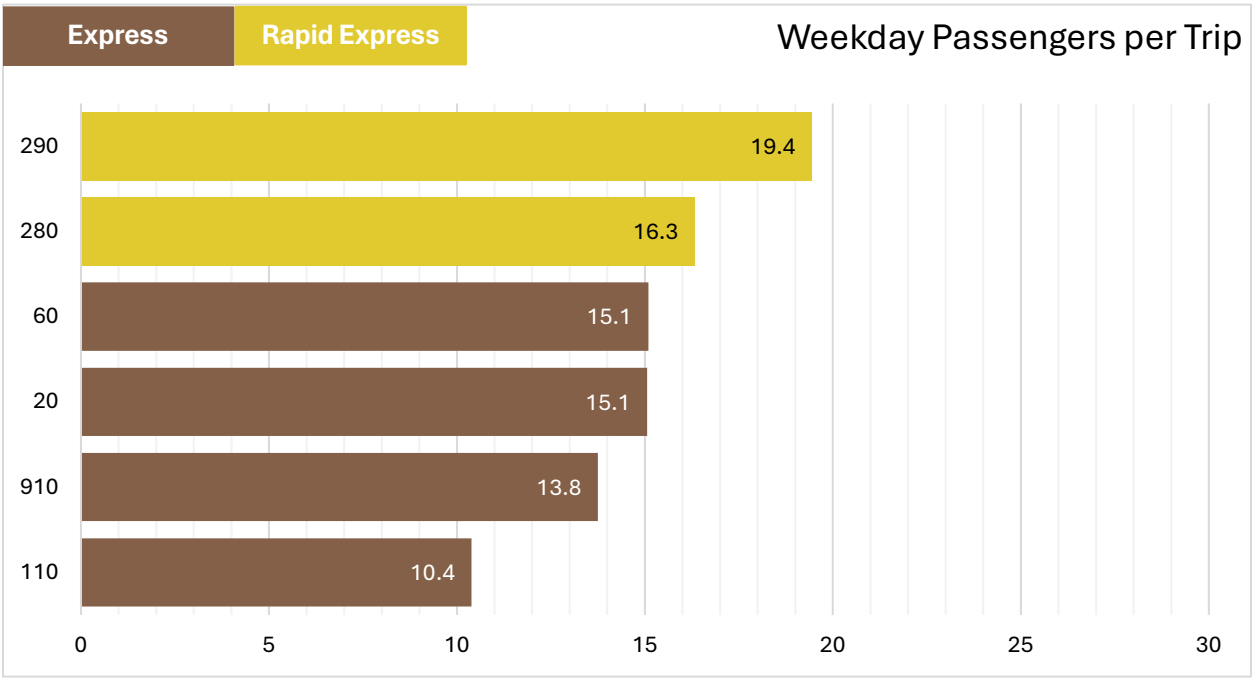


Figure 5-15: Weekday Productivity (Express & Rapid Express Bus Lines)



By Route Segment

Analyzing productivity more closely than at the entire route length is important, as certain portions of specific routes many outperform the rest of the route. This could then provide valuable insights for allocating more service towards outperforming segments and considering changes to underperforming segments.

During the midday hours on weekdays, the majority of MTS route segments see between 10 and 30 passengers per revenue hour, a typical range for urban transit services. However, there are a few segments throughout the system that excel, seeing over 30 passengers per revenue hour on average. As seen in Figure 5-16, the majority of the most highly productive midday segments can be found on the four Trolley lines as well as on bus routes serving the densest parts of San Diego and the South Bay cities. A few segments outside of this area also see high productivity, in areas with dense development, strong transit connections, and high travel demand, such as Linda Vista and Otay Mesa.

Figure 5-16: Weekday Midday Productivity (Segments > 30 Passengers per Hour)

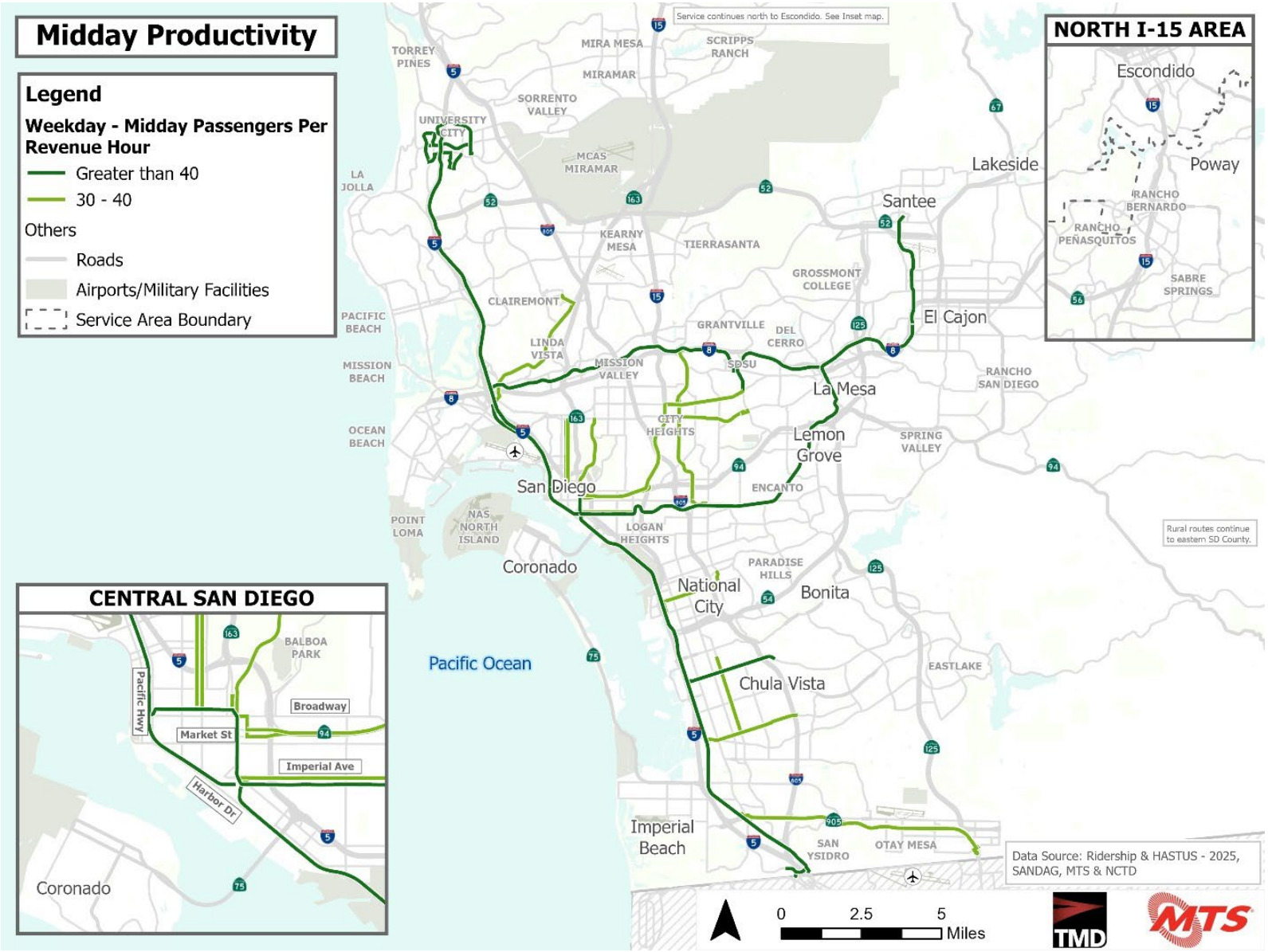


Table 5-1: Highest Productivity Segments in Weekday Midday Period

Route	Segment(s)	Weekday Midday Period	
		Segment Freq.	Segment(s) Productivity
Blue	All	7.5-15	233.6
Green	All	15	167.9
Orange	All	15	156.2
Copper	All	15	60.0
1	El Cajon/I-15 – El Cajon/College	15	31.9
3	5th Ave Trolley – 4th/University	12	30.0
4	12th & Imperial - 32nd/Commercial	30	35.5
7	City College – Park/University	12	35.6
	University/I-15 – University/College	12	34.4
10	Old Town – Washington Street	15	42.1
	University/I-15 – University/College	15	34.4
13	24th Street Trolley – Euclid/Plaza	12	34.0
	Euclid TC – Fairmount/University	12	37.5
	Fairmount University – Grantville	12	34.4
41	UTC – UC San Diego Campus	15	41.8
44	Old Town – Linda Vista/Comstock	15	31.1
	Linda Vista/Comstock – Mesa College	15	33.2
201/202	All	10	66.4 (Route 201) 82.6 (Route 202)
215	City College – Park/University	12	35.6
	El Cajon/I-15 – El Cajon/College	12	31.9
	El Cajon/College - SDSU	12	42.1
227	Iris Ave TC – Otay Mesa TC	15	39.5
235	City College – I-15/El Cajon	15	33.6
709	H Street TC – H St/Hidden Vista	15	40.6
712	Palomar Street TC – East Palomar Station	20	39.7
906/907	San Ysidro – Willow Road	15	48.2
929	3rd/Palomar - 3rd/F	15	35.2
Weekday Midday Productivity (Systemwide)			**36.6**
Weekday Midday Productivity (Bus Only)			**21.0**
Weekday Midday Productivity (Only routes not appearing above in this table)			**16.6**

There are also several route segments throughout the system that perform worse than 10 passengers per revenue hour during the weekday midday time period. As shown in Figure 5-17, most of these least productive segments are shorter ones that are found on the periphery of the urbanized portions of the service area and are mostly just portions of otherwise-productive routes. Closely reviewing these routes' alignments and service levels as a whole can provide insight into where

resources may be redeployed more effectively or strategies for improving the underperforming segments, which will be a focus of later steps in this project.

Another theme is that many unproductive segments are along infrequent routes, and routes that do not operate during evenings or on weekends. This is likely because passengers find the routes do not work for their schedules at every time of day or day of week and opt not to use the route and drive or use other modes of transportation instead. Increasing service levels on some of these unproductive route segments may improve their performance.

Figure 5-17: Weekday Midday Productivity (Segments <10 Passengers per Hour)

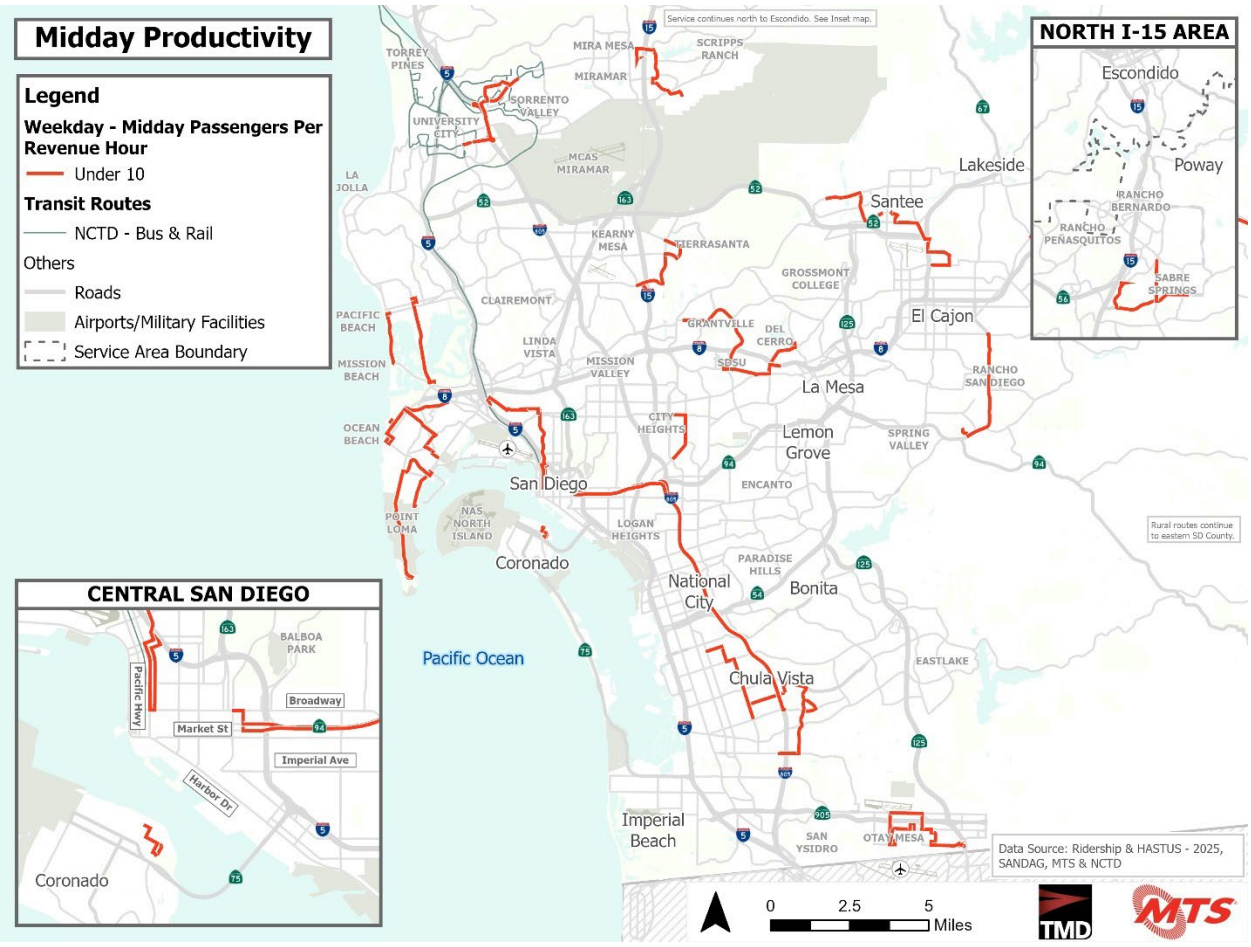


Table 5-2: Lowest-Productivity Segments in Weekday Midday Period

Route	Segment(s)	Weekday Midday Period	
		Segment Freq.	Segment(s) Productivity
8	Mission Bay/Mission - Grand/Bayard	15	10.0
9	SeaWorld – Jewell/Garnet	20	4.5
14	Kaiser Hospital – SDSU	60	8.2
	SDSU – 70th St Trolley	60	7.2
	70th St Trolley – Baltimore/Lake Murray	60	5.6
25	Stonecrest – Clairemont Mesa Blvd/Santo	60	4.4
35	Cable/Newport - Groton St	15	9.4
83	Santa Fe – Goldfinch/Washington	70	5.8
	Goldfinch/Washington – Old Town	70	2.8
84	Cabrillo – Rosecrans/Canon	60	4.2
	Rosecrans/Canon – Sub Base	60	5.2
225	City College - East Palomar Station	30	9.6
701	Hill/Palomar - F/3rd	20	9.0
704	Melrose/Main – Sharp Hospital	30	9.7
	Sharp Hospital – Naples/Hilltop	30	6.4
833	Graves/Bradley - Santee TC	60	7.0
834	West Hills HS – Santee TC (Eastbound)	60	5.8
904	Ferry Landing – City Hall	60	4.7
909	All (one segment)	60	5.7
921	UTC – Pacific Heights Blvd	30	10.0
923	Sunset Cliffs – Nimitz/Rosecrans	30	8.3
944	Sabre Springs TC – Poway/Pomerado	30	8.4
	Poway/Pomerado – Hilleary/Walmart	30	4.2
945	Midland/Poway – Pomerado/Poway	30	9.9
	Pomerado/Poway – Pomerado/Colony	30	9.7
964	Miramar College – Scripps Ranch HS	30	8.6
	Scripps Ranch HS – Alliant University	30	3.3
965	Home/Fairmount - City Heights Transit Plaza	35	10.0

5.3 On-Time Performance

Service reliability is the number one factor that retains ridership. Riders must be able to rely on transit to consistently to get them where they need to go. On-time performance is the key transit industry metric for measuring reliability.

Late trips are frustrating for riders, especially in a system like MTS with many key transfers throughout the network. A late bus can mean a missed transfer, causing much longer delays when riders need to wait for the entire headway of a route.

There is even less customer tolerance for early trips because riders refer to a published schedule (in the absence of accurate real-time arrival info) to plan their arrival at a stop or station, and if buses leave earlier than scheduled, they may leave riders behind.

MTS defines "on-time" as any departure between zero minutes before a vehicle's scheduled time and up to five minutes late, as is typical with many agencies. It maintains different on-time performance standards by route category, with a 90% standard for Rapid Express, Express, Trolley, Urban Standard and Circulator routes, and an 85% standard for Urban Frequent and Rapid routes. There is no set standard for Rural or on-demand services. The typical industry standard for on-time performance is 85%, which represents the best balance between service reliability, attractive travel times, and avoiding unnecessary delay, which together deliver an attractive customer experience.

MTS achieved a systemwide average on-time performance rate of 83.9% across all day types for the January 2025 service change period analyzed in this report. On a service category level, the averages range from as high as 96.3% for Trolley to as low as 83.7% for Express and 84.9% for Urban Frequent.

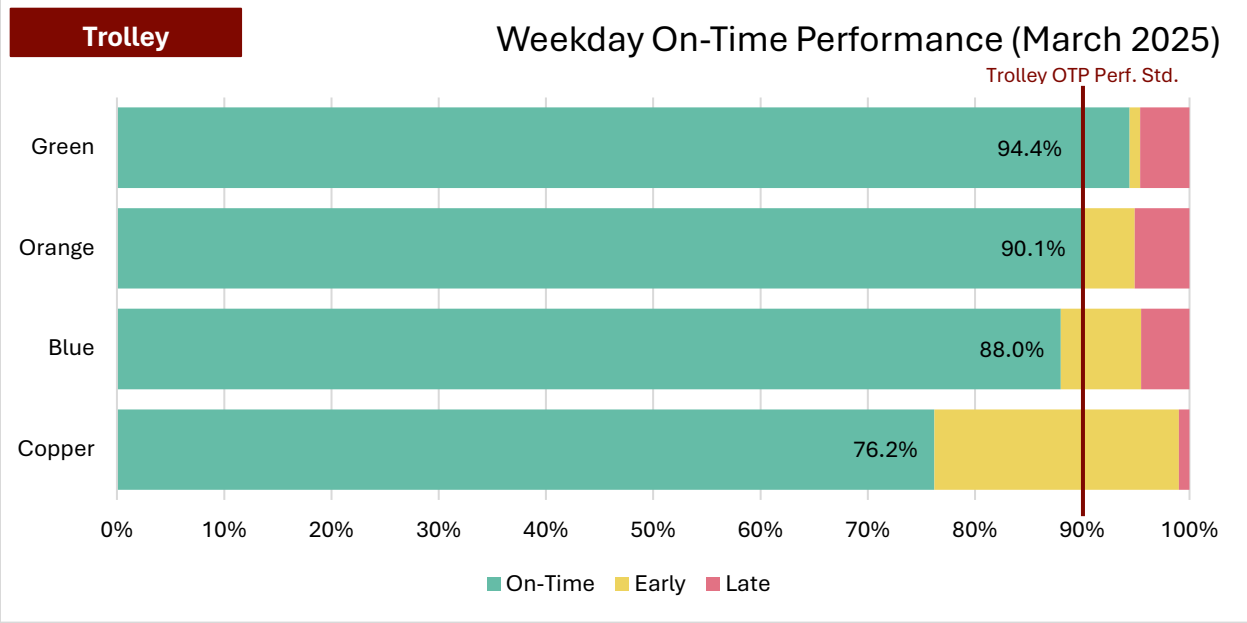
TROLLEY

All four Trolley lines see high on-time performance, with an average of 89.0% of Trolley trips arriving on time on weekdays in March 2025.[17]

The light rail system's dedicated rights-of-way likely contributes to this overall reliability. Outside of downtown San Diego, Trolley lines operate with little interference from general car traffic or other delay sources and are therefore much easier to keep on schedule than buses in mixed traffic. The Green and Orange Lines both met or exceeded the official performance standard in March 2025, while the Blue Line fell just below it at 88.0%. The Copper Line had the lowest OTP for Trolley that month at 76.2%, with a very high percentage of earlies which should be reviewed further.

[17] Route-/line-level OTP data was only available at the month level and this analysis covers March 2025. The other service and performance analyses in this report cover a wider period during the January 2025 service change.

Figure 5-18: Weekday On-Time Performance (Trolley)



BUS

Most bus routes across all categories see relatively high rates of on-time performance on weekdays, with 93 of 99 routes averaging 70% or higher on time and 76 of 99 routes averaging above 80%. This indicates that MTS's scheduling practices typically ensure each route has enough time to operate the service, as well as enough buffer to account for potential delays caused by external factors. However, the majority of routes in each category, with the exception of Rapid, fall short of their 85% or 90% performance standard. Overall, 30 of 99 bus routes met their OTP target on weekdays in March 2025. Notable exceptions include:

- All four rural routes have low on-time performance, likely a factor of their long lengths and variable traffic conditions en route.
- Route 992 has low on-time performance, likely due to serving San Diego International Airport and encountering significant drop-off and pick-up traffic. However, the route's alignment was recently modified with the opening of the new Terminal 1, which may improve OTP.
- Many longer and busier urban routes, such as Routes 10 and 929 see lower on-time performance (around 75%), likely due to varying traffic conditions and dwell times en route.
- New Overnight Express Route 910 has relatively low on-time performance, which may be a factor of the route's newness, and not having had enough time for schedules to be adjusted to real-world operating conditions.

Figure 5-19: Weekday On-Time Performance (Urban Frequent & Rapid Bus Lines)

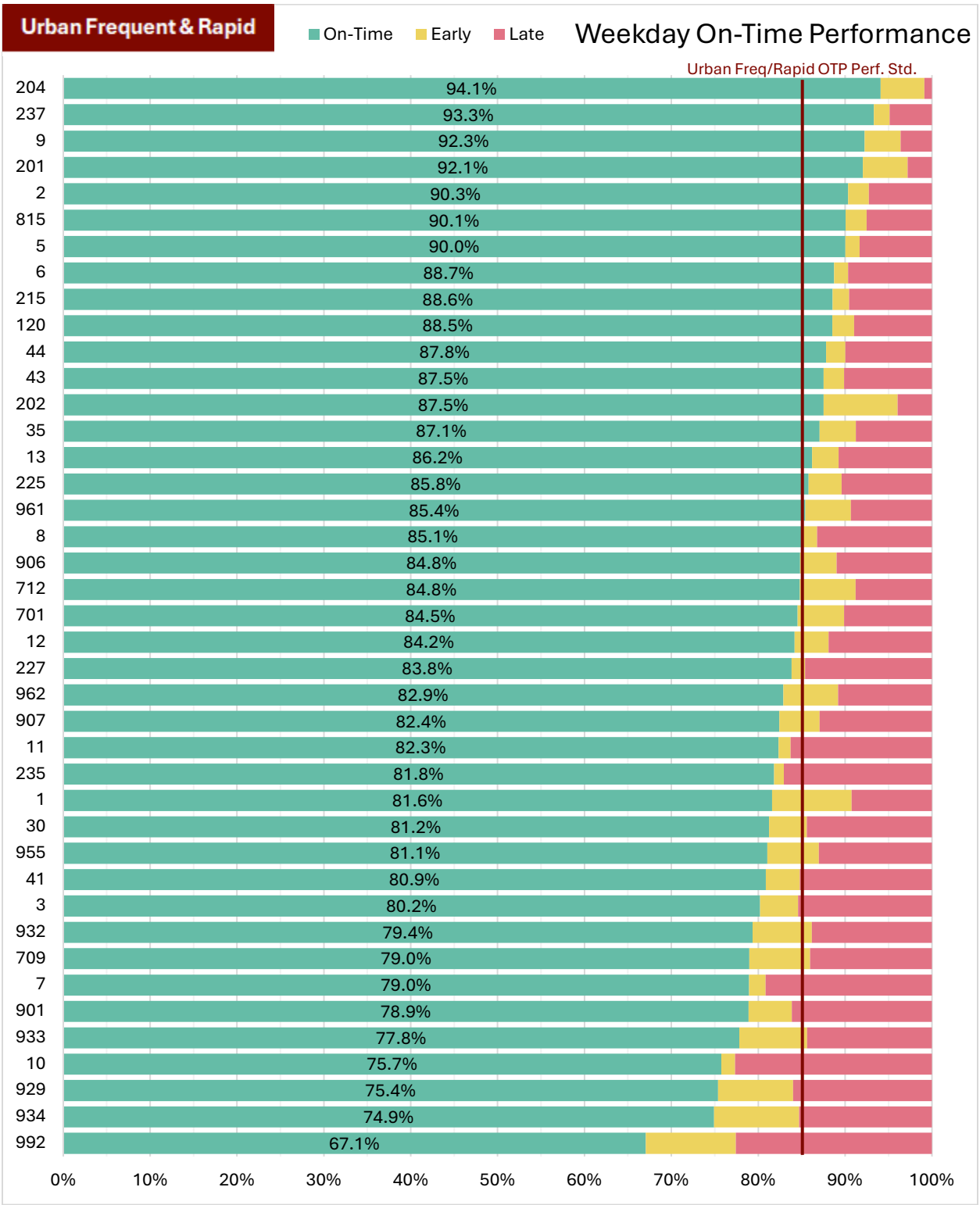


Figure 5-20: Weekday On-Time Performance (Urban Standard, Circulator & Rural Bus)

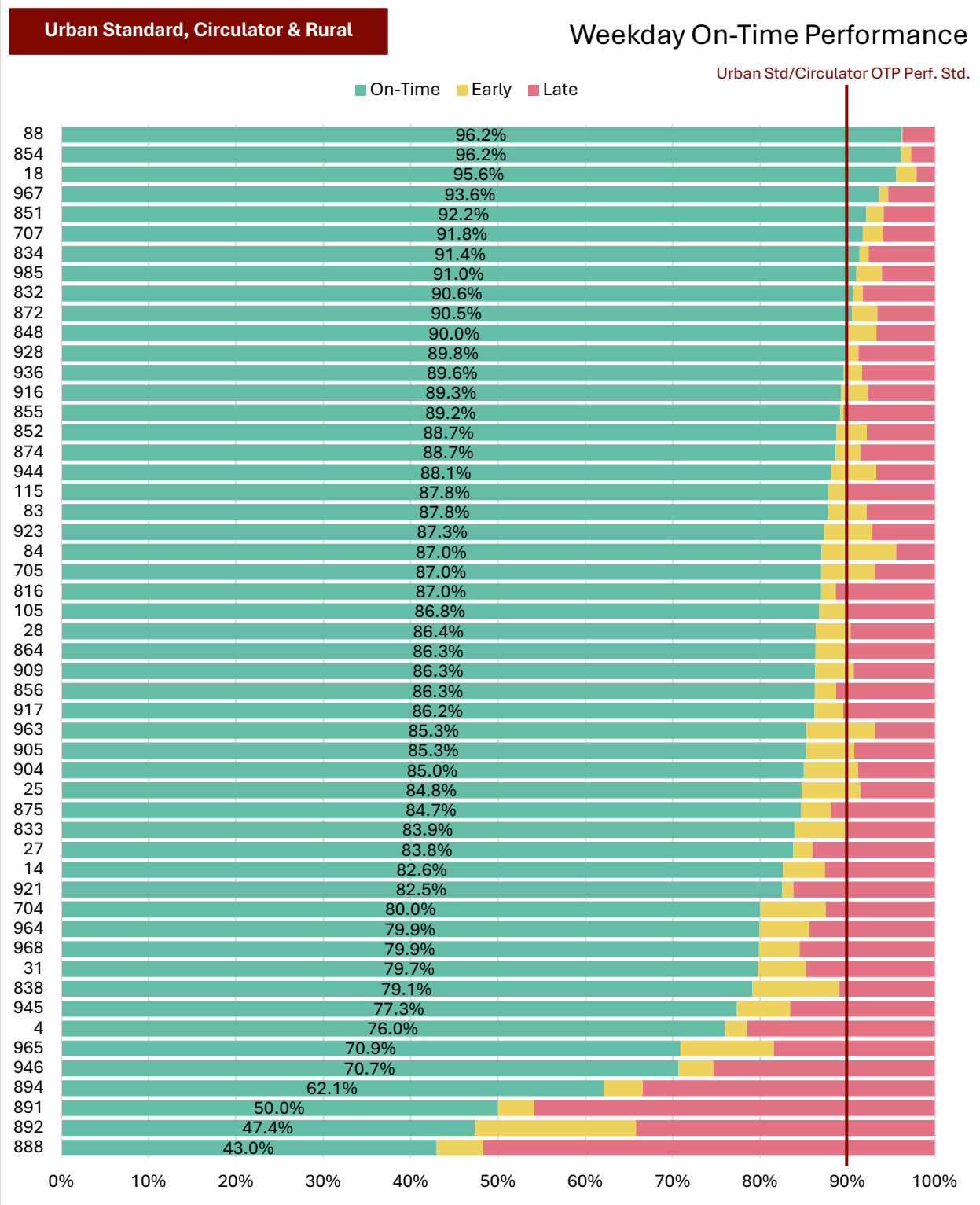
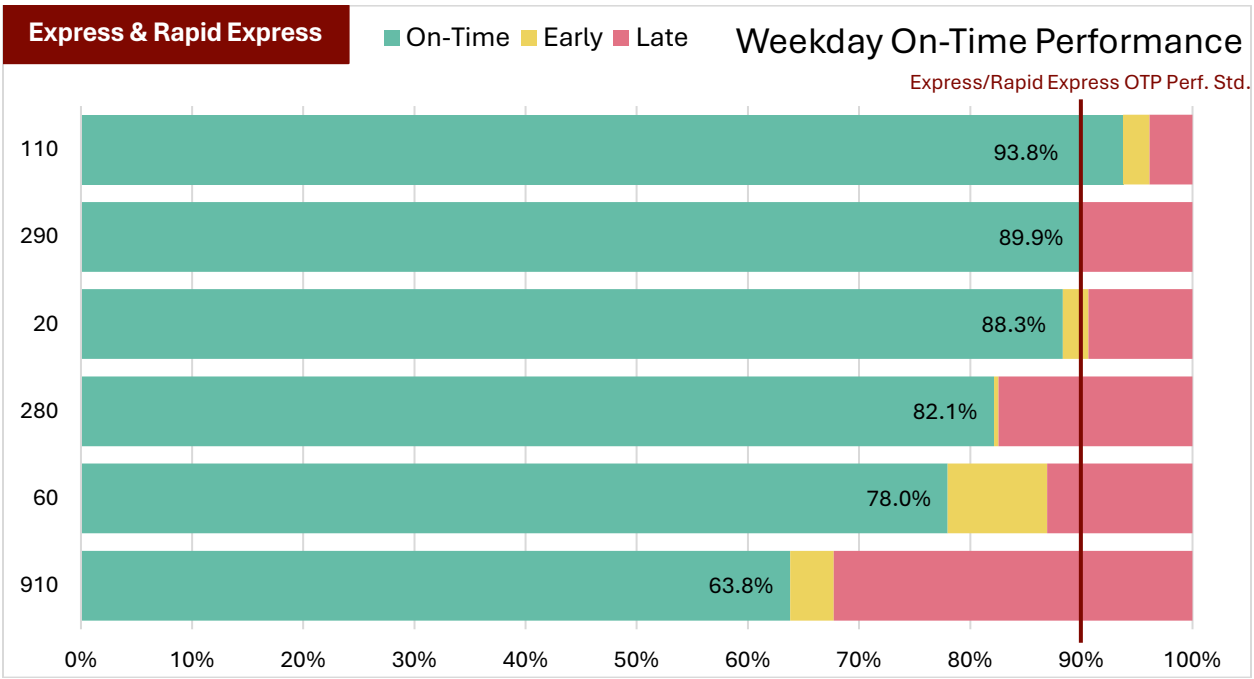


Figure 5-21: Weekday On-Time Performance (Express & Rapid Express Bus)



5.4 Financial Performance

Analyzing transit services' financial performance is important for understanding the funding context of each service and of the system at large. Alongside other performance indicators, it helps to show which routes or services are performing well and which may need rethinking or recalibration.

One key metric, subsidy per passenger, measures the cost that MTS pays for each boarding on a route that is not covered by the passenger's fare. Routes with a lower subsidy per passenger tend to have higher ridership, lower costs, and/or better operating efficiency. The systemwide average for subsidy per passenger is $3.58 on weekdays, $3.26 on Saturdays and $3.67 on Sundays.

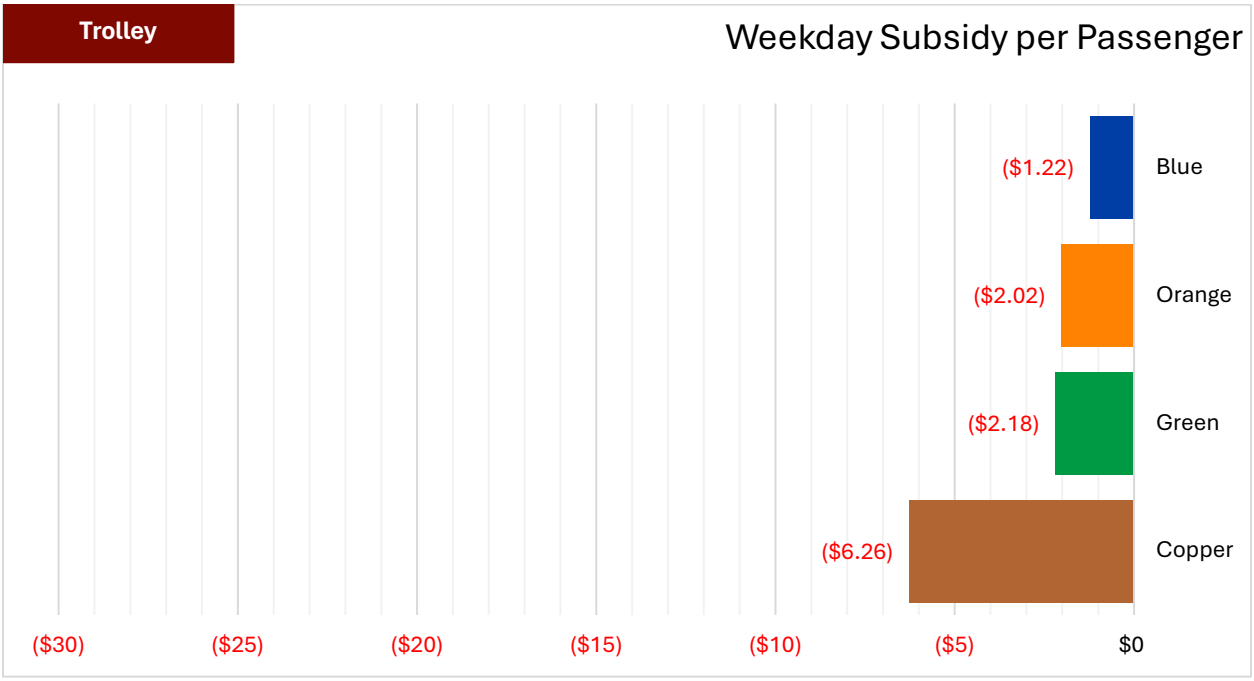
MTS's subsidy per passenger metric performance is very strong when compared to regional and national peers. For NTD-reported total agency operating expenses, revenue collected, and boardings across all modes (including demand response) for the top 50 US transit agencies (by boardings), MTS had the second best subsidy per passenger in the country in calendar year 2024 ($4.10) after MTA New York City Transit ($2.47).

TROLLEY

The average subsidy per passenger for the Trolley system is $1.62 on weekdays, $1.65 on Saturdays and $2.38 on Sundays. The increase on Sundays is likely due to significant ridership declines compared to Saturdays. The Blue, Orange, and Green Lines all require less subsidy per passenger than all but one of the bus routes, but it is much higher on the Copper Line due to its lower ridership.

Overall, the Trolley system is more cost-effective than the majority of the bus system due to its high capacity and high ridership.

Figure 5-22: Weekday Subsidy per Passenger (Trolley)



BUS

The average subsidy per passenger across the bus network is $5.59 on weekdays, $5.64 on Saturdays and $5.63 on Sundays. There is a high degree of consistency across days, but subsidy varies by service type. As expected, routes with higher ridership, such as many Urban Frequent and Rapid routes, see a lower subsidy per passenger. Of particular note is the Rapid 201/202 SuperLoop, which has a subsidy per passenger of only $0.92 on weekdays and out-performs all of the Trolley lines. On the other hand, three of the four Rural routes see a subsidy per passenger of more than $100 due to their lower ridership and long route length. However, as these routes have very infrequent operations and receive other non-MTS subsidies, their actual operating costs are not very high.

It is important to note that just over half of MTS bus service is operated by a contractor, currently Transdev, who delivers the service at a lower cost to the agency (on a unit basis) than the in-house operated routes. However, this analysis utilized a blended rate for all services so as to not skew the financial performance metrics in favor of the contract-operated bus routes.

Figure 5-23: Weekday Subsidy per Passenger (Urban Frequent & Rapid Bus)

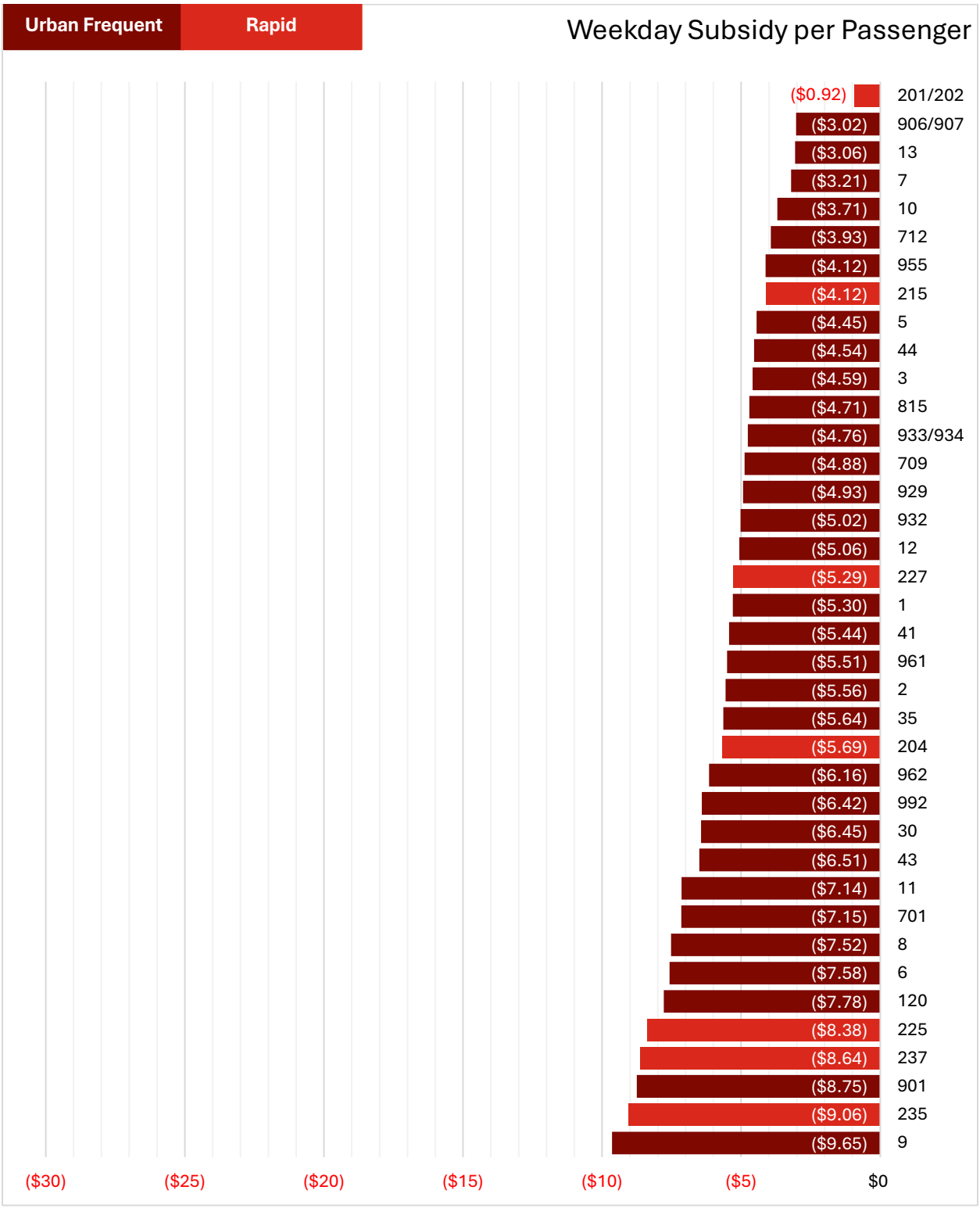


Figure 5-24: Weekday Subsidy per Passenger (Urban Standard, Circulator & Rural Bus)

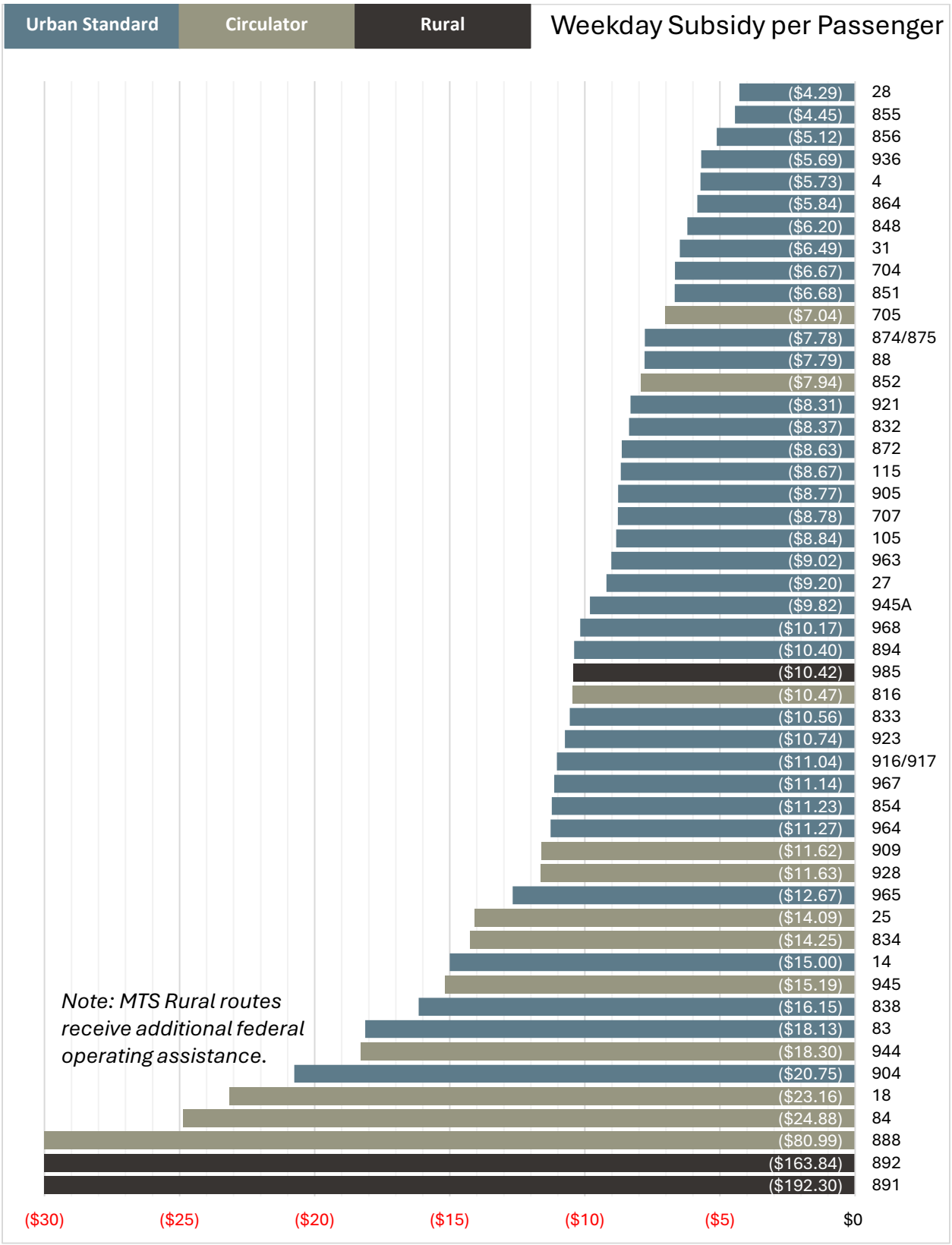
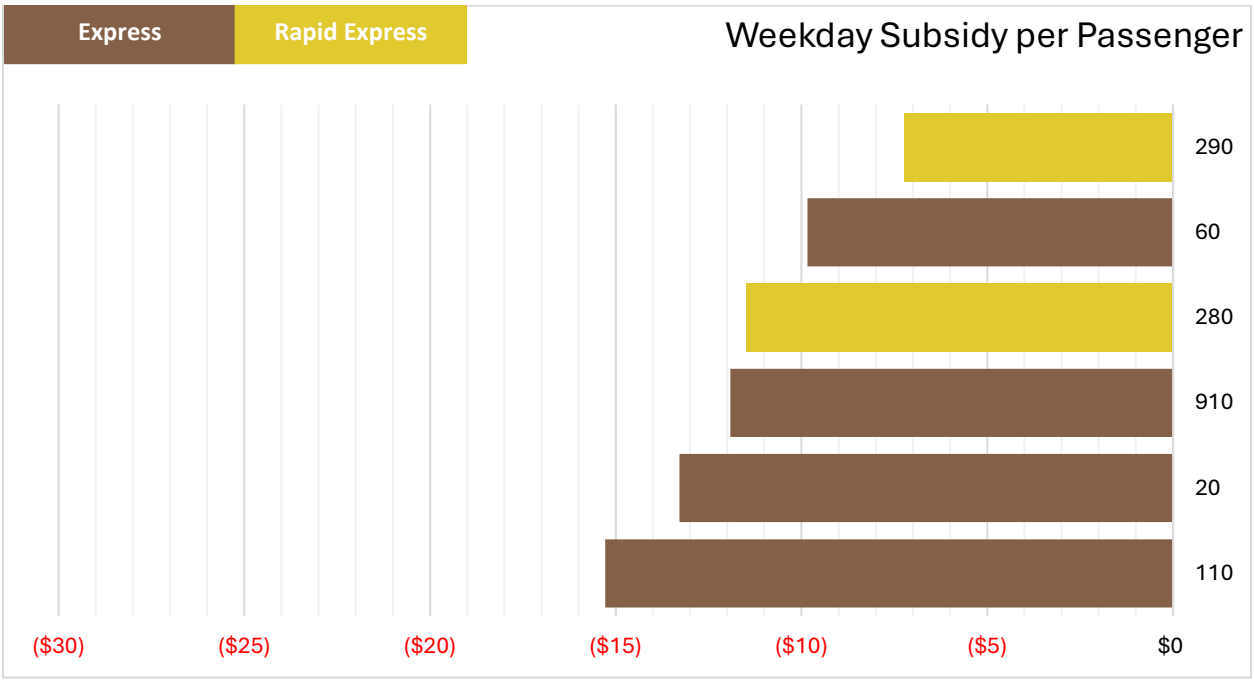


Figure 5-25: Weekday Subsidy per Passenger (Express and Rapid Express Bus)



5.5 Schedule Efficiency & Layover Ratios

One of the major factors contributing to route productivity is the efficiency of service schedules. The fewer hours a route uses to carry the same number of riders, the higher its productivity will be. Route roundtrip cycle time is defined as its in-service time (or the duration that vehicles are operating between the route endpoints) plus the combined layover and recovery time at the end of each one-way trip or roundtrip pair. Each trip has a few minutes of schedule recovery buffer built in so that running delays do not automatically delay the next trip's departure. Along with recovery time, each trip also has several minutes of operator layover for the drivers to take a rest break. Layover durations for operators vary by schedule and trip, but minimums are specific in the collective bargaining agreements between the drivers' union and the operating agency or contractor.[18]

The industry typical target, recommended for MTS, is for combined layover/recovery time to equal around 15% of a route's in-service time. But this can vary based on route or line length, minimum layover durations, operating headway, timed transfer connections, or other operating context factors. Avoiding excess layover and recovery is preferable but not all routes will be able to achieve the targeted layover and recovery ratios.

[18] California requires rest and meal breaks for transit operators through Industrial Welfare Commission (IWC) Wage Order 9 which stipulates that two paid 10-minute breaks and one unpaid minimum 30-minute meal break are required per eight-hour work shift (calculated as 11.6% of in-service time or 10.4% of revenue time). This may be directly implemented or an alternative arrangement like 50-minutes of effective layover per 8-hour shift can be negotiated as is the case with MTS's in-house bus operator collective bargaining agreement.

As part of the COA recommendations development, the project team will closely review schedule construction and cycle time efficiency across the MTS routes to identify potential opportunities for resource savings or efficiency improvements. The charts below show the share of weekday revenue hours split between in-service and recovery time for each bus route and Trolley line, besides Express and Rapid Express buses which operate 'trip-based' services where regular schedule layover measurement does not apply.

A few factors that may contribute to high layover/recovery ratios on some routes include:

- Much of the system is designed around connections between services (e.g., bus-to-Trolley and bus-to-bus). Designing individual routes to serve as part of an overall system with connections to and from other services can lead to significant inefficiencies in schedule timing versus developing the most efficient schedule that may or may not connect as effectively with the rest of the system.[19]
- Nearly all MTS transit services operate on clockface headways – every 7.5, 10, 12, 15, 20, 30, or 60 minutes. This creates a predictable set of departure times for customers. However, it can also lead to inefficiencies when the route's running time is not compatible with the desired headway, especially on services scheduled to run every 20, 30 or 60 minutes. Nevertheless, this is generally preferable (from both a customer experience and resource allocation standpoint) over operating on an irregular headway regardless of efficiency.
- Some routes provide different frequencies on different route patterns, especially during weekday peak hours. Having schedules align such that two 30-minute patterns are perfectly offset by 15 minutes may introduce some inefficiency into the schedule if their running times are not compatible and the cycle times are not efficiently related.
- MTS has several shorter routes that require higher recovery percentages to ensure adequate driver breaks, which may slightly skew the average higher.

The COA will seek and consider opportunities to improve schedule and service delivery efficiencies during the development of system and route recommendations. Improved service and operating efficiency will allow for more service to be kept on the street with the available funding, making it a COA priority.

[19] Note that the great majority of MTS transfers are between frequent transit services (Trolley and bus routes with frequencies of 15 minutes or better) and less frequent transit routes. Generally, these services are not operate timed-transfers due to having a frequent service as one part of the combined journey making the timing unnecessary or 'hit-or-miss'. The remaining route connections with many fewer actual system transfers are opportunities to reconsider the value of optimizing small numbers of transfers if additional buses are required in the schedule versus the value of simply operating more service frequency.

Figure 5-26: Weekday Schedule Recovery Percentage (Trolley)

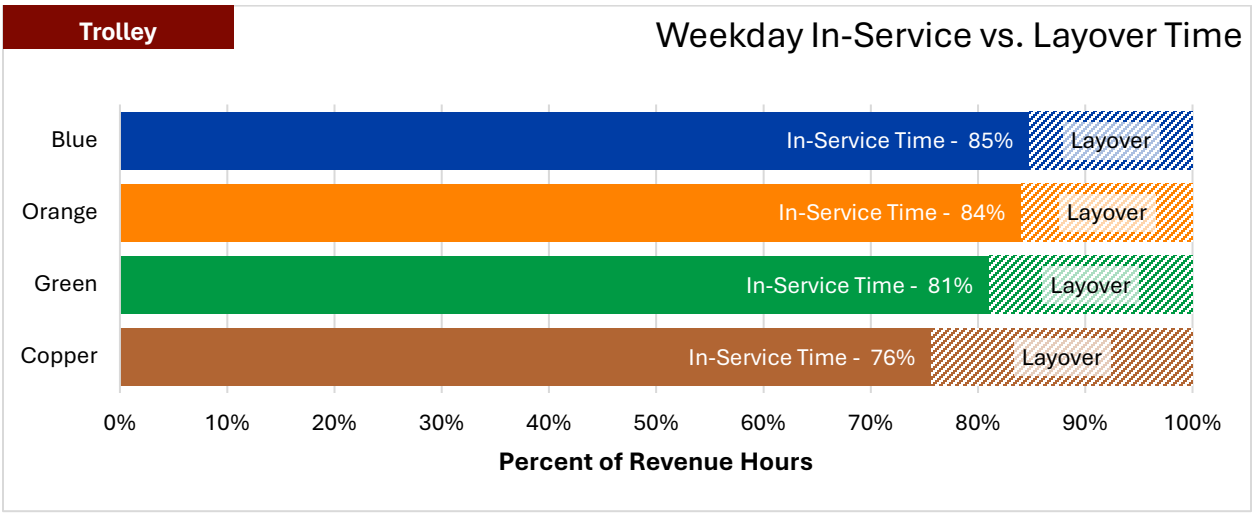


Figure 5-27: Weekday Schedule Recovery Percentage (Urban Frequent & Rapid Bus)

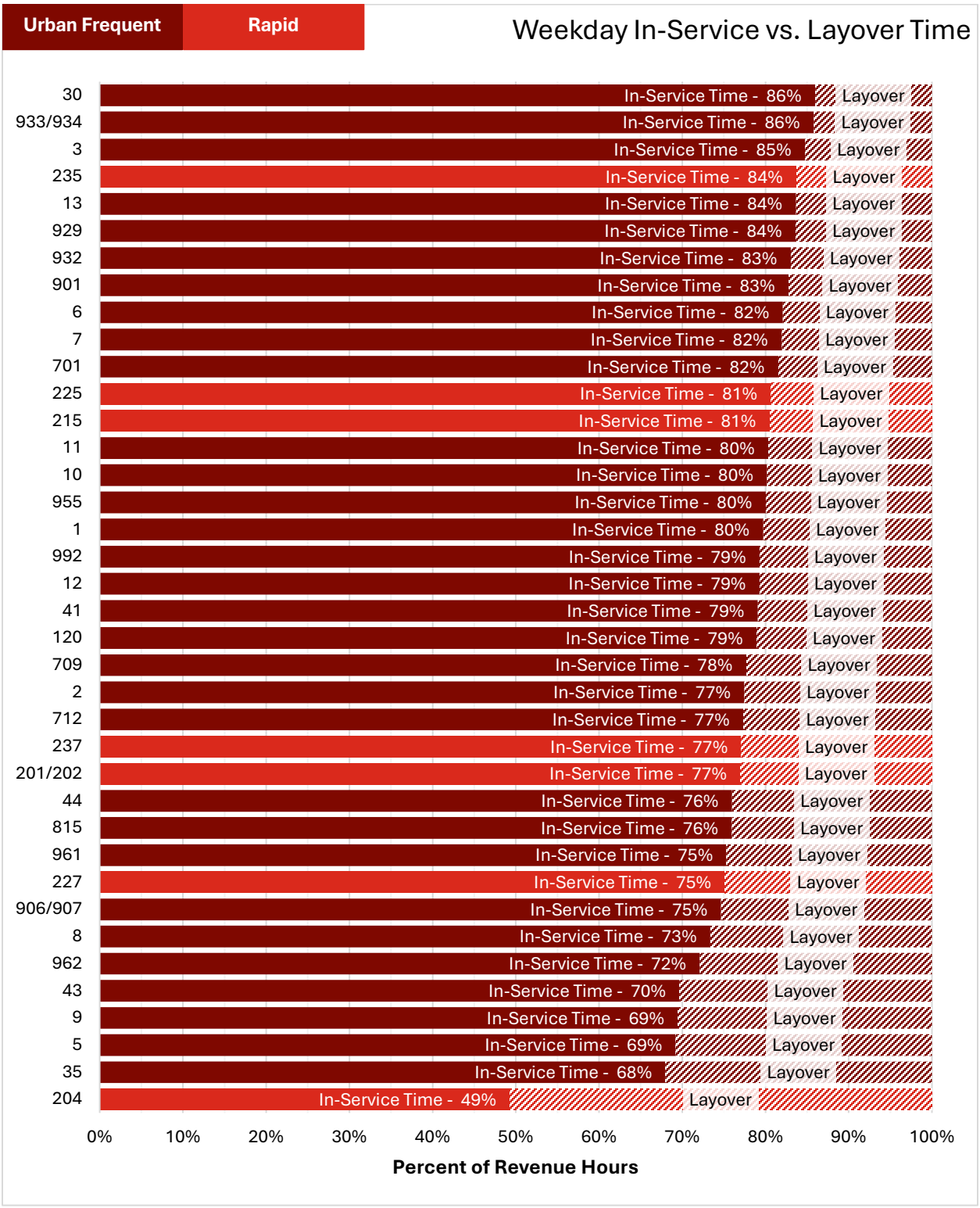
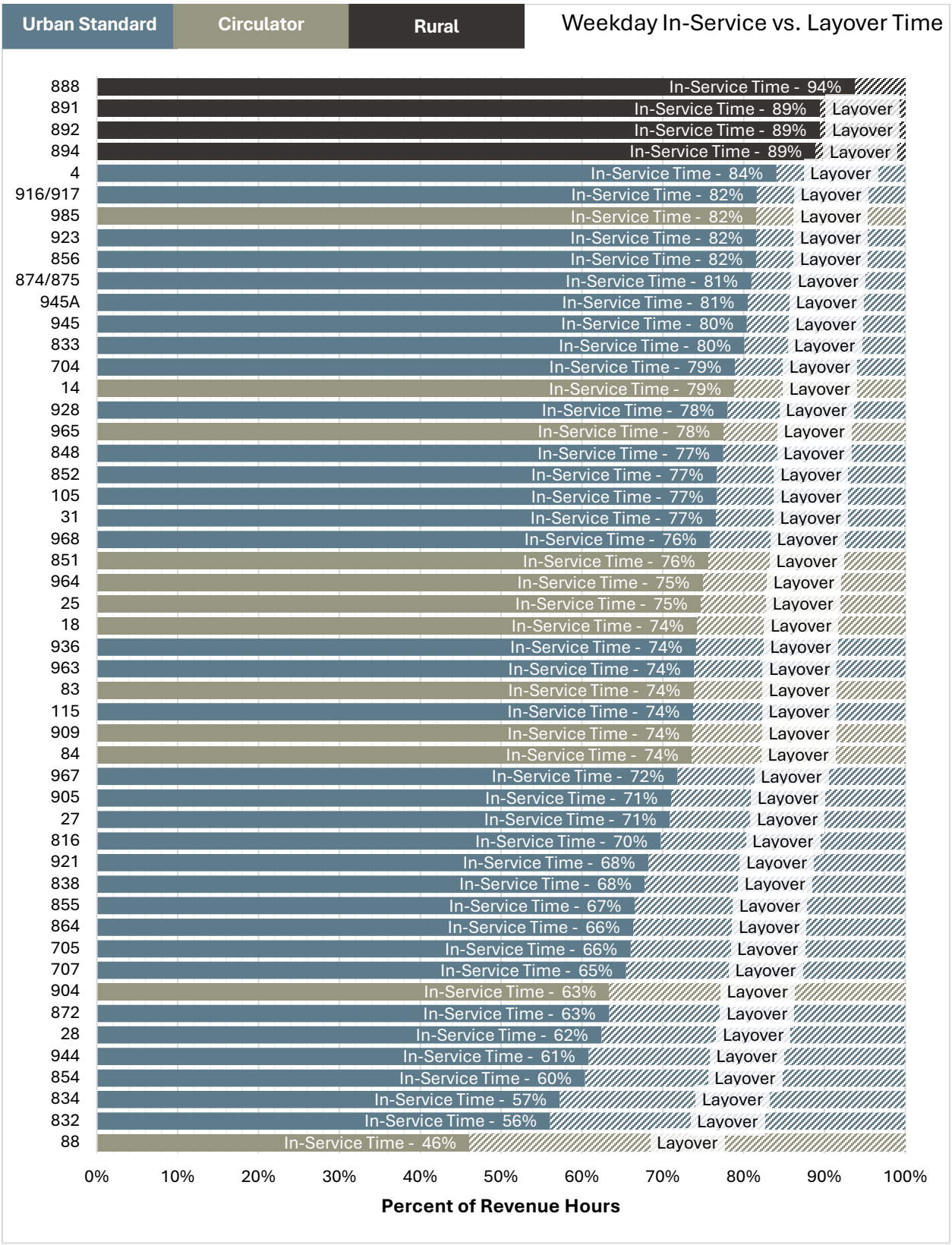


Figure 5-28: Weekday Schedule Recovery Percentage (Urban Standard, Circulator & Rural Bus)



6. Key Findings

As the main public transit provider for most San Diego County residents, it is important that MTS operates a strong service, especially in terms of the passenger experience. This document detailed areas where MTS excels in general and where there may be opportunities for improvement, as well as how each route and service category performs. The Trolley network provides a strong backbone for the system and is supported by MTS's extensive bus network. However, there are notable opportunities where significant additional investment in the bus network could improve temporal and other gaps and promote continued ridership growth.

Notable findings from this system and service evaluation include:

- In general, MTS services do a **very good job of following the agency's stated mission** of providing high-quality public transit services that take a customer-oriented approach and serve to enhance residents' personal mobility and quality of life. MTS services are well-matched with the areas demonstrating the highest propensity for transit ridership (See also the Transit Propensity section of Market Assessment report).

- MTS has seen **impressive post-COVID ridership recovery** relative to peer agencies, and in fact all U.S. transit agencies. MTS systemwide ridership is at 95% of 2019 levels, driven by growth in the Trolley network (with the opening of the Blue Line's Mid-Coast extension and associated bus to rail ridership shifts). Bus ridership is at 79% of pre-pandemic numbers, while Trolley ridership has surpassed pre-COVID levels. Scheduled bus service levels are only slightly below pre-COVID levels, meaning the bus network overall is less productive than it was, which is true nationally.[20]

- The frequent and reliable Trolley and Bus network forms the spine of the MTS network and is a **critical transportation asset for the region**. In 2024, among the country's 22 light rail operators, MTS Trolley was the second-highest in both ridership and revenue hours after Los Angeles Metro and second in productivity after New Jersey Transit.[21]

- There are opportunities to make frequencies more convenient and consistent systemwide. While a decent number of MTS routes operate every 15 minutes or better, especially in the weekday peaks, **15-minute service is a tipping point for bus network attractiveness and spontaneous use but not an end goal nor is it good enough to sustain long-term ridership growth**. Long term, MTS should target a minimum frequency of 10 minutes for the three main

[20] Comparing full-year NTD data, MTS reported that it operated 98.8% of the revenue hours and 97.6% of the revenue miles in 2024 vs. 2019. With the Trolley system's recent expansion, revenue hours and miles were both up more than 38% in 2024 vs. 2019. The decline in productivity is seen nationally, with none of the top 25 agencies (by spring 2025 ridership) reporting higher monthly systemwide productivity in 2024 versus 2019.

[21] Source: 2024 NTD monthly unlinked passenger trips and vehicle revenue hour data for all light rail operating agencies.

Trolley lines and the core bus routes to grow network ridership. However, this may require infrastructure improvements along the Trolley alignment.

- Moreover, MTS's network of frequent services is smaller in the weekday midday period and much smaller on nights and weekends. The **existing MTS system does not adequately respond to current day-of-week and time-of-day travel demand**, as also noted in the accompanying COA Market Assessment report. MTS service is much more productive in the afternoon than in the morning on weekdays, and weekend productivity matches afternoon peak-hour productivity, indicating significant demand for more service later in the day and on weekends. Also, travel volumes across the region on weekends nearly match weekdays yet far less transit service is scheduled.

- The Rapid 201/202 (SuperLoop) service is extremely productive and a great example of how transit can be successful in our region. Along with operating frequently, all week, along an efficient alignment that connects key destinations, Rapid 201/202 is situated in a location that is well-suited for transit – a compact built environment with paid and/or constrained parking and all-day demand with a mixed-use live/work/learn/play context. UCSD students also enjoy free access to the MTS network including the SuperLoop through a prepaid student fee program. While MTS does not control land use planning or zoning decisions, nor can anyone reshape the region's development patterns overnight, transit does not exist in a vacuum. Well-designed and well-funded transit services can still underperform in automobile-centric environments that prioritize private vehicle movement and parking over the pedestrian experience and human-scale design.

- s Many MTS Rapid routes outperform local bus routes by a significant margin, however the Rapid brand is inconsistent and also includes some low-performing routes. When developing potential Rapid routes as part of this study, there will be a focus on developing a unified brand for the service to further enhance Rapid service and ensure that Rapid has a defined role in the regional transit network.

- While MTS has **several services that perform very well** by most performance metrics, such as the Trolley network, the Rapid 201/202 (SuperLoop) pair, and a handful of other local and Rapid routes, there are also **many very low-performing routes**. Ridership and productivity have declined over time on these routes, making it important to consider the best path forward for these services – such as improved route design, schedule changes, or alternate mobility options.

- The COA will focus on designing and developing efficient route cycle times to make best use of available resources.

7. Appendix

7.1 List of MTS Bus Routes and Trolley Lines

Table 7-1: List of MTS Bus Routes and Trolley Lines by Tier

Route	MTS Service Category	Meets Category's Service Standard?[22]	Operating Days		
			Weekday	Saturday	Sunday
Blue	Trolley	Yes	X	X	X
Orange	Trolley	Yes	X	X	X
Green	Trolley	Yes	X	X	X
Copper	Trolley	Yes	X	X	X
1	Urban Frequent	Yes	X	X	X
2	Urban Frequent	Yes	X	X	X
3	Urban Frequent	Yes	X	X	X
4	Urban Standard	Yes	X	X	X
5	Urban Frequent	Yes	X	X	X
6	Urban Frequent	No	X	X	X
7	Urban Frequent	Yes	X	X	X
8	Urban Frequent	Yes	X	X	X
9	Urban Frequent	No	X	X	X
10	Urban Frequent	Yes	X	X	X
11	Urban Frequent	No	X	X	X
12	Urban Frequent	Yes	X	X	X
13	Urban Frequent	Yes	X	X	X
14	Circulator	Yes	X		
18	Circulator	Yes	X		
20	Express	Yes	X	X	X
25	Circulator	Yes	X		
27	Urban Standard	Yes	X	X	X
28	Urban Standard	Yes	X	X	X
30	Urban Frequent	Yes	X	X	X
31	Urban Standard	Yes	X		
35	Urban Frequent	Yes	X	X	X
41	Urban Frequent	Yes	X	X	X
43	Urban Frequent	No	X	X	X
44	Urban Frequent	Yes	X	X	X
60	Express	Yes	X		

[22] This column indicates whether the route aligns with its category's service standards in MTS Policy 42.

Route	MTS Service Category	Meets Category's Service Standard?[22]	Operating Days		
			Weekday	Saturday	Sunday
83	Circulator	No	X		
84	Circulator	Yes	X		
88	Circulator	Yes	X	X	
105	Urban Standard	Yes	X	X	X
110	Express	Yes	X		
115	Urban Standard	Yes	X	X	X
120	Urban Frequent	Yes (on short-line)	X	X	X
201/202	Rapid	Yes	X	X	X
204	Rapid	No	X		
215	Rapid	Yes	X	X	X
225	Rapid	No	X	X	X
227	Rapid	Yes (on short-line)	X	X	X
235	Rapid	Yes	X	X	X
237	Rapid	No	X		
280	Rapid Express	Yes	X		
290	Rapid Express	Yes	X		
701	Urban Frequent	No	X	X	X
704	Urban Standard	Yes	X	X	X
705	Urban Standard	Yes	X	X	
707	Urban Standard	Yes	X		
709	Urban Frequent	Yes	X	X	X
712	Urban Frequent	No	X	X	X
815	Urban Frequent	Yes	X	X	X
816	Urban Standard	Yes	X		
832	Urban Standard	Yes	X	X	X
833	Urban Standard	Yes	X	X	X
834	Urban Standard	Yes	X		
838	Urban Standard	Yes	X	X	X
848	Urban Standard	Yes	X	X	X
851	Circulator	Yes	X		
852	Urban Standard	Yes	X	X	X
854	Urban Standard	Yes	X	X	X
855	Urban Standard	Yes	X	X	X
856	Urban Standard	Yes	X	X	X
864	Urban Standard	Yes	X	X	X
872	Urban Standard	Yes	X		
874/875	Urban Standard	Yes	X	X	X

Route	MTS Service Category	Meets Category's Service Standard?[22]	Operating Days		
			Weekday	Saturday	Sunday
888	Rural	Yes	Mon./Fri. Only		
891	Rural	Yes	Fri. Only		
892	Rural	Yes	Thurs. Only		
894	Rural	Yes	X		
901	Urban Frequent	No	X	X	X
904	Circulator	Yes	X	X	X
905	Urban Standard	Yes	X	X	X
906/907	Urban Frequent	Yes	X	X	X
909	Circulator	Yes	X		
910	Express	Yes	X	X	X
916/917	Urban Standard	Yes	X	X	
921	Urban Standard	Yes	X	X	X
923	Urban Standard	Yes	X		
928	Urban Standard	Yes	X	X	X
929	Urban Frequent	Yes	X	X	X
932	Urban Frequent	Yes	X	X	X
933/934	Urban Frequent	Yes	X	X	X
936	Urban Standard	Yes	X	X	X
944	Urban Standard	Yes	X	X	
945	Urban Standard	Yes	X	X	
945A	Urban Standard	Yes	X		
955	Urban Frequent	Yes	X	X	X
961	Urban Frequent	Yes (on short-line)	X	X	X
962	Urban Frequent	Yes	X	X	X
963	Urban Standard	Yes	X	X	X
964	Circulator	Yes	X		
965	Circulator	Yes	X	X	
967	Urban Standard	Yes	X		
968	Urban Standard	Yes	X		
985	Circulator	Yes	X		
992	Urban Frequent	Yes	X	X	X

Technical Memorandum

TO: San Diego Metropolitan Transit System (MTS)

FROM: Transportation Management & Design (TMD)

DATE: December 8, 2025

SUBJECT: October 2025 MTS Board Workshop Summary

Introduction

The MTS Comprehensive Operational Analysis (COA), or "MTS OnTrack," is an opportunity to develop a plan to better align the transit network with community mobility needs and optimize use of existing resources. MTS faces a fiscal cliff in the next few years, and the agency must make difficult trade-off decisions when deciding what to prioritize and what to preserve when making service adjustments. Through an in-depth analysis of MTS's existing transit network, service performance, and rider market, MTS and its consultant team can identify both what is working well and where there are opportunities for improvement. These analyses, in concert with robust public, stakeholder, and MTS Board engagement, will lay the groundwork for the development of service recommendations that will guide MTS service changes in coming years.

As part of this engagement, the project team facilitated a workshop exercise with the MTS Board of Directors at its regularly scheduled October 16, 2025 meeting. The workshop was an opportunity to assess Board priorities for how resources should be allocated throughout the service area as well as see how they would respond to different types of service changes that might be presented in the COA draft plans.

A summary of the Board workshop results and key themes that emerged and advance a set of guiding principles which will inform the future transit network scenarios.

Critically, the guiding principles include:

- Focused investment in the core network
- All-day, all-week network
- Focus on efficient and consistent network design
- Prioritizing the highest-ridership services
- Prioritizing service over fares

Workshop Format

The project team delivered a presentation outlining the purpose of the COA and a primer on bus network design strategies and resource tradeoffs. The latter included things like concentrating frequent service on key corridors versus more geographically expansive coverage and prioritizing local community travel versus regional commuter connections. In between topic discussions, the project team polled the board members about how they would allocate limited resources and what they would prioritize in the tradeoffs.

The presentation began with a resource allocation game or "Bus Bucks" exercise, in which the board members had a hypothetical $100 to spend on various service improvements. This included 11 categories that could be invested in one-dollar increments. The presentation then continued with seven 1-to-5-scale questions interspersed with the service design conversation and concluded with a repeat of the Bus Bucks exercise to see if opinions had shifted after a discussion of various service design trade-offs and review of key findings from the existing conditions analysis.

Poll Results

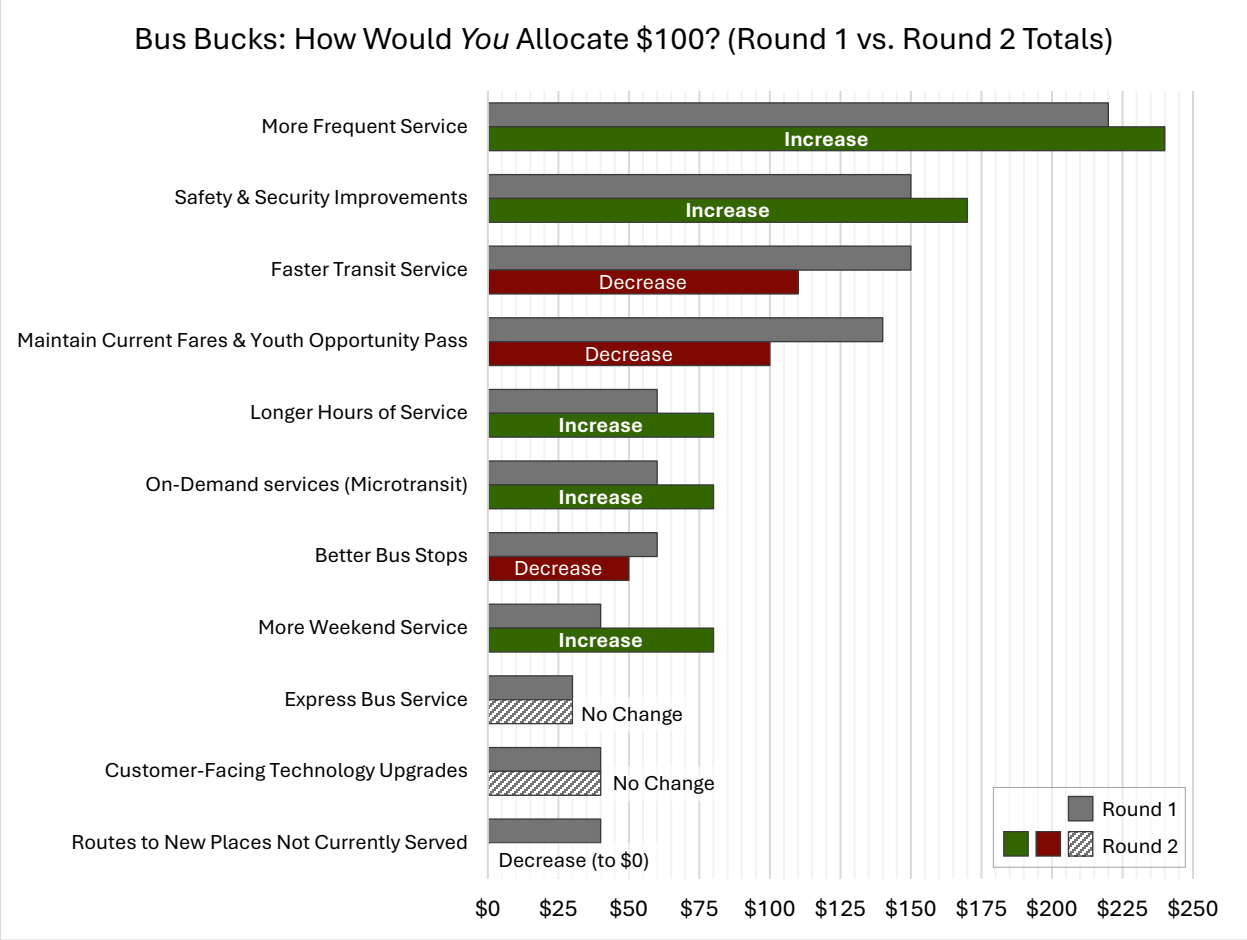
'BUS BUCKS' EXERCISE

The results of the second and final round of the Bus Bucks exercise is shown in Table 1. Figure 1 includes the first-round responses and indicates whether priorities shifted between the two polls. **Error! Reference source not found.**Several categories decreased in popularity by the second round (after the detailed discussion), such as faster speeds, maintaining current fare levels, and bus stop upgrades. Adding more frequent service was the top choice in both rounds, followed by safety and security improvements.

Table 1: Bus Bucks Average Answers

"Bus Bucks" Exercise - Round 2 Responses		
Item	**$ Allocated (of $980)**	**% of Total**
More Frequent Service	$240	24.5%
Safety & Security Improvements	$170	17.3%
Faster Transit Service	$110	11.2%
Maintain Current Fares & Youth Opportunity Pass	$100	10.2%
Longer Hours of Service	$80	8.2%
On-Demand services (Microtransit)	$80	8.2%
Better Bus Stops	$50	5.1%
More Weekend Service	$80	8.2%
Express Bus Service	$30	3.1%
Customer-Facing Technology Upgrades	$40	4.1%
Routes to New Places Not Currently Served	$0	0.0%
Green cells indicate increase from Round 1 to Round 2 and vice versa for red. Total allocation reflects one participant not utilizing the full $100.		

Figure 1: Bus Bucks Average Answers



Adding routes to currently unserved places received modest investment in the first round but no votes in the second round. This change, coupled with more investment in frequency, suggests that board members recognize the importance of, and return-on-investment from, focusing improvements on the core network (i.e., the highest ridership transit services). This approach will benefit more customers than adding geographic coverage (especially given the San Diego region's automobile-centric development patterns outside the urban core).

Notably, **additional weekend service** saw a significant increase in investment in the second round. As part of the presentation, board members were informed that providing frequent service is a key factor for attracting choice riders and without it, the transit network will capture fewer riders and fewer of their trip purposes. But beyond just providing the convenience of frequent service on weekdays, attractive *all-week* transit is also critical for attracting riders by providing a quality service everyday of the week, whenever customers may need it. The project's travel demand analysis found that the general public in the MTS service area travels nearly as often (and in some cases more) on weekends than weekdays, while MTS delivers significantly less service on Saturdays and Sundays.

TRADEOFF PRIORITIZATION EXERCISE

Table 2 below shows the options and average scores from the tradeoff prioritization questions that the project team posed in between topic discussions in the presentation. Board members were given two options at opposite ends of a five-point scale and asked to vote which option they would prioritize. (A vote for '3' would evenly balance service design decisions between the two).

Naturally these options are not entirely dichotomous and good transit design requires balancing them carefully or taking different approaches in different contexts. But the exercise helps to identify what is most important to MTS's Board of Directors and guides the project team's approach to the study's service design phase.

In line with the emphasis on frequency in the Bus Bucks allocations, board members placed a strong emphasis on investing in high-ridership corridors for new service and also preserving service in high-demand areas (over preserving coverage) when it came to service cuts. Most other responses were more balanced toward neutral responses, with the exception of the service cuts versus fare levels question.

Board members strongly preferred maintaining as much service as possible with some fare increases over strictly holding fares steady but with more service cuts. While answers to the evenings and weekends versus weekday peak service tradeoff question averaged in favor of the latter, the significant increase in weekend service allocation in the second Bus Bucks round suggests that board members recognized how the public's travel demand sustains outside the weekday peaks (or is sometimes higher) and that improved service levels during these times can attract more riders to the overall transit network.

Table 2: Service Design Priorities Questions

Service Design Priorities Questions							
Question	**One-Point Option**	**Avg. Answer**					**Five-Point Option**
		1	**2**	**3**	**4**	**5**	
How Much Service Should be Provided in Each Area?	Invest in more frequency on key corridors with high ridership			1.8			Expand service to cover more neighborhoods with lower frequencies
When Should Service Be Provided?	Add service during the evenings and on weekends			3.4			Continue focusing on weekdays during rush hour
Trip Purpose	Prioritize shorter distance, community-based trips			2.9			Prioritize longer distance, regional trips
When facing service cuts, which of the following is most important?	Preserving service in areas with highest demand/greatest ridership			1.5			Preserving some level of transit service for all existing riders
One-Seat vs. Multi-Seat Rides	Allow forced transfers for lower costs			2.4			Prioritize one-seat rides even if more expensive

Service Design Priorities Questions							
Question	One-Point Option	Avg. Answer					Five-Point Option
		1	2	3	4	5	
Low-Performing Routes	Discontinue service and reinvest resources			2.5			Keep service and explore more cost-effective options
Passenger Fare Revenue	Higher fares but fewer service cuts			1.5			No fare increase but more service cuts

Guiding Principles and Framework

Utilizing the existing conditions analysis, MTS's recent public opinion research results, and key takeaways from the October 2025 Board workshop, the project team identified the following guiding principles around which to develop the COA recommendations:

- Focus investment on **frequency in the core network** and among the highest-ridership services in order to benefit the most riders and maximize the return on investment.
- Move toward an all-day, all-week network by **improving evening and weekend service** while maintaining weekday peak service.[1] This will make MTS more usable for more people at more times and means:
    - Increasing midday and evening frequencies on weekdays to match the peak periods.
    - Extending spans of service later into the evening to attract riders making discretionary trips (e.g., entertainment, dining, and socializing) and provide an attractive commute option for workers with non-traditional shift hours.
    - Improving **weekend frequencies and spans** to more closely match weekdays and attract riders (both new customers and weekday riders making more trips).
    - Standardizing spans of service and frequencies within service categories (tiers) to make the system more approachable for all customers, and especially new riders.
- Focus on **efficient and consistent network design** that reflects best practices and stakeholder priorities. This includes:
    - Developing a network that is frequent enough to facilitate **transfers** to core routes and Trolley lines and de-emphasize longer-distance one-seat rides that do not attract enough ridership to warrant the investment.

[1] While the responses to the temporal service tradeoff question did skew slightly toward weekday peak service (score = 3.4), the Board members prioritized longer spans and more weekend service in the Bus Bucks exercise (and increased their allocations for these from round 1 to 2). This conveys that they value making improvements toward an all-day, all-week network but not at the sacrifice of weekday peak service.

  - Advancing a network that balances service levels and service types among many **trip purposes**, making transit convenient for everyone. This means serving weekday commute trips while also prioritizing convenient mobility for life's other activities (e.g., schools, health care, shopping, and socializing or entertainment), especially for the region's most vulnerable and transit-dependent residents.

- **Prioritize the highest-ridership services** and coverage in areas with the greatest demand (transit propensity) when confronting service reductions. The COA plan will include a service-reduction scenario to guide future service changes should MTS not secure a new source of operating revenue.

- **Prioritize service stabilization (or enhancements) over maintain current fare levels.**

Evaluation of Elevate SD 2020

2025/2026 COA – Task 3

January 2026| SD MTS

This analysis evaluates the 14 initiatives in the Elevate 2020 Plan

Initiatives are grouped into four focus areas

I. Transit Service Expansions

1. Trolley System Enhancements
2. Bus System Enhancements
3. Create Rapid Bus Network

II. Transit Investments

4. Trolley to the Airport
5. Sorrento Valley/UTC Skyway
6. San Ysidro Transit Center Improvements
7. High-Speed Transit Enhancements
8. Grade Separations

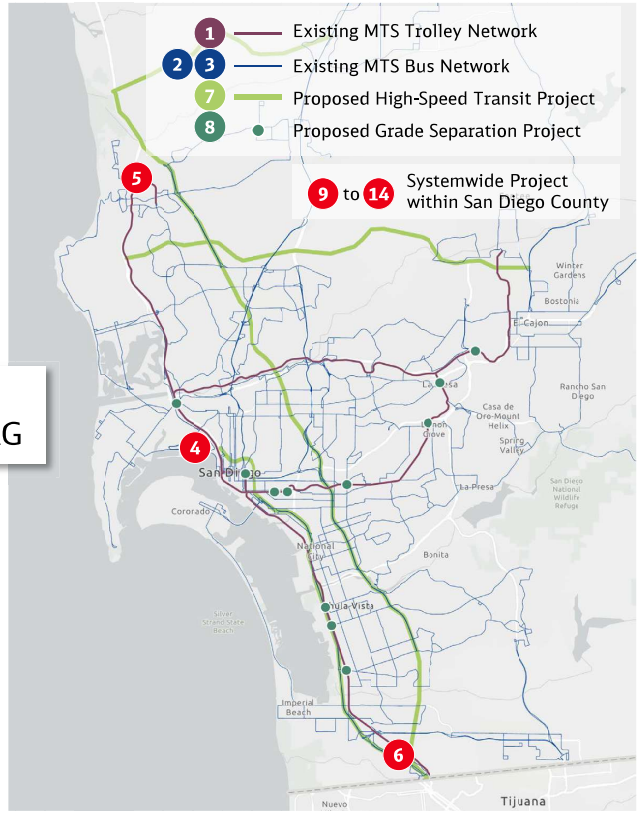
III. Access, Equity, and Rider Experience Improvements

9. Youth Opportunity Pass
10. Mobility on Demand
11. Amenities Improvements
12. Security Enhancements

IV. Supporting Programs

13. Transit-Supportive City Grant Program
14. Blue Line/Purple Line Coordination

Being studied further by SANDAG



Recommend Trolley System Enhancements on all Lines to balance demand and efficiency

Elevate 2020 Proposal

- Improved weekday peak & off-peak frequency:
  - Blue Line: 7.5-min to 5-min frequency
  - Orange Line: 15-min to 7.5-min frequency
  - Green Line: 15-min to 7.5-min frequency
  - Copper Line did not exist in 2020; no frequency adjustments were proposed. (Green line changes would have applied to area currently served by Copper Line)

Findings[1]

- **Productivity - Average Weekday Passenger[2,3]**
  - Blue Line demand surged after the extension and fully recovered after COVID, now carrying the region's highest weekday passengers.
  - Orange and Green show flatter trends with some recovery after COVID.
- **Productivity - Passenger per Revenue Hour[2,3]**
  - System productivity dropped during the pandemic but now partially recovered.
  - Blue Line maintains highest productivity (>250 riders/hour), while Orange & Green have lower (~100–150 riders/hour).
- **Efficiency - Subsidy per Passenger[2,3]**
  - System subsidy per passenger spiked during COVID (ridership dropped), then improved since FY22.
  - Blue Line consistently maintains lower subsidy per passenger compared with Orange & Green, indicating more cost-effective operations.
- **Quality - On-time Performance[2,3]**
  - System OTP dropped but rebounded now to ~90-95%.
  - Stable OTP suggests higher frequencies can be supported.
- **Quality - Capacity Utilization[2]**
  - Blue Line regularly operates above seated capacity during peak periods, with 3-hour average loads of 104-114%. This indicates recurring crowding and limited ability to accommodate additional ridership under current frequencies.
  - Green & Orange's peak 3-hour average load at 63-80%, remaining below load capacity.

Recommendations

- Blue Line: **Recommend improving frequencies to 5 mins** supported by strong ridership, high productivity, and capacity utilizations.
- Orange & Green: **Recommend frequency improvements**; evaluate exact levels within context of systemwide service goals in Tasks 4 and 5.
- Copper: **Frequency improvements should match Green and Orange** to maximize connectivity and cohesiveness.
- Coordinate service upgrades with infrastructure and fleet expansion to ensure the shorter headways can be operated reliably. Additional details are provided in the Appendix.

(1) Additional performance and analysis is provided in the Appendix.
(2) Data source from San Diego Metropolitan Transit System – Policy 42 Performance Monitoring Report, SDMTS, 2015-2024.
(3) Data source from MTS Service Analysis Dashboard, SDMTS, 2025.

Pursue Bus System Enhancements in light of recent performance and consistent with systemwide service goals

Proposal

- 96 current bus routes with frequency/span/network enhancements:
  - 17 existing corridors converted to Rapid
  - 2 existing Rapids with transit-priority improvements
  - 65 routes with increased frequency
  - 54 routes with improved span
  - 7 routes with new weekend days
  - 9 routes with 24-hour "owl" service (Route 3, 8, 10, 12, Rapid 201/202, 215, 235, 929, Corridor 5)
- 14 new bus routes
  - 3 local routes (Route 121, 125, 714)
  - 2 Rapid routes (Route 46, Corridor 805 Rapid)
  - 7 freeway express routes (Corridor 5, 52, 56, 805)
  - 2 worksite distribution shuttles (Route 805, Sorrento Mobility Hub Shuttle (SM))

Evaluated as part of Rapid Network Development (page 6-8)

Evaluated in conjunction with High-Speed Transit Enhancements Proposal (page 12)

Findings

- Route-level evaluation for all routes (local, Rapid, freeway express, worksite shuttles) compares existing route conditions (type, span, frequency) to 2020 conditions and Elevate 2020 proposal
- Approximately 90% of routes remain below pre-COVID ridership levels; many routes operate less service than 2020

Systemwide Service Goals:

- Improve productivity and cost-effectiveness
- Enhance reliability and travel time consistency
- Align services with updated post-2020 travel patterns
- Strengthen geographic coverage and market access, especially to key job centers and equity-priority areas
- Maintain a cohesive network; not isolated route-by-route decisions

Pursue Bus System Enhancements in light of recent performance and consistent with systemwide service goals

Systemwide screening for local, Rapid, freeway express, worksite shuttle routes

Systemwide Screening Standards

Assessment of existing routes[1]

Each Line evaluated on key metrics by time period against others of its type average:

1. Average passengers
2. Passengers per revenue hour
3. Subsidy per passenger
4. Capacity utilization
5. In-service hours

- Routes above average on at least 3 of 5 metrics generally recommended for advancement
- Pre-COVID and current data on headway, ridership, productivity, and cost efficiency were compared to refine recommendations. Significant changes in trends will guide future recommendation adjustments.

New routes review:

- Local routes: Recommended for improved coverage.
- Worksite shuttles: Recommended as pilots (1-2 years) to build demand and test cost-effectiveness.

Recommendations

- Use systemwide service goals to guide network design across all bus service
- Route-by-route assessments should be reconsidered in the context of the network as a whole and clear tiers of service (Local, Rapid, Express, Shuttle) in Tasks 4 & 5.
- Routes added since 2020 and those proposed as unchanged in Elevate 2020 should also be reassessed.

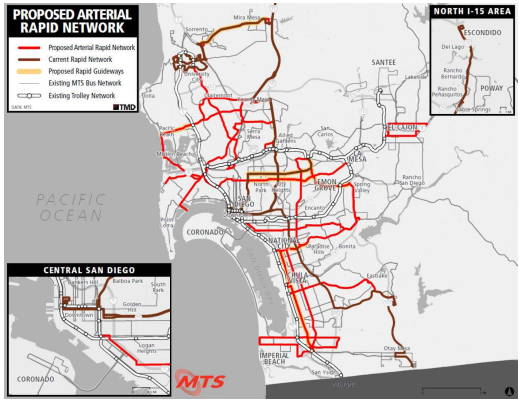
(1) Route-level performance and analysis is provided in the Appendix.

3 *Elevate 2020 Proposal: Rapid Bus Network Development*

Continue to pursue Rapid Bus Network Development within context of recent performance and clear bounds on what constitutes a Rapid route

Proposal

- Rapid Bus Network: 21 Rapid route changes
  - Rapid route conversions from local & express: Routes 7, 8, 10, 12, 27, 28, 35, 41, 44, 709, 815, 856, 929, 932, 933/934, 955, 962
  - New Rapid routes: Route 46, Corridor 805 Rapid
  - Upgrades to existing Rapid routes: Route 215, 237
  - Prioritize route construction in areas ready for dedicated bus lanes

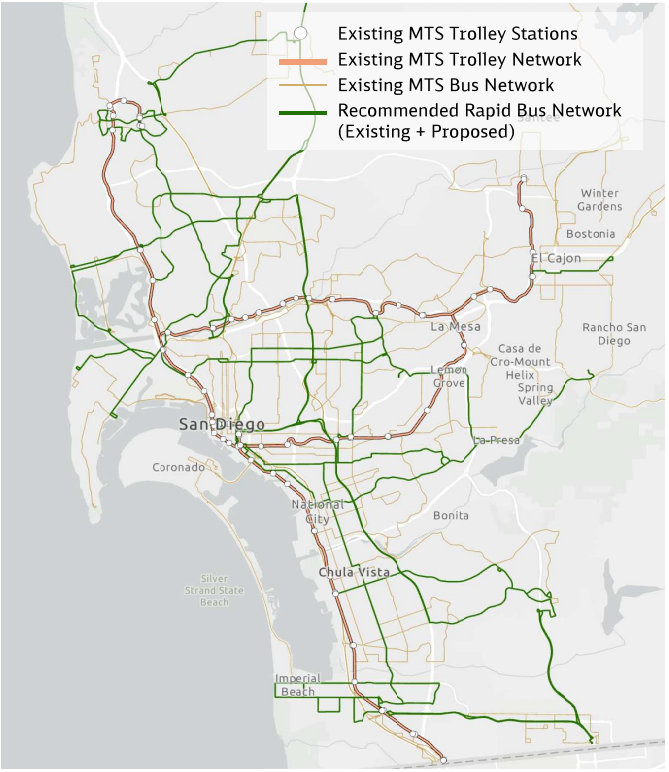


Findings

- Travel patterns, demand, and service levels have changed significantly since 2020.
- Several routes have reduced service since 2020; reinstating previous service levels is likely worth pursuing even without an upgrade to Rapid standard.
- Future Rapid implementation should prioritize corridors where right-of-way, roadway design, and operating conditions can support transit-priority treatments to maximize effectiveness.
- The recommendations provide a starting point for discussion and will be refined in Tasks 4 & 5.

Continue to pursue Rapid Bus Network Development within context of recent performance and clear bounds on what constitutes a Rapid route

Recommended to advance[1]



Conversions from local/express

- Recommended for upgrade: 8, 10, 12, 27*, 28, 35, 41**, 44, 709, 815, 856, 929, 955, 933/934, 962
  - *Rt 27: Further evaluate routing (2025 direct-to-KM vs. 2020 Stadium deviation).
  - **Rt 41: Further evaluate truncations at UTC.
- Do not upgrade:
  - Rt 7: A high-performing local route. Rapid conversion is not recommended at this time due to overlapping coverage from Routes 10 and 215 and the important local access provided by Route 7. Coordinated corridor planning across Routes 7, 10, and 215 will continue in Tasks & 5 and may inform future recommendations.
  - Rt 932: Blue line feeder with stop at E St, and duplicative of upgraded 929.

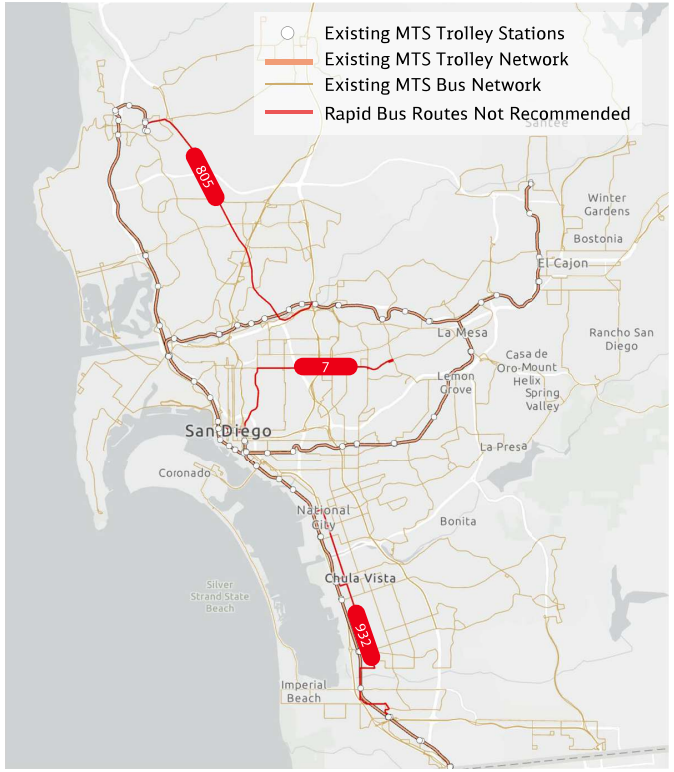
New

- Rt 46: Recommended. Further evaluate consolidation with Rt 43 and 105.
- Rt 805: Not recommended; provides same Green–UTC connection as Rt 41, but on lower-demand corridor east of 805.

Upgrades

- Rt 215: Recommended on transit-priority improvements and owl service. Further evaluation on service frequencies.
- Rt 237: Recommended on transit-priority improvements and weekend span expansion. Further evaluation on service frequencies.

Not recommended to advance[1]



(1) Additional route-level performance and analysis is provided in the Appendix.

Continue to pursue Rapid Bus Network Development within context of recent performance and clear bounds on what constitutes a Rapid route

Findings from Screening Process

- Lack of consistent parameters and clear criteria for existing and proposed Rapid routes:
  - Span of service
  - Peak, off-peak, and weekend frequency
  - Stop Spacing
  - Priority treatment(s)
  - Relationship to local buses on same corridor
  - Fare collection/boarding procedure
- It's difficult to evaluate Elevate 2020 Proposal without clear Rapid standards for these parameters.
- Evaluating Elevate 2020 proposal on a line-by-line basis may not result in optimal network cohesion; refine overall system in Tasks 4 & 5.
- Distinguishing Rapid vs enhanced Local:
  - Rapid routes should provide limited-stop service, wider stop spacing, transit-priority treatments, and faster, more direct corridor travel.
  - Enhanced local routes may have improved frequency, reliability, and/or bus stop amenities, but retain local stop spacing and a stronger neighborhood coverage role.

Recommendations

Most 2020 recommendations are still relevant, though service increases may only be a return to previous levels. MTS should **set clear criteria (standards) for Rapid routes** (frequency, span, stop spacing, priority treatments, etc.) and **re-evaluate the resulting Rapid network** to align final service recommendations with the broader system goals.

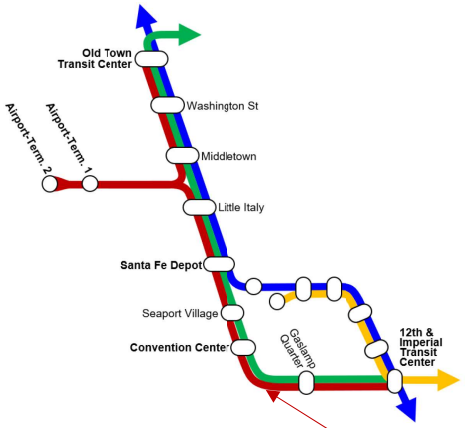
4 *Elevate 2020 Proposal: Trolley to the Airport*

Continue coordination with SANDAG for Airport Trolley Connection Project

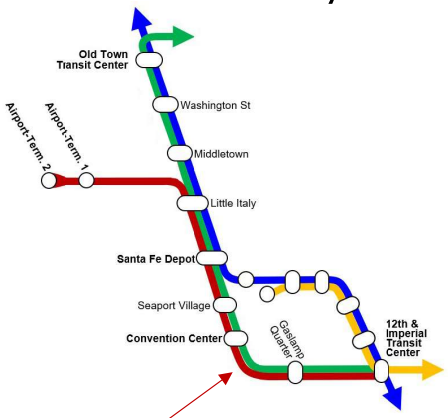
Proposal[1]

- Include extension of rail network to San Diego Airport
- Proposed service: Downtown SD – Airport – Old Town with 15-min all day frequency

Elevate 2020 Proposal



Current Alignment in SANDAG ATC Study



Proposed Trolley

Findings

- Planned / Under Study:
  - SANDAG is leading the development of a future Airport Transit Connection (ATC)[2] , which is included in the 2025 Regional Plan[3]. Further environmental review will assess connectivity, access, infrastructure, costs, and airport travel survey results to define a preferred concept.
- SANDAG ATC Concepts[2]:
  - Near-Term (by T1 Phase 1A, late 2025):
    - MTS Route 992 (Downtown - Airport) & San Diego Flyer (Old Town - Airport). Provide coverage but still constrained by mixed traffic.
  - Mid-Term (by T1 Phase 1B, 2028):
    - Dedicated bus lanes on North Harbor Dr. / Pacific Hwy to improve travel time and reliability.
  - Long-Term possibilities:
    - Automated People Mover (APM): Airport - Santa Fe Depot/Downtown or Old Town; -min headways; high reliability, very high capital cost.
    - Trolley Extension: 12th & Imperial - Airport; 15-min headways; integrates with LRT grid; Downtown underground concept favored.
    - Enhanced Bus Service: City College - Airport - Old Town; lowest cost and fastest to implement; with bus lanes/priority upgrades.

Recommendations

- Continue **coordinating with SANDAG** on the Airport Trolley Connection
- Recognize that the Airport connection remains a potential future investment, while the final concept and implementation path are still being defined.

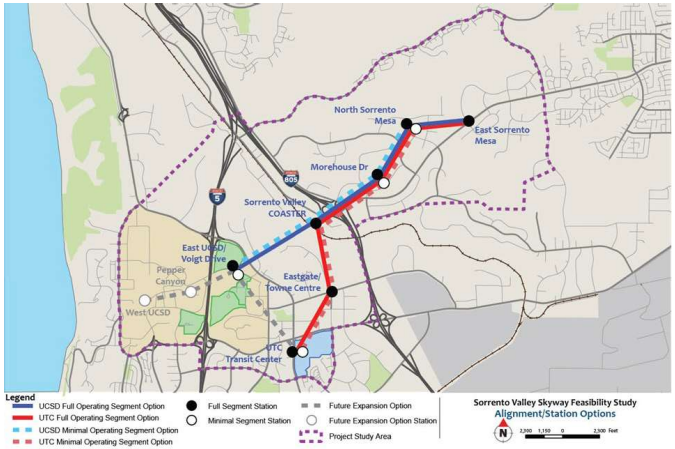
(1) Additional grades separations required.
(2) Airport Transit Connection Concept Evaluation Study, SANDAG, Jul 2023; Airport transit connection update, SANDAG, 2024.
(3) Draft 2025 Regional Plan Transportation Network, SANDAG, 2025.

5 *Elevate 2020 Proposal: Sorrento Valley/UTC Skyway*

Shift resources away from the Sorrento Valley/UTC Skyway and instead prioritize initiating I-805 and Mira Mesa Blvd BRT planning

Proposal

- Construct an all-electric skyway over I-805 between UTC and Sorrento Valley
- Direct link between Mid-Coast Trolley and BRT improvements in Sorrento Valley
- BRT freeway improvements funnel into to Sorrento Valley
- Project includes construction of three stations, two mobility hubs, and a last mile shuttle system in Sorrento Mesa.



(1) Sorrento Valley Skyway Feasibility Study, SANDAG, 2017.
(2) South Bay to Sorrento Comprehensive Multimodal Corridor Plan (CMCP), SANDAG, 2023.
(3) Draft 2025 Regional Plan Transportation Network, SANDAG, May 2025.

Findings

- No new studies, funding, or environmental clearance has advanced since Valley Skyway Feasibility Study[1] and Elevate 2020.
- The concept remains referenced as "UCSD to Sorrento Valley Skyway" in the South Bay to Sorrento Comprehensive Multimodal Corridor Plan (CMCP)[2], but is not included in the 2025 Regional Plan[3].
- Alternatives implemented or under study:
  - COASTER shuttle connections: NCTD relaunched the expanded Sorrento Valley COASTER Connection (SVCC) in 2024, extending coverage to UCSD and UTC.
  - BRT / Rapid bus on I-805: Planned in SANDAG's South Bay to Sorrento CMCP and included in Elevate 2020 under bus system enhancements and high-speed transit enhancement.
- NCTD is preparing to discontinue several low-performing shuttle routes, indicating the need for more reliable corridor-level solutions.
- Coaster has added 50% more weekday service and more than tripled weekend service since 2020; fixed route transit now connects more effectively.
- Growth since 2020 in on-demand mobility options (both private and public) can provide first- and last-mile connections.

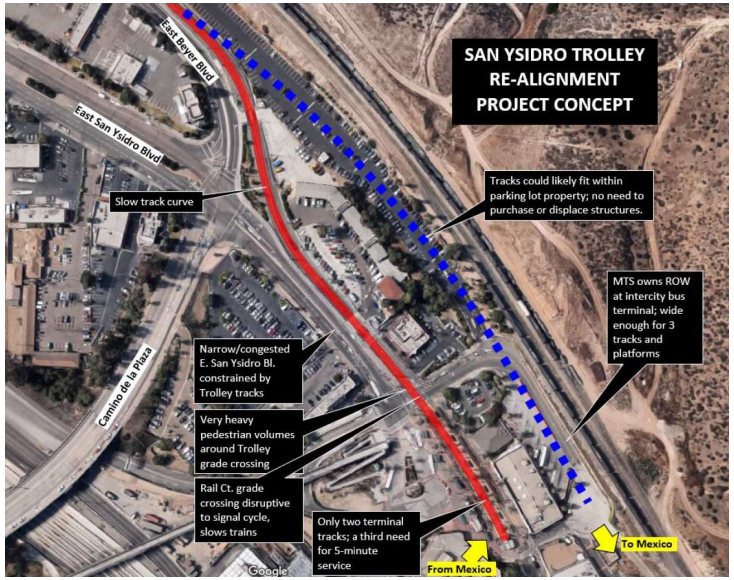
Recommendations

Focus on initiating BRT planning along I-805 and Mira Mesa Blvd rather than advancing a separate Skyway project. These corridor-level investments can support bus-priority treatments, connect directly with the Mid-Coast Trolley and South Bay transit markets, and provide fast, direct regional service to Sorrento Valley. BRT would also offer a more reliable all-day option than COASTER shuttle connections, which face performance challenges and impending discontinuation. Near-term improvements should enhance multimodal access through bus/Rapid system upgrades, expanded circulators and on-demand mobility, and improved active transportation connections. Long-term connectivity can be further supported through Purple Line corridor development.

Advance San Ysidro Transit Center in cooperation with SANDAG

Proposal

- Elevated tracks and platforms, rail realignment, and aesthetic improvements to strengthen pedestrian access and walkability.



Findings[1]

- In 2021, SANDAG accepted $1.25M in funding from MTS to initiate the Transit Center improvement study.
- The San Ysidro Mobility Hub is included in the 2025 Regional Plan[2] and supported by ongoing **San Ysidro Planning Studies[3] in partnership with MTS.**
- As of 2025, no construction funding has been allocated.
- SANDAG San Ysidro proposals:
  - **Near-term (station redesign):** Refine design, select a preferred concept, initiate environmental review, and seek funding opportunities; environmental phase expected to begin in early 2026.
  - **Long-term (mobility hub):** Continue planning and community visioning for the Mobility Hub, including Purple Line integration and multimodal studies; planning study expected to conclude in early 2027.

Recommendation

Continue to advance planning, design, and environmental review in alignment with SANDAG.

(1) Additional San Ysidro phasing information is provided in the Appendix.
(2) Draft 2025 Regional Plan Transportation Network, SANDAG, 2025.
(3) San Ysidro Planning Studies, SANDAG, 2025.

Advance I-805 and SR-52 High-Speed Transit Enhancements; deprioritize I-5 and SR-56

Proposal

- 43 new miles of high-speed transit enhancements
  - **I-805** – Build a left shoulder into a high-speed transit lane.
  - **SR-52** – Build a reversible, high-speed transit guideway.
  - **I-5** – Install zipper barriers to convert non-peak direction into a contraflow peak direction high-speed transit lane between Iris Ave. and Downtown San Diego Extension south to San Ysidro.
  - **SR-56** – Build a single reversable high-speed transit lane in the median.

Findings[1]

- **I-805**: Multiple transit and managed-lane projects in progress. These projects will directly improve bus speed and reliability.
- **SR-52**: A critical east-west link connecting UTC, Kearny Mesa, and Santee, serving major employment centers[2] (Kearny Mesa: 126k jobs; Sorrento Valley: 169k jobs). The Coast, Canyons & Trails CMCP[3] included SR-52 complete-corridor concepts with managed lanes and express transit.
- **I-5**: The proposed I-5 segment is parallel to the Blue Line, MTS's highest-ridership service (~78k weekday boardings). Building new transit enhancement projects on I-5 would duplicate existing rail service. SANDAG has begun work on the Downtown-to-Border Study, which will study alternatives for transit in the South Bay; any I-5 transit enhancements should align with the study.
- **SR-56**: Primarily serves low-density suburban communities (Carmel Valley, Pacific Highlands Ranch). Caltrans added HOV lanes in 2025, while the reversible transit-only lane concept has not been advanced.

Recommendations

- I-805: **Support projects underway** and ensuring Elevate 2020 bus service plans are ready to operate in these facilities at opening.
- SR-52: **Continue evaluating high-speed transit enhancements** options to relieve east–west congestion.
- I-5: **De-prioritize** I-5 enhancements; focus on Blue Line improvements. Future I-5 enhancements should align with SANDAG's Downtown-to-Border Study.
- SR-56: **De-prioritize** new reversible transit lane and instead evaluate bus service on the HOV lanes.

(1) Additional transit project information is provided in the Appendix.
(2) SANDAG Employment Centers 2.0, SANDAG, 2025.
(3) Coast, Canyons & Trails Comprehensive Multimodal Corridor Plan (CMCP), SANDAG, 2023.
(4) MTS Service Analysis Dashboard, SDMTS, 2025.

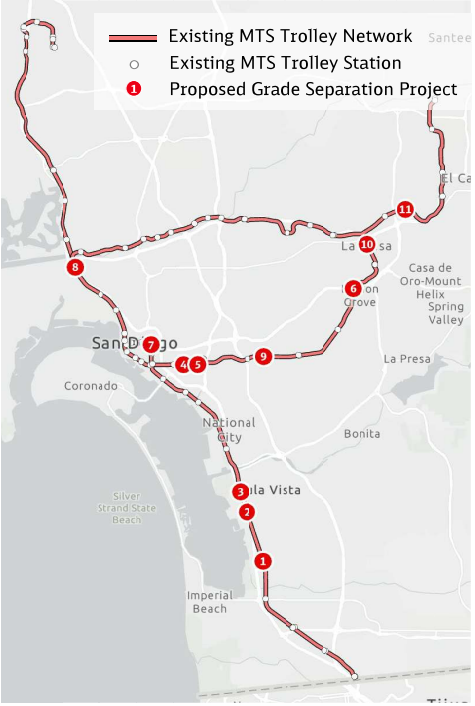
Establish a Grade Separation program with prioritization framework

Benefits largely accrue to motorists; fund largely from non-MTS sources

Proposal[1]

11 grade separations

1. Palomar St., Chula Vista
2. H St., Chula Vista
3. E St., Chula Vista
4. 28th St., San Diego
5. 32nd St., San Diego
6. Broadway/North Ave., Lemon Grove
7. Broadway, San Diego
8. Taylor St., San Diego
9. Euclid Ave., San Diego
10. Allison Ave./University Ave., La Mesa
11. Severin Dr., La Mesa



Recommendations

- Grade separation projects should be **advanced as an ongoing, programmatic effort**, moving forward as funding allows.
- A standalone grade separation program[2] similar to the TAP/TSI needs to be established with continuous studies and a pipeline of ready-to-advance projects, guided by a formal **prioritization framework.**
- **Include Trolley junction flyovers** within grade separation program.

Draft Prioritization Framework

Criteria:

- Operational complexity: flat trolley track junctions hinder high-frequency operations; incidents at crossings used by multiple lines disrupts more service
- Safety performance: car crashes at/near the crossing that can block tracks and disrupt train service.
- Ridership exposure: Passenger volumes traveling through the crossing during the PM peak; higher through volumes indicate more riders affected by delays.
- Crossing characteristics: whether the crossing is currently gated, as ungated crossings have higher risk.
- Proximity to stations: distance from stations, as farther crossings with grade separations can allow higher train speeds and improve reliability.

Prioritization:[3]

1. **28th St.** is an ungated crossing and far from stations.
2. **Taylor St/Green flyover** allows for higher-frequency Blue & Green service.
3. **Palomar St.** has high crash rates and is close to higher-ridership stations.
4. **Broadway/North Ave.** has high crash rates and is additional priority.

(1) Additional grade separations for Airport Trolley and San Ysidro projects.
(2) Best practice in establishing grade crossing program is provided in the Appendix.
(3) See appendix for application of a potential prioritization framework

Continue Youth Opportunity Pass with permanent funding due to strong pilot results

Proposal

- Include funding for a Youth Opportunity Pass (free transit) for riders 18 and under

Findings

- Youth Opportunity Pass (YOP) program[1] was launched in May 2022 as a regional pilot by SANDAG, NCTD, SDMTS, and the County of San Diego.
- Program provides free rides on bus, Trolley, COASTER, and SPRINTER for youth 18 and under.
- Current funding source:
  - SANDAG: Federal Congestion Mitigation and Air Quality (CMAQ) program
  - County of SD: American Rescue Plan Act (ARPA) funds
  - Program is scheduled to expire in June 2026
- Requires ~$6.5M annually

Recommendations

YOP has been a **successful pilot**[2], delivering ridership growth and equity benefits. Dedicated ballot measure funding can ensure the program continues to benefit the region.

(1) Youth Opportunity Pass Program, SDMTS, 2025.
(2) Youth Opportunity Pass Pilot Program Report, SANDAG, 2023.

Align Mobility on Demand expansion with MTS Access rather than investing directly, and integrate with fixed-route planning

Proposal

- Invest $4M annually to provide mobility on-demand in MTS service territory with little or no transit.
- Supports various ridership groups:
  - Seniors/people with disabilities
  - Students getting to school
  - Employees accessing jobs from transit centers
  - Shift workers during off-peak hours

Findings

- MOD services have expanded through programs led by SANDAG, FACT, NCTD, MTS, and local jurisdictions.
- MTS Access[1] provides curb-to-curb paratransit service for riders who are ADA-certified and are unable to use fixed-route buses or Trolley due to disability. Service is provided within 0.75 mile of fixed MTS routes. The same-day pilot program was launched July 2025.
- Current Gaps:
  - Limited MOD serving transit-limited or rural areas for the public.
  - No MOD targeting student-focused, off-peak shift workers, or employee access from transit centers.
- San Ysidro-Downtown San Diego corridor is served by Route Overnight Express 910[2] instead of MOD for late-night travelers or early commuters.
- Cost efficiency: MOD typically has a significantly higher cost per passenger trip than fixed-route transit service.

See Appendix for a summary of MOD programs across the region, which informs on MOD coordination.

Recommendations

- Do not directly invest in Mobility on Demand outside of MTS Access.
- Align with MTS Access with further performance evaluation. Partner with SANDAG / FACT / NCTD to integrate MOD planning.
- Evaluate fixed-route alternatives first. In high-demand corridors, upgrade or add fixed-route bus or Trolley service rather than introducing separate MOD, to avoid competing with higher-performing services.
- Deploy MOD strategically. Use MOD where it enhances the existing network or can replace low-ridership fixed routes using fewer vehicles.

(1) MTS Access – Paratransit (https://www.sdmts.com/transit-services/mts-access-paratransit), SDMTS, 2025
(2) New Bus Route 910 Overnight Express (https://www.sdmts.com/mts-overnight-express), SDMTS, 2025.

Continue delivery of Amenities Improvements under new Transit Amenities Policy through Capital Improvement Program (CIP)

Proposal

- Enhance amenities on existing system and expanded system
- Funding could include:
  - Additional restroom access
  - Onboard and station Wi-fi
  - ADA bus stop upgrades
  - More shade options
  - Upgrade a portion of the 4,500 bus stops throughout system
  - Next-arrival technology

Only ADA bus stop upgrades were proposed in Elevate 2020, although Trolley system still lacks true level boarding

See Appendix for additional regulatory and operational details.

Findings

- The CA SB125 program provides state grants for accessibility and amenity upgrades, incorporated into MTS's FY 2025 Capital Improvement Program (CIP)[1]. Additional funding and public-private partnerships are being explored.
- Transit Amenities Policy[2]: Established governance for transit amenities and clarified roles between MTS and cities. Transit Amenities Plan (TAP) is under development and will serve as the implementation playbook for prioritizing and phasing stop-level amenities.
- MTS OnTrack Modernization Program[3]: Serves as the systemwide modernization and community engagement platform, delivering TAP-ranked projects and broader customer-experience upgrades.
- Projects Underway:
  - 8 ADA stop upgrades (Dec 2024)
  - 225 new shelters under the Better Shade program (through 2028)
  - Real-time info pilots: Orange Line (2025), Bus (2026-27)
  - Onboard Wi-Fi pilot (10 buses)
  - Restroom upgrades at key stations
- Ramp deployment is required for Trolley passengers needing assistance navigating 6" difference between platform and vehicle, slowing service and reducing OTP. Additional capital investment ($2M per station[4]) necessary to provide this amenity systemwide.

Recommendations

- **Align** all amenity projects within the TAP → OnTrack → CIP framework for unified planning, funding, and reporting.
- **Consider long-term options** to improve Trolley boarding accessibility (including potential true level boarding) as a future programmatic investment, subject to further assessment and funding availability.

(1) MTS Board Approves $243M Capital Budget for Transit Improvements, SDMTS, 2024.
(2) Transit Amenities Policy, SDMTS, 2024.
(3) SDMTS OnTrack (https://participate.sdmts.com/mts-ontrack), SDMTS, 2025.
(4) MTS raised 35 platforms to current height in 2010-2015; ~ $2M per station.

Align Security Enhancements with the ongoing Transit Security Initiative

Proposal

- Enhance security by 50%
- Funding could include:
  - Hire security
  - Expanded Ambassador program
  - Potential program to address persons experiencing homelessness

Findings

- Rider feedback from the MTS OnTrack program[1] ranked personal safety and security among the top 3 rider priorities.
- MTS released the Transit Security Initiative[2] to enhance systemwide safety and visibility, including:
  - ~60% increase in total security staffing across the MTS system.
  - Seven-day-a-week homeless outreach integrated with security operations; increase in 2024.
  - Security outposts established at high-activity transit centers to increase visibility.
- Funding for the initiative was initiated in the FY 2024 Operating Budget and sustained in FY 2025 to maintain staffing and outreach coverage.

Recommendations

- **Align** safety planning with the Transit Security Initiative.
- **Prioritize** deployments using technological improvements and based on data-driven metrics such as incident hot spots, late-night ridership, and equity corridors
- **Improve** cleanliness to support an increased feeling of security

(1) SDMTS OnTrack (https://participate.sdmts.com/mts-ontrack), SDMTS, 2025. (2) SDMTS Unveiled 2024 Transit Security Initiative to Make System Safer, SDMTS, 2024.

Support the Transit-Supportive City Grant Program through strategic partnership, not direct funding

Proposal

- City infrastructure improvements for transit-supportive cities:
  - Active transportation
  - Access-to-transit
  - 'Safe routes to schools'
  - Traffic studies for transit improvements
  - Capital for transit priority elements (TSP, queue jumps, bus lanes, etc.)
  - Mobility Hub infrastructure
  - Include strategies to mitigate displacement caused by transit projects as an allowable grant project

Findings

- Existing regional programs fund transit-supportive city infrastructure improvements and are open to all cities/county of San Diego:
  - SANDAG's TransNet Smart Growth Incentive Program (SGIP)[1]: Established 2009; funds complete streets, station-area access, mobility hubs, TOD planning. ($45M, 2024-2025).
  - SANDAG's TransNet Active Transportation Grant Program (ATGP)[2]: Established 2009; funds bike/ped, ADA, and Safe Routes-to-Transit/School projects ($20M, 2024-2025).
- Regional coordination framework now fill in supporting gaps:
  - Comprehensive Multimodal Corridor Plans[3] identify corridor-level transit, active-mode, and mobility-hub priorities.
  - SANDAG's Anti-Displacement Toolkit[4] offers policy guidance for equitable development near transit investments.
  - Transit Amenities Policy/Plan[5] & OnTrack Modernization Program[6] address MTS-owned capital improvements.

Recommendations

Improving city-owned capital is beyond MTS's core mission to plan, operate, and maintain public transit services. MTS should **focus on strategic partnership**, technical assistance, and funding alignment through SANDAG and local agencies rather than developing a new grant program.

(1) TransNet Smart Growth Incentive Program, SANDAG, 2025.
(2) TransNet Active Transportation Grant Program, SANDAG, 2025.
(3) SANDAG Comprehensive Multimodal Corridor Plans, SANDAG, 2023.
(4) SANDAG Anti-Displacement Toolkit, SANDAG, 2024.
(5) Transit Amenities Policy, SDMTS, 2024.
(6) SDMTS OnTrack (https://participate.sdmts.com/mts-ontrack), SDMTS, 2025.

Continue coordination with SANDAG for Blue/Purple integration

Proposal

- Provide jump-start funding for SANDAG Transit Leap Tier 1, which includes greater South Bay north-south movement with the goal of a high-speed option from the border towards Sorrento Valley.

Findings

- Purple Line remains an active SANDAG initiative, included in the Conceptual Planning Study[1] and in the 2025 Regional Plan[2].
- Purple Line is envisioned as a high-capacity north-south corridor serving Sorrento Valley, Kearny Mesa, and Downtown -Tier-1 job centers and providing direct inland access without detouring along the Blue Line.
- No mode decision has been finalized; options include subway, surface, elevated, or hybrid alignments.
- SANDAG is expected to begin a 30-month planning/ alternatives analysis from 2025.

Recommendations

- Advance within SANDAG's process with MTS continuing in a **coordination role** to ensure Blue/Purple integration, while SANDAG retains full project control
- In the near/mid term, prioritize I-805 transit improvements under Caltrans/SANDAG and Blue Line improvements to increase north-south corridor capacity and reliability.
- Prepare for long-term integration including supporting station-area upgrades at key hubs (e.g., San Ysidro) to enable efficient transfers between future Blue/Purple.

(1) Purple Line Conceptual Planning Study, SANDAG, 2024.
(2) Draft 2025 Regional Plan Transportation Network, SANDAG, 2025

Nine of Elevate 2020's 14 recommendations should be carried forward

Three additional concepts to be studied in coordination with SANDAG

I. Transit Service Expansions

1. Trolley System Enhancements: Lower headways: Blue (5') Green, Orange, Copper (10')
2. Bus System Enhancements: Pursue most improvements, re-evaluate network cohesion
3. Create Rapid Bus Network: Harmonize Rapid services, re-evaluate specific lines

II. Transit Investments

4. Trolley to the Airport: Continue to work with SANDAG on advancing planning projects
5. Sorrento Valley/UTC Skyway: Initiate I-805 and Mira Mesa Blvd BRT planning instead
6. San Ysidro Transit Center Improvements: Continue in cooperation with SANDAG
7. High-Speed Transit Enhancements: Support I-805, SR-52; deprioritize I-5, SR-56
8. Grade Separations: Establish on-going program with clear prioritization

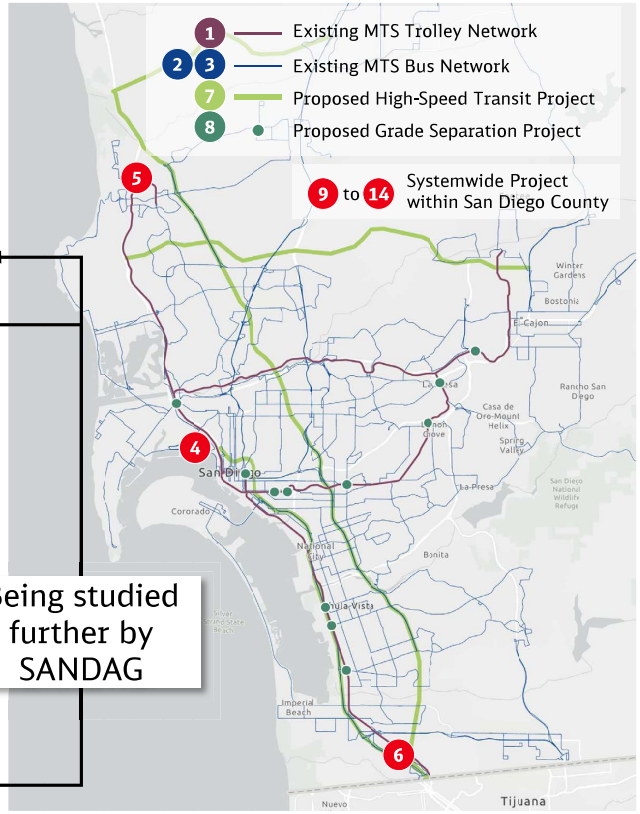
III. Access, Equity, and Rider Experience Improvements

9. Youth Opportunity Pass: Build on successful pilot and make funding permanent
10. Mobility on Demand: Align with MTS Access and evaluate fixed-route integration
11. Amenities Improvements: Align projects with TAP → OnTrack → CIP framework
12. Security Enhancements: Align with TSI framework and prioritize based on data

IV. Supporting Programs

13. Transit-Supportive City Grant Program: Focus on strategic partnering, not funding
14. Blue Line/Purple Line Coordination: Continue planning in coordination with SANDAG

Being studied further by SANDAG



Technical Appendix

Recommend increasing frequencies on all Trolley Lines to balance demand and efficiency

Existing Weekday Capacity Utilization[1,2]

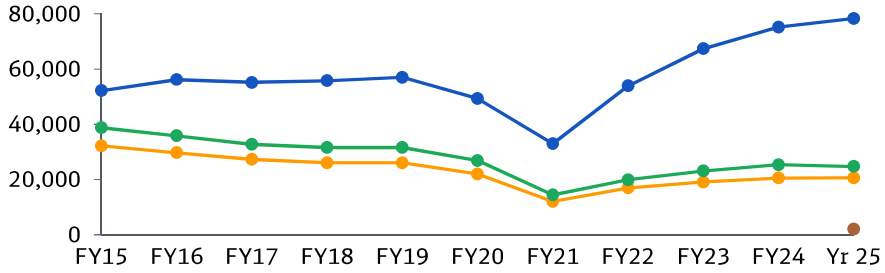
Calculated as seated + standing passengers divided by vehicle capacity, using the highest 3-hour average for each direction.

(1) Blue (San Ysidro-UTC), Blue (San Ysidro-America Plaza), Orange, Green, and Copper operate at 15-min headways. South of Downtown, both Blue patterns overlap (effective 7.5-min service); north of Downtown, only long trips operate (15-minu service). Analysis follows MTS's trip-level load data structure. Because loads are reported by individual trips (not by track segments), Blue Line patterns must be evaluated separately rather than recombined into north/south segments.

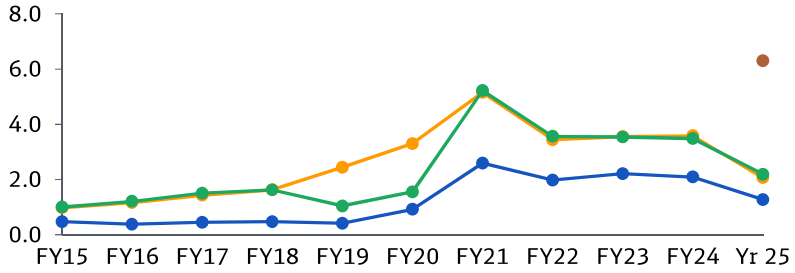
(2) Data source from MTS Service Analysis Dashboard, SDMTS, 2025.

Blue Line demonstrates strong ridership and productivity; OTP remains stable systemwide

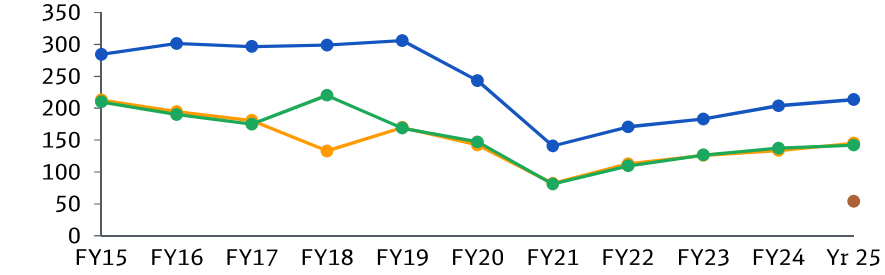
Average Weekday Ridership[1,2,3,4]



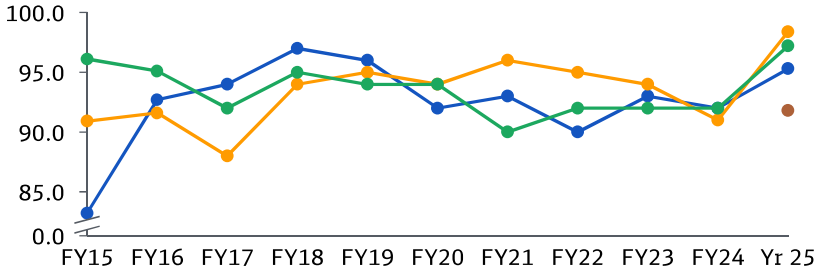
Subsidy per Passenger[3,4]



Passengers per Revenue Hour[3,4]



On-time Performance[3,4]



Blue Orange Green Copper

(1) Peak service frequency FY15-YR25: Blue (7.5 mins), Orange (15 mins), Green (15 mins), Copper (15 min).
(2) Copper Line started service on September 2024. Blue line extension started service on November 2021.
(3) Year 2025 data covers data within Jan–Sep 2025.
(4) Data source from MTS Service Analysis Dashboard, SDMTS, 2025 & San Diego Metropolitan Transit System - Policy 42 Performance Monitoring Report, SDMTS, 2015-2024.

Supporting higher Trolley frequencies may require operational, infrastructure, and fleet investments

Junction capacity

- **Constraint:** At primary junctions, a 5-minute Blue Line headway results in a narrow window for crossing moves by other lines.
  - Interlocking must reset twice, before and after Blue Line moves, which each take ~30 seconds.
  - Likely 2.5-3.5 minute slot at each junction for Green/Orange.
  - Any Orange or Green Line train which falls out of slot will cause cascading delays to the rest of the system.
  - Primary Trolley junctions:
    - **12th & Imperial**: Blue NB vs. Orange EB
    - **Santa Fe Depot**: Blue SB vs. Green EB
    - **Old Town Junction**: Blue NB vs. Green WB
    - **Baltimore Junction**: Green WB vs. Orange EB
    - **Courthouse**: Blue SB vs. Orange terminal moves
- **Potential investments to remove constraint:**
  - *Operations*
    - Careful scheduling to maximize windows primary junctions
    - Re-organization of route structure to reduce conflict points
  - *Signaling*: Systemwide pre-emption to improve OTP.
  - *Infrastructure*:
    - Level boarding/grade separations to improve systemwide OTP
    - Flyovers at Old Town or Baltimore Junction to remove conflicts

Terminal track capacity

- **Constraint:**
  - To maintain higher frequency service, UTC, San Ysidro, and El Cajon (Green & Orange) turns must be less than ~8 minutes[1].
  - Similar constraints likely at Copper line (El Cajon and Santee) and Courthouse (Orange), but to be confirmed by modeling.
- **Potential investments to remove constraint:**
  - May require use of fall-back operators or truncating Orange Line service at 12th & Imperial.

(1) Assumes ~1 minute of movement to and from terminal platform and nearest interlocking on a two-track terminal with a (combined) 5-minute headway

Supporting higher Trolley frequencies may require operational, infrastructure, and fleet investments

Traction power

- **Constraint:** Higher frequency increases the likelihood of multiple trains accelerating concurrently within the same power section. This may cause reduced acceleration and affect schedules.
- **Potential investments to remove constraint:**
  - Modeling may be required to confirm the suitability of the traction power system to higher-frequency service.

Signaling

- **Constraint:** 5’ headways on the Blue Line approach signal system capacity. Delays more likely to cascade to following trolleys.
- **Potential investments to remove constraint:**
  - Shortening signal blocks or CBTC conversion may be necessary to ensure high OTP.

Fleet

- **Constraint:** Increasing service frequencies will require additional purchase of vehicles to maintain scheduled service and spare ratios.
- **Potential investments to remove constraint:**
  - Procurement of additional vehicles to support higher frequency operations.
  - Associated storage and maintenance capacity may also need to be evaluated.

Bus enhancement recommendations – Existing Local & Express Services

Route	Time of day	Headway[1] 2020 Actual	Headway[1] Elevate 2020	Headway[1] 2025 Actual	Proposed Span changes[2]	METRICS Boardings	METRICS Passenger / revenue hr	METRICS Subsidy / passenger	METRICS Capacity Utilization	METRICS In-service hour	FY19 TO YR25 TRENDS Boardings	FY19 TO YR25 TRENDS Passenger / revenue hr	FY19 TO YR25 TRENDS Subsidy per passenger	Recommended?
1	Wkdy Peak	15	10	15										
	Wkdy Midday	15	10	15										
	Saturday	30	10	30										
	Sunday	30	10	30										
2	Wkdy Peak	12	10	15										
	Wkdy Midday	15	10	15										
	Saturday	20	15	30										
	Sunday	30	15	30	+2 hrs									
3	Wkdy Peak	12	12	12										
	Wkdy Midday	12	12	12	24 Hrs									
	Saturday	20	15	20	24 Hrs									
	Sunday	30	15	30	24 Hrs									
4	Wkdy Peak	30	15	20										
	Wkdy Midday	30	15	30										
	Saturday	30	15	30	+2 hrs									
	Sunday	60	15	60	+5 hrs									
5	Wkdy Peak	12	12	15										
	Wkdy Midday	12	12	15										
	Saturday	30	15	30	+2 hrs									
	Sunday	30	15	30	+4 hrs									
6	Wkdy Peak	15	7.5	20										
	Wkdy Midday	15	7.5	20										
	Saturday	15	10	20	+2 hrs									
	Sunday	30	10	30	+4 hrs									

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

(1) 2025 reflects current service level; 2020 reflects baseline service level; Elevate 2020 shows the originally proposed service level. 2020 service levels are shown as a baseline. Changes in headways between 2020 and 2025 are reviewed, and recommendations may include reinstating 2020 service levels where appropriate.
(2) Span changes reflect proposed extensions relative 2020 actual service.

Bus enhancement recommendations – Existing Local & Express Services

Route	Time of day	Headway: 2020 Actual	Headway: Elevate 2020	Headway: 2025 Actual	Proposed Span changes	METRICS: Boardings	METRICS: Passenger / revenue hr	METRICS: Subsidy / passenger	METRICS: Capacity Utilization	METRICS: In-service hour	FY19 TO YR25 TRENDS: Boardings	FY19 TO YR25 TRENDS: Passenger / revenue hr	FY19 TO YR25 TRENDS: Subsidy per passenger	Recommended?
9	Wkdy Peak	20	15	20										
	Wkdy Midday	20	15	20	+3 hrs									
	Saturday	20	20	30	+3 hrs									
	Sunday	30	30	30	+4 hrs									
11	Wkdy Peak	15	10	20										Evaluate service frequency in Task 4/5
	Wkdy Midday	15	10	20	+2 hrs									
	Saturday	30	15	30	+2 hrs									
	Sunday	30	15	30	+4 hrs									
13	Wkdy Peak	12	12	12										
	Wkdy Midday	12	12	12	+1 hr									
	Saturday	20	15	20										
	Sunday	30	15	30	+3 hrs									
14	Wkdy Peak	60	30	60										
	Wkdy Midday	60	30	60	+6 hrs									
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
Express 20	Wkdy Peak	15/30	15/30	15/30										
	Wkdy Midday	30	15/30	30	+4 hrs									
	Saturday	30/60	15/30	30	+4 hrs									
	Sunday	60	30/60	60	+4 hrs									

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services

Route	Time of day	Headway: 2020 Actual	Headway: Elevate 2020	Headway: 2025 Actual	Proposed Span changes	METRICS: Boardings	METRICS: Passenger / revenue hr	METRICS: Subsidy / passenger	METRICS: Capacity Utilization	METRICS: In-service hour	FY19 TO YR25 TRENDS: Boardings	FY19 TO YR25 TRENDS: Passenger / revenue hr	FY19 TO YR25 TRENDS: Subsidy per passenger	Recommended?
25	Wkdy Peak	60	15	60	+3 hrs									
	Wkdy Midday	60	15	60										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
30	Wkdy Peak	15	10	15										
	Wkdy Midday	15	10	15										
	Saturday	15/30	15/30	30										
	Sunday	15/30	15/30	30										
31	Wkdy Peak	30	15	30	+6 hrs									
	Wkdy Midday	No Svc	30	60										
	Saturday	No Svc	30	No Svc	NEW									
	Sunday	No Svc	30	No Svc	NEW									
Express 60	Wkdy Peak	20/30	15	20/30										
	Wkdy Midday	No Svc	No Svc	No Svc										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
83	Wkdy Peak	60	30	60	+4 hrs									
	Wkdy Midday	60	30	60										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
88	Wkdy Peak	30	15	30	+1 hr									
	Wkdy Midday	30	15	30										
	Saturday	30	15	30										
	Sunday	No Svc	15	No Svc	NEW									

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services

Route	Time of day	Headway: 2020 Actual	Headway: Elevate 2020	Headway: 2025 Actual	Proposed Span changes	METRICS: Boardings	METRICS: Passenger / revenue hr	METRICS: Subsidy / passenger	METRICS: Capacity Utilization	METRICS: In-service hour	FY19 TO YR25 TRENDS: Boardings	FY19 TO YR25 TRENDS: Passenger / revenue hr	FY19 TO YR25 TRENDS: Subsidy per passenger	Recommended?
105	Wkdy Peak	30	15	30		Below Average	Above Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	Evaluate service route with Rts 43 & 46 in Task 4/5
	Wkdy Midday	30	15	30	+2 hrs	Below Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	
	Saturday	60	15	60	+3 hrs	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	
	Sunday	60	15	60	+3 hrs	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	
115	Wkdy Peak	30	30	30		Below Average	Above Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	Above Average
	Wkdy Midday	30	30	30	+2 hrs	Below Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	
	Saturday	60	60	60	+3 hrs	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	
	Sunday	60	60	60	+6 hrs	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	
120	Wkdy Peak	15/30	10/20	15		Above Average	Below Average	Above Average	Below Average	Above Average	Below Average	Below Average	Below Average	Above Average
	Wkdy Midday	15/30	10/20	15	+1 hr	Above Average	Above Average	Above Average	Below Average	Above Average	Below Average	Below Average	Below Average	
	Saturday	30	15	30	+2 hrs	Below Average	Below Average	Above Average	Below Average	Above Average	Below Average	Below Average	Below Average	
	Sunday	30	15	30	+2 hrs	Below Average	Below Average	Above Average	Below Average	Above Average	Below Average	Below Average	Below Average	
701	Wkdy Peak	15	10	20		Above Average	Above Average	Above Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average
	Wkdy Midday	15	10	20	+2 hrs	Below Average	Below Average	Above Average	Below Average	Above Average	Below Average	Below Average	Below Average	
	Saturday	60	30	60	+3 hrs	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	
	Sunday	60	30	60	+ hrs	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	
704	Wkdy Peak	30	15	30		Above Average	Above Average	Above Average	Below Average	Above Average	Below Average	Below Average	Below Average	Above Average
	Wkdy Midday	30	15	30	+3 hrs	Above Average	Above Average	Above Average	Above Average	Above Average	Below Average	Below Average	Below Average	
	Saturday	60	30	60	+3 hrs	Below Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	
	Sunday	60	30	60	+5 hrs	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average	
705	Wkdy Peak	30/60	30	30		Below Average	Below Average	Above Average	Above Average	Below Average	Below Average	Below Average	Below Average	Evaluate demand for Sunday service in Task 4/5
	Wkdy Midday	30/60	30	30	+1 hr	Below Average	Above Average	Above Average	Above Average	Below Average	Below Average	Below Average	Below Average	
	Saturday	30/-	30/-	30	+4 hrs	Below Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	
	Sunday	No Svc	30/-	No Svc	NEW						Below Average	Below Average	Below Average	

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services

Route	Time of day	Headway: 2020 Actual	Headway: Elevate 2020	Headway: 2025 Actual	Proposed Span changes	METRICS: Boardings	METRICS: Passenger / revenue hr	METRICS: Subsidy / passenger	METRICS: Capacity Utilization	METRICS: In-service hour	FY19 TO YR25 TRENDS: Boardings	FY19 TO YR25 TRENDS: Passenger / revenue hr	FY19 TO YR25 TRENDS: Subsidy per passenger	Recommended?
712	Wkdy Peak	15	10	15										
	Wkdy Midday	15	10	20	+2 hrs									
	Saturday	30	15	30	+3 hrs									
	Sunday	60	30	60	+5 hrs									
816	Wkdy Peak	30	30	30										
	Wkdy Midday	30	30	30	+5 hrs									
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
832	Wkdy Peak	60	30	60										
	Wkdy Midday	60	30	60	+4 hrs									
	Saturday	60	30	60	+7 hrs									
	Sunday	60	30	60	+7 hrs									
833	Wkdy Peak	35-45	35-45	30/40										
	Wkdy Midday	35-45	35-45	60	+6 hrs									
	Saturday	60	60	60	+8 hrs									
	Sunday	60	60	60	+8 hrs									
834	Wkdy Peak	60	30	60										
	Wkdy Midday	60	30	60										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
848	Wkdy Peak	30	15	30										
	Wkdy Midday	30	15	30	+3 hrs									
	Saturday	60	30	60	+3 hrs									
	Sunday	60	30	60	+4 hrs									

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services

Route	Time of day	Headway: 2020 Actual	Headway: Elevate 2020	Headway: 2025 Actual	Proposed Span changes	METRICS: Boardings	METRICS: Passenger / revenue hr	METRICS: Subsidy / passenger	METRICS: Capacity Utilization	METRICS: In-service hour	FY19 TO YR25 TRENDS: Boardings	FY19 TO YR25 TRENDS: Passenger / revenue hr	FY19 TO YR25 TRENDS: Subsidy per passenger	Recommended?
851	Wkdy Peak	60	15	60	+3 hrs	Below Average	Above Average	Above Average	Below Average	Below Average	Above Average	Above Average	Below Average	Above Average
	Wkdy Midday	60	15	60										
	Saturday	No Svc	30	No Svc		No Svc								
	Sunday	No Svc	30	No Svc										
855	Wkdy Peak	30	30	30	+1 hr	Below Average	Above Average	Above Average	Above Average	Below Average	Below Average	Below Average	Below Average	Above Average
	Wkdy Midday	30	30	30					Below Average					
	Saturday	60	30	60	+3 hrs									
	Sunday	60	30	60	+6 hrs		Below Average	Above Average						
864	Wkdy Peak	30	30	30	+2 hrs	Below Average	Above Average	Above Average	Above Average	Below Average	Below Average	Below Average	Below Average	Above Average
	Wkdy Midday	30	30	30										
	Saturday	60	30	60	+2 hrs									
	Sunday	60	30	60	+4 hrs									
872	Wkdy Peak	30	30	30	+4 hrs	Below Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average
	Wkdy Midday	30	30	30										
	Saturday	No Svc	No Svc	No Svc		No Svc								
	Sunday	No Svc	No Svc	No Svc										
874/875	Wkdy Peak	30	30	30	+3 hrs	Below Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average
	Wkdy Midday	30	30	30						Above Average				
	Saturday	60	30	60	+3 hrs		Above Average		Above Average	Below Average				
	Sunday	60	60	60			Below Average		Below Average					
901	Wkdy Peak	15	15	20		Above Average	Below Average	Above Average	Above Average	Above Average	Below Average	Below Average	Below Average	Above Average
	Wkdy Midday	30	15	30										
	Saturday	30	15	30			Below Average	Below Average						
	Sunday	60	30	60										

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services

Route	Time of day	Headway: 2020 Actual	Headway: Elevate 2020	Headway: 2025 Actual	Proposed Span changes	METRICS: Boardings	METRICS: Passenger / revenue hr	METRICS: Subsidy / passenger	METRICS: Capacity Utilization	METRICS: In-service hour	FY19 TO YR25 TRENDS: Boardings	FY19 TO YR25 TRENDS: Passenger / revenue hr	FY19 TO YR25 TRENDS: Subsidy per passenger	Recommended?
904	Wkdy Peak	60	30	60										
	Wkdy Midday	60	30	60	+4 hrs									
	Saturday	60	30	60	+4 hrs									
	Sunday	60	30	60	+4 hrs									
905	Wkdy Peak	15/30	15/30	20										
	Wkdy Midday	30	30	30	+3 hrs									
	Saturday	60	30	60	+3 hrs									
	Sunday	60	30	60	+3 hrs									
906/907	Wkdy Peak	15	7.5	15										
	Wkdy Midday	15	7.5	15										
	Saturday	15	10	15	+1 hr									
	Sunday	15/30	10	15/30	+1 hr									
916/917	Wkdy Peak	30/60	30/60	30										
	Wkdy Midday	30/60	30/60	60	+3 hrs									
	Saturday	60	60	60	+3 hrs									
	Sunday	No Svc	60	No Svc	NEW									
921	Wkdy Peak	30	30	30										
	Wkdy Midday	30	30	30	+5 hrs									
	Saturday	60	30	60	+5 hrs									
	Sunday	60	30	60	+4 hrs									
923	Wkdy Peak	30	15	30										
	Wkdy Midday	30	15	30	+5 hrs									
	Saturday	No Svc	15	No Svc										
	Sunday	No Svc	15	No Svc										

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Existing Local & Express Services

Route	Time of day	Headway: 2020 Actual	Headway: Elevate 2020	Headway: 2025 Actual	Proposed Span changes	METRICS: Boardings	METRICS: Passenger / revenue hr	METRICS: Subsidy / passenger	METRICS: Capacity Utilization	METRICS: In-service hour	FY19 TO YR25 TRENDS: Boardings	FY19 TO YR25 TRENDS: Passenger / revenue hr	FY19 TO YR25 TRENDS: Subsidy per passenger	Recommended?
928	Wkdy Peak	30	15	30										
	Wkdy Midday	30	15	30	+2 hrs									
	Saturday	60	30	60	+3 hrs									
	Sunday	60	30	60	+6 hrs									
936	Wkdy Peak	30	30	30										
	Wkdy Midday	30	30	30	+3 hrs									
	Saturday	30	30	30	+3 hrs									
	Sunday	30	30	30/60	+4 hrs									
944	Wkdy Peak	30	15	30										
	Wkdy Midday	30	15	30	+5 hrs									
	Saturday	60	60	60	+5 hrs									
	Sunday	No Svc	60	No Svc	NEW									
945/945A	Wkdy Peak	30	15	30/60[1]							N/A	N/A	N/A	
	Wkdy Midday	30	15	30	+ hrs									
	Saturday	35-45	35-45	30/60	+6 hrs									
	Sunday	No Svc	35-45	No Svc	NEW									
961	Wkdy Peak	15/30	10/20	15										
	Wkdy Midday	15/30	10/20	15	+2 hrs									
	Saturday	30	15	30	+3 hrs									
	Sunday	60	30	60	+5 hrs									
963	Wkdy Peak	30	15	30										
	Wkdy Midday	30	15	30										
	Saturday	60	30	60										
	Sunday	60	30	60										

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

(1) 30 (945) / 60 (945A)

Bus enhancement recommendations – Existing Local & Express Services

Route	Time of day	Headway: 2020 Actual	Headway: Elevate 2020	Headway: 2025 Actual	Proposed Span changes	METRICS: Boardings	METRICS: Passenger / revenue hr	METRICS: Subsidy / passenger	METRICS: Capacity Utilization	METRICS: In-service hour	FY19 TO YR25 TRENDS: Boardings	FY19 TO YR25 TRENDS: Passenger / revenue hr	FY19 TO YR25 TRENDS: Subsidy per passenger	Recommended?
964	Wkdy Peak	30	15	30	+2 hrs	Below Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average
	Wkdy Midday	30	15	30										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
965	Wkdy Peak	35-45	15	30	+1 hr	Below Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average
	Wkdy Midday	35-45	15	30/60	+2 hrs									
	Saturday	35-45	15	30/60	NEW									
	Sunday	No Svc	15	No Svc										
967	Wkdy Peak	60	60	60	+5 hrs	Below Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average
	Wkdy Midday	60	60	60										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
968	Wkdy Peak	60+	60+	60	+3 hrs	Below Average	Below Average	Above Average	Below Average	Below Average	Below Average	Below Average	Below Average	Below Average
	Wkdy Midday	60+	60+	60										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
992	Wkdy Peak	15	10	15		Below Average	Below Average	Above Average	Above Average	Below Average	Below Average	Below Average	Below Average	Above Average
	Wkdy Midday	15	10	15		Below Average	Above Average	Above Average	Above Average	Above Average				
	Saturday	15	15	15		Above Average	Above Average	Above Average	Above Average	Above Average				
	Sunday	15	15	15		Above Average	Below Average	Below Average	Above Average	Above Average				

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

Bus enhancement recommendations – Freeway Express Services

Existing Services

Route	Time of day	Headway: 2020 Actual	Headway: Elevate 2020	Headway: 2025 Actual	Proposed Span changes	METRICS: Boardings	METRICS: Passenger / revenue hr	METRICS: Subsidy / passenger	METRICS: Capacity Utilization	METRICS: In-service hour	FY19 TO YR25 TRENDS: Boardings	FY19 TO YR25 TRENDS: Passenger / revenue hr	FY19 TO YR25 TRENDS: Subsidy per passenger	Recommended?
Rapid Express 280	Wkdy Peak	15	10	30/60										
	Wkdy Midday	No Svc	No Svc	No Svc										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										
Rapid Express 290	Wkdy Peak	10	7.5	30										
	Wkdy Midday	No Svc	No Svc	No Svc										
	Saturday	No Svc	No Svc	No Svc										
	Sunday	No Svc	No Svc	No Svc										

Headway Level
Service increase from 2020 actual
Service decrease from 2020 actual

Comparison with Type Average
Above Average
Below Average

New Services

Not recommended:

- Corridor 5
- Corridor 56 (Rts A & B)

Recommended long-term:

- Corridor 52
- Corridor 805 (X1, X2, X3)

In alignment with High-Speet Transit Enhancements on these corridors

Bus enhancements recommendations – Discontinued routes, new services, and service not included in Elevate 2020

Routes discontinued since 2020 and not recommended for proposed enhancements

- Express 50 *(UTC - Clairemont - Dwtn SD)*
- Express 150 *(Dwtn SD – Old Town – UTC)*
- Express 950 *(Otay Mesa – Iris)*
- 972 *(Sorrento Mesa Coaster Conn.)*
- 973 *(Carroll Canyon Coaster Conn.)*
- 974 *(UCSD Coaster Conn.)*
- 978 *(Torrey Pines Coaster Conn.)*
- 979 *(N. University City Coaster Conn.)*

New services recommended:

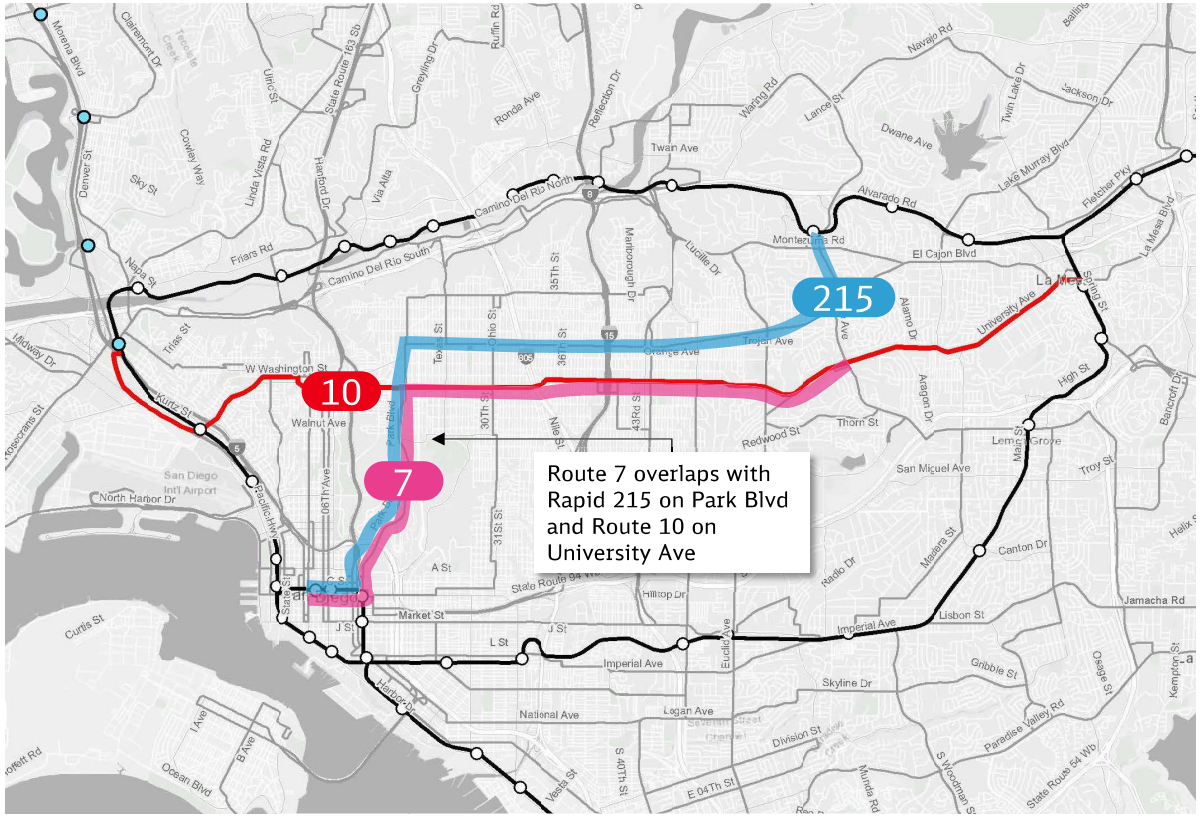
- 121 *(Mira Mesa - Scripps Poway Pkwy)*
- 125 *(UTC - Carmel Vly./Del Mar Hts Rd.)*
- 714 *(Eastlake/Heritage Rd)*

Services with no Elevate 2020 changes proposed or which were not included in Elevate 2020

- 18 (Grantville - Camino del Rio N & S)
- 43 *(Balboa Avenue Transit Center - Kearny Mesa Transit Center)*
- 84 *(Point Loma Circulator)*
- Express 110 *(Mira Mesa - Dwtn SD via SR-163)*
- 707 *(Otay Ranch - Southwestern Coll.)*
- 838 *(Alpine - East Co. Square)*
- 852 *(La Mesa/University Ave.)*
- 854 *(Grossmont Transit Ctr - Grossmont Coll.)*
- 888 *(Jacumba - El Cajon)*
- 891 *(Borrego - El Cajon via Shelter Valley)*
- 892 *(Borrego - El Cajon via Ranchita)*
- 894 *(Morena - Campo - Tecate - El Cajon)*
- 909 *(Otay Mesa Circulator)*
- Overnight Express 910 *(San Ysidro Transit Center - Dwtn San Diego)*
- 985 *(UC San Diego Central Campus Trolley Station - North Torrey Pines)*
- Rapid 225 *(South Bay Rapid)*
- Rapid 227 *(Otay Mesa Transit Center - Imperial Beach Pier)*

Elevate 2020 did not include any material changes to Route 7 service

No need for upgrade given overlap with Rapid 215 and upgraded Route 10



Route 7 - Dwtn SD - University/College

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	10	10	12	12
Elevate 2020 Proposal	10	10	12	12
2025	12	12	15	15

Elevate 2020:
- Conversions from Local & Express

Recommendation: Further evaluate reinstating 2020 service levels, improving OTP, and the route upgrades to Rapid as part of Tasks 4/5. Recommended to remain local to provide shorter stop spacing and neighborhood access.

Route 10 - Old Town - University/College

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	12	15	20	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	20	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements
- 24-hour owl service

Recommendation: Pursue

Rapid 215 - Mid-City Rapid

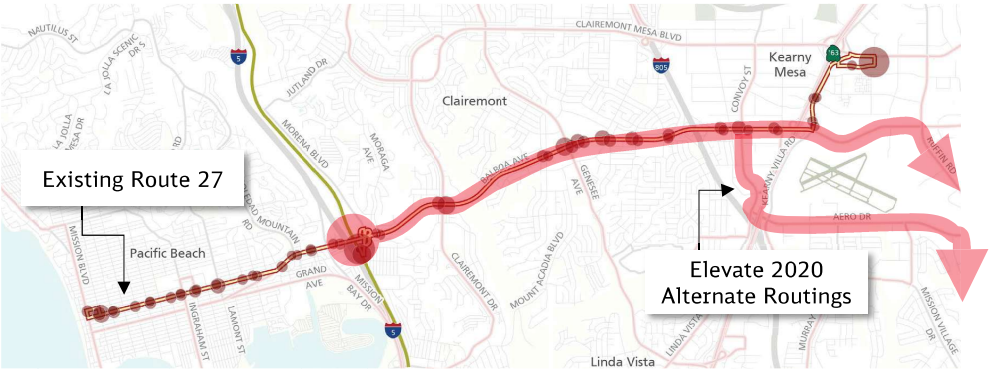
Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	10	15	15	15
Elevate 2020 Proposal	7.5	7.5	10	10
2025	12	12	15	15

Elevate 2020:
- Conversions from Local & Express
- Transit-priority improvements
- Frequency improvements
- 24-hour owl service

Recommendation: Pursue transit-priority improvements and owl service, with further evaluation of frequency improvements as part of Tasks 4/5

Upgrade of Route 27 should follow existing corridor, not 2020 proposal

Should either end at Balboa Ave Station or operate on same street in PB as Route 8



Route 27 - Pacific Beach - Kearny Mesa

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	30	30	60	--
Elevate 2020 Proposal	10	10	15	15
2025	30	30	**30**	**30**

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements
- Routing changes

Recommendation: Pursue upgrade to rapid, with further evaluation of routing as part of Tasks 4/5

Route 8 - Old Town - Mission Beach

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	20	20	20	30
Elevate 2020 Proposal	10	15	15	15
2025	**15**	**15**	20	**20**

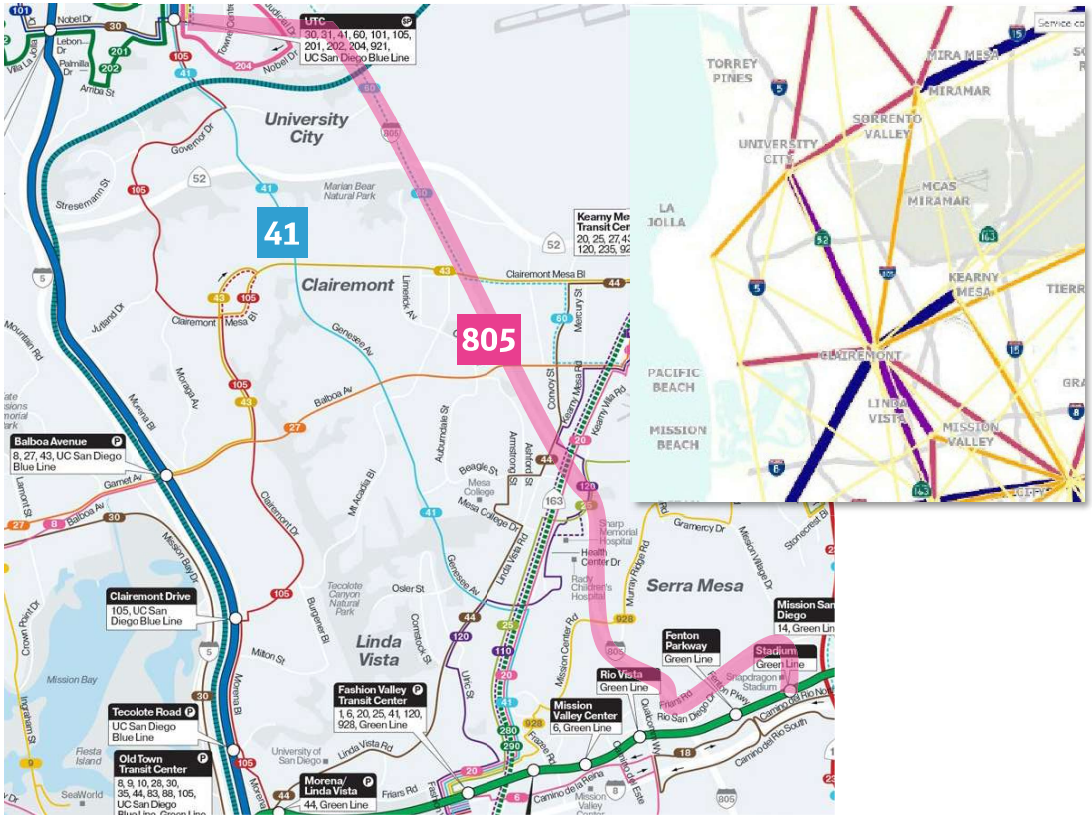
Elevate 2020:
- Conversions from Local & Express
- Frequency improvements
- 24-hour owl service

Recommendation: Pursue

3 *Elevate 2020 Proposal: Rapid Bus Network Development*

Upgrading Route 41 creates key north-south spine through Clairemont

Serves higher-demand intermediate markets than Stadium-UTC express via I-805



Route 805 - Iris - UTC Rapid

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
Elevate 2020 Proposal	15	15	15	15

Elevate 2020:
- New route

Recommendation: Do not pursue

Travel to and from University City is concentrated west of I-805, showing minimal demand for direct express service between UTC and Stadium from Route 805.

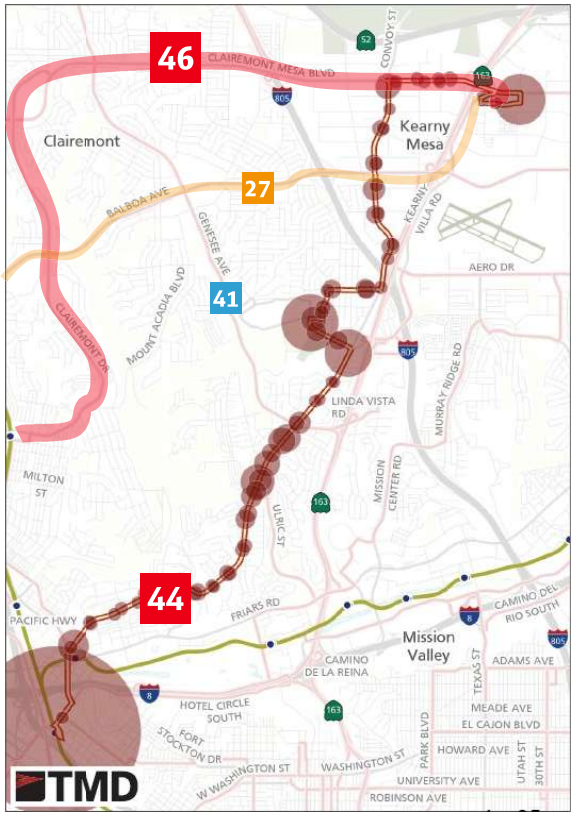
Route 41 - Fashion Valley - UCSD

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	7.5/15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	10	15	30	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements
- Truncate to UTC

Recommendation: Pursue, with further evaluation of routing as part of Tasks 4/5

Creating new Rapid 46 and upgrading Route 44 fills in the grid between the Blue Line and Kearny Mesa



Route 44 - Old Town - Clairemont

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	7.5/15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	**10/15**	15	30	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Further evaluate reinstating 2020 service levels and the potential to improve toward the Elevate 2020 Rapid standard as part of Tasks 4/5

High-demand local corridor with strong travel flows and higher-than-average ridership under current conditions. Strengthens the overall Rapid network when paired with Rapid 46, improving connections to the Blue Line and Kearny Mesa.

Route 46 - Clairemont Mesa Blvd. Rapid

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
Elevate 2020 Proposal	10	10	15	15

Elevate 2020:
- New route

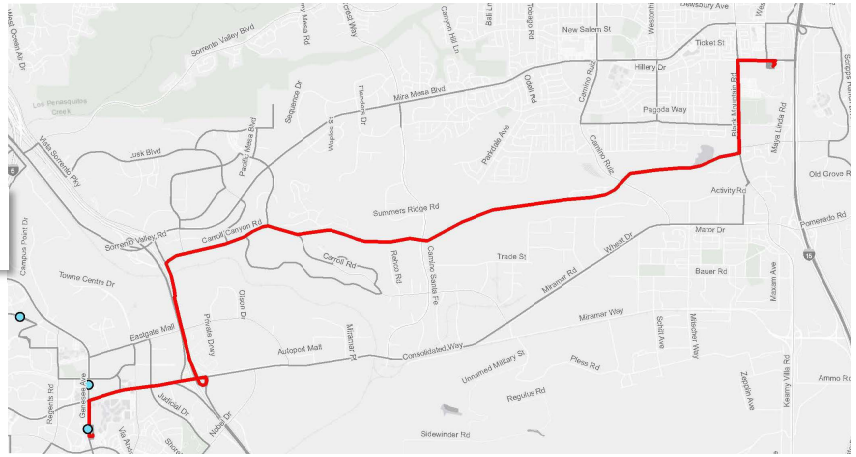
Recommendation: Pursue, with further evaluation of consolidating with Routes 43 and 105 as part of Tasks 4/5

Serves major ridership generators and corresponds with strong observed travel flows.

In lieu of Sorrento Valley Skyway, pursue upgrading Rapid 237

Focus on Mira Mesa Blvd improvements usable by Routes 921, 110, and FLEX routes

Elevate 2020 Proposed Rapid 237



Existing Rapid 237

Rapid 237 - Otay Mesa Transit Center - Imperial Beach Pier

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	--	--	--
Elevate 2020 Proposal	10	10	15	15
2025	**15/30**	--	--	--

Elevate 2020:
- Transit-priority improvements
- Frequency improvements
- New weekend service
- Routing changes

Recommendation: Pursue transit-priority improvements and weekend service, with further evaluation of routing and frequency improvements as part of Tasks 4/5

Upgrading Routes 28 and 35 improve Point Loma accessibility

Route 28 - Old Town - Rosecrans Corridor

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15/30	30	30	60
Elevate 2020 Proposal	10	10	15	15
2025	20/30	30	30	60

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

Route 35 - Ocean Beach - Old Town

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	30	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

3 *Elevate 2020 Proposal: Rapid Bus Network Development*

Routes 12, 709, and 905, 933/934, and 962 create a grid of high-quality feeder routes to the southern Blue Line trunk

Route 12 - Skyline Hills - Dwtn SD

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	7.5/15	15	20	30
Elevate 2020 Proposal	10	10	15	15
2025	10	15	20	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements
- 24-hour owl service

Recommendation: Pursue

Route 962 - National City - Spring Valley

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	30	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

3 *Elevate 2020 Proposal: Rapid Bus Network Development*

Routes 12, 709, and 905, 933/934, and 962 create a grid of high-quality feeder routes to the southern Blue Line trunk

Route 709 - H St - Eastlake

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	7.5/15	15	30	60
Elevate 2020 Proposal	10	10	15	15
2025	**10/15**	15	30	60

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

Route 933/934 - Iris - Palm City - Imp. Beach Loop

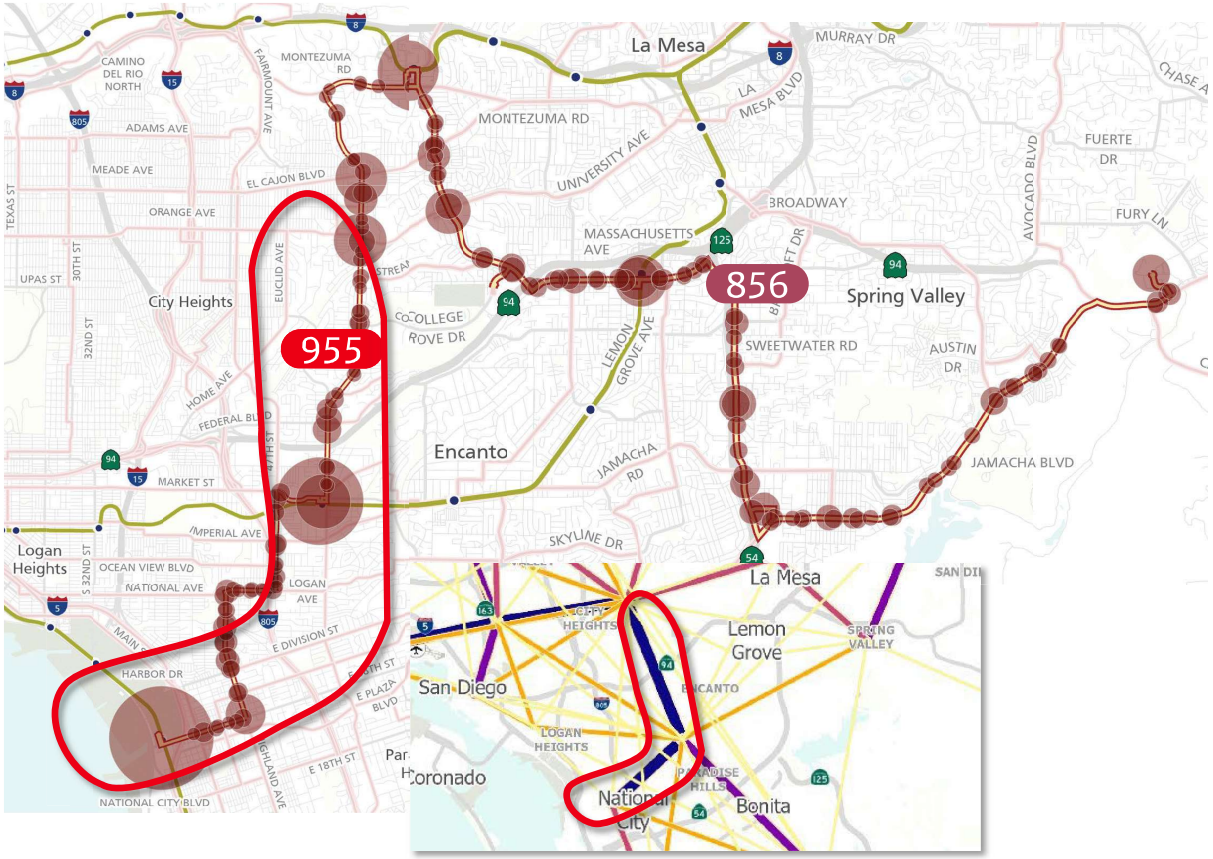
Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	12	15	20	30
Elevate 2020 Proposal	10	10	15	15
2025	**15**	15	20	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

Route 955 supports thick demand between City Heights and National City

In combination with Route 856, provides high-quality access to SDSU



Route 955 - National City - SDSU

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	12	12	20	30
Elevate 2020 Proposal	10	10	15	15
2025	**15**	15	20	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

Route 856 - SDSU - Rancho SD - Cuyamaca Coll.

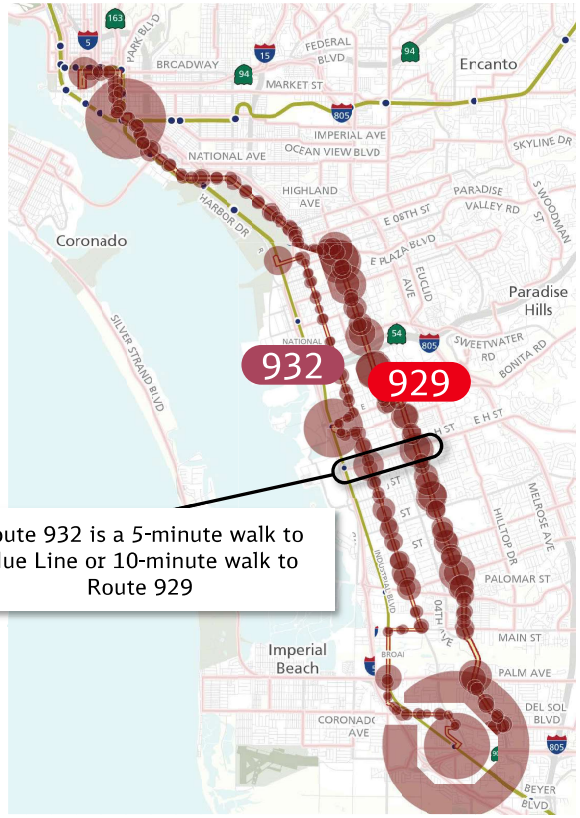
Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	30	30	60	60
Elevate 2020 Proposal	10	10	15	15
2025	30	30	60	60

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

National City-Iris Ave corridor would be overserved with two Rapids

Blue Line and Route 929 are one mile apart, complimented by the grid of E-W Rapids



Route 932 is a 5-minute walk to Blue Line or 10-minute walk to Route 929

Route 929 - Iris - 3rd Av. - Highland - Dwtn SD

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	12	15	20	20
Elevate 2020 Proposal	10	10	15	15
2025	**15**	15	20	20

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements
- 24-hour owl service

Recommendation: Pursue

Rapid 929 Owl Service replaces Blue Line capacity to allow for overnight freight/work windows

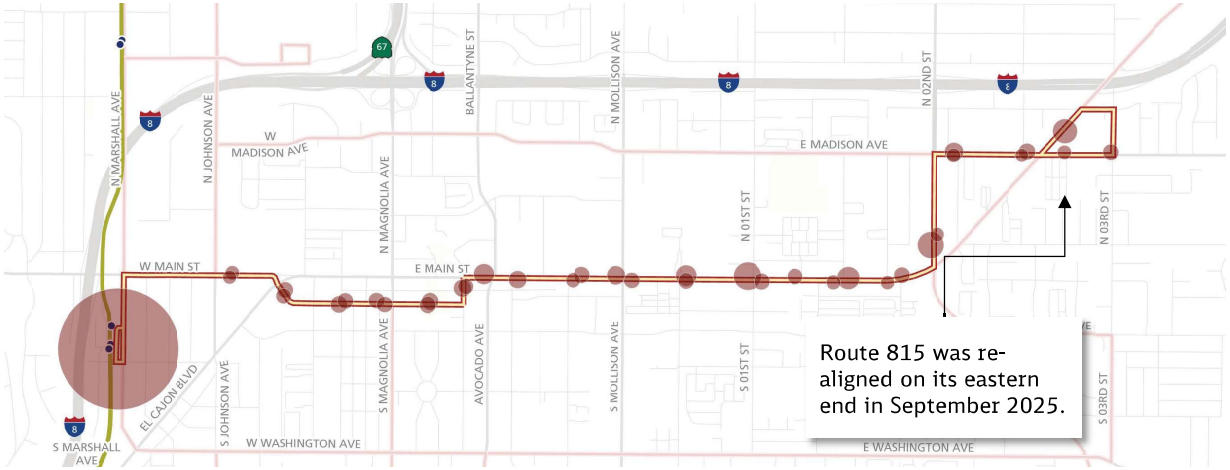
Route 932 - Iris - Broadway (CV) - National City

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	15	20	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	**20/40**	**30/60**

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Do not pursue Rapid upgrade, but re-evaluate reinstating 2020 service levels and the route upgrades to Rapid as part of Tasks 4/5

Route 815 already performs well and provides a key connection to Green & Orange Lines since the introduction of Copper Line



Route 815 - El Cajon - E. Main St

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	30	30

Elevate 2020:
- Conversions from Local & Express
- Frequency improvements

Recommendation: Pursue

Performance supports pursuing Rapid 201/202 and Rapid 235; Rapid 204 not recommended due to low performance and ridership

Rapid 201/202 - Super Loop

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	5	10	15	15
Elevate 2020 Proposal	5	10	15	15
2025	5	10	15	15

Elevate 2020:
- 24-hour owl service

Recommendation: Pursue

Rapid 235 - I-15 Rapid

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	15	15	30	30
Elevate 2020 Proposal	10	10	15	15
2025	15	15	30	30

Elevate 2020:
- Frequency improvements
- 24-hour owl service

Recommendation: Pursue

Rapid 204 - Super Loop East

Condition/Frequency	Wkdy Peak	Wkdy Midday	Saturday	Sunday
2020	30	30	-	-
Elevate 2020 Proposal	15	15	-	-
2025	30	30	-	-

Elevate 2020:
- Frequency improvements
- Span improvements

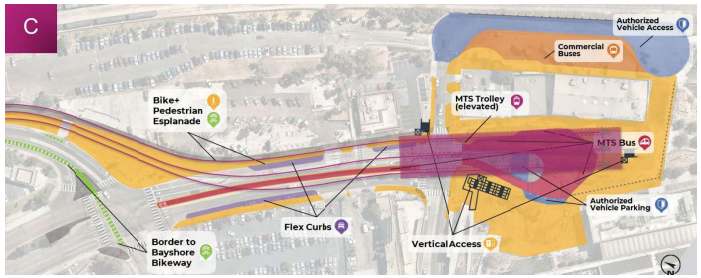
Recommendation: Do not pursue

Of the 5 key metrics evaluated, 1 were rated above average.

Recommend advancing San Ysidro Transit Center redesign and long-term mobility hub planning with SANDAG

Near-term: Station Redesign[1]

- Trolley operations – potential third track to allow higher Blue Line frequency.
- Transit and mobility options – additional bus stops/routes, rideshare/shuttle curb space, and a southbound bus-only lane on East San Ysidro Blvd.
- Pedestrian connectivity – safer, wider sidewalks, expanded curbs, and completed crosswalks.
- Active transportation – protected bikeway from the border to Downtown San Diego.
- User experience – enhanced plaza, improved user experience, and maintained federal access.



Long-Term: San Ysidro Mobility Hub[1]

- Rail integration – future LOSSAN, COASTER, Amtrak, Purple Line, and potential cross-border Trolley connections.
- Transit-oriented development – linked to Blue Line TOD studies, and the San Diego–Tijuana World Design Capital 2024 vision.
- Passenger experience – modernized buildings, signage, shade, seating, and restrooms; technology to make transportation connections easier.
- Community amenities – expanded community-friendly development around stations including public spaces, shops, restaurants.

(1) San Ysidro Planning Studies, SANDAG, 2025.

High-Speed Transit Enhancements: Refine priorities by corridor

Caltrans/SANDAG Projects on High-Speed Corridors

I-805

- I-805 South Managed Lanes Conversion Project[1]: Caltrans and SANDAG are converting existing HOV lanes to HOT lanes for transit and shared-use vehicles between E. Palomar St. and SR-94. Target opening 2029.
- I-805/SR-15 Transit Only Connector and Managed Lanes Project[2]: Caltrans and SANDAG are planning a dedicated transit connector and add a HOT lane between Market St. and Landis St. Currently in the PS&E phase with target opening 2031.

SR-52

- SR-52 Complete Corridor Concept with reversible managed lanes and peak-period express transit is included in SANDAG's Coast, Canyons, and Trails CMCP[3]. No new studies have advanced.

I-5

- I-5 zipper barrier / contraflow lane concept has not been advanced with new studies.
- SANDAG has begun work on the Downtown-to-Border Study, which will study alternatives for transit in the South Bay; any I-5 transit enhancements should align with the study.

SR-56

- I-5 / SR-56 Interchange Project[4]: Caltrans added HOV lanes along SR-56 between El Camino Real and Carmel Valley Rd., opened in 2025. These support future transit options, but the reversible lane concept has not advanced.

(1) I-805 South Managed Lanes Conversion Project, Caltrans, 2025.
(2) I-805/SR-15 Transit Only Connector and Managed Lanes Project, Caltrans, 2025.
(3) Coast, Canyons & Trails Comprehensive Multimodal Corridor Plan (CMCP), SANDAG, 2023.
(4) Caltrans Opens New HOV Lanes on State Route 56, Caltrans, 2025.

Establish a Grade Separation program with clear prioritization

Trolley-over-Trolley flyover benefits grow as service frequencies increase

- Pursue grade separations programmatically
  - Creates opportunity to develop institutional capacity to complete projects more efficiently over time
  - Prioritization allows for clear standing with local jurisdictions and stakeholders
- Grade separations allow for faster Trolley speeds; distance from station is a proxy for travel time benefits
- High incident rate indicates prevalence of system disruptions

Location	City	Lines Served	Crossing Gate Status[1]	Distance to Station (ft)	Station Name	PM Peak Seat Utilization (Through-Passenger)[2]	Car Crash Incidents (2020-2024)[3]	Suggested Priority
Elevate 2020 Proposal								
Palomar St.[4]	Chula Vista	Blue	Yes	200	Palomar St	Blue: 70.3%	**20**	2
H St.	Chula Vista	Blue	Yes	200	H St	Blue: 70.3%	6	
E St.	Chula Vista	Blue	Yes	300	E St	Blue: 70.3%	**11**	
28th St.	San Diego	Orange	**None**	**1,700**	25th & Commercial	Orange: 56.3%	4	1
32nd St.	San Diego	Orange	**None**	300	32nd & Commercial	Orange: 56.3%	2	
Broadway/North Ave.	Lemon Grove	Orange	Yes	0	Lemon Grove Depot	Orange: 37.7%	**19**	3
Broadway	San Diego	Blue, Orange	**None**	300	City College	**Blue: 49.2% + Orange: 26.6%**	4	
Taylor St./ Green Flyover	San Diego	Blue, Green	Yes	100	Old Town Transit Center	**Blue: 59.8% + Green: 58.1%**	5	1
Euclid Ave.	San Diego	Orange	Yes	250	Euclid Ave	Orange: 37.7%	2	
Allison Ave./ University Ave.	La Mesa	Orange	Yes	400	La Mesa Blvd	Orange: 37.7%	**15**	
Severin Dr.	La Mesa	Orange, Green	Yes	**1,000**	Amaya	Green: 22.9% + Orange: 21.2%	5	
Planning Study Location								
Baltimore Jct[5]	La Mesa	Orange, Green	N/A	**5,000**	Grossmont	**Green: 36.5% + Orange: 37.7%**	N/A	PSR underway

(1) Crossing gate status indicates the presence of active warning devices (gates and signals) at at-grade crossings.
(2) Weekday PM peak seat utilization on associated segments is used as a proxy for through-passenger volumes affected by the crossing. Source: MTS Service Analysis Dashboard (MTS, 2025).
(3) Car crash incidents shows roadway vehicle-vehicle or vehicle-pedestrian crashes at each location, and exclude vehicle-Trolley collisions. Source: TIMS 2020-2024 (UC Berkeley, 2025).
(4) $21.5M RAISE grant awarded for design; additional funding required for construction.
(5) Baltimore Junction is under active PSR evaluation for wye and station configuration options.

Follow best practice in establishing an on-going grade crossing program

Build institutional capacity and drive project costs down

Caltrain (SF Bay Area) Corridor Crossing Strategy

- Currently 71 grade crossings on 77-mile Caltrain corridor
- Recently electrified and increased service

Outcome-oriented program

- Develop a Crossings Delivery Guide that defines, communicates, and facilitates a clear project delivery process
- Implementable, shared vision for safe and reliable grade-separated rail service
- Identify investment needs and a well-positioned program for funding opportunities
- Strengthen partnerships between Caltrain, regional member agencies, and local jurisdictions

Melbourne Metro (Melbourne, Australia) Level Crossing Removal Program

- Level Crossing Removal Authority (LXRA) formed in 2015 to remove 110 crossings by 2030
- 87 crossings already removed
- By end of program, 66 crossings will remain in 270-mile system serving 5M person metropolitan area
- Cost effectiveness has increased as program has matured

LEVEL CROSSING REMOVAL PROJECT

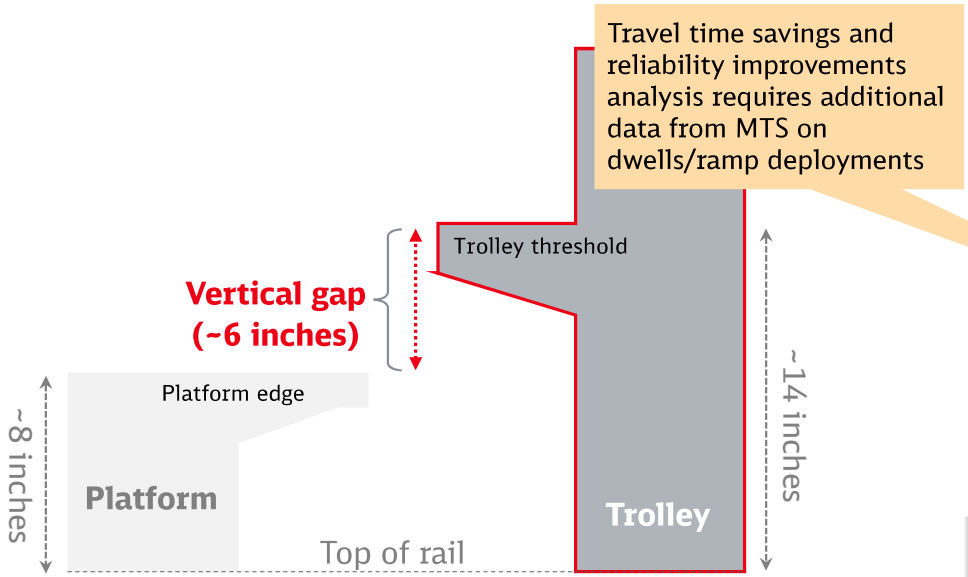
The region operates multiple MOD programs across agencies and funding sources; understanding this is key to coordinated planning

Agency	MOD Program	Funding	Start Year	Service Area	Operating Hours	Fare	Users
MTS	MTS Access[1]	**Permanent** program funded by TDA/FTA/TransNet/Fare via MTS budget.	2018	Within 0.75 mile of MTS bus/Trolley	Mon-Sun 430am-1230am	$4.50	ADA-certified riders
MTS	MTS Same-Day[1]	**Pilot** program funded by TDA/FTA/TransNet/Fare via MTS budget. Duration under evaluation.	2025	Within 0.75 mile of MTS bus/Trolley	Mon-Sun 8am-4pm	$10	ADA-certified riders
SANDAG	Mid-City GO[2]	4-year **pilot** (2025-2029) funded by CMO/CEC grants.	2025	City Heights, North Park	Mon-Fri 9am-5pm	Free	General public
SANDAG	Southeastern Connect[2]	4-year **pilot** (2025-2029) funded by CMO/CEC and SANDAG grants.	2025	Chollas View, Emerald Hills, Mount Hope	Mon-Fri 9am-5pm	Free	General public
SANDAG + City of El Cajon	Via San Diego El Cajon[2]	4-year **pilot** (2025-2029) funded by CMO/CEC grants.	2025	City of El Cajon	Mon-Fri 8am-5pm	$2.50	General public
SANDAG + City of National City	Free Ride Around National City[2]	5-year **pilot** (2023-2028) funded by the CMO and Port of SD grants.	2023	City of National City	Mon-Fri 630am-7pm; Sat-Sun 10am-7pm	Free	General public
SANDAG + City of Chula Vista	Chula Vista Community Shuttle[2]	4-year **pilot** (2022-2026) funded by the CMO/CCDC grants.	2022	West Chula Vista	Mon-Fri 7am-7pm	$2; Free (55+)	General public
SANDAG + City of Oceanside	GO'side Shuttle[2]	**Renewal-based** program funded by SANDAG, City of Oceanside, Visit Oceanside grants.	2022	Downtown Oceanside	Mon-Wed Noon-10pm; Sat-Sun 10am-10pm	$3	General public
NCTD	NCTD+[3]	2-year **pilot** (2024-2026) funded by CPUC AFA grants and NCTD operating budget.	2024 / 2025	San Marcos, Vista zones; COASTER & SPRINTER hubs	Mon-Fri 6am-8pm	$2.50	General public
NCTD	FLEX On-Demand[4]	**Permanent** program funded by NCTD operating budget.	2021	North County areas	Mon-Fri 6am-8pm; Sat-Sun 8am-8pm	$5	General public
FACT (Facilitating Access to Coordinated Transportation)	RideFACTNOW[5]	**Pilot** funded by CPUC AFA grants; initial as 1-year pilot but under continuation.	2023	Countywide (urban + rural areas)	Mon-Fri 7am-8pm	$10	Seniors (60+) and people with disabilities
FACT	RideFACT[6]	**Renewal-based** program funded by FTA/TransNet STGP, TDA, local/state match.	2012	Countywide	Mon-Fri 7am-8pm	$5-$20 (distance)	Seniors (60+) and people with disabilities

(1) MTS Access – Paratransit (https://www.sdmts.com/transit-services/mts-access-paratransit), SDMTS, 2025. (2) SANDAG Microtransit Services (https://www.sandag.org/projects-and-programs/innovative-mobility/flexible-fleets/microtransit-services), SANDAG, 2025. (3) RideFACTNOW (https://factsd.org/ridefact-now/), FACT, 2025. (4) RideFACT (https://factsd.org/ridefact/), FACT, 2025. (5) NCTD+ (https://gonctd.com/services/nctdplus/), NCTD, 2025. (6) NCTD FLEX On-Demand (https://gonctd.com/services/flex-on-demand/), NCTD, 2025.

Amenities Improvements should include true level boarding throughout the Trolley network and address regulatory requirements

Current Boarding Conditions



Regulatory and Operational Context

- CPUC (California Public Utility Commission) confirmed in 2022 that ADA (Americans with Disabilities Act)[1] supersedes GO 26-D[2, 3]
  - GO 26-D Limits platform height to 8 inches above top of rail (ATOR) on tracks shared with freight, to prevent side collisions with wider freight cars.
  - ADA defines level boarding as a maximum 5/8" vertical and 3" horizontal gap between the platform and vehicle threshold, though ramps/lifts could provide alternate compliance so passengers with mobility devices can board independently[1]
  - Prior to 2022, true level boarding was assumed to require a CPUC waiver
  - GO 118-A (Platform ramp access) still applies, although CPUC granted Redlands Arrow service a waiver on clearances
- Coordination with freight owners/operators are still required to ensure safe operations
- MTS Trolley has passenger-deployed ramps. Deployments are unpredictable, and each deployment adds 20-90s to dwell time
- To be confirmed by OEM if trolley ramps can be toggled off at level-boarding platforms
- Each raised platform has independent benefits:
  - Lower mean dwell time (reduces overall journey times)
  - Narrower variance from the mean dwell (improves reliability)
- Currently 62 stations; 15 in shared corridor with freight
- MTS raised 35 platforms to current height in 2010-2015; ~ $2M per station

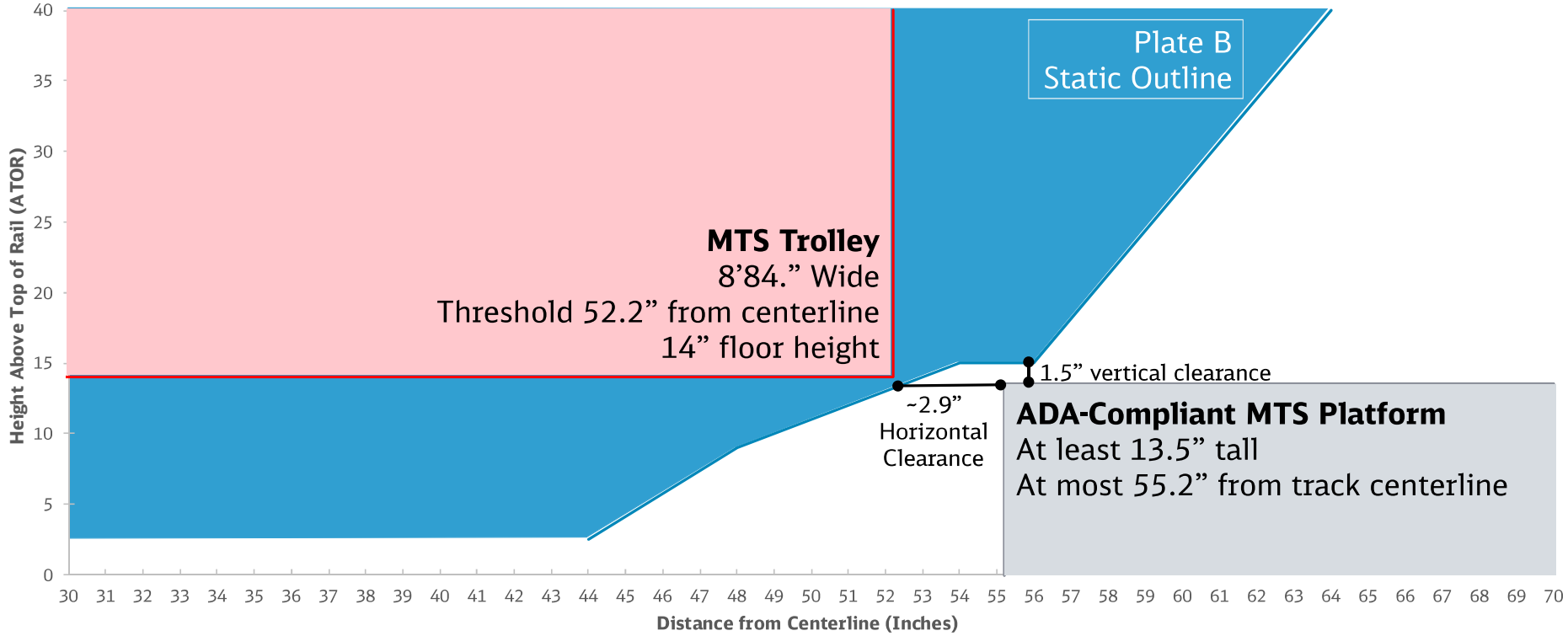
Recommendations

- Coordinate with **CPUC and freight operators (SD&IV / BNSF)** to fully understand the regulatory pathway and operational implications of achieving level boarding.
- Evaluate platform-raising and other boarding-accessibility options as part of **long-term amenities planning**, recognizing the need for additional cost, benefit, and reliability analysis.

(1) 49 CFR Part 38: ADA Accessibility Specifications for Transportation Vehicles, USDOT FTA, 2023. (2) General Order No. 26-D: Clearances on Railroads and Street Railroads, CPUC, 1982. (3) Resolution ROSB-005, May 5, 2022. "Resolution Granting an Exemption From General Order 26-D, Section 3.2, Proposed by the Rail Safety Division."

MTS level-boarding platforms would allow sufficient clearance for Plate B SD&IV freight trains on shared tracks south of Santa Fe Depot

ADA allows for maximum 5/8” vertical and 3” horizontal separation between platform edge and door threshold



Item No. 18, 03/19/2026

COA Update

Board of Directors Meeting

Agenda

- COA Overview
- October Board Workshop Recap
- Plan Development and Guiding Principles
- Task 3 (Evaluation of *Elevate SD 2020* Recommendations)
- Next Steps

What is the COA?

- A Comprehensive Operational Analysis (COA) is an opportunity to realign the transit network with community mobility needs and optimize use of existing resources
- COA recommendations build from public and stakeholder input, data analysis, and industry best practices
- The COA is organized around two scenarios and service plans:
  - Scenario 1: Funding for existing needs secured, plus additional funding for service improvements
  - Scenario 2: No increase in regional transit funding secured (budget shortfall of $100 million-plus annually)

COA Structure

- Project began in June 2025 and is planned to be completed in late 2026.

Existing Conditions
(Completed)
- Task 1: Market Assessment
- Task 2: Existing Service Evaluation
- Task 3: Evaluation of Elevate SD 2020 Recommendations

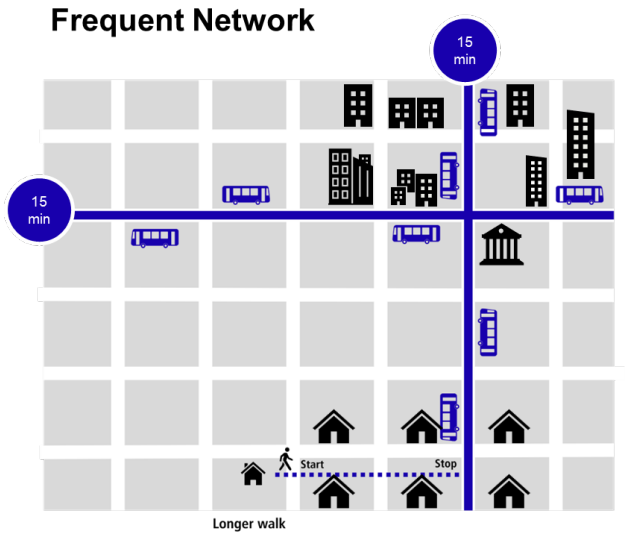
Scenario Development
(In Progress)
- Task 4: Increased Service Plan
- Task 5: Service Reduction Plan

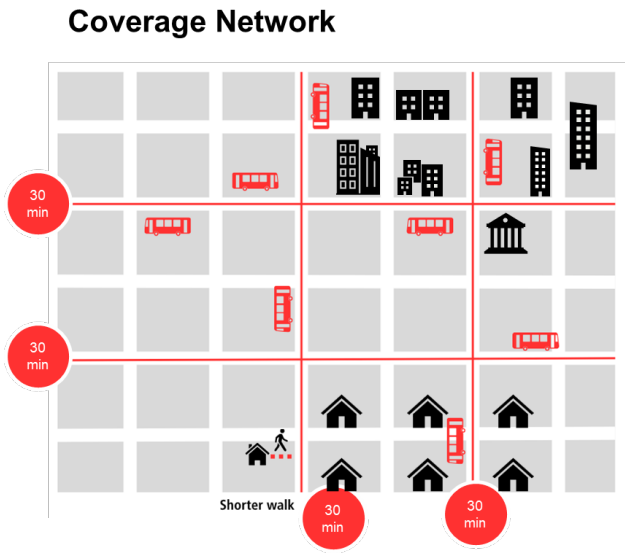
Draft & Final Plans
- Draft and final plans will be presented for Board consideration

October 2025 Board Workshop Recap

Overview of bus network design strategies and necessary resource tradeoffs:

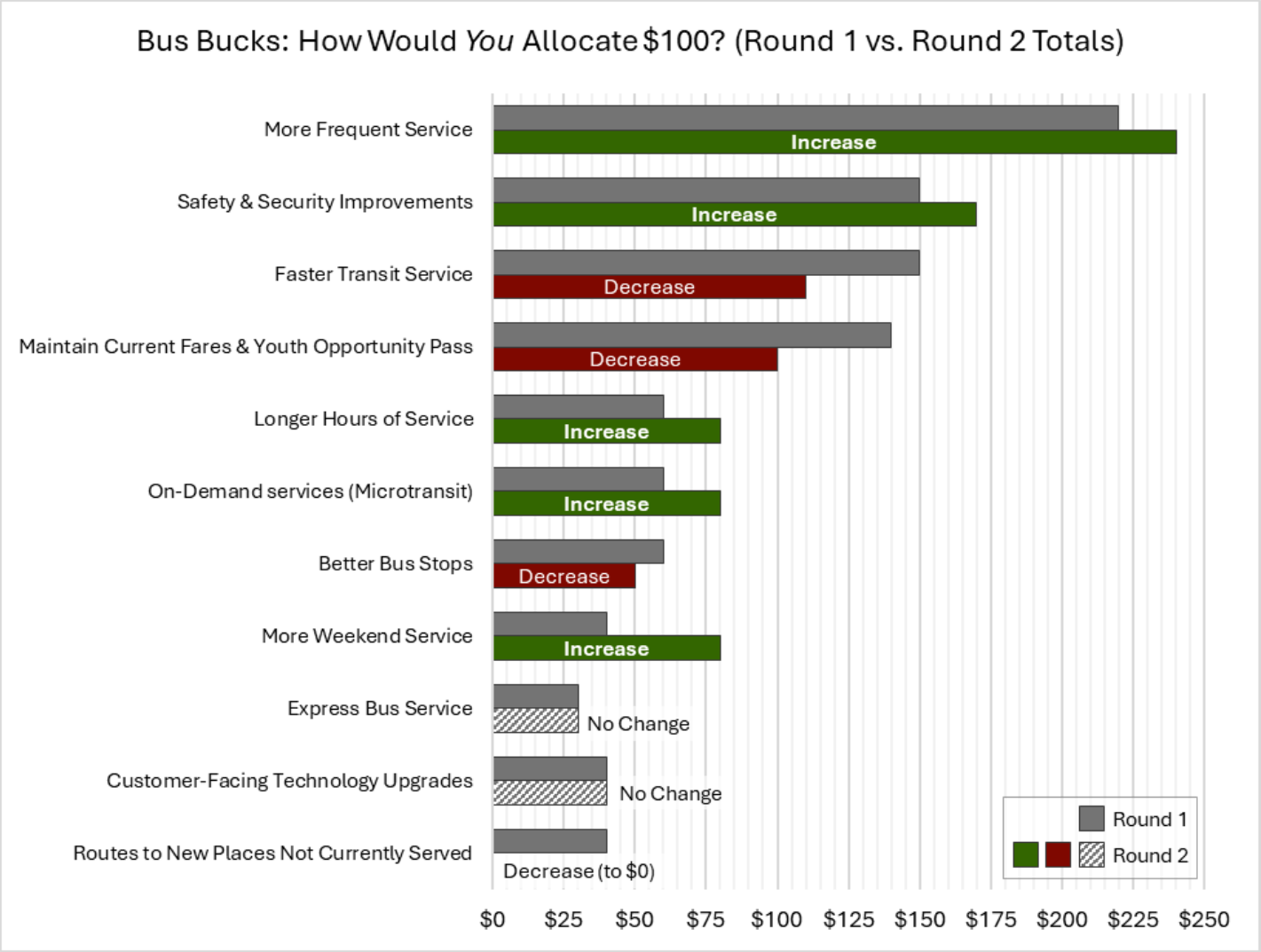
- Good design means creating an attractive product for MTS customers
  - Matching service to underlying market demand
  - Making transit useful for as many people and trip purposes as possible
  - Planning routes that can be operated reliably and form a cohesive network
- Some resource tradeoffs are either/or, but most fall on a spectrum – frequency vs. coverage, one-seat rides vs. more transfers, commute-oriented vs. all-day, all-week services etc.
- Board members voted (anonymously) on their priorities and the types of transit improvement investments they would prioritize





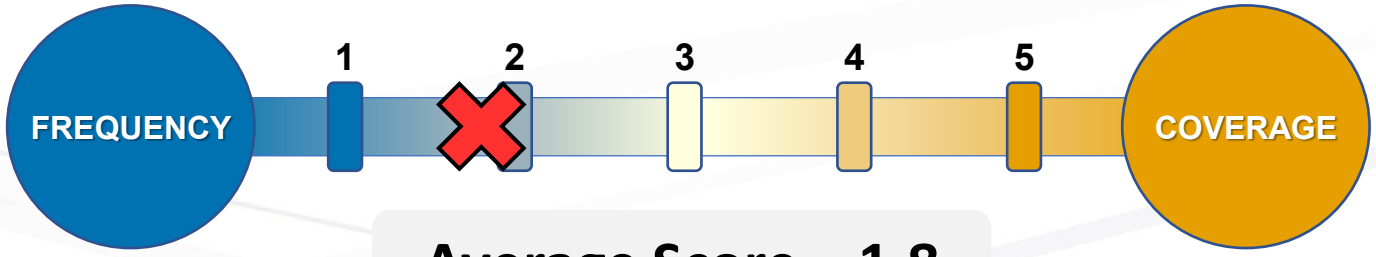
Board Poll Results – 'Bus Bucks' Game

- In the 'Bus Bucks' exercise, Board members had to spend $100, in any increment, among 11 categories
- Board members were polled at the beginning of the workshop and again following the network design and tradeoffs briefing



Board Poll Results – Priority Tradeoffs

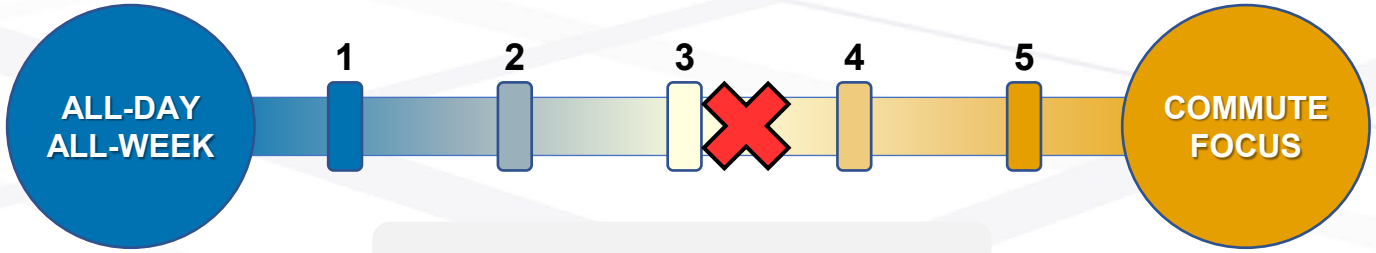
Invest in more frequency on key corridors with high ridership



Expand service to cover more neighborhoods with lower frequencies

Average Score = 1.8

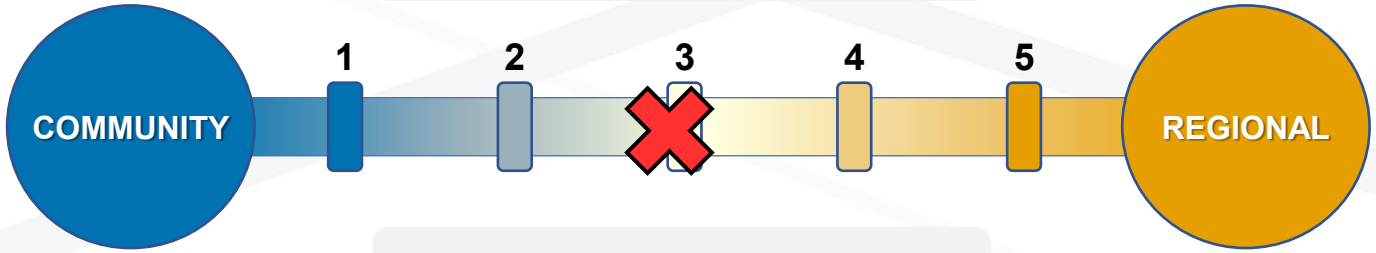
Add service during the evenings and on weekends



Continue focusing on weekdays during rush hour

Average Score = 3.4

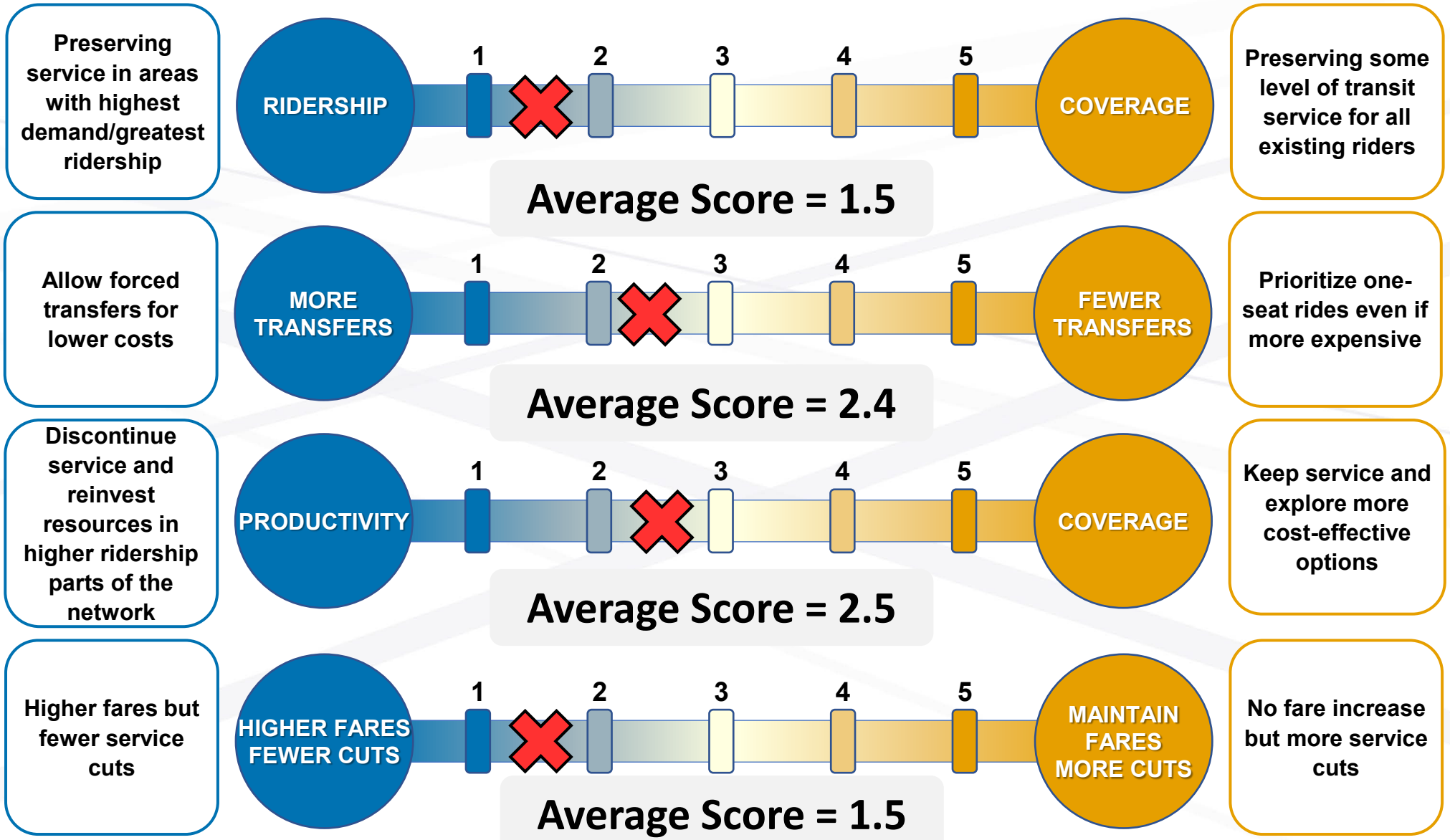
Prioritize shorter distance, community-based trips



Prioritize longer distance, regional trips

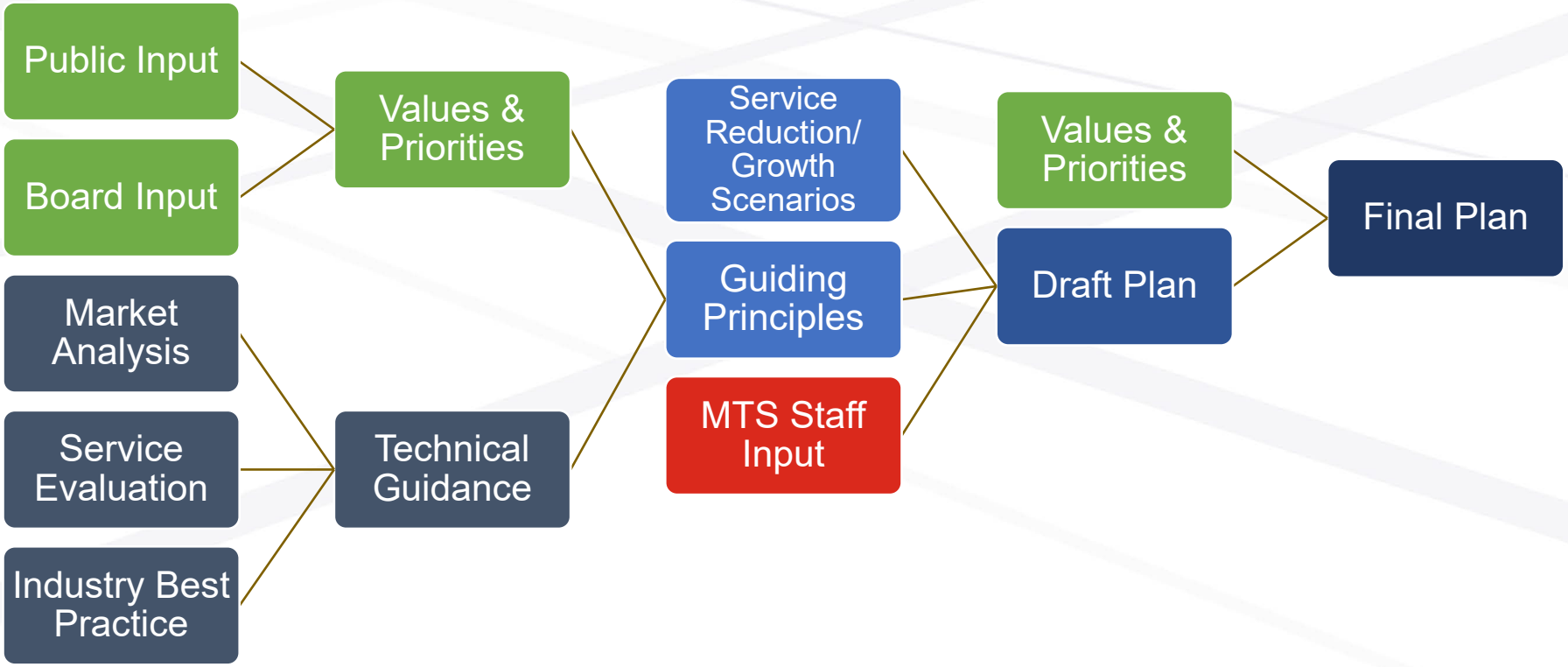
Average Score = 2.9

Board Poll Results – Priority Tradeoffs



Project Guiding Principles

- The results of the Oct. 2025 Board workshop, initial OnTrack public input, and the existing conditions analyses, plus industry best practice, informed the project's **guiding principles and plan development framework**



Project Guiding Principles

- These fall into several categories and differ by scenario:

	Service Reduction Scenario	Growth Scenario
Frequency	• Preserve core network frequencies.	• Focus investment in the core network.
All-Day/All-Week Network	• Preserve off-peak spans and frequency levels where possible.	• Move toward a more all-day, all-week network with frequency and span improvements (weekday middays, evenings, and weekends).
Efficient & Consistent Design	• Develop a network that is frequent enough to facilitate transfers to core routes and Trolley lines and de-emphasize longer-distance one-seat rides. • Balance service levels and types among many trip purposes, making transit convenient for everyone.	
Targeting Investments/ Reductions	• Prioritize the highest-ridership services and coverage in areas with the greatest demand (transit propensity) when allocating new revenue or confronting service reductions.	
Fare Levels	• Prioritize service stabilization (or enhancements) over maintaining current fare levels.	

Task 3 Recap - Evaluation of *Elevate SD 2020* Recommendations

Proposed 2020 initiatives grouped into four focus areas for evaluation

I. Transit Service Expansions

1. Trolley System Enhancements
2. Bus System Enhancements
3. Create Rapid Bus Network

II. Transit Investments

4. Trolley to the Airport
5. Sorrento Valley/UTC Skyway
6. San Ysidro Transit Center Improvements
7. High-Speed Transit Enhancements
8. Grade Separations

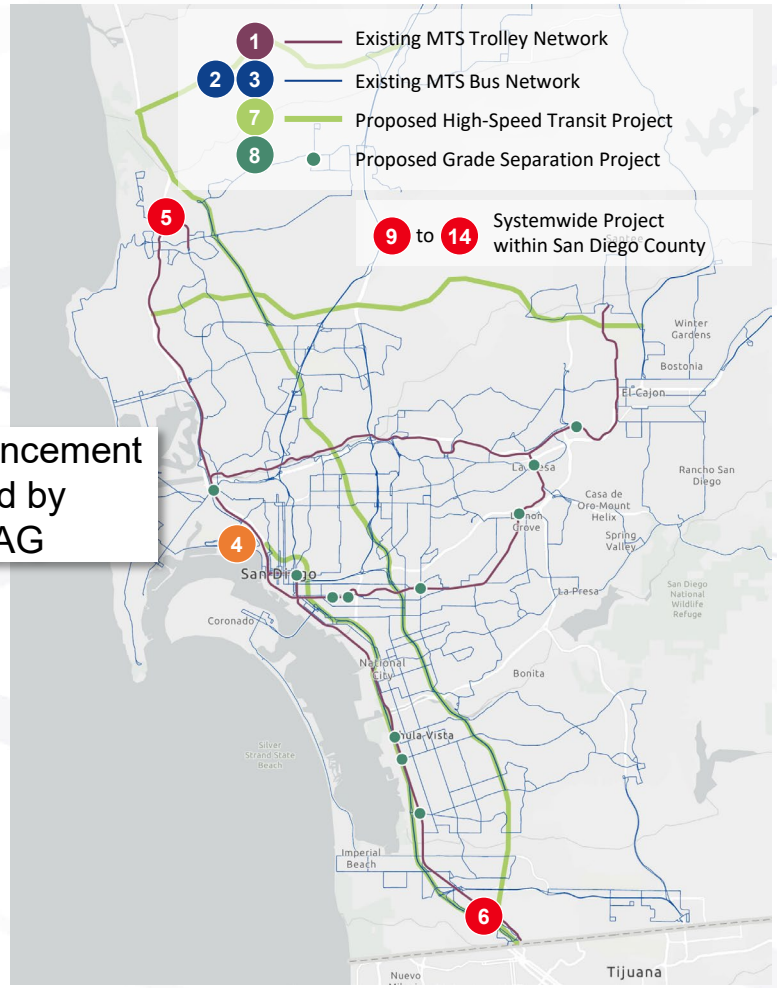
III. Access, Equity, and Rider Experience Improvements

9. Youth Opportunity Pass
10. Mobility on Demand
11. Amenities Improvements
12. Security Enhancements

IV. Supporting Programs

13. Transit-Supportive City Grant Program
14. Blue Line/Purple Line Coordination

Further advancement being led by SANDAG



Strategic prioritization now can allow MTS to build on progress since 2020

Use overall system goals to ensure a cohesive network of services

- 1 Trolley System Enhancements
- 2 Bus System Enhancements
- 4 Sorrento Valley/UTC Skyway

Formalize service tiers and advance programmatic efforts based on clear prioritization frameworks. This ensures an ongoing pipeline of ready-for construction projects as funding becomes available

- 3 Create Rapid Bus Network
- 7 High-Speed Transit Enhancements
- 8 Grade Separations
- 11 Amenities Improvements
- 12 Security Enhancements

Continue successful pilots

- 9 Youth Opportunity Pass
- 10 Mobility on Demand

Support initiatives through strategic partnership with local and regional partners, not necessarily direct funding.

- 5 Trolley to the Airport
- 6 San Ysidro Transit Center Improvements
- 13 Transit-Supportive City Grant Program
- 14 Blue Line/Purple Line Coordination

Recommendations

Elevate SD 2020 Recommendation		Carry Forward	SANDAG-Led	Do Not Advance
Transit Service Expansions	Trolley Enhancements	X		
	Bus Enhancements	X		
	Expand *Rapid* Network	X		
Transit Investments	Trolley to Airport		X	
	Sorrento/UTC Skyway			X
	San Ysidro TC Improvements		X	
	High-Speed Transit Improvements	X		
	Trolley Grade Separations	X		
Access, Equity, and Rider Experience Improvements	Youth Opportunity Pass	X		
	Mobility on Demand	X		
	Amenities Improvements	X		
	Security Enhancements	X		
Supporting Programs	Transit-Supportive City Grant Program			X
	Blue Line/Purple Line Coordination		X	

Next Steps

- Develop and refine draft network scenarios collaboratively (MTS staff and consultant TMD), using Board and community input, existing conditions analysis findings, and industry best practice
  - **Growth Scenario**: +$60M in additional annual operating revenue (i.e., new funding stream(s) and/or successful ballot measure)
  - **Reduction Scenario**: -$60M savings in annual operating expenses (as a component of other cost-savings measures to balance operating budget in FY2030 and beyond)
- Present draft and final plans for Board consideration in late 2026

Operator Outreach

- Completed outreach at all five bus operating facilities and Trolley facility
- Survey was also available online
- XXX Responses

Questions/Comments

Metropolitan Transit System

Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Public Hearing: Route 110 Discontinuation (Brent Boyd and Chris Duddy)

RECOMMENDATION:

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

1) Receive public testimony; and

2) Approve the discontinuation of Route 110.

Budget Impact

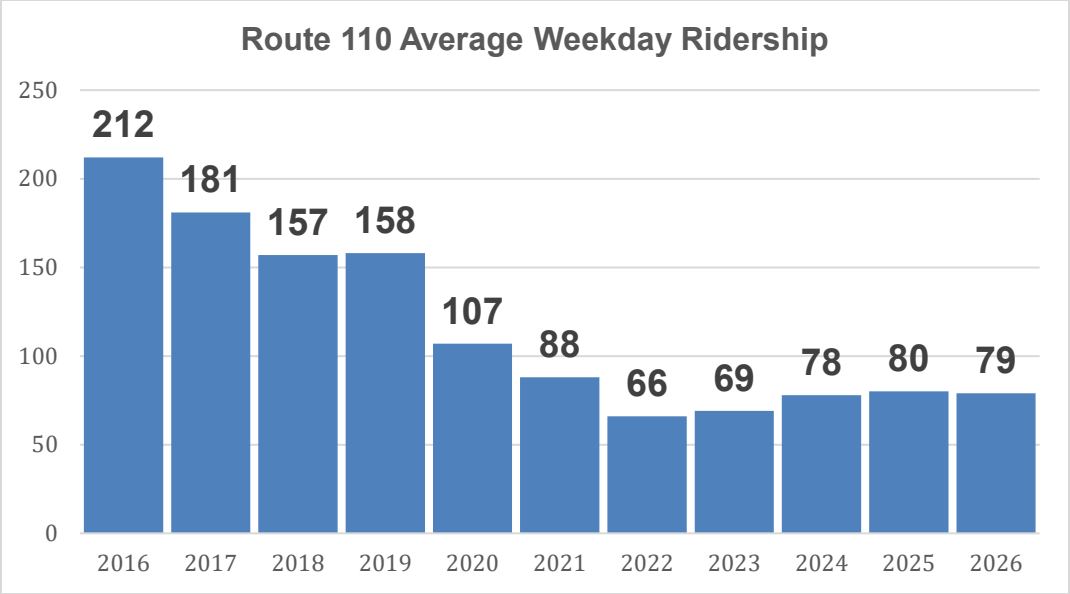
The net impact of the proposed changes will be savings of approximately $361,000 annually in the MTS operating budget. The Route 110 change on its own would save $282,000.

DISCUSSION:

Route 110 is an express bus service that operates between Mira Mesa and downtown San Diego. It provides peak directional service in the morning with four southbound trips direct to downtown San Diego between 6:00 a.m. – 7:20 a.m. and four northbound trips in the afternoon between 4:00 p.m. and 5:30 p.m.

A standard transit fare ($2.50 adult one-way) applies for Route 110.

Route 110 has an average of 79 boardings per day, with roughly 40 southbound in the morning and 40 northbound in the afternoon. That number is significantly lower than pre-COVID and has remained static since the pandemic.



Route 110 is one of the lowest-performing routes in the system, with a subsidy per passenger of $15.71 per ride and a farebox recovery rate of 7.0% (compared to $4.95 and 19.0% averages for bus routes).

Consequently, Route 110 is recommended for discontinuation.

Per MTS Board Policy 42 (Transit Service Evaluation and Adjustment), the discontinuation of any route is considered a major service change. As a major service change, discontinuance of Route 110 requires MTS Board approval after a properly noticed public hearing.

Today's public hearing is an opportunity for the public to provide testimony on the recommendation to discontinue Route 110.

Analysis of Route 110 Discontinuance

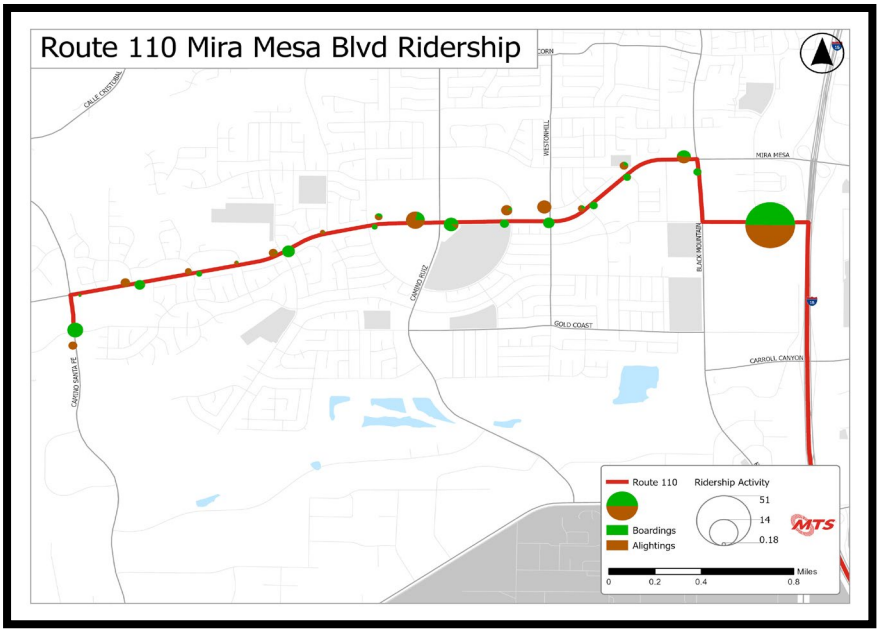
In evaluating the potential impacts of discontinuing Route 110, staff determined that, due to other existing routes and concurrent planned service changes, no passengers will be left without transit service and some passengers will actually experience expanded transit options.

In the morning, roughly half of Route 110's passengers board along Mira Mesa Blvd, and the other half board at the Miramar College Transit Station. The reverse is true in the afternoon.

See overall map of Route 110, and passenger activity map below.

For those using Route 110 to/from Mira Mesa Blvd, passengers are served by two other routes:

- **Route 921** – operates along Mira Mesa Blvd (and serves the same stops as Route 110) every half hour and provides service to Miramar College Transit Station. While Route 921 starts roughly 30 minutes later than Route 110, two additional trips will be added to Route 921 to match the current Route 110 span. Implementation of these changes to Route 921 do not require Board approval because they are considered a minor service change under Policy 42.5a.



- **Rapid 237 –** operates along Mira Mesa Blvd and directly serves Miramar College Transit Station every 15-20 minutes in the peak periods, but only serves three of the stops on the existing Route 110.

For those using Route 110 between Miramar College Transit Station and downtown San Diego, passengers are currently served both by Rapid 235 and Route 20. These routes operate a combined six trips per hour (roughly every 10 minutes) between Miramar College Transit Station and downtown San Diego, but take about 35-40 minutes, compared to the 19 minutes on Route 110.

If the discontinuation of Route 110 is approved, staff proposes that the existing Rapid Express Route 290, which currently bypasses Mira Mesa on Interstate 15, will begin to stop at Miramar College Transit Station. This route will serve Miramar College Transit Station for a longer span than the existing Route 110 and will provide seven trips in each direction, compared to Route 110's four trips in each direction. Implementation of these changes to Route 290 do not require Board approval because they are considered a minor service change under Policy 42.5a.

The resulting service levels and travel times between Miramar College Transit Station and downtown San Diego are shown below.

SERVICE LEVELS (AM)

	Current	Proposed
110	4 trips between 6:00a – 7:20a	---
290 (Planned)	---	7 trips between 5:30a – 8:30a
20	30-minute service	30-minute service
235	15-minute service	15-minute service

TRAVEL TIMES (MIRAMAR COLLEGE TS TO DOWNTOWN)

	Inbound to Downtown (AM)	Outbound from Downtown (PM)
110 (Current)	19 minutes	24 minutes
290 (Planned)	19 minutes	24 minutes
20	37 minutes	43 minutes
235	36 minutes	40 minutes

Rapid Express 290 does have a higher fare than Route 110 ($5 vs $2.50 for a one-way trip) but is operated with over-the-road coaches. However, Route 110 passengers generally have substantially higher incomes and more flexibility than the average MTS bus passenger. The SANDAG 2023 Origin-Destination Survey indicated the following for Route 110 passengers:

- 94% did not use a SDM or Youth discount pass (62.5% bus system average)
- 100% had at least one-car in their household (37.2% bus system average)
- 60% had a household income of $75k or greater (17% bus system average)
- 35% had a household income of $100 or greater (5% bus system average)

Title VI Analysis for Major Service Change

MTS's Title VI analysis for a major service change includes a determination of whether disparate impacts to minority populations or disproportionate burdens to low-income populations would result from the change. The purpose of this analysis is to determine if there are any adverse impacts, as defined by Policy 42, which would result from implementation of the service.

Per the direction from the Federal Transit Administration (FTA), the block groups within ¼-mile of the route are to be analyzed. However, Route 110 operates primarily along the freeway with stops only in Mira Mesa and downtown San Diego. Consequently, the analysis was completed for both the route as a whole, as well as the non-freeway (Mira Mesa and downtown San Diego) segments only.

When looking at the route as a whole, Route 110's low-income and minority populations are each slightly lower than the MTS service area averages.

Low-Income and Minority Populations in MTS Service Area and along Route 110 (by Census block group)

	# of Census Block Groups	Income Block Group Population	Low-Income Population	% Low Income	Race/ Ethnicity Block Group Population	Minority Population	% Minority
MTS Service Area Average	1,539	2,271,479	551,613	24.3%	2,334,375	1,381,911	59.2%
Route 110	77	111,806	26,550	23.8%	117,586	68,549	58.3%

When looking at only the non-freeway (Mira Mesa and downtown San Diego) segments, Route 110's percentage of low-income population is just below the MTS service area average and its minority population is within 10 percent of the MTS service area's average.

Low-Income and Minority Populations in MTS Service Area and along non-freeway segments of Route 110 (by census block group)

	# of Census Block Groups	Income Block Group Population	Low-Income Population	% Low Income	Race/ Ethnicity Block Group Population	Minority Population	% Minority
MTS Service Area Average	1,539	2,271,479	551,613	24.3%	2,334,375	1,381,911	59.2%
Route 110	35	50,279	12,113	24.1%	52,391	32,625	62.3%

Consequently, the Title VI service analysis of the proposed Route 110 discontinuation does not reveal any potentially disparate impacts or disproportionate burdens.

The Title VI report is attached.

Public Outreach

In addition to this public hearing (which was noticed in the San Diego Daily Transcript, on the MTS web site, and on all bus stop notices), MTS completed the following outreach:

- Staffed table at Miramar Transit Center on Thursday, February 19 during AM commute
- Survey (with QR code) regarding travel patterns was posted on Thursday, February 19 at all bus stops.
- Survey also distributed on all AM trips on Tuesday, February 24, 2026
    - MTS received 25 responses to the survey (about 60% of passengers).
- As of Thursday, March 12, MTS received 6 comments regarding the discontinuation of Route 110
    - 4 against discontinuation
    - 1 against due to unknown schedule of Route 290 and unknown crowding levels
    - 1 in favor as long as Rapid Express 290 serves Miramar College Transit Station

A complete set of comments received by Thursday, March 18 at 4pm will be included for Board of Directors review.

Recommendation

Section 42.5 of Policy 41 provides that “Changes to MTS bus and trolley services are implemented three times a year in the fall, winter, and summer. These regularly scheduled service changes provide an opportunity to: (1) improve the routing, operation, and schedules of the transit system consistent with service evaluation and customer comments, (2) implement changes as a result of service plans, including the implementation of new services, (3) optimize service according to the MTS service vision, and (4) adjust service levels according to budget constraints. Service changes can be classified into minor and major changes.”

Here, Route 110 was reviewed and determined to be appropriate for discontinuance because it (a) serves only a small number of passengers each day; (b) the subsidy required per passenger trip ($15.71) is substantial; (c) alternative transit services are available for passengers of Route 110, including supplemental service on Routes 921 and 290 that would be implemented at the

same time that Route 110 is eliminated; and (d) the proposed service change would result in an estimated annual savings to MTS of $361,000.

Based on the above, it is recommended that the Board:

1) Receive public testimony; and
2) Approve the discontinuation of Route 110.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Title VI Analysis
B. Public Comment

Title VI Analysis

Route 110

Prepared by the Metropolitan Transit System
March 2026

Executive Summary

The San Diego Metropolitan Transit System (MTS) is proposing to discontinue Route 110 permanently. Route 110 is an express bus service that operates between Mira Mesa and downtown San Diego. It provides peak directional service in the morning with four southbound trips direct to downtown San Diego between 6:00 a.m. – 7:20 a.m. and four northbound trips in the afternoon between 4:00 p.m. - 5:30 p.m.

Since this is a discontinuation of an existing route that is not a pilot, this is considered a major service change under MTS Board Policy No. 42 "Transit Service Evaluation and Adjustment", Section 42.6A, and as a result, a Title VI analysis is required in accordance with Federal Transit Administration (FTA) guidance (FTA Circular 4702.1B).

This Title VI analysis shows that there are no disparate impacts to minority populations or disproportionate burdens to low-income populations. Even so, mitigation is provided for passengers affected by the change.

Title VI Overview

Title VI is a federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. MTS has followed the FTA guidelines, published in FTA Circular 4702.1B on October 1, 2012. MTS Board Policy No. 42[1] explains what is considered a major service change and the threshold for what is considered a disparate impact on minority populations and/or a disproportionate burden to low-income populations. These thresholds are defined below.

> *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 than the total MTS service area average; or the benefiting population is 10 percent or more non-minority than the total MTS service area average.*
>
> *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" 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.*

The FTA guidelines allow transit agencies to use either ridership or population as a basis to determine disparate impacts and disproportionate burdens. Whichever basis is selected should be used throughout the analysis. MTS has selected population as the basis for the analysis because it incorporates the demographics of the passengers using the service along with all populations that have access to the service.

The analysis compares the population in Census block groups affected by the proposed change (defined as within 1/4 mile of an affected route) with the population in the service area. The data source is the 2019-2023 5-year estimates from the American Community Survey and Census block groups were selected because they have higher statistical validity than blocks and income level is not publicly available at the block level.

The definitions of disparate impact and disproportionate burden included in MTS Board Policy No. 42 (see

[1] MTS Board Policy No. 42 can be reviewed at the following website link: https://www.sdmts.com/sites/default/files/policy.42.transit_service_eval_and_adjustment.pdf. A description of the public engagement process conducted to develop MTS's major service change analysis, as well as the Board's approval of MTS Board Policy No. 42, can be reviewed at the following website link (See MTS Board of Directors Meeting on June 20, 2013, Agenda Item 31): https://www.sdmts.com/sites/default/files/2013-6-20.pdf/.

above) are used in this analysis. The FTA Circular encourages recipients to use a locally developed threshold for low-income persons that are “at least as inclusive as the Department of Health and Human Services (HHS) poverty guidelines.” This analysis defines low-income persons as individuals whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau which is consistent regionally with the San Diego’s Metropolitan Planning Organization (MPO), the San Diego Association of Governments (SANDAG).

Route 110 Title VI

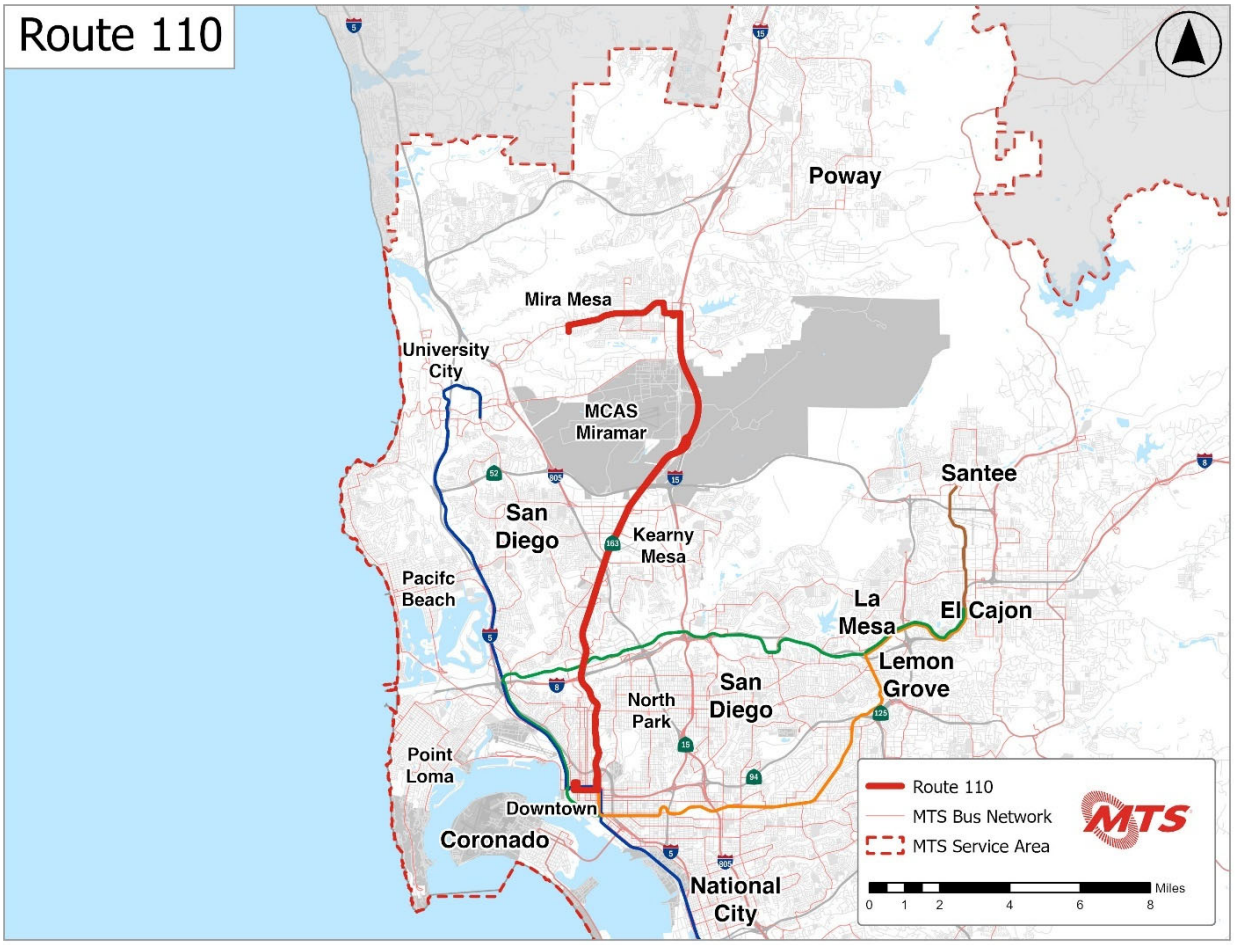
Qualification as Major Service Change

According to Board Policy 42, MTS will conduct a Title VI analysis on any of the following changes before a final implementation decision is made:

- A change that is greater than 25 percent of a route's weekly in-service miles or hours.
- An increase or reduction in the average weekly span-of service of more than 25 percent.
- The implementation of a new route or the discontinuation of an existing route.
- A routing change that affects more than 25 percent of a route's Directional Route Miles and more than 25 percent of the route's bus stops.

Route 110 (formerly Route 210 prior to June 2014) provides local service along Mira Mesa Blvd. in the morning before providing express service on the freeway to Downtown San Diego and the reverse in the afternoon. The discontinuation of a non-pilot route qualifies the change as a major service change and a Title VI analysis must be completed as a result. ***Map 1*** shows Route 110’s current alignment.

Map 1: Route 110



Definition of Low-income and Minority Groups

As described above, FTA Circular 4702.1B encourages recipients to use a locally developed threshold for low-income persons that is “at least as inclusive as the HHS poverty guidelines.” In coordination with SANDAG, MTS defines a low-income person as an individual whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau. The FTA defines minority persons as the following: American Indian and Alaska Native, Asian, African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander.

Disparate Impact and Disproportionate Burden to Minority and Low-Income Populations

This analysis considers the percentage of minority and low-income persons in each census block group that the route serves.

> 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 benefiting population is 10 percent or more non-minority than the total MTS service area average. *For example, if the total MTS service area average is 55% minority, then a proposed service change that adversely affects a population that is 65% minority or greater would be defined as a disparate impact.* If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change (MTS Board Policy No. 42, Section 42.6b).
>
> 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” 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 example, if the total MTS service area average is 20% “low-income,” then a proposed service change that benefits a population that is 90% or greater “non-low-income” would be defined as a disproportionate burden.* If MTS chooses to implement a proposed change 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 (MTS Board Policy No. 42, Section 42.6b).

Route 110 Disparate Impact and Disproportionate Burden Analysis

Map 2 shows low-income population and minority census block groups around Route 110.

Map 2 Route 110 Low-Income and Minority Census Block Groups

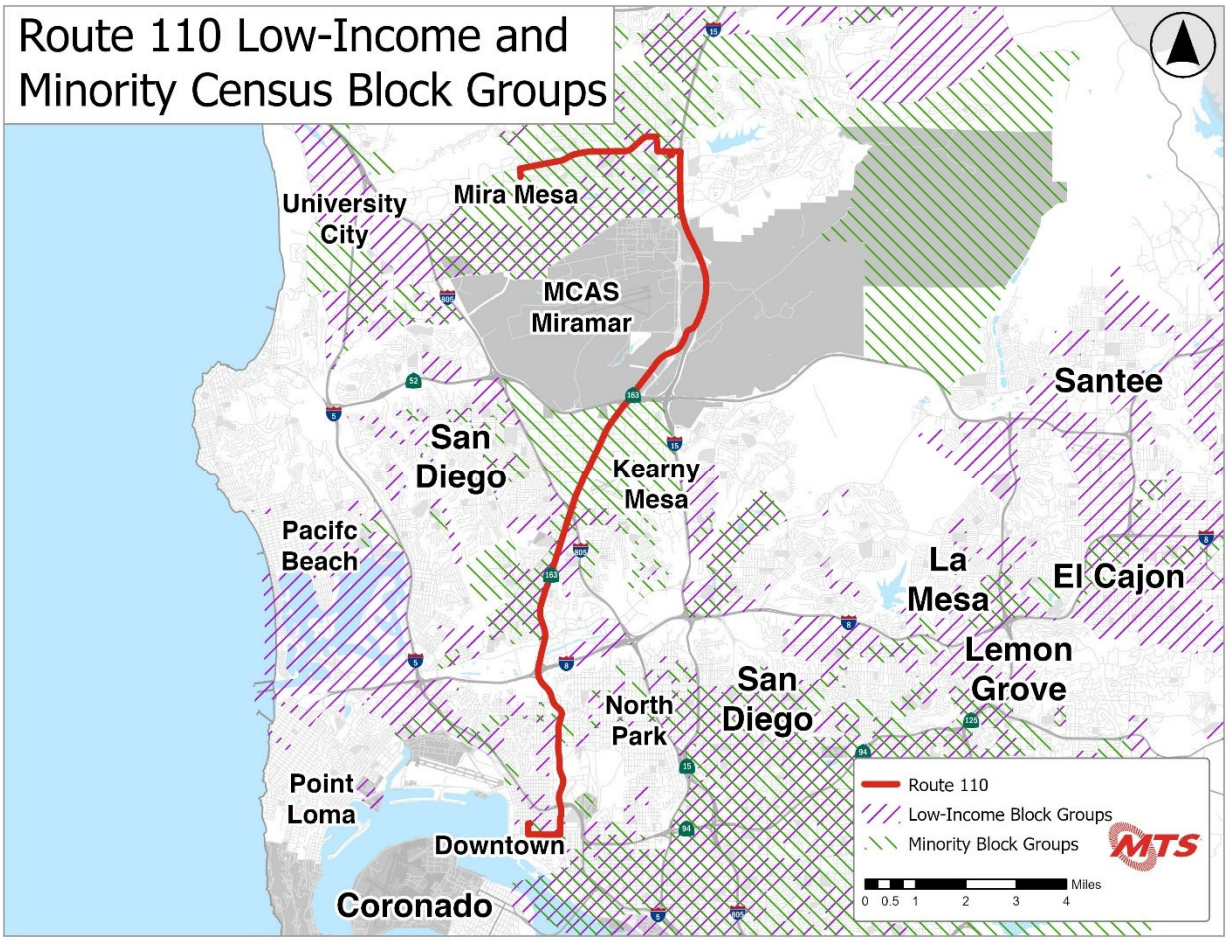


Table 1 shows the total MTS service area averages for minority and low-income populations, based on the data from the 2023 American Community Survey 5-year estimates, 2019-2023:

Table 1: MTS Service Area Averages

Population	Service Area Average
Minority	59.2%
Low-income	24.3%

Table 2 presents minority and low-income population data within the MTS service area compared to minority and low-income population data for census block groups that are within ¼ mile of Route 110. Because group quarters like nursing homes, dormitories, military barracks, group homes, and shelters are not considered households, income and race ethnicity populations will not be equal each other.

Table 2: Low-Income and Minority Populations in MTS Service Area and along Route 110 (by Census block group)

	# of Census Block Groups	Income Block Group Population	Low-Income Population	% Low Income	Race/ Ethnicity Block Group Population	Minority Population	% Minority
MTS Service Area Average	1,539	2,271,479	551,613	24.3%	2,334,375	1,381,911	59.2%
Route 110	77	111,806	26,550	23.8%	117,586	68,549	58.3%

The Route 110 percent of low-income and minority populations are lower than the MTS's service area percentage of low-income and minority populations indicating the change does not have a disparate impact or disproportionate burden. Approximately 58.3 percent of the population within the Route 110 block groups identify as minority, compared to 59.2 percent systemwide. Approximately 23.8 percent of residents are low-income, compared to 24.3 percent systemwide.

Per the direction in the FTA Circular, the block groups within ¼ mile of the route are to be analyzed, however, Route 110 operates primarily along the freeway with stops only in Mira Mesa and Downtown. ***Table 3*** shows the minority and low-income populations located along the alignment in Downtown San Diego and in Mira Mesa.

Table 3: Low-Income and Minority Populations in MTS Service Area and along non-freeway segments of Route 110 (by census block group)

	# of Census Block Groups	Income Block Group Population	Low-Income Population	% Low Income	Race/ Ethnicity Block Group Population	Minority Population	% Minority
MTS Service Area Average	1,539	2,271,479	551,613	24.3%	2,334,375	1,381,911	59.2%
Route 110	35	50,279	12,113	24.1%	52,391	32,625	62.3%

The Route 110's percentage of low-income population is Downtown and Mira Mesa is lower than the system average and its minority population in Downtown San Diego and Mira Mesa is within 10 percent of the MTS service area's percentage of minority populations, indicating the change does not have a disparate impact or disproportionate burden. Approximately 62.3 percent of the population within the Route 110 block groups identify as minority, compared to 59.2 percent systemwide. Approximately 24.1 percent of residents are low-income, compared to 24.3 percent systemwide.

The formats provided in ***Table 1***, ***Table 2***, and ***Table 3*** above are consistent with formats provided in Appendix K of FTA Circular 4702.1B as recommended by the FTA.

Mitigation

There is not an identified disparate impact or disproportionate burden, however, to mitigate any adverse impacts on customers, MTS is also implementing the following:

- Add Rapid Express 290 stop at Miramar College Transit Station, which will provide a similar express-like service for former Route 110 customers who boarded at Miramar College Transit

Station (about 50%). This route operates seven trips in each direction (compared to Route 110's four trips in each direction) and has a much longer span than current Route 110.

- Adding two morning trips on Route 921 so that the span along Mira Mesa Blvd will be similar to what is currently provided with Route 110.

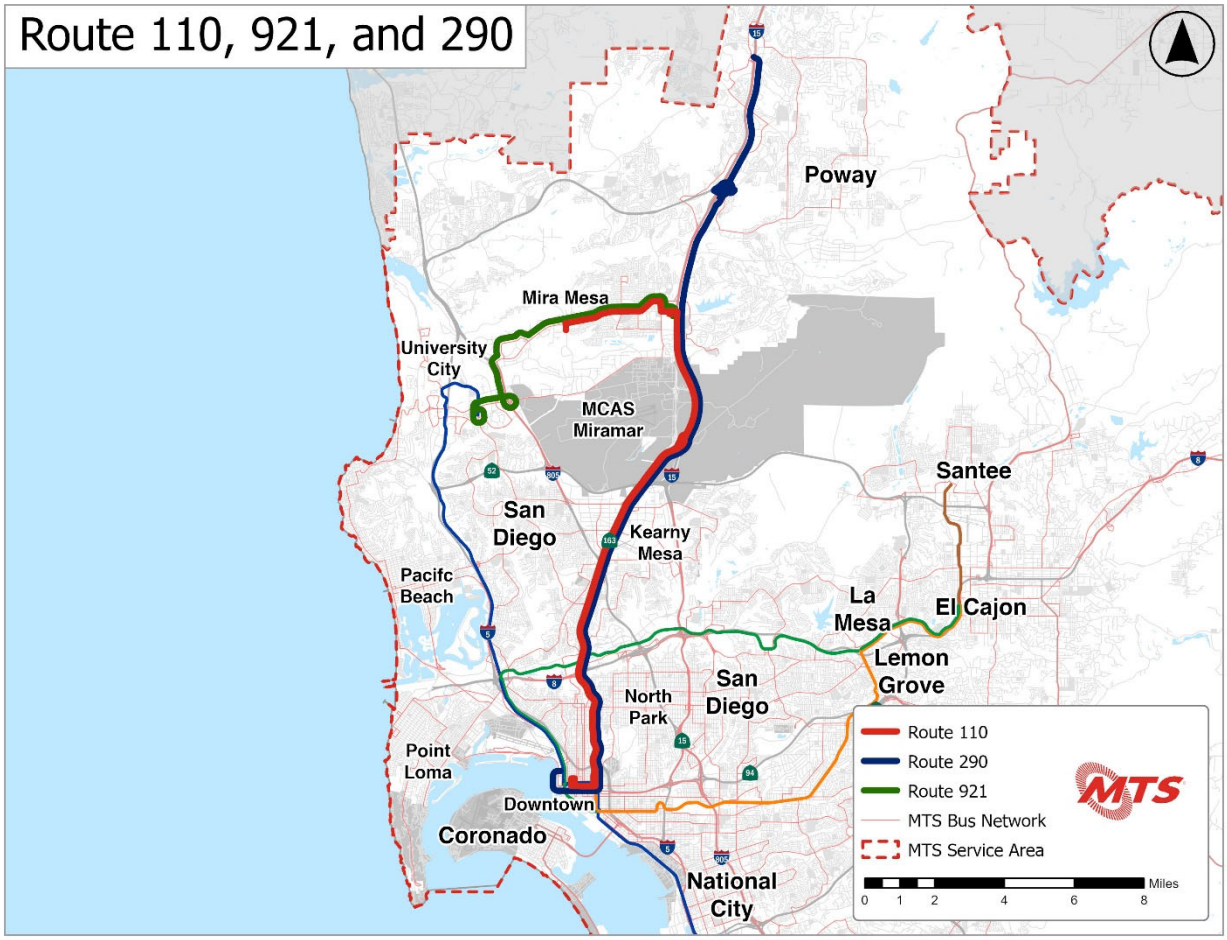
Customers that currently board Route 110 along Mira Mesa could transfer from Rapid 237 or Route 921 to Rapid Express 290 at Miramar College Transit Center. There is also a free park-n-ride lot on the north side of Miramar College Transit Center.

Customers that do not want to use Rapid Express 290 would also have access to Rapid 235 or Route 20 with service between Miramar College Transit Station and downtown San Diego every 15 minutes for the majority of the day.

Travel times from Miramar Transit Center to downtown San Diego in the AM peak are 19 minutes on Route 110/290, 36 minutes on Rapid 235, and 37 minutes on Route 20. Rapid Express 290 is served by over-the-road coaches and has a higher Rapid Express/Premium fare. Routes 20 and 235 have standard fares.

Map 1 shows Routes 110, along with the alternative services.

Map 3: Options for Current Route 110 Passengers



Conclusion

The discontinuation of Route 110 shows that there are no disparate impacts to minority populations or disproportionate burdens to low-income populations.

Even so, mitigation is provided for passengers affected by the change, with the implementation of two earlier trips on Route 921 and an additional stop for Rapid Express 290 at Miramar College Transit Station.

ATTACHMENT WILL BE PROVIDED BEFORE BOARD MEETING

Metropolitan Transit System

Item No. 19, 03/19/2026

Route 110 Discontinuation Public Hearing

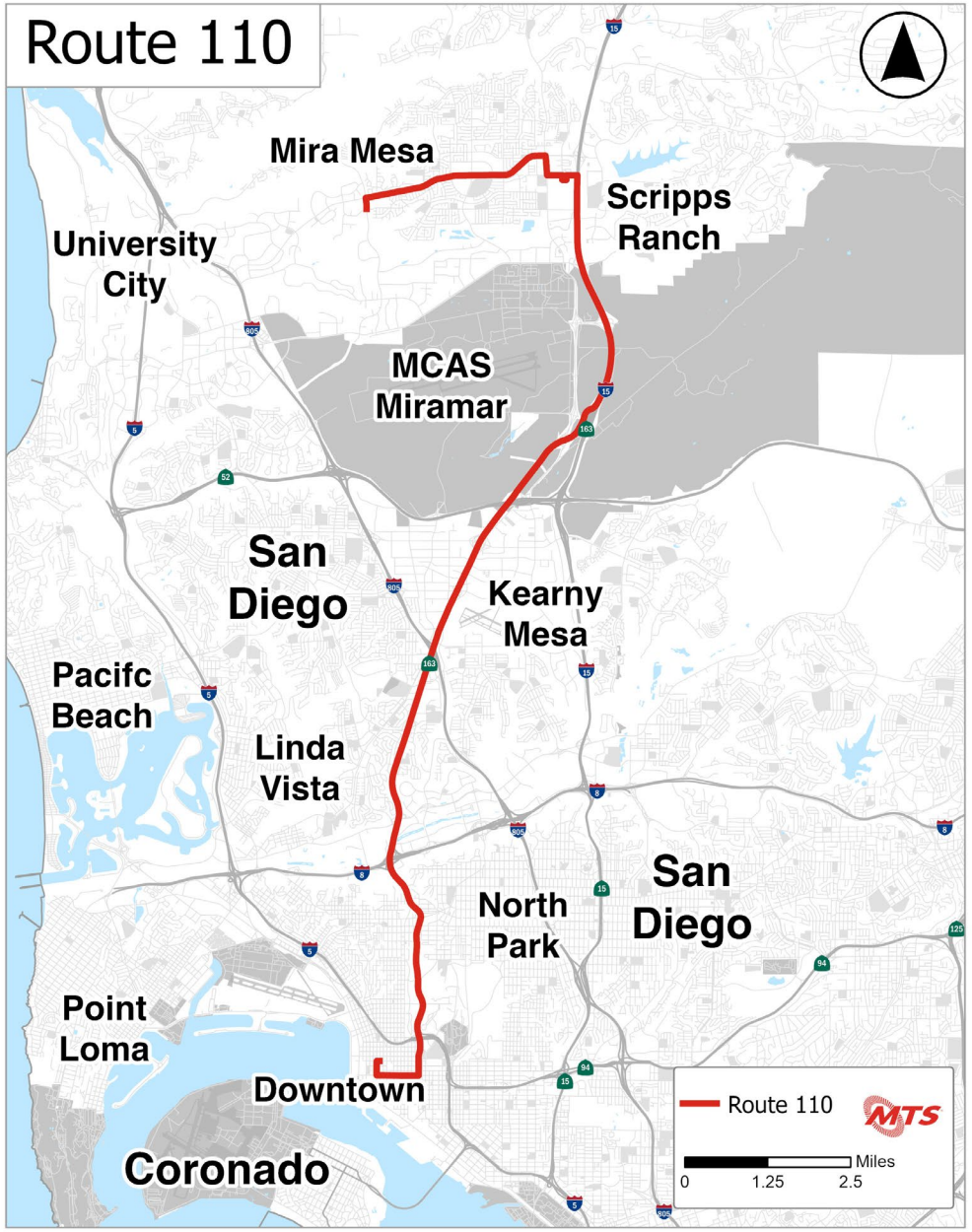
Board of Directors

Route 110 Discontinuation Public Hearing

- Route 110 is proposed for discontinuation, along with other improvements to mitigate this change.
- Per MTS Board Policy No. 42, any major service change (which includes route discontinuation) must be approved by the Board of Directors, contingent on a public hearing and Title VI Analysis.
- Recommendation will be that the Board of Directors:
  - Receive public testimony; and
  - Approve the discontinuation of Route 110

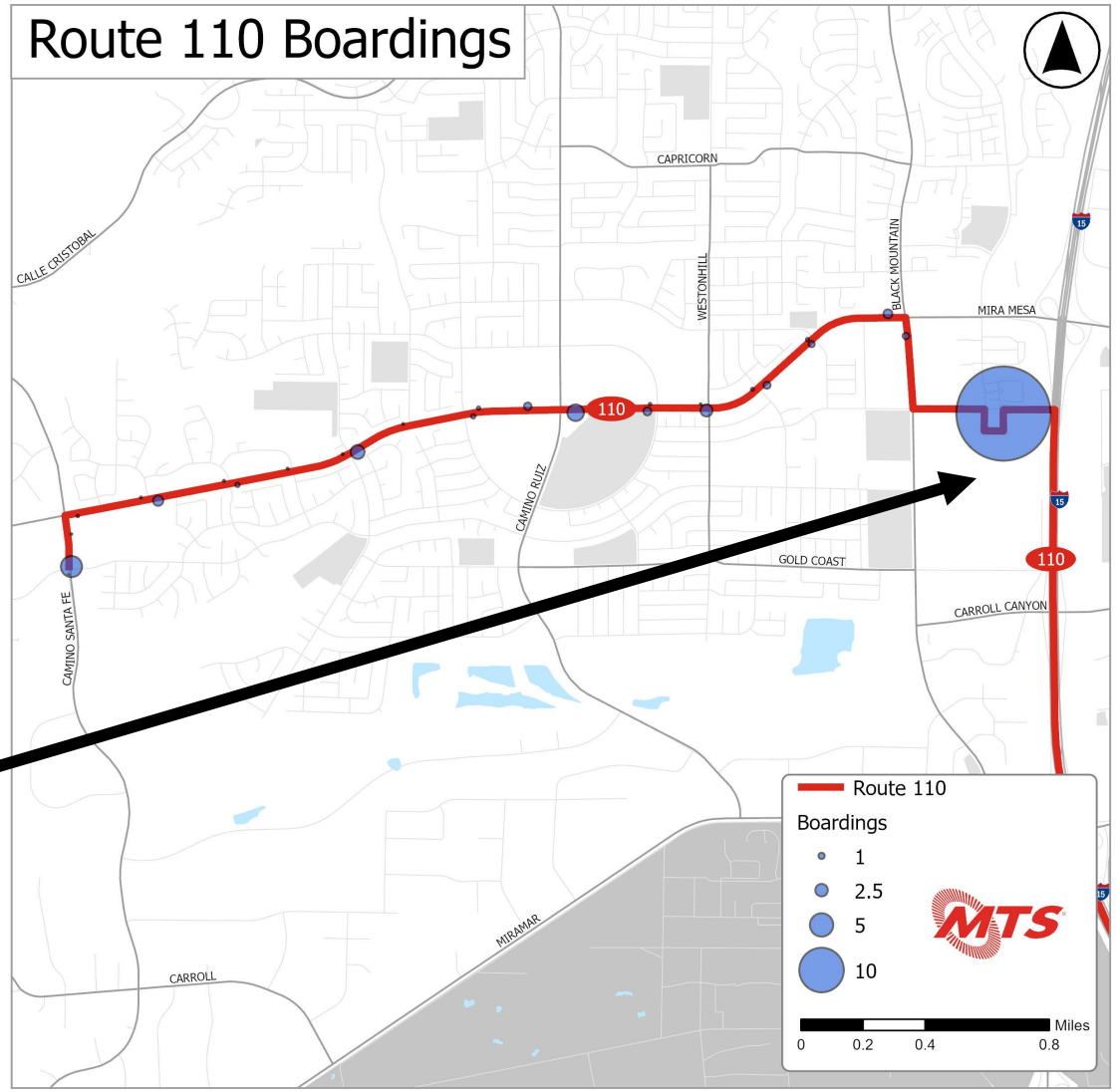
Route 110

- Provides morning service along Mira Mesa Blvd to Miramar College Transit Station and then travels straight to Downtown San Diego (and reverses in the afternoon)
- Four trips southbound in morning and four trips northbound in afternoon



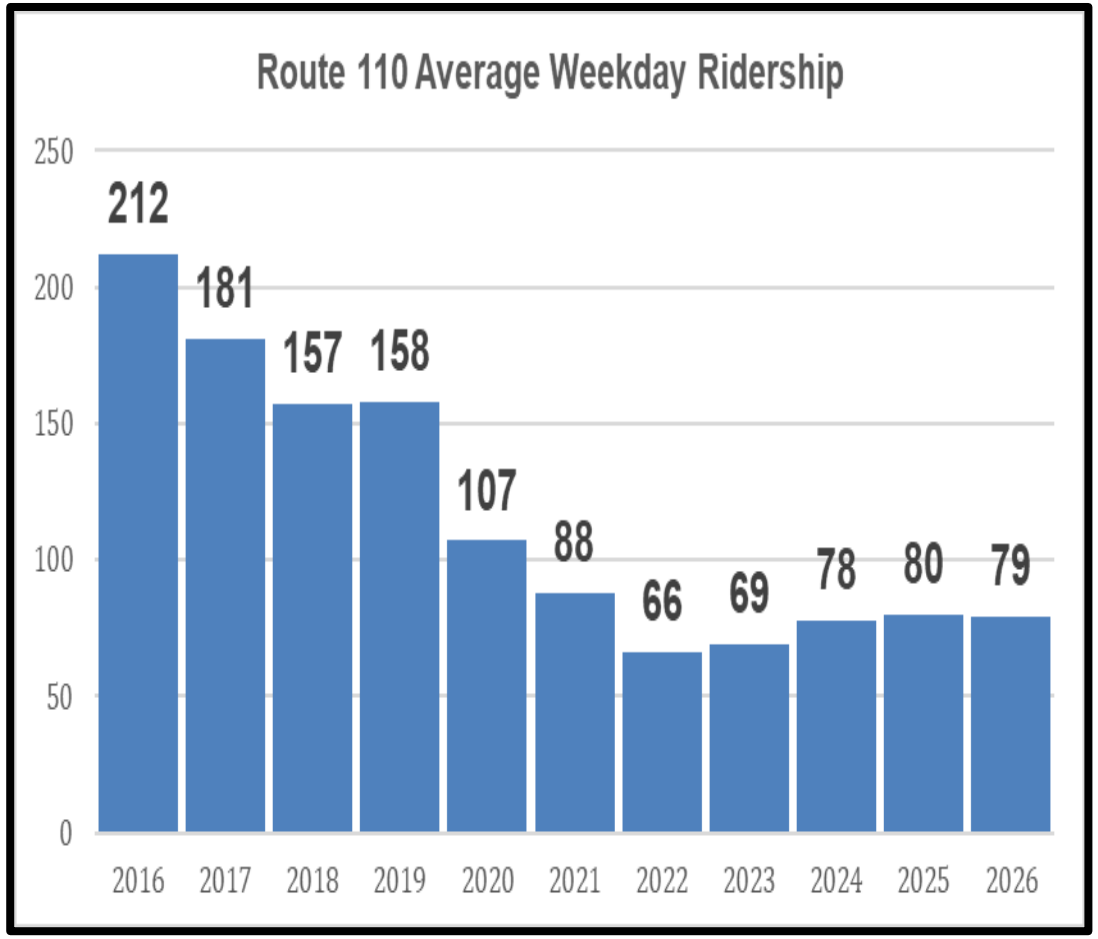
Route 110

- Provides morning service along Mira Mesa Blvd to Miramar College Transit Station and then travels straight to Downtown San Diego (and reverses in the afternoon)
- Four trips southbound in morning and four trips northbound in afternoon
- Over 50% of customers either board or alight at Miramar College Transit Station



Ridership

- Ridership has been declining since 2016 and has not recovered since the COVID-19 pandemic.
- Route 110 is averaging 82 boardings per weekday in FY 2026
- Averaging 10 boardings per weekday trip (on a 38-seat bus)

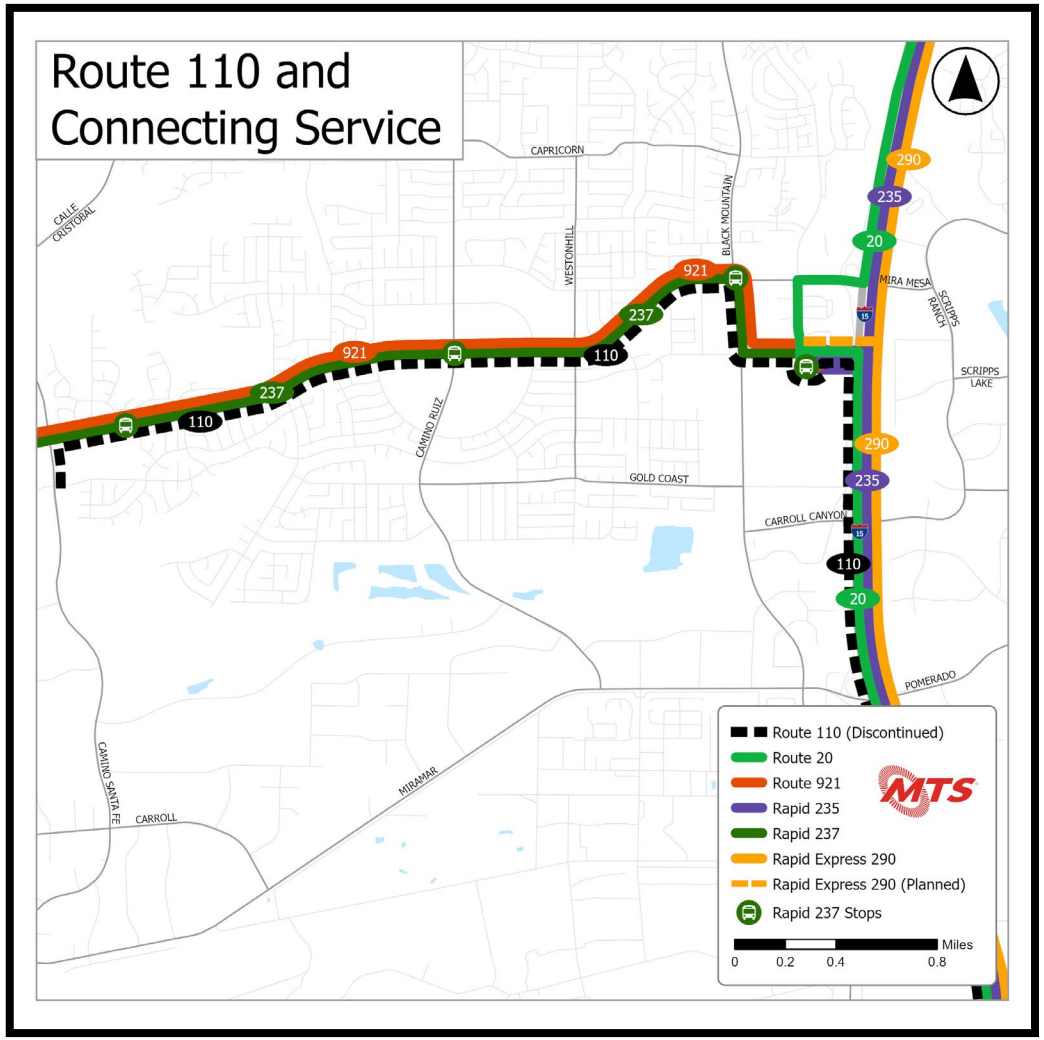


Route 110 Passenger Profile

- Over half of passengers have their work subsidize their fares.
- The SANDAG 2023 Origin-Destination Survey indicated the following for Route 110 passengers:
  - 100% have at least one-car in their household (37.2% avg)
  - 94% did not use a SDM or Youth pass (62.5% avg)
  - 60% had a household income of $75k or greater (17% avg)
  - 35% had a household income of $100k or greater (5% avg)
- Follow up survey (2026) indicated similar income levels

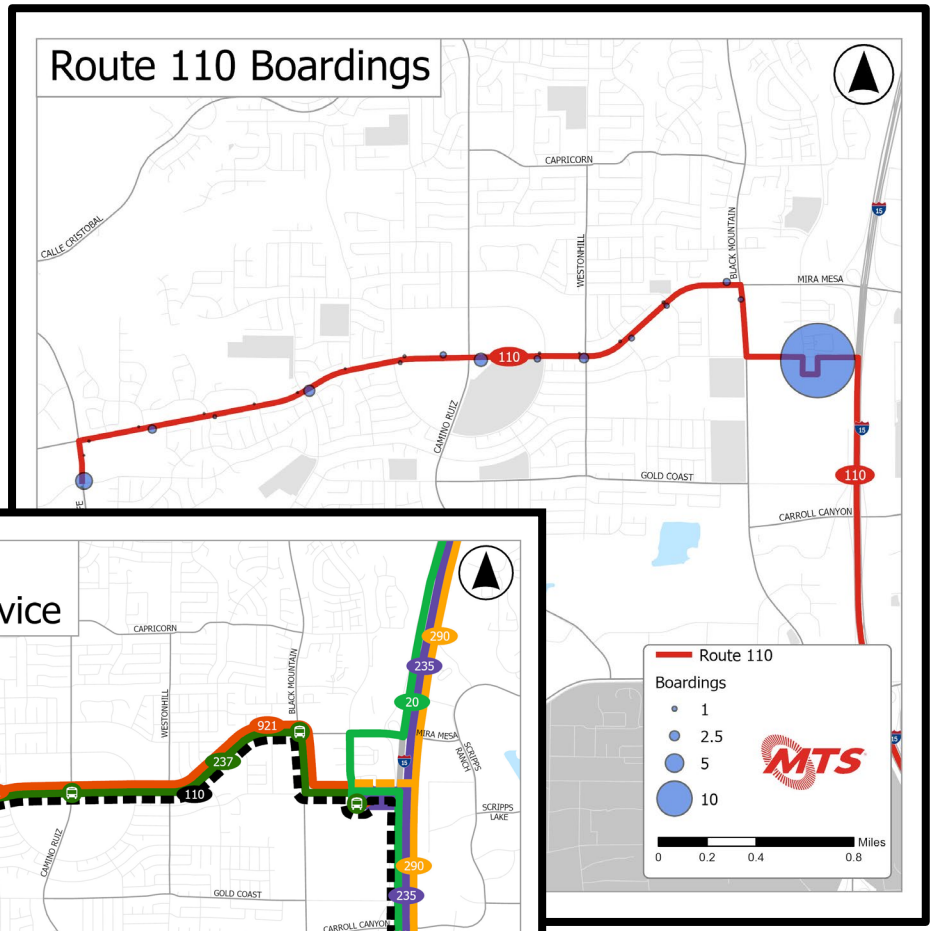
Minor Changes Related to Discontinuation of Route 110

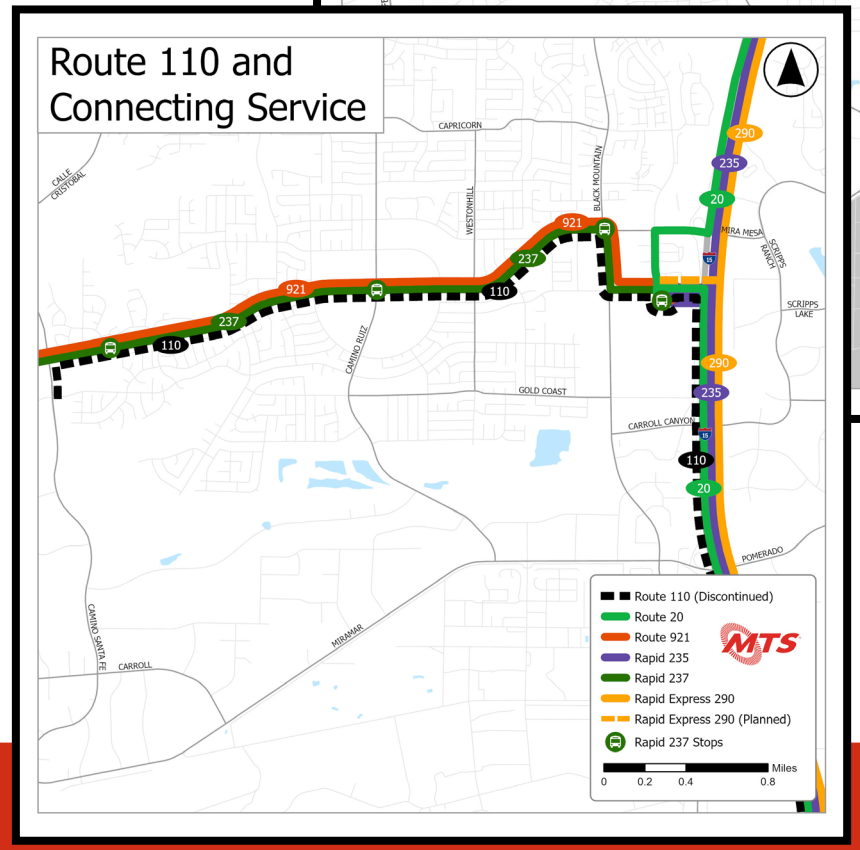
- Miramar College Transit Station will be served by Rapid Express 290, with direct service to downtown
  - Rapid Express 290 will start at Sabre Springs Transit Station and Rancho Bernardo will be served by Rapid Express 280.
  - Rapid Express premium fare
  - Majority of those surveyed receive commuter benefits
- Two additional AM trips will be added to Route 921 to align with Route 110's morning span towards Miramar College Station.
- Additional alternative service to downtown provided on existing Route 20 and Rapid 235



Estimated Effects

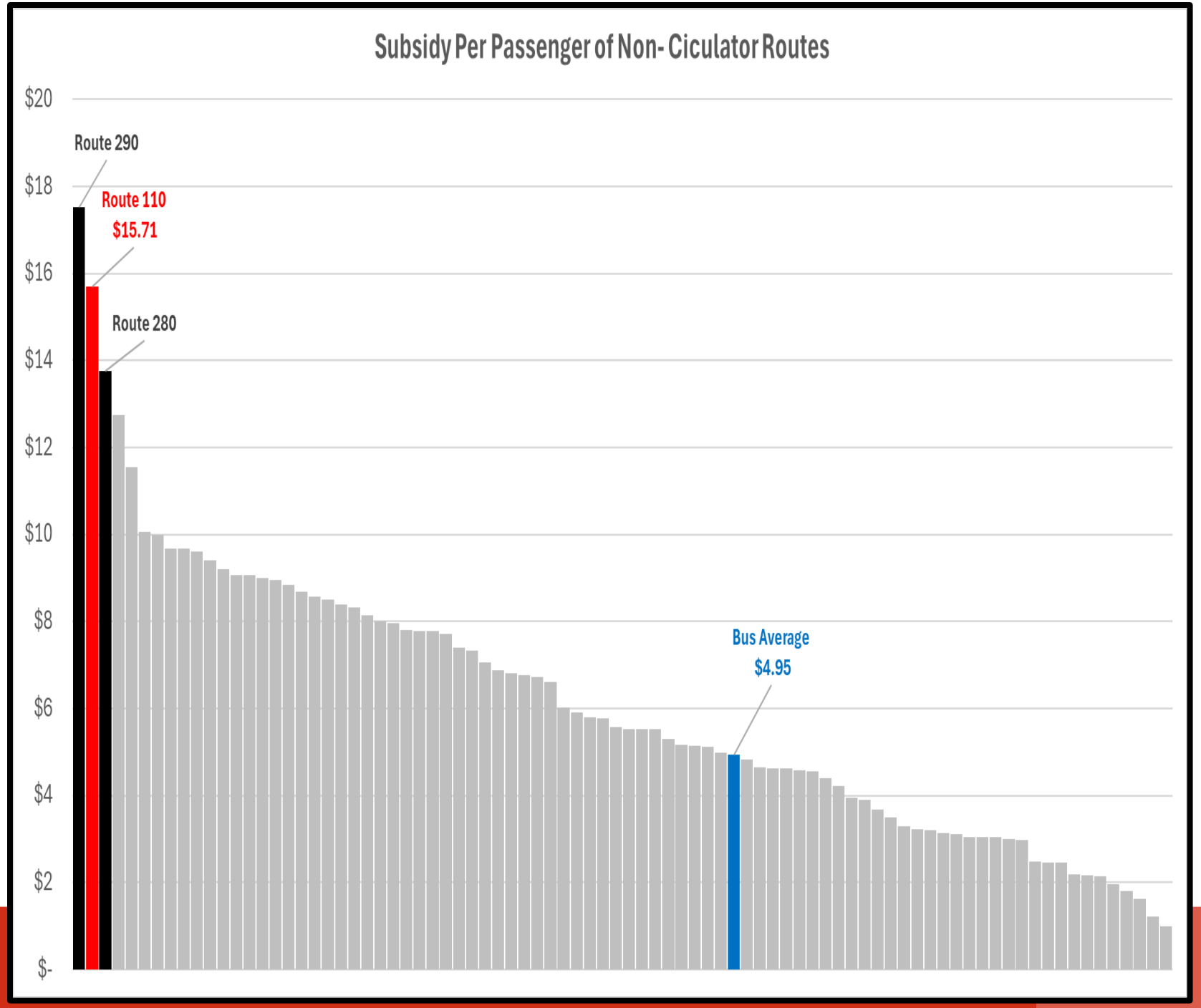
- **Passengers affected:** 40
  - **Passengers left with no service:** 0
  - **Passengers with extended span and more trips:** 21
  - **Passengers with transfer:** 19
- **Net annual savings: <u>$361,000</u>**
  - Route 110: ($282,000)
  - Route 921: +$28,000
  - Rapid Express 280/290: ($107,000)





Performance

- Route 110 has low performance levels and high subsidies per passenger
- Minor changes associated with this proposal are expected to improve stats for 280 and 290

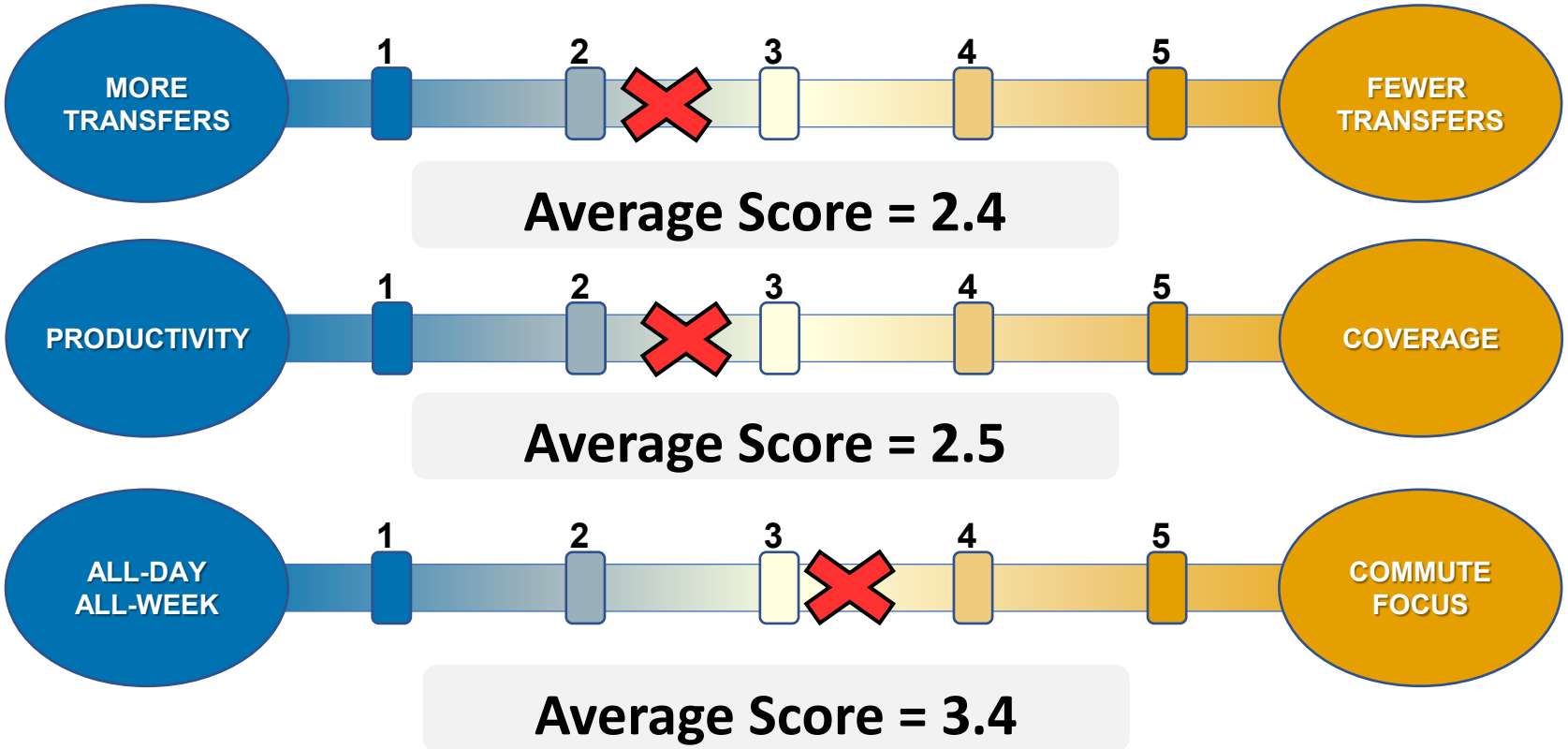


Guiding Principles from October Workshop

Allow forced transfers for lower costs

Discontinue service and reinvest resources in higher ridership parts of the network

Add service during the evenings and on weekends



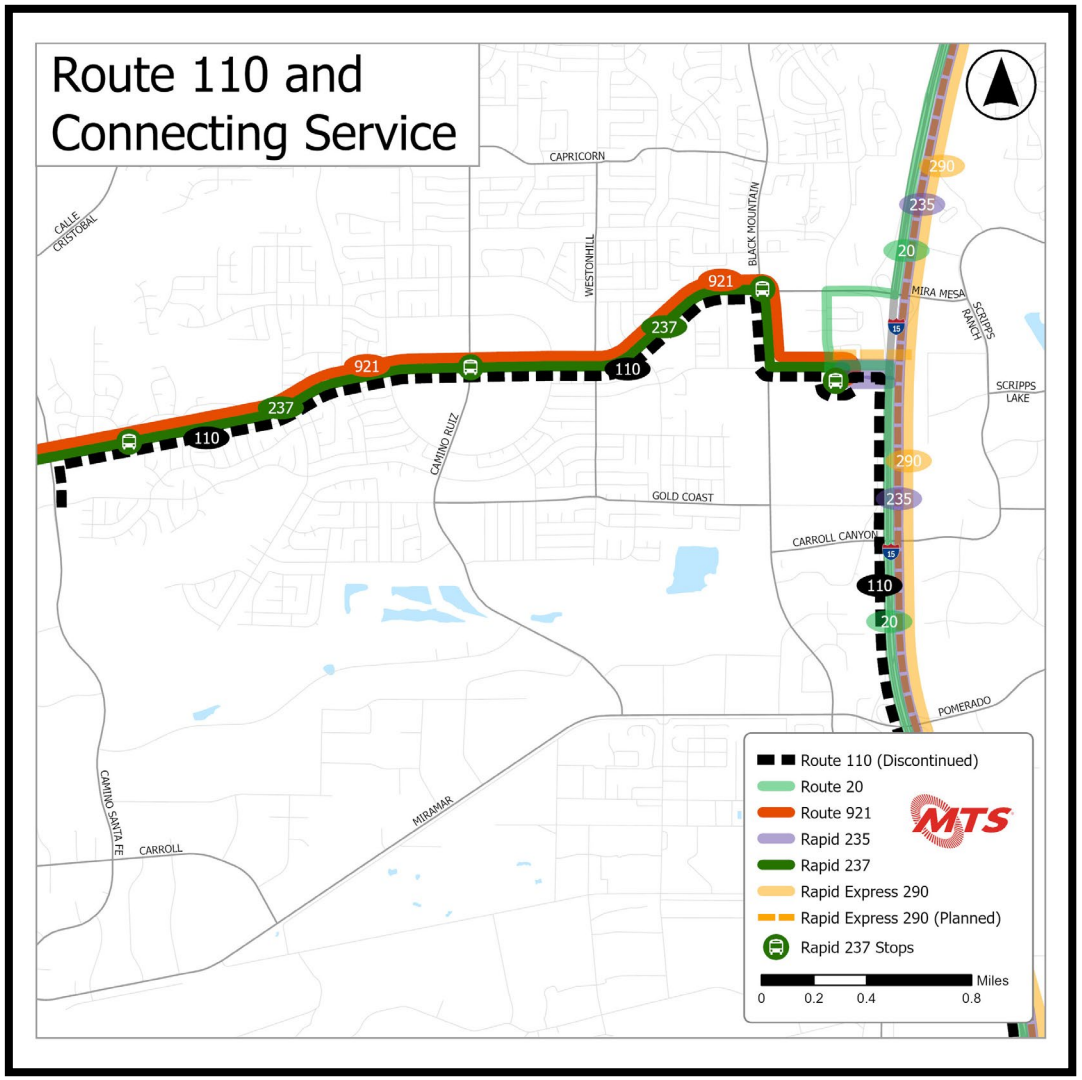
Prioritize one-seat rides even if more expensive

Keep service and explore more cost-effective options

Continue focusing on weekdays during rush hour

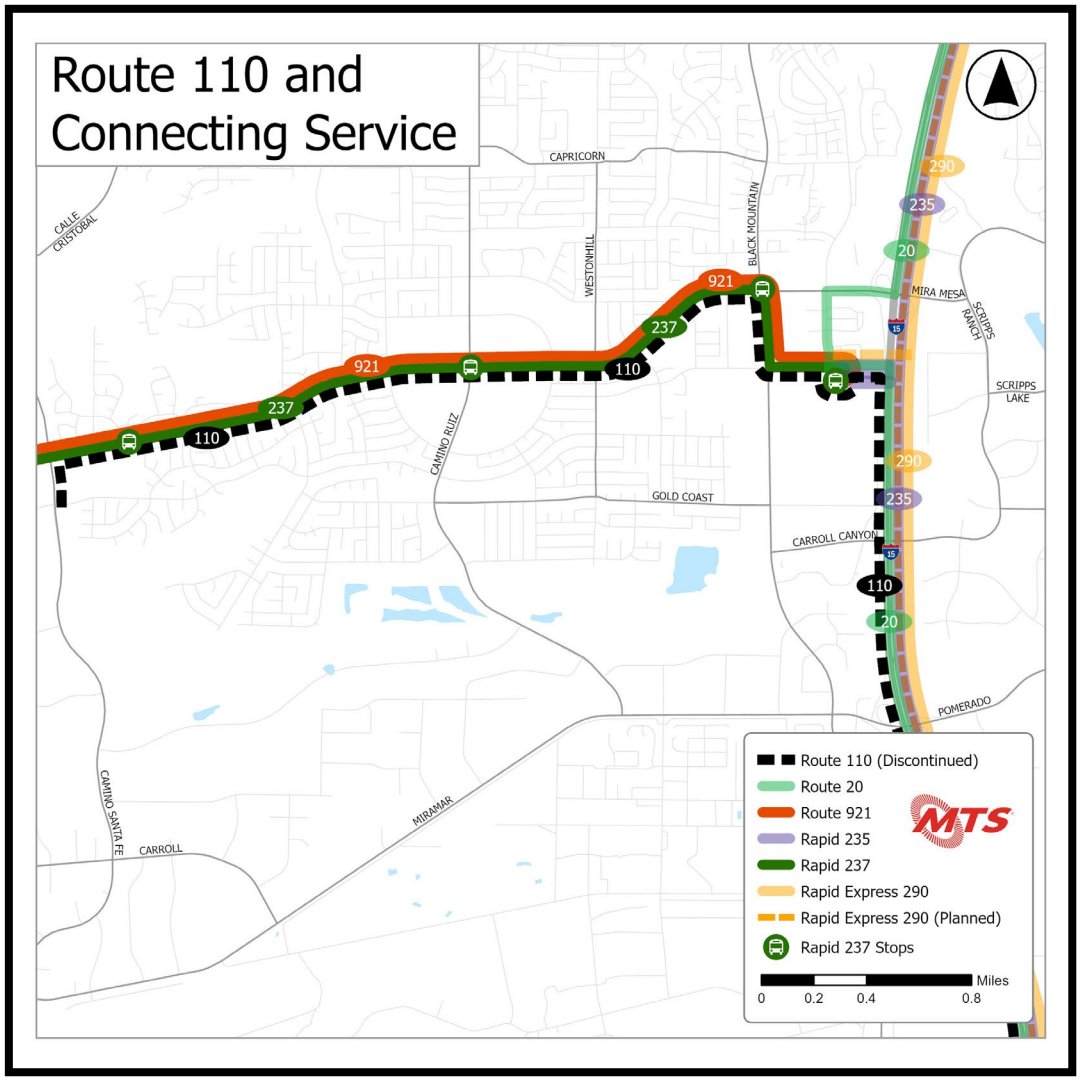
Existing Service along Mira Mesa Blvd.

- **Route 110**
  - 4 trips between 6:00a and 7:20a to Downtown and 4 trips from Downtown between 4:35p and 6:17p
- **Route 921**
  - 30-minute service for most of the day (eastbound to Miramar College starts at 6:38a)
- **Rapid 237**
  - 15-minute service in peak periods (eastbound to Miramar College starts at 6:13a)



Planned Service along Mira Mesa Blvd.

- ~~Route 110~~
  - ~~4 trips between 6:00a and 7:20a to Downtown and 4 trips from Downtown between 4:35p and 6:17p~~
- **Route 921**
  - 30-minute service for most of the day (eastbound to Miramar College starts at 6:38a)
  - Additional trips planned to meet current span of Route 110
- **Rapid 237**
  - 15-minute service in peak periods (eastbound to Miramar College starts at 6:13a)



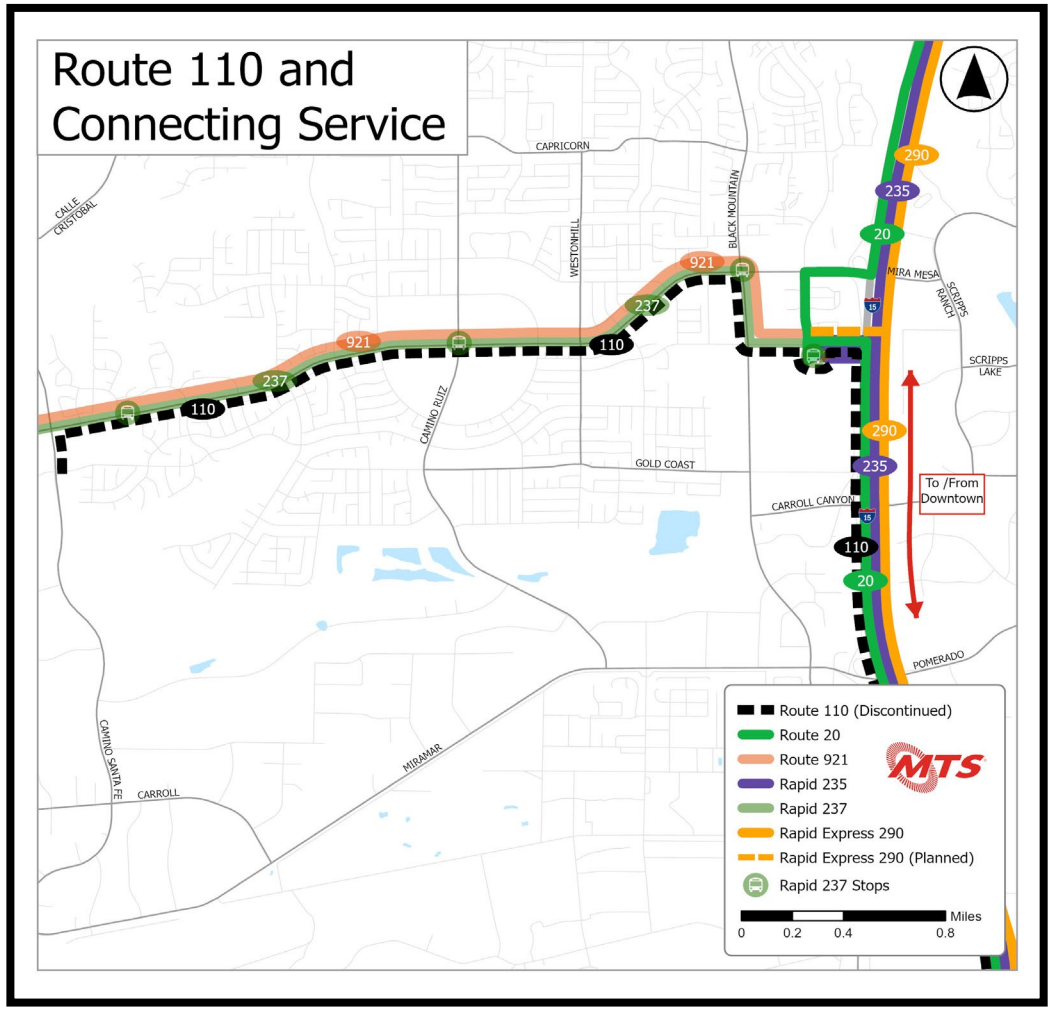
Service between Miramar College Transit Station and Downtown San Diego

SERVICE LEVELS (AM)

	Current	Proposed
110	4 trips between 6:00a – 7:20a	---
290 (Planned)	---	7 trips between 5:30a – 8:30a
20	30-minute service	30-minute service
235	15-minute service	15-minute service

TRAVEL TIMES (MIRAMAR COLLEGE TS TO DOWNTOWN)

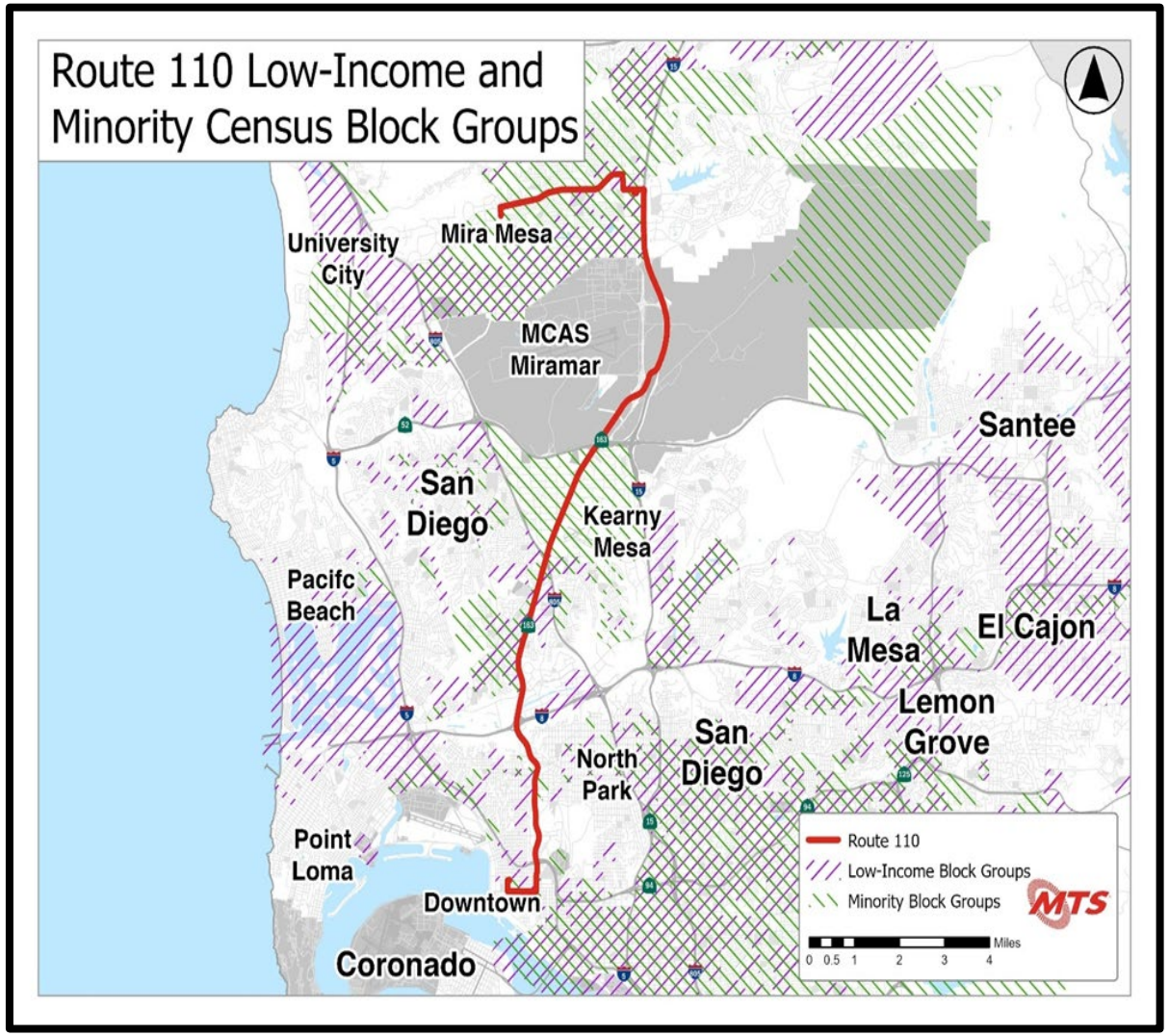
	Inbound to Downtown (AM)	Outbound from Downtown (PM)
110 (Current)	19 minutes	24 minutes
290 (Planned)	19 minutes	24 minutes
20	37 minutes	43 minutes
235	36 minutes	40 minutes



Title VI

- According to Board Policy 42, a route discontinuation is considered a “major service change” requiring a Title VI analysis and Public Hearing

- Title VI is a federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.



- Title VI analysis found no disparate impacts or disproportionate burdens for Route 110 discontinuation.

Public Input (Survey)

- MTS staff at Miramar Transit Center on Thursday, February 19
- Online survey posted on Thursday, February 19 at all bus stops
- Survey personally distributed on all AM trips on Tuesday, February 24, 2026
- 25 survey responses (approximately 60% of 110 customers)

Public Input (Public Hearing)

- MTS Opened the Public Hearing for the discontinuation of Route 110 on Wednesday March 4, 2026.
- Public hearing notices were placed on all Route 110 stops, San Diego Daily Transcript, and on MTS web site
- MTS received 6* comments regarding the discontinuation of Route 110
  - 1 was in favor of the change
  - 5 were against the change

**As of March 16, 2026*

Recommendation

- That the San Diego Metropolitan Transit System (MTS) Board of Directors:
  - Receive public testimony; and
  - Approve the discontinuation of Route 110

Metropolitan Transit System

Agenda Item No. 20

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 19, 2026

SUBJECT:

Fare Change Study Update (Mark Olson and Israel Maldonado)

INFORMATION ONLY

Budget Impact

No budget impact from this agenda item. However, the Fare Change Study is part of the agency's due diligence efforts to both (a) find sufficient funding to avoid near term service cuts by extending the agency's "fiscal cliff" to 2030; and (b) identify long-term funding to solve the agency's structural budget deficit (estimated at $100 million to $150 million per year). The current financial sustainability strategy is studying if fare changes implemented in calendar year 2026 can provide approximately $11.5 million in additional annual funding to help preserve MTS's service levels between now and 2030. Service efficiencies are also being studied to identify an additional $11.5 million in annual savings to support the 2030 fiscal cliff goal, for a total target of $23 million per year to fill MTS's funding gap over the next four years.

Other efforts to reduce or resolve the structural budget deficit are being concurrently worked on, including: operational budget expense tightening; increasing "other" revenue with increased advertising, real estate revenue, and cost recovery fees; Comprehensive Operational Analysis to determine options for service reductions if new long-term funding is not secured; advocacy for additional state or federal funding; and review of options for potential voter-approved taxes or fees.

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.

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. The main adult/SDM category breakdown is listed in the table below. The full fare category breakdown is included in Attachment B.

	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

Attachments: A. Fare Change Study Workshop
B. Fare Change Packages

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.

FARE CHANGE PROPOSALS

MTS Proposed Fare Change Packages

The following reflect two proposals that would achieve varying levels of revenue for the agency (a minimum of half the budget gap expected to be covered by fare and/or service level changes).

	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**
Adult ***Rapid* Premium Express One-Way Pass**	**$6**	**$7**	**$5**
SDM ***Rapid* Premium Express One-Way Pass**	**$3**	**$3**	**$2.50**
Adult ***Rapid* Express Day Pass**	**$14**	**$16**	**$12**
SDM ***Rapid* Express Day Pass**	**$7**	**$7**	**$6**
Adult ***Rapid* Express Month Pass**	**$125**	**$140**	**$100**
SDM ***Rapid* Express Month Pass**	**$42**	**$39**	**$32**
Adult **Rural One-Way Pass**	**$10**	**$11**	**$8**
SDM **Rural One-Way Pass**	**$5**	**$5**	**$4**
MTS Access One-Way Pass	**$6**	**$7**	**$5**

NCTD will also be considering fare changes. Please see the website for more details.

sdmts.com/**FareChange**

Metropolitan Transit System

Item No. 20, 03/19/2026

Fare Change Study Update

Board of Directors

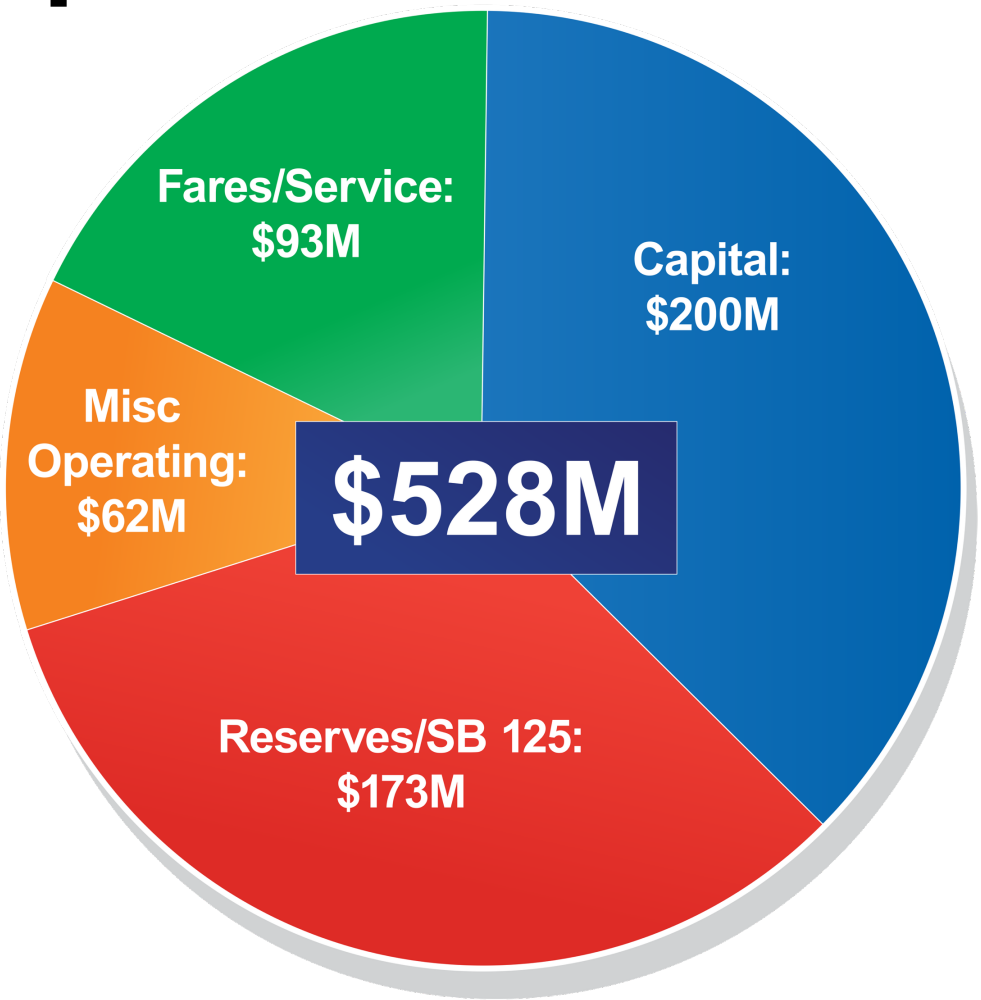
Fare Change Study Background

- 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

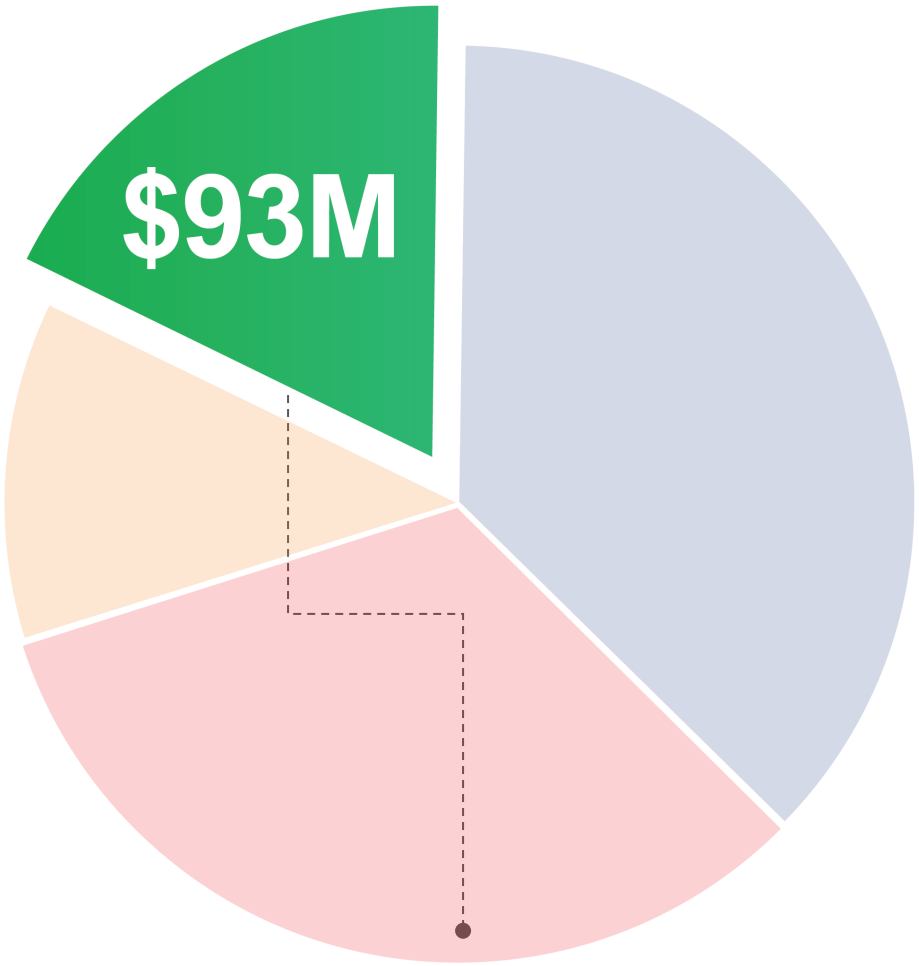
Strategy for Filling the Gap

- **$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



Fares / Service

What Does $23 Million Mean?

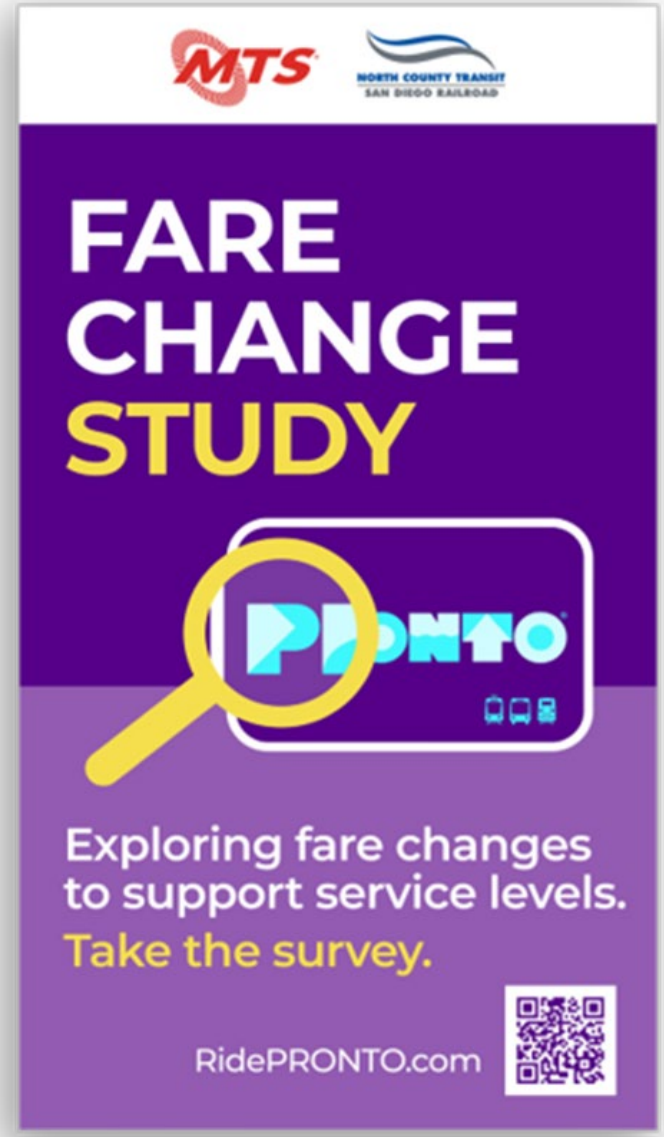
- **Represents about 26% of current fare revenues**
- Comparable Service Levels:
  - **ALL** Saturday bus and Trolley Service *($18.2 million / year+)*
  - **ALL** weekend bus service *($24.2 million / year)*
  - **ALL** Blue Line Trolley service *($22.3 million / year)*
  - **ALL** Green and Orange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

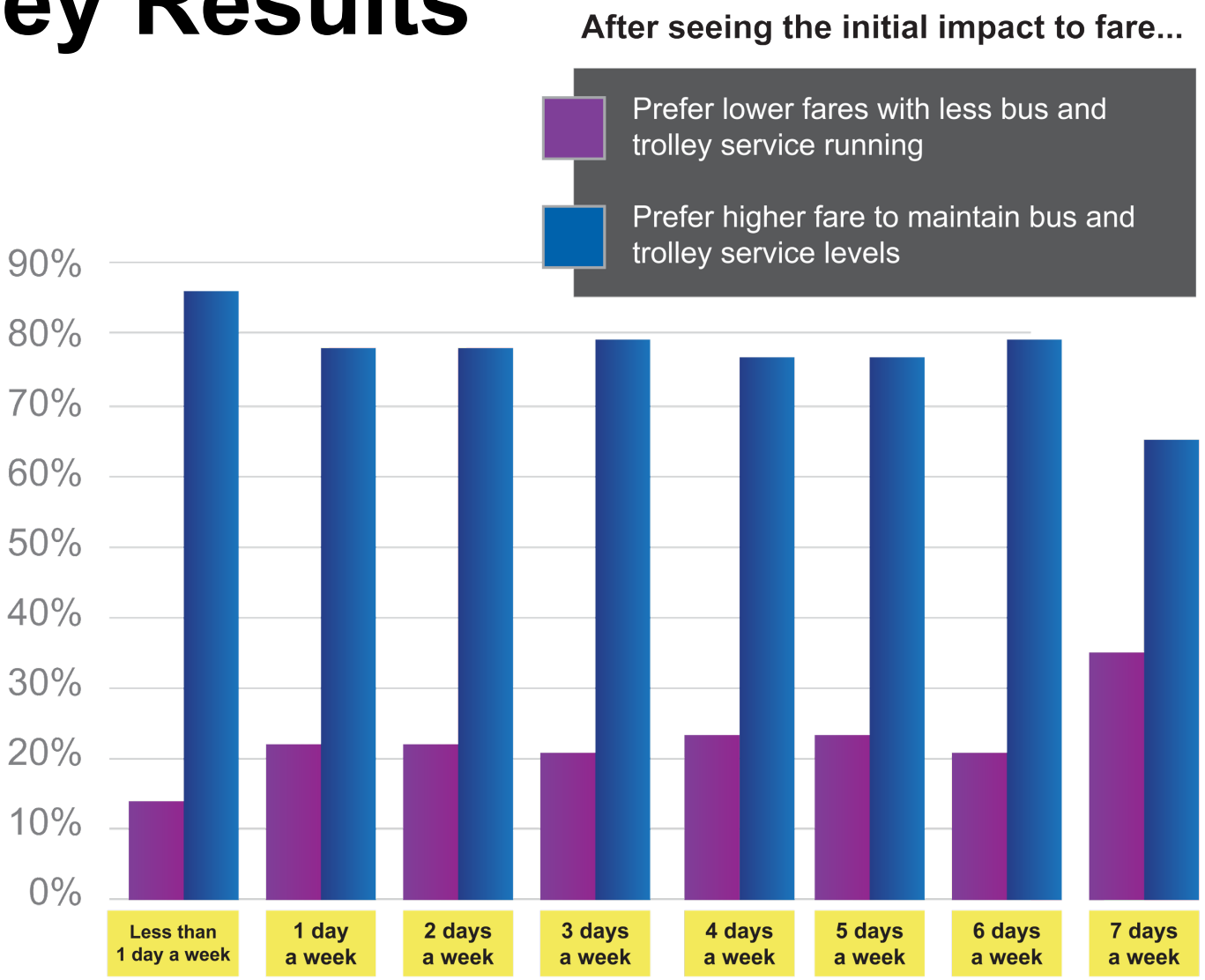
- Feb. 5 – March 5

Transit Center Outreach

- Euclid, Miramar, Iris, SDSU, Old Town

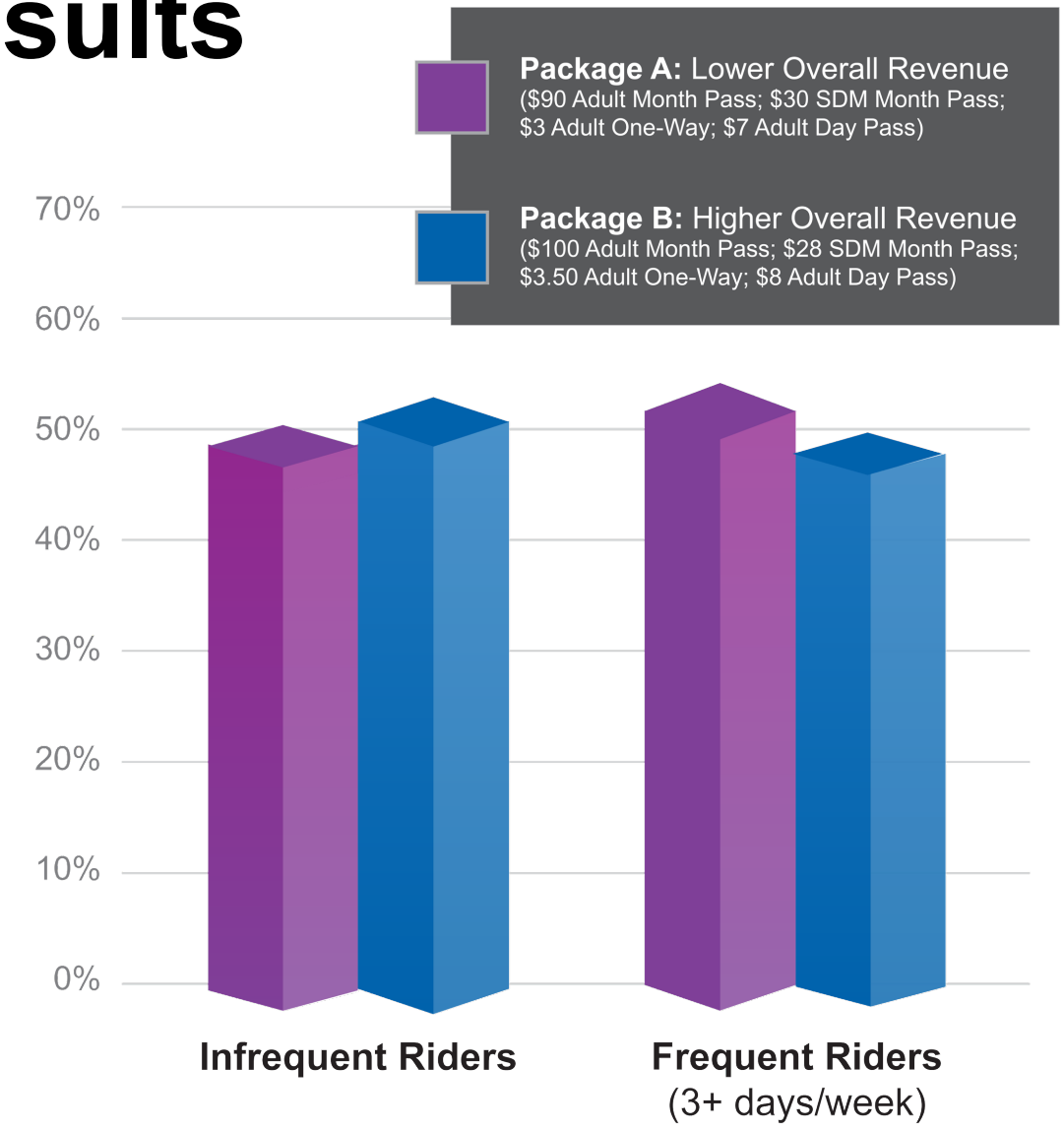
Phase II Online Survey Results

Cost to Ride vs. Service Levels



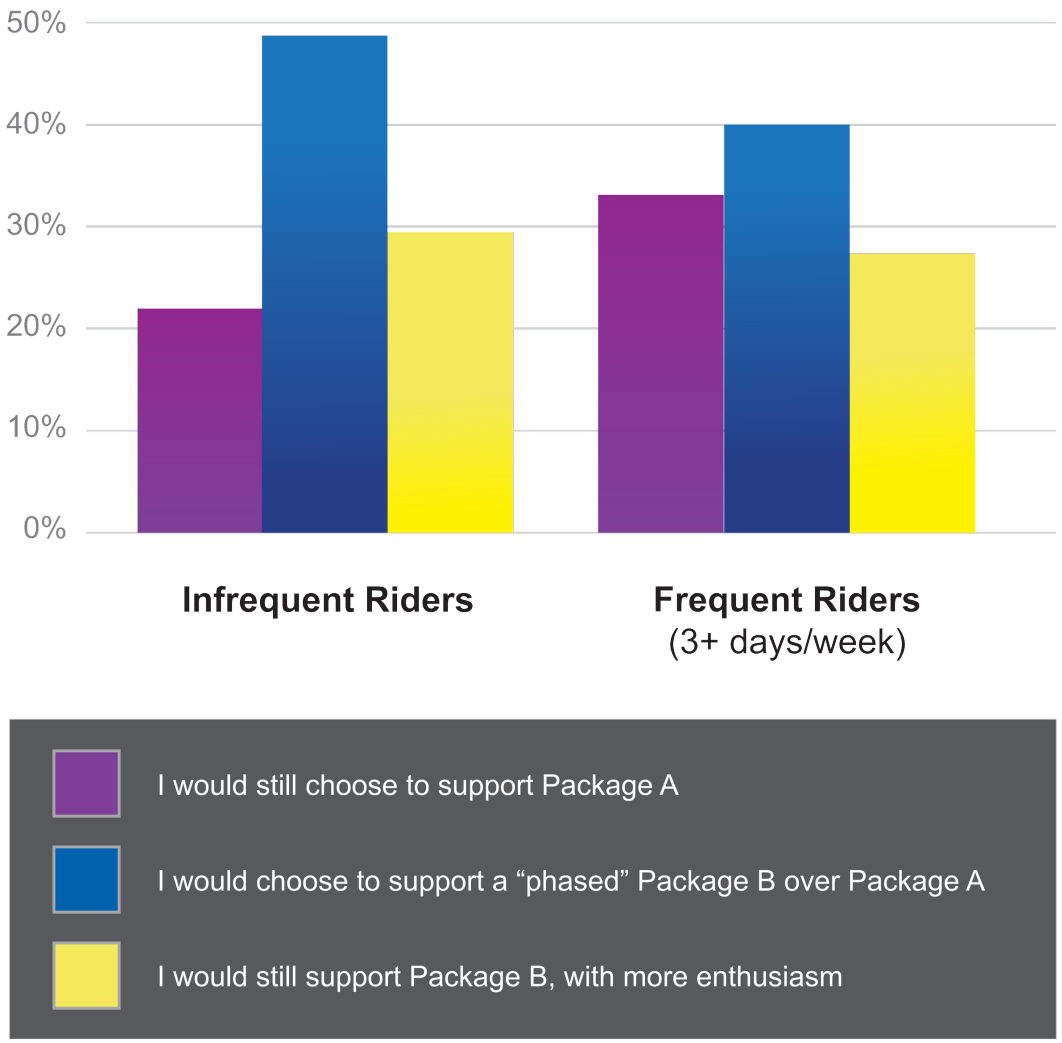
Phase II Online Survey Results

Package Preference



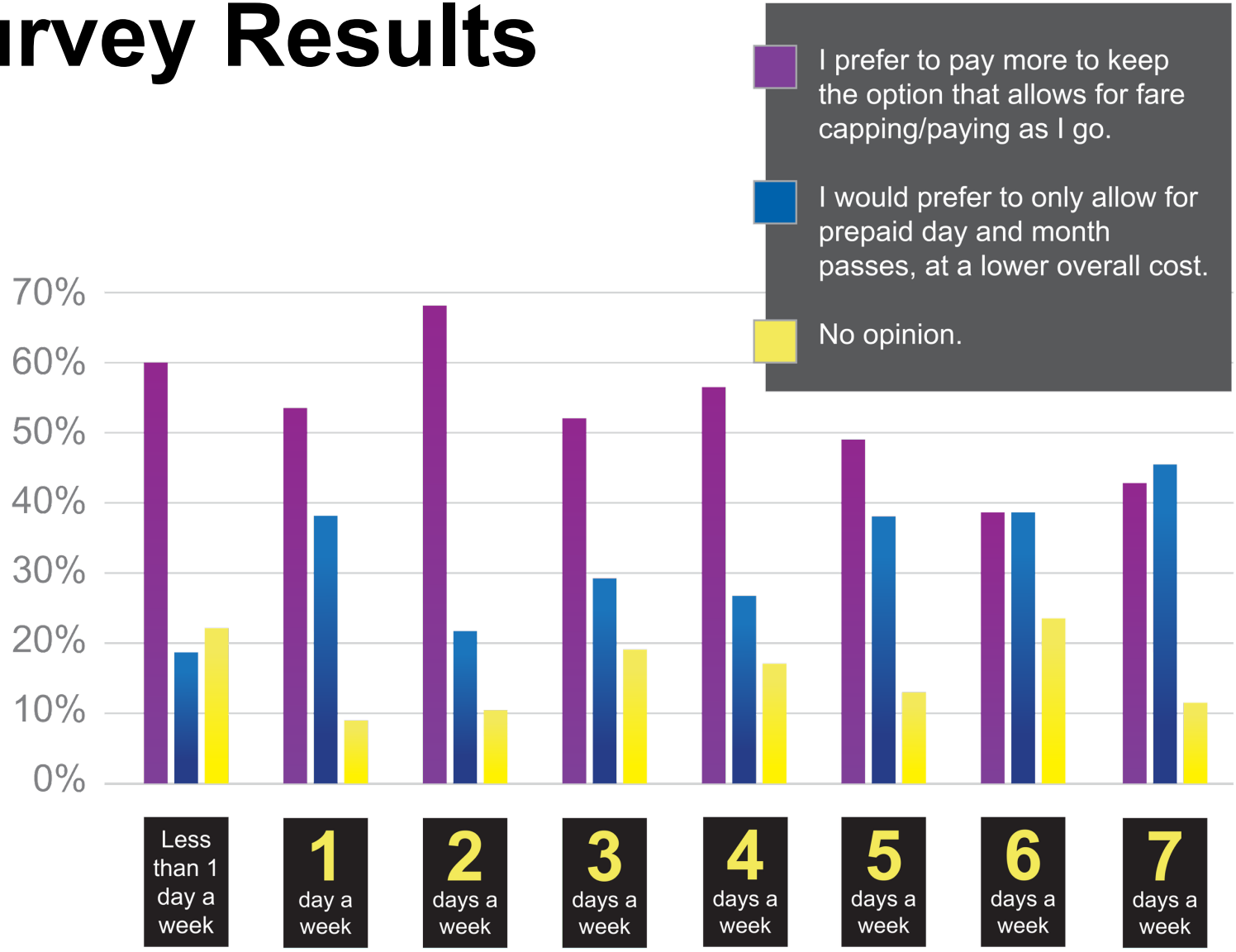
Phase II Online Survey Results

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